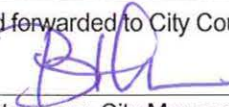




STAFF REPORT

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: **Oakley Gateway Self-Storage and 7-Eleven - An application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy. The project site is an approximately 3.63-acre vacant lot located at 3979 Empire Avenue (Southwest corner of Laurel Road and Empire Avenue) APN: 053-071-050.**

Summary and Background

This is a request by Sutter & Pierce EPC, LLC and 7-Eleven, Inc. ("Applicant") requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy. The project site is an approximately 3.63-acre vacant lot located at 3979 Empire Avenue (Southwest corner of Laurel Road and Empire Avenue) APN: 053-071-050.

Staff recommends the City Council approve the Gateway Self-Storage and 7-Eleven project, as conditioned.

General Plan and Zoning

The existing land use designation on the subject site is "Public and Semi-Public Facilities (PS)". The purpose of the PS Land Use Designation is to provide locations for "public, semi-public and private facilities.....to serve the needs of the community. These uses support government, civic, cultural, health, education, and infrastructure aspects of the City. Public and Semi-Public facilities should be located in a manner that best serves the community's interests, allows for adequate access by bus, bicycle, or foot to minimize trip generation and provides for access by all residents, where appropriate. This designation includes properties owned by public agencies such as libraries, fire stations, public transportation corridors, and schools, as well as privately owned transportation and utility corridors such as railroads, and power transmission lines.....A wide variety of public and private uses are allowed with this General Plan category. However, construction of private commercial uses will be limited to uses related to the public or semi-public activity. Residential subdivision of this designation is not allowed."

The property is currently zoned Public and Semi-Public (P) District. This district is compatible with the current General Plan designation and would allow for uses that fit within that designation. Both the existing land use designation and zoning would not allow for the proposed project and that is why the applicant is proposing a change in land use designation and zoning.

Existing Conditions and Surrounding Land Uses

The approximately 3.63-acre project sites are located on the southwest corner of Laurel Road and Empire Avenue. The site is currently owned by the Contra Costa Water District (CCWD) (See Figure 1. Street View of Project Site and Figure 2. Aerial of Project Site and Adjacent Properties) and is undeveloped. The property to the east, across Empire Avenue, and north, across Laurel Road, are occupied by a single-family residence. The project site is bordered by Empire Avenue to the east and Laurel Road to the North. The Randall-Bold Water Treatment Plant and CCWD owned land surrounds the project site to the south and west.

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 PS 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 commercial land use designation, such as CO.

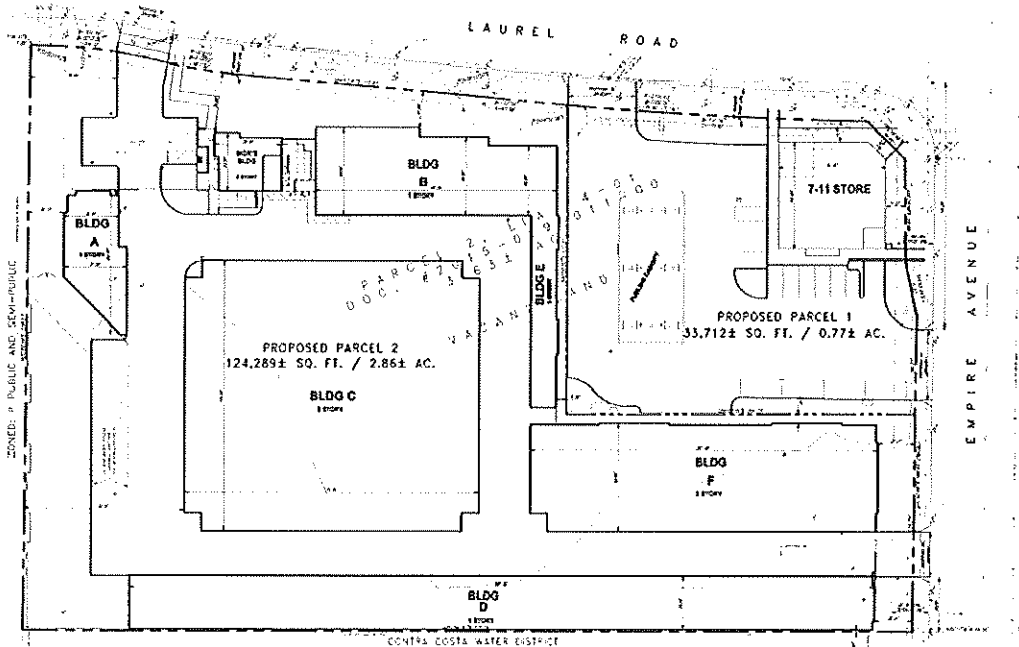
Proposed Rezoning

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 applicant has proposed the General Commercial (C) District. The project does include a 7-Eleven convenience store and gas station which meets the intent of the code requirement to include a retail component.

Proposed Tentative Parcel Map

The project proposal includes a Tentative Parcel Map to split the approximately 3.63-acre parcel into two parcels (Parcel 1 would be approximately 33,712 square feet or 0.77-acres and Parcel 2 would be approximately 124,289 square feet or 2.86-acres). The proposed 7-

Eleven would be developed on Parcel 1 and the self-storage component of the project would be developed on Parcel 2. The Tentative Parcel Map Exhibit is depicted below:



Proposed Conditional Use Permit

The proposed use is defined as "Retail and Self-Storage", which is allowed in the General Commercial District with the approval of a Conditional Use Permit. The purpose of a Conditional Use Permit is to allow for uses that are not allowed by right, and to ensure, through conditions, that the proposed land use is compatible with the surrounding land uses in the neighborhood per Oakley Municipal Code Section 9.1.1602.

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 Commission¹. 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 3.63-acre vacant site with two uses, the 7-Eleven convenience store and gas station and the self-storage facility.

¹ City Council acts as the Planning Commission per Ordinance No. 06-09

The 7-Eleven component will feature a non-prototypical site plan that shifts the gasoline canopy to the rear of the proposed Parcel 1 while moving the convenience store to the very northeast corner of the parcel. This site plan reflects comments made by the City Council at the October 27, 2015 Preliminary General Plan Amendment Hearing. The one-story store is approximately 3,795 square feet and is 28' 7" at the tallest point which is the tower element located on the northwest corner of the building. Access to Parcel 1 will be from a 2-way driveway on both the Laurel Road and Empire Avenue frontages. Dedicated off street parking is provided in 12 spaces (one ADA accessible) around the west and south areas of the convenience store, 4 parallel parking spaces along the southern property line of Parcel 1 and 12 fueling spots underneath the canopy.

The self-storage component of the project features six storage buildings and one smaller first floor office building with a second floor managers unit. Buildings A, B, D and E are all one-story and range from 11 to 13 feet in height depending on the roof line and architectural detail. Buildings C, F and the Managers building are 2-story and range from 21' 3" to 25' 6" in height depending on the roof line and architectural detail. The tower element of the 2-story office/managers unit building is 32' 2" tall. All six buildings run along the perimeter of the property lines for the proposed parcel 2 with the exception of the southwest corner of Parcel 2, which has the storm water detention basin as well as 15 parking spaces. The two-story office and managers unit is detached from the storage buildings and is located on the east side of the entry driveway and totals 2,360 square feet. Access to Parcel 2 will be from a 2-way driveway off the Laurel Road frontage.

Dedicated off street parking is provided in five spaces (one ADA accessible) outside of the entry gate. The managers unit has one dedicated covered parking space. There are 15 additional parking spaces inside of the gates towards the southwest corner of the parcel. 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 26 feet wide. These drive aisles lead to an exit only driveway and gate on the Empire Avenue frontage.

Figure's 3 through 6 on the following pages highlight both the 7-Eleven and self-storage project elevations.

Figure 3. 3D Rendering Looking Southwest from the Corner of Laurel Road and Empire Avenue (7-Eleven)



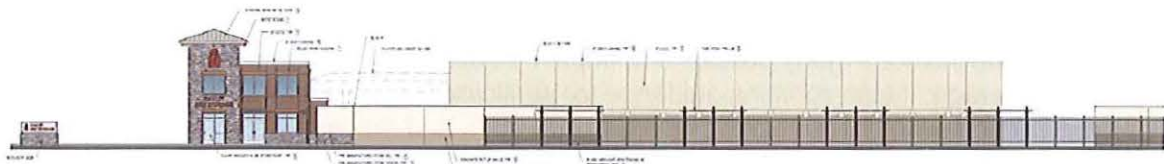
Figure 4. 3D Perspective Looking Southeast along Laurel Drive (7-Eleven)



Figure 5. Partial North Elevation (Self-Storage)



Figure 6. Partial West Elevation (Self-Storage)



Previous Preliminary General Plan Amendment

On October 27, 2015, the City Council held an advisory public hearing on a Preliminary General Plan Amendment for the proposed Oakley Gateway Self Storage and 7-Eleven project. At that time, the Council was presented with the conceptual plans and proposed amendment from PS 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 the lack of more retail and commercial uses on the site and the placement of the convenience store (more traditional location behind the gas canopy versus moving the convince store to the northeast corner of the parcel). In closing comments, a majority of the Councilmembers indicated an interest in seeing the applicant propose for the General Plan Amendment to redesignate to the site to *Commercial*.

Analysis

General Plan Amendment

Amending a land use designation from a Public and Semi-Public Facilities land use to a Commercial land use will change the underlying type of development allowed and remove the potential for other public and semi-public uses from being established. When considering the potential for a General Plan Amendment on this site, one important aspect is whether or not the site should remain public, semi-public. Given discussions held during the preliminary hearing, this site is more conducive to commercial development because it's located along two major arterials within the City of Oakley. Since the relinquishment of Highway 4 from Caltrans to what now is Main Street, Laurel Road is being used more as it provides direct access to Highway 4. Currently there is no fuel option along the Laurel Road corridor and the addition of a fuel station would provide both Oakley residents and non-residents a fuel option other than what exists along Main Street.

This corner has been of significant interest to the City over the past several years. This intersection is one of the more "prime" intersections in the City in terms of location, visibility and traffic counts. All of those lend to a more favorable location when you talk to national retailers and commercial developers. Although self-storage isn't typically associated with prime commercial corners, the applicant for this project has not had success landing a deal with a national anchor for site.

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 plans show a cumulative site coverage of approximately 43%. 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 this project meets the intent and spirit of the General Plan, and that exceeding the 40% lot coverage for this project by 3% is not substantial and will not change the overall look and feel of the site when fully developed.

In the realm of land use compatibility, redesignating this site to allow for a commercial use, such as the proposed self-storage and 7-Eleven project, will serve to provide a buffer between the Laurel Road and Empire avenue frontages and the Randall-Bold Water Treatment Plant. It would also serve to result in a well thought out development that will beautify the projects Laurel Road and Empire Avenue frontages, which will result in a more balanced and attractive intersection that has gone undeveloped for years. Given the proposed project and request to rezone the parcel to General Commercial, the proposed General Plan Amendment is warranted.

Rezone

To revisit the background section the General Commercial "C" District is compatible with the *Commercial* land use designation and would allow for a self-storage use with a retail component as a conditionally permitted use. The project, 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.

Tentative Parcel Map

The Tentative Parcel Map has been reviewed against all applicable codes including the Subdivision Map Act and the Zoning Ordinance. The General Commercial zone requires a minimum 7,500 square foot lot with no minimum lot depth or width. In addition the code allows for a maximum 1.0 Floor Area Ratio (FAR). Each lot proposed is well in excess of 7,500 square feet and the 7-Eleven comes in at a .11 FAR and the self-storage component comes in at a .82 FAR. The Tentative Parcel Map as proposed meets all applicable codes and regulations.

Conditional Use Permit

The Conditional Use Permit (CUP) is required for both the self-storage use as well as the gasoline service station. The project includes a retail component and therefore meets the

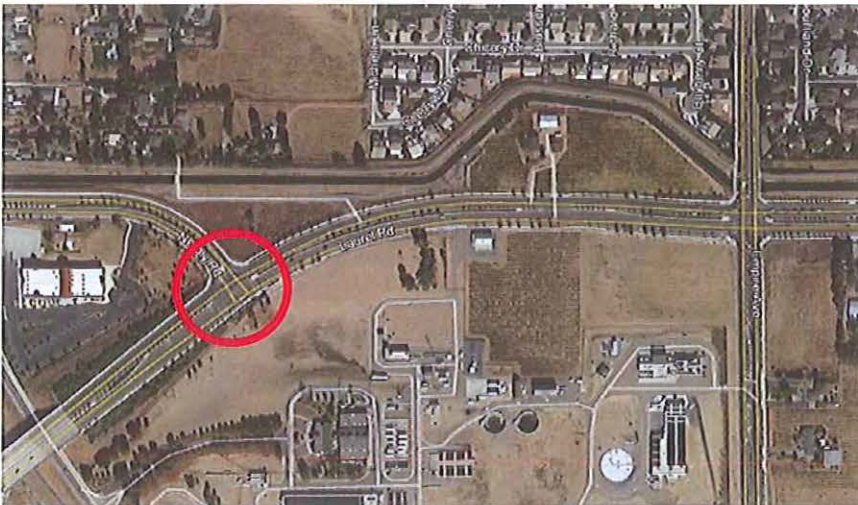
intent of requiring a CUP. The self-storage component of the project is compatible with the surrounding areas in that there are no conflicts with adjacent land uses.

In terms of the 7-Eleven, Staff has added several conditions of approval that deal with alcohol sales. Specifically there are conditions that regulate the hours alcohol may be sold, a security plan, the type of alcohol that can be sold (beer and wine only), window signage and other applicable conditions that make the overall use compatible with the surrounding area. Like most gasoline service stations, the gas pumps and convenience store are proposed to operate on a 24-hour a day basis while the sale of beer and wine is limited from the hours of 6:00 AM to 2:00 AM. These conditions are very similar to the conditions placed on other gasoline service stations that have a convince store that sells alcohol.

Design Review

Circulation/Parking: The 7-Eleven component of the project has two driveways, one off Laurel Road and one off Empire Avenue. Each driveway is 40 feet in width and they are limited to right in and right out ingress and egress. The self-storage component of the project also has two driveways. A right in, right out driveway located towards the western edge of the northern property line. This driveway will serve as the main entrance to the facility and is intended to be the entrance for all box trucks. The project has an exit only right out driveway off Empire Avenue, located towards the southern edge of the eastern property line.

The applicant has indicated that they would like to reconfigure the median at the signalized intersection, to provide a U-turn, just west of the project site on Laurel Road (intersection circled in red below). The project is conditioned to fund and submit improvement plans and signal modification plans for the proposed U-turn lane on west bound Laurel Road at the intersection with Neroly Road for approval by the City Engineer.



The 7-Eleven and self-storage are both adequately parked. Each component of the project is providing parking in excess of the code requirements as explained earlier in the Staff Report.

Building/Site Design

The project can be separated into two components. The northeastern portion of the project, otherwise known as Parcel 1, will be developed with the 7-Eleven convenience store and gas station. As stated earlier, the convenience store has been shifted to the northeast corner of the parcel, which is both a requirement of the Commercial and Industrial Design Guidelines and was requested by a majority of the City Council at the October 27, 2015 hearing. A majority of the parking will be located around the west and south areas of the convenience store. The fuel canopy is located towards the southwest portion of Parcel 1, moving it away from the street frontage. This site plan design allows for a project where the fuel canopy doesn't overwhelm the site.

The 7-Eleven features a tower element at the northwest corner of the building, located along Laurel Road. This tower element along with the tower element on the self-storage building provides for a consistent theme. The applicant has provided many enhanced materials that are shown on the applicant's plans. The building will use a base stucco exterior, with extensive ledgerstone accents along the base of the building, at the building corners and on the tower element. Exposed wood beam trellises with Spanish tile roofing are located on all four elevations, matching the Spanish tile roof on the tower element. The building has varying roof line and elements with both parapet elements along a majority of the perimeter walls and a pyramid hip roof on the tower element.

The remainder of the site, Parcel 2, will be developed with the self-storage use. Buildings A, B, D and E are all one-story and range with buildings C, F and the Managers building being 2-story. During the October 27, 2015 hearing, the City Council expressed a desire to have a very high quality architectural design. The applicant took that direction and prepared plans that incorporate design elements that are very high quality and not typical of a self-storage project. A self-storage project typically lends itself to large stretches of blank building walls. The applicant has paid careful attention to this aspect and provided additional articulation, material changes, horizontal offsets and additional roof elements. The project uses multiple materials and roof lines to create a unique architectural style. The use of stone accents, a varying color palette, wood barn doors along the Laurel Road frontage, tubular steel trellises and stucco reveals add to the high quality design. The use of these materials create elevations that have articulation and relief in order to create architectural interest. The varying roof lines and height of the project also help reduce the massing of the larger, two-story self-storage buildings.

The Laurel Road frontage of the project site is mostly improved with curb, gutter, and sidewalk, and landscaping. The project is conditioned to complete the frontage improvements along Empire Avenue which would include constructing a 6-foot wide detached sidewalk and landscaping. In addition to these improvements, the project is also conditioned to underground the existing utility poles along the Empire Avenue frontage. It should be noted that the final design does not include parking spaces that would have cars pointed towards Laurel Road or Empire Avenue when parked. A majority of the parking areas are screened from view.

There are several conditions placed within the resolution that require further information to be submitted like detailed landscape plans, and information about the trash enclosures and other site improvements prior to them being constructed. The building and site improvements have been reviewed and they do comply with both the development regulations and the spirit and intent of the Commercial and Industrial Design Guidelines. Staff has worked with the applicant to ensure that an adequate amount of landscaping, both bushes and plantings, are used along the project frontage to further enhance the overall look of the project frontage.

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

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, Tentative Parcel Map, Conditional Use Permit, 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 referenced in the proposed Rezone ordinance and Tentative Parcel Map, Conditional Use Permit 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 Tentative Parcel Map, Conditional Use Permit and 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 October 27, 2015 Preliminary GPA Hearing
6. Proposed General Plan Land Use Amendment Resolution
7. Proposed Rezone Ordinance
8. Proposed Design Review Resolution

Oakley Gateway Self Storage and 7-Eleven General Plan Amendment
(GPA 05-16), Rezone (RZ 07-16), Tentative Parcel Map (TPM 02-16),
Conditional Use Permit (CUP 02-16) and Design Review (DR 14-16)
Southwest corner of Laurel Road and Empire Avenue
APN: 053-071-050





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 **Gateway Self Storage and 7-Eleven General Plan Amendment (GPA 05-16), Rezone (RZ 07-16), Tentative Parcel Map (TPM 02-16), Conditional Use Permit (CUP 02-16) and Design Review (DR 14-16).**

Project Name: Gateway Self Storage and 7-Eleven General Plan Amendment (GPA 05-16), Rezone (RZ 07-16), Tentative Parcel Map (TPM 02-16), Conditional Use Permit (CUP 02-16) and Design Review (DR 14-16)

Project Location: 3979 Empire Avenue (Southwest corner of Laurel Road and Empire Avenue) (APN) 053-071-050

Applicant: Sutter & Pierce EPC, LLC, 190 Hartz Avenue, Suite 200, Danville, CA 94526 and 7-Eleven, Inc. 3200, Hackberry Road, Irving, TX 75063

Request: An application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy.

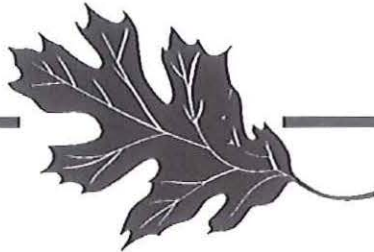
CEQA: This project was analyzed in an Initial Study pursuant to CEQA Guidelines, to which a **Mitigated Negative Declaration** was made available to the public and all requesting parties, and posted with the Contra Costa County Clerk and Governor's Office of Planning and Research for at least 30-days 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 www.oakleyinfo.com.

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 mcmurray@ci.oakley.ca.us.

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.

OAKLEY



CALIFORNIA

California Environmental Quality Act (CEQA)

Initial Study

for

**Gateway Self Storage
and 7-Eleven**

(GPA 05-16, RZ 07-16, TPM 02-16, CUP 02-16, DR 14-16)

June 2016

Prepared by

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. BACKGROUND

1. Project Title: Gateway Self Storage and 7-Eleven
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: 3979 Empire Avenue
Southwest corner of Laurel Road and Empire Avenue
Assessor's Parcel Number (APN) 053-071-050
5. Project Sponsors: Sutter & Pierce EPC, LLC
190 Hartz Avenue, Suite 200
Danville, CA 94526
And
7-Eleven, Inc.
3200 Hackberry Road
Irving, TX 75063
6. Existing General Plan: Public and Semi-Public Facilities (PS)
7. Proposed General Plan: Commercial (CO)
8. Existing Zoning: Public and Semi-Public (P)
9. Proposed Zoning: General Commercial (C)
10. Project Description Summary:

Application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy at the southwest corner of the Laurel Road and Empire Avenue intersection, 3979 Empire Avenue (APN 053-071-050).

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. AEI Consultants: Environmental & Engineering Services. *Phase I Environmental Site Assessment*. Prepared on February 25, 2016.
2. Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2012 (updated January 16, 2014).
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. Contra Costa LAFCo. *Water and Wastewater Municipal Services Review for East Contra Costa County*. Approved December 19, 2007
11. Diablo Water District. *Final 2010 Urban Water Management Plan*. June 2011.
12. ENGEO Incorporated. *Geotechnical Exploration Self Storage Facility and 7-Eleven Oakley, California*. Prepared on February 9, 2016.
13. Federal Emergency Management Agency, National Flood Insurance Program. *Flood Insurance Rate Map Number 06013C035SF* Effective June 16, 2009.
14. Ironhouse Sanitary District. *Water Recycling Facility*. Accessible at <http://ironhousesanitarydistrict.com/pages/wrf.html>. Accessed on June 9, 2016.
15. State of California, Natural Resources Agency, Department of Conservation. *Contra Costa County Important Farmland 2012*. Published April 2014.
16. Mid-Valley Engineering, Inc. *Stormwater Control Plan for 3979 Empire Ave. 7-Eleven Oakley*. Prepared on February 3, 2016.
17. Robert A. Karn & Associates, Inc. *Stormwater Control Plan for Oakley Self Storage, Laurel Road & Empire Avenue Oakley, CA*. Prepared on March 9, 2016.
18. Sycamore Environmental Consultants, Inc. *Application Form and Planning Survey Report*. Submitted on April 28, 2016.
19. TJKM Traffic Consultants. *Traffic Impact Study Report Laurel Road Gas Station and Self-Storage Facility TIA City of Oakley, California*. Prepared on March 10, 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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Greenhouse Gas |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this Initial Study:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Joshua McMurray
Printed Name

Date

City of Oakley
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 environmental setting and impact discussion for each section of this IS/MND have been largely based on information in the *Oakley General Plan* and the *Oakley General Plan EIR*. In addition, detailed technical reports including a Planning Survey Report prepared by Sycamore Environmental Consultants, a Phase I Environmental Site Assessment prepared by AEI Consultants, a Geotechnical Exploration prepared by ENGEO Incorporated, and a Traffic Impact Study Report prepared by TKJM Traffic Consultants, were prepared specifically for the proposed project and are utilized, where appropriate.

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 at the southwest corner of the Laurel Road and Empire Avenue intersection, 3979 Empire Avenue designated by APN 053-071-050 (See Figure 1). The property to the south and west includes land owned by the Contra Costa Water District. To the south is a developed water treatment plant and to the west is a vineyard. North of the project site, across Laurel Road, is a vineyard with single family housing beyond. East of the project site, across Empire Avenue is undeveloped land, beyond which are single family homes.

Figure 1
Project Vicinity



Project Components

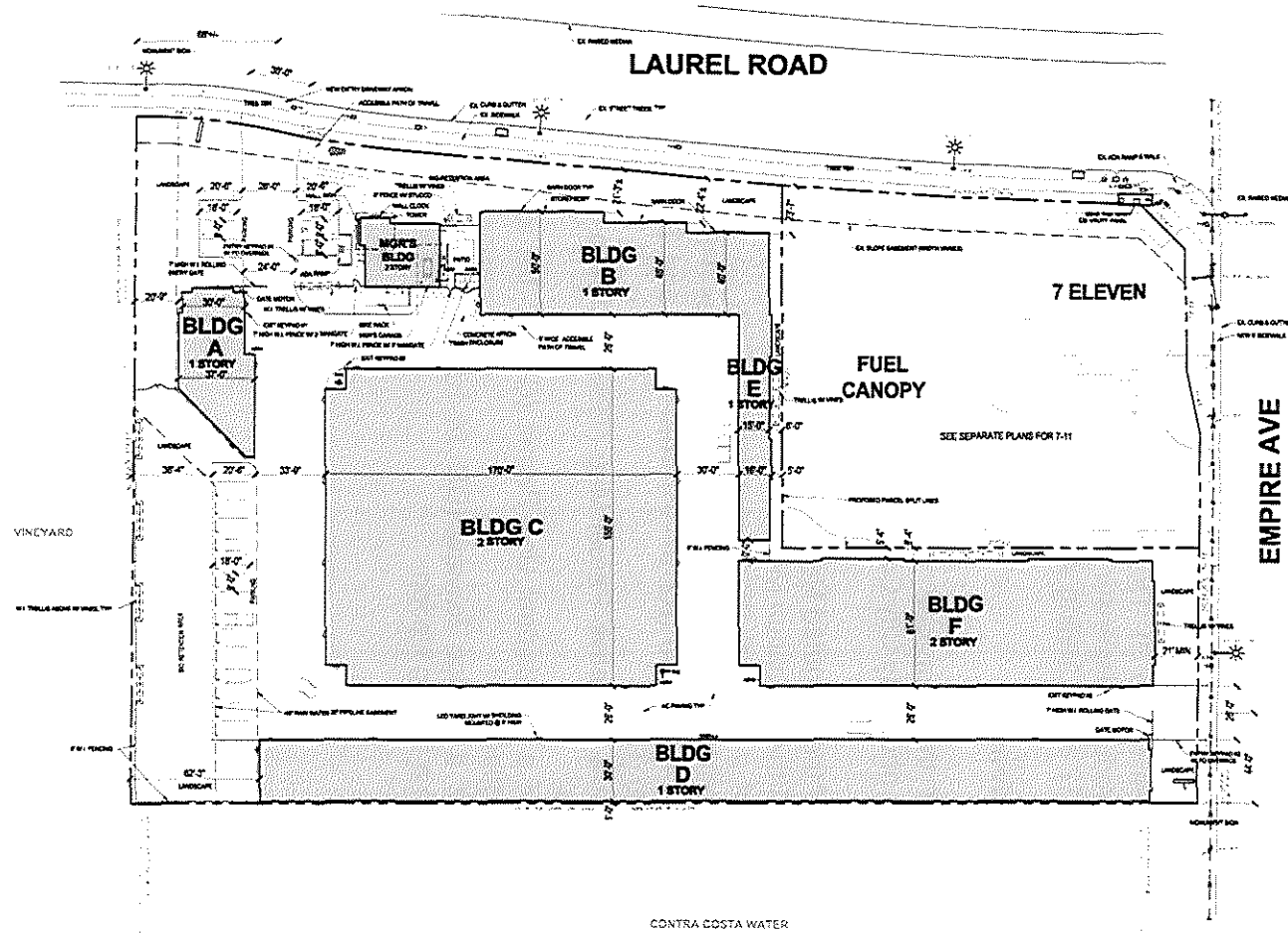
The proposed project includes a request for approval of a General Plan Amendment, Rezone, Tentative Parcel Map, Conditional Use Permit, and Design Review to construct a self-storage facility and a convenience store with a fueling station. The applicant is proposing to subdivide the 3.63-acre vacant site into two parcels to construct a 2.86-acre self-storage facility and a 0.77-acre 7-Eleven gas station. The self-storage facility will include six one- and two-story storage buildings totaling 99,637 sf. In addition, a two-story manager's building consisting of a residential unit and office space will be located on-site. A total of 21 parking spaces will be provided for the self-storage facility (see Figure 2). The 7-Eleven parcel will include a 3,795 sf 7-Eleven store, six multi-product dispenser fueling stations with a canopy and 28 parking spaces, including 12 at the fueling stations (see Figure 3).

Discretionary Actions

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

- Adoption of the Mitigated Negative Declaration;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO);
- Approval of a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C);
- Approval of a Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels;
- Approval of a Conditional Use Permit (CUP02-16) to establish a self-storage and gas station; and
- Approval of a Design Review (DR 14-16) to construct a self-storage and 7-Eleven with a fueling station.

Figure 2
Gateway Self-Storage Site Plan



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.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS.				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or night-time views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Scenic resources in Oakley include predominant natural landscape features such as the Delta, Dutch Slough, Marsh Creek, agricultural and other open space lands, as well as the views of Mount Diablo to the west. The proposed project site is not located within an area designated as a scenic vista, nor does the site include any significant scenic resources such as rock outcroppings or historic buildings. The City of Oakley General Plan Environmental Impact Report (Oakley GP EIR) does not designate the proposed project site a scenic vista. The proposed project would include the construction of one and two-story structures on the project site that would not have size and mass that could obstruct views, including views of Mount Diablo. Therefore, a **less-than-significant** impact would occur.
- b. According to the California Scenic Highway Mapping System, administered by Caltrans, a portion of SR 4, from the intersection of SR 160 with SR 4, west towards the Contra Costa County line is eligible for State Scenic Highway designation. The proposed project is located a half mile east of SR 4 within the section of the roadway eligible for state designation. However, views of the project site from SR 4 are obstructed by the Contra Costa Water District Water Treatment Plant, and the Laurel Road overpass. Because the proposed project is not visible from SR 4 the project would not damage scenic resources within a state scenic highway, and a **less-than-significant** impact would occur.

- c. The project site is a vacant graded property bordered to the south by the existing Contra Costa Water District Water Treatment Plant. The development of the proposed project would place structures on a vacant site which would change the visual character of the site. 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 City's Commercial & Industrial Design 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. The plans for the self-storage facility included a photometric lighting plan which indicates that lighting levels at the property line would be zero. A plan has not been submitted for the 7-Eleven parcel; however, 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.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a,e. The proposed project site is designated as "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. Small vineyards are located on the adjacent undeveloped portion of the Contra Costa Water District Water Treatment Plant property. The vineyard site is designated for Public/Semi-Public uses. 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 zoned agricultural, nor is the site 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.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

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_{2.5}), and State particulate matter 10 microns in diameter (PM₁₀) 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_{2.5} federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the 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 via 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 PM₁₀ 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_x), as well as for PM₁₀, and PM_{2.5}, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. Thus, by exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, NO_x, or PM₁₀, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82	82	15
PM _{2.5}	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 January 2017 and occur over an approximately one-year period;

- An average daily trip rate of 162.78 for the Convenience market (with gas pumps), and a daily trip rate of 2.5 for the self-storage facility were assumed based on the project specific Traffic Impact Study Report prepared by TJKM Transportation Consultants; and
- Compliance with the current California Building Energy Efficiency Standards Code.

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	NO_x	PM₁₀	PM_{2.5}
Project Construction Emissions	15.79	28.20	6.21	3.78
Thresholds of Significance	54	54	82	54
Exceeds Threshold?	NO	NO	NO	NO

Source: CalEEMod, June 2016 (see 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.

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.

CalEEMod does not fully capture the ROG emissions associated with the gas dispensing operations of the gas station when applying a "Convenience Market with Gas Pumps" land use to the model. As such, in order to adequately account for such emissions, an additional calculation has been performed using the California Air Pollution Control Officers Association (CAPCOA) emission factor for a gas dispensing facility of 1.27 lbs of ROG per 1,000 gallons of gasoline dispensed. The ROG emissions calculated using the CAPCOA emission factor has been added to the ROG emissions calculated using CalEEMod in order to present the total ROG emissions for the project.¹

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.

¹ A throughput of 1.2 million gallons per year was assumed for this analysis.

Table 3 Maximum Unmitigated Operational Emissions				
	ROG	NO_x	PM₁₀	PM_{2.5}
Average Daily Emissions (lbs/day)				
Project Operational Emissions	13.20 ¹	7.79	3.90	1.10
Thresholds of Significance	54	54	82	54
Exceeds Threshold?	NO	NO	NO	NO
Maximum Annual Emissions (tons/year)				
Project Operational Emissions	2.31 ¹	1.37	0.68	0.19
Thresholds of Significance	10	10	15	10
Exceeds Threshold?	NO	NO	NO	NO
¹ Includes ROG emissions estimated using CalEEMod (9.03 lbs/day and 1.55 tons/year), as well as the CAPCOA emission factor for gas dispensing operations (4.17 lbs/day and 0.76 tons/year).				
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 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. The nearest existing sensitive receptors to the site would be the single-family residences east of Empire Road and north or Laurel 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 development's traffic impacts on the CMP network.² Such a study was prepared by TJKM Traffic Consultants, and the Traffic Report determined that the project would result in 2,208 new daily vehicle trips, with 61 new AM and 99 new PM peak hour vehicle trips. As discussed in further detail in the Transportation/Circulation section of this IS/MND, the increase in daily vehicle trips and peak hour trips would not cause a reduction in the level of service of any intersection or roadway in the area covered by CCTA or by City of Oakley standards. Therefore, the project would be consistent with the applicable congestion management program because it would not degrade existing level of service standards to below levels acceptable by the CCTA or the City of Oakley.

The main roadways in the project vicinity would be Empire Avenue, Neroly Road, and Laurel Road. Empire Avenue is a four-lane, north-south divided arterial roadway, which provides access to local residential and regional commercial areas. Laurel Road is a four-lane east-west divided road, and Neroly Road at the intersection of Neroly Road and Laurel Road is also a four lane divided road. According to the Traffic Impact Study Report the intersection of Neroly Road and Laurel Road experiences a peak hourly traffic volume of 2,250 trips between 7:30 AM and 8:30 PM. The intersection of Laurel Road and Empire Avenue also experiences its peak volume from 7:30 AM to 8:30 PM with a peak hourly traffic volume of 2,977 trips. The proposed project's increase of a maximum of 61 new AM peak hour trips 99 PM peak hour trips, and 2,208 daily vehicle 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 and presented above. Additionally, the proposed project is not in an area where vertical or horizontal air mixing is substantially limited.

Therefore, the proposed project would be consistent with all applicable congestion management programs, the project would not increase traffic volumes to more than 44,000 vehicles per hour at any study intersection, nor would the project increase traffic volumes to more than 24,000 vehicles per hour where mixing is substantially limited. As such, according to the BAAQMD's screening criteria the proposed project would result in a less-than-significant impact related to CO emissions.

² Contra Costa Transportation Authority. 2011 Contra Costa Congestion Management Program [page 62]. Adopted November 16, 2011.

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. The CARB Handbook provides recommended setback distances for sensitive land uses from major sources of TACs.

The proposed project would introduce a new gasoline station that would have associated TAC emissions.

The CARB Handbook recommends a setback of 300 feet from a sensitive receptor to a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) or a setback of 50 feet from a typical dispensing facility (defined as a facility with a throughput of less than 3.6 million gallons per year). The proposed gas station is anticipated to involve a throughput of 1.2 million gallons per year, and would thus be considered a typical gas dispensing facility. However, the nearest sensitive receptor (i.e., the single-family residence east of Empire Avenue) would be located approximately 350 feet southeast of the project site (as measured from the closest corner of the project site to the residence, the actual distance of the gas pumps would be greater than this conservative approximation). Therefore, the proposed gas station would be located outside of the CARB-recommended setback of 50 feet for typical gas dispensing facilities and the CARB-recommended setback of 300 feet for large gas station. Additionally, the self-storage component of the proposed project includes an on-site manager's residence, which may be considered a new sensitive receptor. However, the manager's residence is outside of the 50-foot setback zone recommended by the CARB handbook. Therefore, the proposed project would not involve the siting of new sensitive receptors within a setback area from a source of TACs.

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 gas station component of the proposed project would involve increased vehicle traffic in the area, and occasional gas delivery vehicles, the gas station would not be

expected to attract 100 diesel semi-trucks or more to the area. Additionally, while the storage facility may result in increased truck trips to the project site it is unlikely that heavy diesel-semi-trucks would make up a large portion of the daily vehicle trips to the project site. The self-storage facility is sized for use by the surrounding residential community and the unit sizing would make the use of heavy diesel semi-trucks impractical. Therefore, it is unlikely the project would induce a combined total of 100 diesel semi-trucks per day. As such the proposed project would not be expected to generate a substantial amount of DPM.

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 an approximately one-year period (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.

According to BAAQMD, research conducted by CARB indicates that DPM is highly dispersive in the atmosphere and is reduced by 70 percent at a distance of approximately 500 feet. 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, the distance of the nearest sensitive receptors 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 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. Although, the project site is adjacent to a Contra Costa Water District water treatment plant, the plant does not include the treatment of wastewater, and therefore wouldn't be anticipated to create significant odors.

The convenience store, would serve food and drinks. Decomposition of biological materials, such as food waste and other trash, could create objectionable odors if not properly contained and handled. The project site would include waste receptacles throughout the facility and would utilize outdoor trash dumpsters with plastic flip-top lids, which would be picked up regularly during normal solid waste collection operating hours within the City. The dumpster lids are intended to contain odors emanating from the dumpsters. The dumpsters would be stored in an enclosed area for further protection from potential objectionable odors. The garbage collected on-site and stored in the outdoor dumpsters would not be on-site long enough to cause substantial odors. Thus, the outdoor, enclosed, and covered trash dumpsters that would be picked up regularly would be considered proper containment and handling of the trash generated on-site.

The proposed project would include a gasoline dispensing facility, which could generate odorous emissions. However, as noted previously, the proposed fueling station would be located over 300 feet away from the nearest sensitive receptors. Additionally, the manager's residence would be separated from the fueling station by two of the self-storage buildings and would be unlikely to be effected by odors from the fueling station. Therefore, the gasoline dispensing facility included in the project would be unlikely to significantly impact any of the sensitive receptors in the area.

Some odor may also occur during construction due to the use of diesel-fueled engines and equipment. However, as discussed above, construction activities would be temporary (approximately one year), 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 related to objectionable odors would result.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
IV. BIOLOGICAL RESOURCES.					
<i>Would the project:</i>					
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?	<input type="checkbox"/>	✘	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

Sycamore Environmental Consultants, Inc. prepared an Application Form and Planning Survey Report to comply with the provision of the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan (ECCC HCP/NCCP). Sycamore Environmental reviewed sections of the East Contra Costa County HCP/NCCP, including relevant sections of Chapter 6 Conditions on Covered Activities, Development Fee Zone Maps, and Appendix D Species Profile Text and Figures. A list from the U.S. Fish and Wildlife Service (USFWS) Sacramento Field Office was obtained that identifies federally listed, candidate, or proposed species that potentially occur in the project's USGS quadrant. The California Natural Diversity Database (CNDDDB) was queried for the project's USGS quadrant and eight surrounding quadrants to determine known occurrences of special status species in or near the project site. On February 8, 2016 Sycamore Environmental biologist, Juan Mejia B.S., conducted a Planning Survey. The survey consisted of walking through the site to confirm the land cover type as ruderal and survey surrounding areas as required by each specific species. Plant species were identified to the extent needed to determine any special status and to confirm plant communities. Wildlife species, their signs and potential habitat were recorded. The following discussion is based upon the Application Form and Planning Survey Report the prepared for the project site.

- a. The entire 3.63-acre project area is categorized as Ruderal according to Figure 3-3 of the ECCC HCP/NCCP. The ECCC HCP/NCCP describes ruderal community as disturbed areas characterized by sparse non-native, typically weedy vegetation. Ruderal land cover is dominated by a mixture of non-native annual grasses and weedy species that tend to colonize quickly after disturbance.

The site consists of a relatively flat vacant lot that is regularly cleared of vegetation. The north edge and northeast corner consists of engineered fill slope for the elevated road right-of-way. The Empire Way/Laurel Road intersection was raised above original grade to allow the Empire Way bridge to cross over the canal just north of the intersection. The soil is sandy and common weedy plant species include fiddleneck, filarees or heron's bill, corn spurry, black mustard, Italian thistle, and Russian thistle. The survey confirmed that the entire project site meets the criteria for a Ruderal community.

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.

Special-Status Plant Species

Special-status plants are those which are designated rare, threatened, or endangered and candidate species for listing by the U.S. Fish and Wildlife Service (USFWS). Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the CEQA Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society (CNPS). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for State or federal status, such as those included on List 3 in the CNPS Inventory.

The PSR prepared for the project site, notes that suitable land cover types for special-status plant species is not present. The project site does not provide habitat for any covered or no-take plant species.

Special-Status Wildlife Species

The PSR prepared for the project site by Sycamore Environmental Consultants the project site has the potential to provide suitable habitat for the San Joaquin kit fox, burrowing owl, Townsend's big-eared bat, Swainson's hawk, and Golden Eagle. Each is discussed further below.

San Joaquin kit fox (Vulpes macrotis mutica)

The project site is in HCP/NCCP modeled suitable low use habitat for San Joaquin kit fox (SJKF). The species profile for SJKF states this species prefers habitats with loose-textured soil that are suitable for digging. Dens are generally located in open areas with grass or grass and scattered brush, and seldom occur in areas with thick brush. In the northern part of their range (including Contra Costa County), SJKF primarily occur in foothill grasslands. The Project site is within the valley floor of Contra Costa County (85-90 foot elevation) known occurrences of SJKF do not exist. SJKF dens or breeding habitat were not observed on the project site or within the 250 foot (ft.) radius of the project site.

Burrowing owl (Athene cunicularia)

The site is within the HCP/NCCP modeled suitable habitat for burrowing owl. Based on the HCP/NCCP Species Profile for burrowing owl, this species requires other fossorial (digging) animals to dig their burrows. Where burrows are lacking, they will also occupy drainage culverts, cavities under piles of rubble, discarded pipe, and other tunnel-like structures. Animal burrows were not observed on the site. Burrowing owls or signs of burrowing owls were not observed at the project site. Annual discing of the site limits the potential for animal burrows to become established. If animal burrows were created, the project site could provide potential breeding habitat for burrowing owls.

In accordance with the ECCC HCP/NCCP planning survey requirements, potential burrowing owl breeding habitat was identified and mapped within a 500 foot radius of the project site. Based on the ECCC HCP/NCCP burrowing owl species profile, this species selects sites that support short vegetation, even bare soil, but will tolerate tall vegetation if the tall vegetation is sparse. A small empty lot east of the project site was surveyed to determine if potential burrowing owl breeding habitat was present. The empty lot consists of non-native annual grassland interspersed with *Salsola* sp. and/or *Dittrichia* sp. Ruderal weeds are abundant in that nonnative annual grassland. Animal burrows were not observed in the empty lot. If animal burrows were created in this area, the project site could provide potential breeding habitat for burrowing owls.

The water treatment plant to the south was surveyed with binoculars from publicly accessible areas. The frequent use of equipment within the water treatment plant reduces the potential for burrowing owls to occur on the property. Sycamore Environmental staff contacted Mr. Ray Devlin (Water District representative) on February 17, 2016. Mr. Devlin stated that burrowing owls or other special status species had not been identified on the water treatment plant property. For these reasons, the water treatment plant is not considered potential breeding habitat for burrowing owls.

Vineyards to the west, north and southeast are not potential breeding habitat for burrowing owls. Potential breeding habitat was not observed within the 500 foot radius around the project site.

Townsend's big-eared bat (Corynorhinus townsendii townsendii)

Rock formations with caves, mines or abandoned buildings do not exist within the project site. The dense urban area surrounding the site precludes the presence of Townsend's big-eared bat.

Swainson's hawk (Buteo swainsoni)

The Project site is in the ECCC HCP/NCCP modeled "non-habitat" area for Swainson's hawk. Large trees are not located on the project site that could provide nesting habitat for Swainson's hawk. In accordance with the ECCC HCP/NCCP planning survey requirements, large trees were inspected for presence of Swainson's hawk nest sites within a radius of 1,000 foot around the project site. Large trees that provide potential nest sites for Swainson's hawk within the required radius occur at two locations. Approximately 425 feet east of the site there is a row of large trees (mostly eucalyptus) that line the perimeter of the first residence in that direction. Swainson's hawks or raptor nests were not observed at this location. West approximately 700 ft. of the site are a few scattered trees which are large enough to provide nesting habitat. Swainson's hawk or raptor nests were not observed at these locations.

Approximately 1,000 feet northwest of the project site there is a large residential property that has open ruderal fields and perimeter tree line. A pair of red-tailed hawks was observed foraging over the fields; one was observed examining a nest in the tree line. The nest is located outside the 1,000-foot buffer from the project site.

Golden Eagle (Aquila chrysaetos)

The project site is located in ECCC HCP/NCCP modeled suitable habitat for Golden eagle. Based on ECCC HCP/NCCP species profile for Golden Eagle, the model distribution assumes foraging habitat for all land cover areas except urban, aqueduct, aquatic, turf, orchards and vineyards. Traditional nesting sites are identified as secluded cliffs with overhanging ledges and large trees adjacent to suitable foraging habitat. Golden eagles favor open grasslands and oak savanna, with lesser numbers in oak woodland and open shrublands. Nesting habitat is not mapped.

Golden Eagle is included in Table 2a, *Species –Specific Planning Survey Requirements*, of the ECCC HCP/NCCP's *Application Form and Planning Survey Report* for any land cover type. Golden Eagle habitat elements include potential nest sites within 0.5-mile of the project. Based on recent aerial photography, land use within 0.5-mile of the project sits consists of roads and streets, residential development, orchards/vineyards, the Contra Costa Canal, and a water treatment plant. Open areas consist of bare dirt interspersed through the surrounding urban areas. Secluded cliffs with overhanging ledges do not occur within 0.5-mile of the project site.

Due to the highly urbanized land use surrounding the project, the site does not provide nesting habitat for Golden eagle. As such planning surveys did not include the 0.5-mile radius for Golden eagle. Golden eagle was not observed during any of the surveys conducted.

Conclusion

The highly disturbed nature of the project site, due to periodic weed abatement, precludes on-site suitable habitat to support special-status plant species known to occur in the project vicinity. With the possible exception of burrowing owl and Swainson's hawk, special-status wildlife species are not expected to occur in or near the site on more than a very occasional or transitory basis. As a result, wildlife species surveys would be required to determine whether any special-status wildlife species or migratory birds are occupying 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 any 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 the issuance of a grading permit or initiation of construction on the project site, the applicant shall pay the ECCC HCP/NCCP fee. The project site is located in Development Fee Zone I according to Figure 9-1 of the HCP/NCCP. A total of 3.63 acres will be permanently impacted due to the project. The total development fee is \$50,591.20 based on the Fee Calculator Worksheet (Permanent Impacts) template dated March 15, 2016. Proof of payment shall be provided to the City of Oakley Planning Division.*

Swainson's Hawk

IV-2. *If construction commences after March 15, 2017, prior to any ground disturbance activities occurring during the nesting season (March 15 – September 15), a qualified biologist shall conduct a preconstruction survey not 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 shall be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. 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 nests are not found or are unoccupied, further mitigation is not necessary.

If nests are occupied during the nesting season (March 15 – September 15), covered activities within 1,000 feet of occupied nests or nests under construction shall 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 Implementing Entity 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.

Burrowing Owl

- IV-3. Prior to any ground disturbance activities, a qualified 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 shall 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 take place no more than 30 days prior to construction. During the breeding season (February 1 – August 31), surveys shall 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 construction activities cannot 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 shall 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.

- b,c. Based on the Sycamore Environmental biologist site visit, creeks, rivers, ponds, or wetlands do not occur on the property. A small, two-inch storm drain pipe extends out from a fill slope located on the water treatment plant property. Water from the pipe drains onto the project site, creating an erosion rill across the center of the property. The bare, sandy soil exacerbates the human-made erosion rill. Soil and plants were examined along and at the end of the erosion rill and indicators of hydrophytic vegetation or hydric soil were not present. Plant species and soil characteristics of the erosion rill were consistent with the rest of the project site. The erosion rill does not meet the criteria for Jurisdictional wetlands or waters as defined by U.S. Army Corps of Engineers or the ECCC HCP/ NCCP. Therefore, impacts to wetlands and riparian habitat would be considered ***less than significant***.
- d. The project site is surrounded by urban and developed land, and 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. Trees do not exist on the project site. Therefore, 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 ECC HCP/NCCP. In compliance with the implementing ordinance, the proposed project has completed the Application and Planning Survey Report to comply with and receive permit coverage under the ECCC HCP/NCCP. The proposed project will be required to comply with the ECCC HCP/NCCP conservation strategies. Because the project will comply with the requirements of the ECCC HCP/NCCP, a ***less-than-significant*** impact would result.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
V. CULTURAL RESOURCES.					
<i>Would the project:</i>					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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." The project site is not listed in the California Register of Historical Resources, nor is it listed in a local register or 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 GP EIR (p. 3-148), few archeological or paleontological finds have occurred in the City of Oakley. However, the 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 has been heavily disturbed through grading and routine disking; therefore, the probability of historical or cultural resources persisting 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 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.*

- e. Tribal cultural resources are generally defined by Public Resources Code 21074 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 Lone 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-1 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-than-significant*** impact to tribal cultural resources.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS.				
<i>Would the project:</i>				
a.				
	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Strong seismic ground shaking?			
iii.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Seismic-related ground failure, including liquefaction?			
iv.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Landslides?			
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Result in substantial soil erosion or the loss of topsoil?			
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?			
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			

Discussion

The following discussion is based on the Geotechnical Exploration of the project site prepared by ENGEEO, Inc.

ai-iv,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, large (>Mw7) earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley and many earthquakes of low magnitude occur every year. The two nearest earthquake faults zoned as active by the State of California Geological Survey are the Great Valley fault located approximately seven miles west, and the Greenville fault located about eight miles to the southwest. The Great Valley fault is a blind thrust fault with no known surface expression; the postulated fault location has been based on regional seismic activity and isolated subsurface information.

Portions of the Great Valley fault are considered seismically active thrust faults; however, because the Great Valley fault segments are not known to extend to the ground surface, the State of California has not defined Earthquake Fault Hazard Zones around the postulated traces. The Great Valley fault is considered capable of causing significant ground shaking at the site, but the recurrence interval is believed longer than for more distant, strike-slip faults.

Other active faults in the San Francisco Bay Area capable of producing significant ground shaking at the site include the Concord-Green Valley fault, 15 miles west; the Calaveras fault, 19 miles southwest; the Hayward fault, 28 miles southwest; and the San Andreas fault, 46 miles southwest. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude seven and larger have historically occurred in the Bay Area and Central Valley and numerous small magnitude earthquakes occur every year.

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, and liquefaction, and ground lurching. Based on topographic and lithologic data, the risk of regional subsidence or uplift, lateral spreading, and landslides, is considered low to negligible at the site.

Ground Rupture

Because active faults are not known to cross the property and the site is not located within an Earthquake Fault Special Study Zone, the geotechnical report concludes that ground rupture is unlikely at the subject property.

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 of dead-and-live loads. 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 code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, well-designed and well-constructed structures can reasonably be expected not to collapse or cause loss of life in a major earthquake.

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 high-plasticity soils may be susceptible to significant strength loss (cyclic softening) as a result of significant cyclic loading. Silts and clays were not encountered during site borings and, therefore, the site is not subject to cyclic softening. Groundwater was not encountered during subsurface exploration so liquefaction is also unlikely at the subject property.

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. Such an occurrence is possible at the site as in other locations in the region, but based on the site location, the offset is expected to be minor. However, foundation and pavement must be designed to reduce the potential for adverse impacts from lurch cracking.

Landslides

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

Existing Undocumented Fill

The Geotechnical exploration of the site concluded that previous undocumented grading of the site had occurred. Such grading could have included the placement of non-engineered fill throughout the project site. To avoid any potential impacts from non-engineered fill the Geotechnical Exploration recommended the removal of the upper 18 inches of soil. The exposed soil surface should then be ripped to approximately 12 inches and engineered fill shall be used to replace the removed material.

Conclusion

The project site is not within an Alquist-Priolo Special Studies Zone; however, the Geotechnical Exploration report prepared for the proposed project indicates 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 rupture of a known earthquake fault and/or strong seismic ground shaking. Therefore, a ***potentially significant*** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measure would ensure the potential impact is *less than significant*.

VI-1. *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 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. The Geotechnical Exploration recommends that finish grades be sloped away from buildings and pavements to the maximum extent practical to reduce the potential impacts from expansive soils. The Exploration further recommends that discharge from roof downspouts be directed away from foundations, and water is not allowed to pond near foundations, as such roof flow or ponding could cause impacts from expansive soils. Mitigation Measure VI-1 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
VII. GREENHOUSE GAS EMISSIONS.				
<i>Would the project:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	*	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	*	<input type="checkbox"/>

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 (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr).

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG requiring quantification. Nonetheless, to provide a conservative estimate of the project's total GHG emissions, the proposed project's construction GHG emissions have been amortized over the anticipated operational lifetime of the project, which was assumed to be 25 years, and

included in the annual operational GHG emissions for disclosure purposes.³ Utilizing the CalEEMod modeling software, the total annual construction-related GHG emissions were estimated to be 397.24 MTCO_{2e}, or 15.89 MTCO_{2e} per year over the operational lifetime of the proposed project.

The BAAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO_{2e}/yr. The 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. It should be noted that the BAAQMD was challenged in the Alameda County Superior Court, and was ordered to set aside the proposed thresholds of significance and screening criteria.⁴ However, because the BAAQMD thresholds of significance were set aside due to procedural challenges rather than objections to the validity of the thresholds, the BAAQMD thresholds remain the best available option for evaluation of GHG impacts for the project and, thus, are used in this analysis.

Utilizing CalEEMod and taking into account construction-related emissions, the proposed project's total GHG emissions were estimated and are presented in Table 4.

	Annual GHG Emissions (MTCO_{2e}/yr)
Operational GHG Emissions	957.47
Construction-Related GHG Emissions ¹	15.89
Total Annual GHG Emissions	973.36
Threshold of Significance	1,100
Exceeds Threshold?	NO
¹ Total annual construction-related GHG emissions of 417.28 MTCO _{2e} /yr amortized over the anticipated 25-year operational lifetime of the proposed project.	
<i>Source: CalEEMod, June 2016.</i>	

³The BAAQMD does not recommend any specific operational lifetimes for use in amortizing construction-related GHG emissions; however, the SMAQMD, per its *Guide to Air Quality Assessment in Sacramento County*, suggests an operational lifetime for a new conventional commercial building of 25 years. The estimates are derived from the State of California Executive Order D-16-00 and US Green Building Council's October 2003 report on *The Costs and Financial Benefits of Green Buildings*.

⁴The BAAQMD was challenged in Superior Court, on the basis that the BAAQMD failed to comply with CEQA when it adopted its CEQA guidelines. The BAAQMD was ordered to set aside the proposed thresholds and conduct CEQA review of the thresholds. On August 13, 2013, the First District Court of Appeal reversed the trial court's decision. The Court of Appeal's held that CEQA does not require BAAQMD to prepare an EIR before adopting thresholds of significance to assist in determining whether air emissions of proposed projects might be deemed "significant." The Court of Appeal's decision provides the means by which BAAQMD may ultimately reinstate the GHG emissions thresholds, though the court's decision does not become immediately effective. It should be further noted that a petition for review has been filed; however, the court has limited review to the following issue: 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?

As shown in Table 4, the project's total unmitigated annual GHG emissions, including construction-related emissions, would not exceed the BAAQMD threshold of significance for GHG emissions. Because the project's unmitigated annual GHG emissions would not exceed the 1,100 MTCO_{2e} per year threshold utilized by BAAQMD, the proposed project would not be considered to generate GHG emissions directly or indirectly, which may have a significant impact on the environment, nor would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, the proposed project would be considered to result in a ***less-than-significant*** cumulative impact related to GHG emissions and global climate change.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
VIII. HAZARDS AND HAZARDOUS MATERIALS.					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b. Construction activities would involve the short-term use and storage of on-site hazardous materials that are common to construction sites (fuels, solvents, etc.). All materials would be used, stored, and disposed of in accordance with all applicable federal, State, and local regulations and by way of the recommended manufacturer's directions. Potential impacts related to construction activities of the self-storage facility and fueling station are not considered to be significant.

The proposed project would include a self-storage facility and a convenience store with a six multi-product dispenser fueling station with canopy. Fuel would be stored on-site in underground storage tanks (USTs), which would dispense fuels via six multi-product dispensers (12 fuel pumps). It should be noted that underground storage of hazardous materials is subject to the provisions of the California Health and Safety Code and Title 23 of the California Code of Regulations. The Contra Costa Health Services Hazardous Materials Programs (CCHSHM) is the designated local agency assigned to implement the program to protect the public health from exposure to hazardous materials stored in the USTs, including the protection of groundwater from contamination. Activities to obtain these objectives include annual inspections and the issuance of operating permits, which are also issued for UST system installation, removals, upgrades, and repairs. CCHSHM personnel witness specified phases of the work being conducted on the UST system to ensure that the work is conforming to plans approved by the CCHSHM. Compliance with the CCHSHM requirements would ensure that the potential impacts related to the release of hazardous materials into the environment would be less than significant.

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by AEI Consultants to determine potentially hazardous conditions at the site. The proposed project site is currently vacant and graded. The following summarizes the findings of the ESA.

Recognized Environmental Condition (REC)

REC is defined by the ASTM Standard Practice as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. AEI did not identify evidence of RECs during the course of the assessment.

Controlled Recognized Environmental Condition (CREC)

CREC is defined by the ASTM Standard Practice E1527-13 as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or

petroleum products allowed to remain in place subject to the implementation of required controls. AEI did not identify evidence of CRECs during the course of the assessment.

Historical Recognized Environmental Condition (HREC)

HREC is defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. AEI did not identify evidence of HRECs during the course of the assessment.

Other Environmental Considerations

Other Environmental Considerations warrant discussion, but do not qualify as RECs as defined by the ASTM Standard Practice. Based on a review of aerial photographs, the subject property was historically used for agricultural purposes as an orchard from approximately 1939 to 1984. Therefore, the potential exists that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on site, and that the subject property has been impacted by the use of such agricultural chemicals.

In addition, although not observed during the AEI site visit, one groundwater monitoring well was installed on the subject property in 2009, in connection with groundwater monitoring for nearby waste water treatment plants, according to records on file with the Contra Costa County Department of Environmental Health. The current status of the well is unknown; however, the subject property owner representative indicated that the well had been decommissioned and moved to the south adjacent site. AEI recommends that the presence or absence of the well be confirmed, and if present, the well should be properly decommissioned.

Findings

The proposed project could create a significant hazard to the public or the environment through the upset of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials to the environment resulting in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would ensure that the above impacts are reduced to a *less-than-significant* level.

VIII-1. *Prior to issuance of a grading permit, the applicant shall hire an Environmental Consultant to perform a Phase II Environmental Site Assessment (ESA) in order to determine whether pesticides are persistent in on-site soils. The soil analytical results shall be documented in the Phase II ESA report and submitted to the City of Oakley Planning Division. If the Phase II ESA determines that the on-site soils have not been impacted, further mitigation is not required.*

VIII-2. *If the Phase II ESA determines that on-site soils have been impacted, and contaminants are identified in excess of the California Human Health Screening Levels [CHHSLs] for commercial land uses, the contaminated areas shall be remediated such that the resultant concentrations are below the CHHSLs for commercial land uses. The Phase II ESA shall specify measures for the remediation of the soils, including proper removal and disposal procedures. The relative efficacy of potential removal technologies is dependent on subsurface conditions, including soil lithology, groundwater depth, and contaminant type/extent. Accordingly, several remediation options may be considered. For soil contamination, potential removal technologies could include, but would not necessarily be limited to, the following:*

- *Excavation and off-haul – Impacted soils are excavated until the excavation base and sidewalls do not exhibit impact above a specific screening level or cleanup goal. The excavated soils are transported and disposed of at an appropriate landfill facility.*
- *Bioremediation – Nutrients, oxygen, and biological cofactors are introduced to the soil (either in-place or post-excavation in a treatment area) to stimulate natural biological breakdown of the contaminants.*
- *Bioaugmentation – Similar to bioremediation, except that bioaugmentation involves the introduction of engineered microorganisms to the soil to degrade the contaminants.*
- *Soil vapor extraction (SVE) – Soil gas is extracted from the subsurface under vacuum and brought to the surface, where it is treated.*

The project applicant shall comply with all recommendations of the Phase II ESA for the review and approval by the Contra Costa County Environmental Health Department and the City of Oakley.

VIII-3. *Prior to issuance of a grading permit, the applicant shall provide proof to the City of Oakley Planning Division that the groundwater monitoring well has been legally decommissioned. If legally*

decommissioned, further mitigation is not required. If not, the applicant shall hire a licensed well contractor to obtain a well abandonment permit from the Contra Costa County Health Services Department, and properly abandon the on-site well, pursuant to review and approval by the City Engineer and the Contra Costa County Environmental Health Department.

- c. The proposed project is not located within one-quarter mile of a school of an existing or proposed school. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and ***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, 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. Therefore, implementation of the proposed project would result in ***no impact***.
- g. Implementation of the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Two access points will be provided to the site and all development will comply with City standards. Therefore, ***no impact*** would occur.
- h. The site is not located within an area where wildland fires occur. Therefore, ***no impact*** would occur.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.f. During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and excavation 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.

Every application for a development project in the City of Oakley is subject to the development runoff requirements in the City's NPDES permit. Each application is required to be accompanied by a stormwater control plan that meets the criteria in the most recent version of the Contra Costa Clean Water Program Stormwater C. 3. Guidebook. Therefore, as preparation of a stormwater control plan is required by the Oakley Municipal Code, Chapter 11, impacts to water quality would be *less than significant*.

- b. 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 million gallons (MG) per year to 5,572 MG per year. The primary water supply for DWD's 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 (WTP) in Oakley, which is jointly owned by DWD and CCWD. DWD has developed a groundwater supply system, which 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.

Impervious surfaces do not currently exist on the project site as the site is presently vacant. The addition of impervious surfaces would have the potential to prevent stormwater from infiltrating the soil and could therefore decrease groundwater recharge. However, the proposed project would integrate certain Best Management Practices (BMPs) outlined in the C.3 Guidebook, which would allow for runoff from impervious surfaces to infiltrate on-site soils. The self-storage facility would include 4,189 sf of bioretention areas, which would use permeable soils and non-compacted gravels to treat stormwater. Runoff entering the bioretention areas would filter through permeable soils of the bioretention areas allowing for soil infiltration and groundwater recharge. Additionally, the 7-Eleven would include 1,155 sf of treatment area in a similar bioretention area as well as 5,616 sf of treatment area in self-retaining areas. The proposed self-retaining areas would also allow for groundwater recharge through soil infiltration

by capturing at least the first inch of rainfall on the site. The incorporation of BMPs into the proposed project would allow for continued infiltration of stormwater on the project site, and would prevent decreases in groundwater recharge that would otherwise result from the placement of impervious surfaces over the project area.

Therefore, the proposed project would not interfere with the City's groundwater supply or recharge, resulting in a *less-than-significant* impact.

- c-e. All municipalities within Contra Costa County (and the County itself) are required to develop more restrictive surface water control standards for new development projects as part of the renewal of the Countywide NPDES permit. Known as the "C.3 Standards," new development and redevelopment projects that create or replace 10,000 or more sf of impervious surface area must contain and treat stormwater runoff from the site. The proposed project is a C.3 regulated project and is required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures. Separate Stormwater Control Plans (SWCP) were prepared for the self-storage site and the 7-Eleven.

Self-Storage Site

According to the SWCP prepared for the self-storage project site, development of the proposed project would result in the creation of approximately 99,833 sf of impervious surface area. Because the new impervious surface area exceeds one acre, hydrograph modification would be required.

The storm run-off would be conveyed by way of a pipe connecting to an existing storm drain lateral located on Laurel Road. Storm water will be treated on-site by bio-retention areas located along the northern side of the manager's office and along the western property line. The two bio-retention facilities total 4,189 sf. Based upon the 99,833 sf of impervious surface area, the minimum basin size is 3,358 sf. As demonstrated in the SWCP prepared for the proposed project, the bio-retention basin proposed for the project would exceed the minimum sizing requirement with respect to treatment area volume.

7-Eleven Site

According to the SWCP prepared for the 7-Eleven project site, development of the proposed project would result in the creation of approximately 29,304 sf of impervious surface area.

Storm water would be treated on-site by a bio-retention area located along Laurel Road. The bio-retention area totals 1,155 sf. Based upon the 29,304 sf of impervious surface area, the minimum basin size is 992 square feet. As demonstrated in the SWCP prepared for the proposed project, the bio-retention

basin proposed for the project would exceed the minimum sizing requirement with respect to treatment area volume.

Conclusion

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.

- g-i. A project would have a significant impact if implementation were to place people or structures in an area where flooding is likely to occur, exposing them to the risk of loss, injury, or death in the event of such flooding. The Federal Emergency Management Agency Flood Insurance Rate Map (06013C035SF) dated June 16, 2009, designates the project site as within flood zone X. Zone X is defined as an area of minimal flood hazard, determined to be outside the 500-year flood and protected by levee from 100-year flood. Therefore, the project would have a ***less-than-significant*** impact.

- j. Tsunamis are ocean 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. The City of Oakley is several miles inland from the Carquinez Strait; therefore, the project site is not exposed to flooding risks from tsunamis.

A seiche is a long wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, and has a destructive capacity that is not as great as that of a tsunami. Seiches are known to have occurred during earthquakes, but have not been recorded in the Bay Area. Therefore, future inundation of the project site by seiches is highly improbable.

Mudflows typically occur in mountainous or hilly terrain. The project site and surrounding areas are relatively flat; therefore, the potential for the occurrence of mudflows is minimal.

The project does not include the creation of new structures, or the placement of persons in areas subject to floods, seiches, tsunamis, or mudflows. Therefore, ***no impact*** would occur.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING.				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The proposed project involves the development of a self-storage facility and a 7-Eleven on a vacant project site. The site is served by two existing roadways and would not alter access to existing communities. The project would not introduce any physical barriers to divide an established community. Therefore, the project would have **no impact** on established communities.
- b. The proposed project includes a request for a General Plan Amendment to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO), as well as Rezone from Public and Semi-Public (P) to General Commercial (C). The project site is a vacant portion of the Contra Costa Water District Water Treatment Plant site that is not needed by the District. Therefore, the Public General Plan and zoning designations are not currently applicable to the project site. The applicant is requesting Commercial General Plan and zoning designations for the site in order to accommodate the proposed project. The City of Oakley General Plan Goal 2.3 encourages new, high-quality commercial development in the City. Policy 2.3.3 promotes the location of commercial centers to allow for easy access to arterial streets. The proposed project includes two new businesses located on existing arterial streets. In addition, the General Plan Economic Development Element encourages the expansion of Oakley's economic base. Therefore, the proposed project is consistent with the goals and policies of the General Plan. 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 East Contra Costa County HCP 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 as further discussed in the biological resources section above. 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.				
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

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 consists of the land immediately associated with the existing roadway. Mining of sand does not occur adjacent to or within the project area. The proposed project would not result in the loss of availability of a known mineral resource; therefore, the proposed project would have **no impact** to mineral resources.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE.				
<i>Would the project result in:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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. Table 9-6 of the General Plan indicates that predicted noise levels at General Plan buildout along Laurel Road in the vicinity of the proposed project range from 60.3 to 63.8 dB. Predicted noise levels along Empire Avenue in the vicinity of the proposed project range from 60.4 to 63.2 dB.

A traffic study was prepared for the proposed project by TJKM which indicates a total of 2,208 trips per day added to the roadways as a result of the self-storage facility and 7-Eleven. In the AM peak hour, the trips total 61 and in the PM peak hour, the trips total 99. The traffic study notes the distribution of these trips along the local roadways. The distribution ranges from 20 to 30 percent of the trips

traveling north and south on Empire Avenue and from 20 to 35 percent of the trips traveling east and west along Laurel Road. Of the maximum 99 PM peak hour trips, a maximum of 35 trips would be generated on Empire Avenue and Laurel Road, in each direction.

The maximum predicted noise level on Laurel Road and Empire Avenue is 63.8 dB. The addition of 35 trips on the roadway would not result in an increase in the noise level beyond the allowed 65 dB at the backyards of the existing residential units. In addition, the existing residential units adjacent to Laurel Road and Empire Avenue have a minimum six-foot masonry wall separating the backyards from the street, which would further reduce the noise levels. Therefore, the increase in noise levels due to operations of the proposed project would result in a ***less-than-significant*** impact.

- b,d. Construction of the proposed project would include the use of backhoes, excavators, dump trucks, front-end loaders, asphalt pavement grinders, compaction equipment, asphalt pavers, concrete trucks and various passenger vehicles. The noise assessment determined that vibration levels generated by proposed construction activities occurring at distances 30 feet or greater from the nearest sensitive residential structures would range from 0.002 peak particle velocity (ppv) to 0.160 ppv, and would not exceed the 0.2 in/sec ppv City of Oakley significance criteria. Residential land uses near the project site would not be subject to excessive vibration levels over extended periods of time. In addition, construction would occur during allowable hours, as stated in the City of Oakley Municipal Code (Monday through Friday between the hours of 7:30 AM and 7:00 PM and on Saturdays, Sundays, and holidays between the hours of 9:00 AM and 7:00 PM). Therefore, construction of the proposed project would not expose persons to excessive groundborne vibrations or a temporary increase in ambient noise levels resulting 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***.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
<i>Would the project:</i>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. The proposed project would only include the construction of one housing unit, which would not be expected to induce significant population growth. Additionally, the commercial facilities included in the proposed project would not create a large enough demand for employees to induce significant population growth. The facilities are proposed to serve the existing population of Oakley and the surrounding communities. Therefore, the proposed project would not induce population growth beyond the growth anticipated by the General Plan and would result in a ***less-than-significant*** impact.
- b,c. The project site is currently vacant. Therefore, the proposed project would not involve displacement of existing housing or people and would result in ***no impact***.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. The City of Oakley is provided fire protection by the East Contra Costa Fire Protection District (ECCFPD). All new development is subject to the East Contra Costa Fire Protection District's impact fee, which is based on total square footage of buildings. The project applicant would be required to pay the fee at the time of building permit issuance, and would cover the project's fair share of fire protection services. Therefore, the proposed project would not result in the need for new or physically altered fire protection facilities the construction of which could cause environmental impacts, resulting in a **less-than-significant** impact.
- b. The proposed project is not expected to create any significant drain on police service that would result in the need for new or physically altered facilities, or any changes to police service in order to maintain the current levels of service. The project site is within the current police service area for the City of Oakley and would not add a significant number of new residents to the City that would affect the police officer/citizen ratio. 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 not result in the need for new or physically altered police protection facilities the construction of which could cause environmental impacts, resulting in a **less-than-significant** impact.
- c. The proposed project includes a single on-site manager's unit which may induce a minor increase in new students. The project applicant, however, would be required to pay the appropriate school impact fees resulting in a **less-than-significant** impact to schools.

- d. The proposed project would be subject to the City's Park Acquisition and Improvement impact fees, which are based on total square footage of buildings. The project applicant would be required to pay the fee at the time of building permit issuance, which would cover the project's fair share cost of park services. In addition, the project includes a single on-site manager's unit which would only minimally utilize the City's parks. Therefore, the proposed project would not result in the need for new or physically altered park facilities the construction of which could cause environmental impacts, resulting in a ***less-than-significant*** impact.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION.				
<i>Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b. The proposed project would be subject to the City's Park Acquisition and Improvement impact fees, which are based on total square footage of buildings. The project applicant would be required to pay the fee at the time of building permit issuance, which would cover the project's fair share cost of park services. In addition, the project includes a single on-site manager's unit which would only minimally utilize the City's parks. Therefore, the proposed project would not result in physical deterioration of park facilities or the need for new or expanded recreational facilities the construction of which could cause environmental impacts, resulting in a *less-than-significant* impact.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC.				
<i>Would the project:</i>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b. The proposed project includes the construction of a 2.86-acre self-storage facility and a 0.77-acre 7-Eleven gas station. The self-storage facility will include six one- and two-story storage buildings totaling 99,637 sf. In addition, a two-story manager's building consisting of a residential unit and office space will be located on-site. The 7-Eleven parcel will include a 3,795 sf 7-Eleven store, six multi-product dispenser fueling stations with a canopy.

TJKM prepared a traffic impact analysis for the proposed project. The traffic analysis included the intersections of Empire Avenue/Laurel Road and Neroly Road/Laurel Road. The analysis studied existing and existing plus project conditions.

TJKM used published trip rates for the ITE land use Gasoline pumps with Convenience Market (ITE Code 945) for the 7-Eleven portion of the project. TJKM applied pass-by trip reduction as per ITE Trip Generation Manual, 9th Edition and ITE Trip Generation Manual, 9th Edition Volume 1: User's Guide

and Handbook. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway. Therefore, existing traffic counts include the pass-by trips. The proposed 7-Eleven portion of the project is expected to generate approximately 46 weekday AM peak hour trips (23 inbound trips, 23 outbound trips) and 72 weekday PM peak hour trips (36 inbound trips, 36 outbound trips).

TJKM used published trip rates for the ITE land use Mini Warehouse (ITE Code 151) for the self-storage portion of the project as the land uses most closely match the trip characteristics of the proposed self-storage facility. The proposed self-storage facility is expected to generate approximately 15 weekday AM peak hour trips (eight inbound trips, seven outbound trips) and 27 weekday PM peak hour trips (14 inbound trips, 13 outbound trips).

Combined, the self-storage facility and 7-Eleven would result in 61 weekday AM peak hour trips (31 inbound trips, 30 outbound trips) and 99 weekday PM peak hour trips (50 inbound trips, 49 outbound trips).

The Neroly Road/Laurel Road intersection currently operates at LOS C for both AM and PM peak hours, with a current volume to capacity (V/C) ratio of 0.496 in the AM peak hour and 0.371 in the PM peak hour. With the addition of the proposed project traffic, the intersection continues to operate at LOS C but with a slightly increased AM peak hour V/C ratio of 0.498 and PM peak hour V/C ratio to 0.373. The Empire Avenue/Laurel Road intersection currently operates at LOS D in the AM and LOS C in the PM peak hours, with a V/C ratio of 0.733 in the AM peak hour and a V/C ratio of 0.650 in the PM peak hour. With the addition of the proposed project traffic, the intersection continues to operate at LOS D and C with the V/C ratios increasing to 0.753 and 0.684 for the AM and PM peak hours, respectively. The City of Oakley standard for intersection operations is LOS D or a volume-to-capacity (v/c) ratio of 0.89.

The project's contribution to the cumulative traffic levels would be less than cumulatively significant. The maximum 99 peak hour trips would not result in an increase that would cause the LOS to exceed the City's thresholds. In addition, the proposed project would be required to pay the City of Oakley and Regional Traffic fees to fund fair share of traffic improvements. Therefore, the proposed project would result in a **less-than-significant** impact related to an increase in traffic.

- 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 adequate access is provided to the site. TJKM, in the traffic analysis reviewed the on-site circulation and determined that all circulation aisles accommodate two-way travel and the turning radii are adequate for the refueling trucks and delivery trucks. TJKM recommends that One-Way signs be installed in the center concrete median on Empire Avenue to enhance traffic safety and operations at the driveways. The signs will be a condition of project approval. Therefore, the proposed project would not result in any potential design-related traffic hazards or inadequate emergency access and would result in a **less-than-significant** impact.

- f. The proposed project would be provided bus service by Tri Delta Transit. Route 383 serves the City of Oakley and is the closest route to the project site. In addition, the project includes bicycle racks as required by City Municipal Code. Class II bike lanes are provided along Laurel Road and along Empire Avenue, south of the intersection of Empire Avenue/Laurel Road. North of the intersection, Class III bike lanes are provided along Empire Avenue. In the project vicinity, all signalized study intersections are equipped with countdown pedestrian signal heads. All the study intersections have crosswalks and are compliant with the Americans with Disabilities Act. Continuous sidewalks are present on Laurel Road and Empire Avenue along both sides within the project vicinity. All the existing sidewalks are approximately six to nine feet wide varying along the project area. The proposed project would not alter any existing facilities. Therefore, the proposed project would not conflict with policies supporting alternative transportation routes and **no impact** would occur.

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

Discussion

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 Empire Avenue. The proposed self-storage facility would generate minimal wastewater, primarily associated with the small office and on-site manager's unit. The 7-Eleven convenience store would also generate minimal wastewater associated with the on-site restrooms. The ISD opened a new water treatment facility in 2011. With the opening of the new facility the ISD's capacity was increased from 2.7 million gallons per day (mgd) to at least 7 mgd, with ultimate plans to increase the capacity to 11.3 mgd.^{5,6} The minimal wastewater production 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 questions c-e of the Hydrology and Water Quality section of the IS/MND, the self-storage facility and 7-Eleven prepared SWCPs which included bio-retention basins that exceed the minimum size requirements with respect to treatment area volume. From the bio-retention basins, the proposed storm water run-off will be conveyed by way of a pipe connection to an existing storm drain lateral located in Laurel Road. 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 DWD. According to the DWD Final 2010 Urban Water Management Plan (UWMP), 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 CVP purchased from the CCWD. CVP water is conveyed through the Contra Costa Canal and treated at the Randall-Bold WTP in Oakley, which is jointly owned by DWD and CCWD. DWD has developed a groundwater supply system, which 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 24-inch water main in Empire Avenue. The water demand estimates discussed above were based on area General Plan buildout projections. Because the proposed project requests a

⁵ Contra Costa LAFCo. *Water and Wastewater Municipal Services Review for East Contra Costa County*. Approved December 19, 2007.

⁶ Ironhouse Sanitary District. *Water Recycling Facility*. Accessible at <http://ironhousesanitarydistrict.com/pages/wrf.html>. Accessed on June 9, 2016.

redesignation of the project site from Public and Semi-Public to Commercial, the proposed project would not have been anticipated by the growth estimates of the UWMP. To determine whether or not adequate water capacity exists for the project site, the proposed project's water demand must be compared to the water demand assumed for the project site by the UWMP. Table 3-2 of the 2010 UWMP includes water delivery projections for each water use sector. The existing General Plan designation of Public and Semi-Public was assumed to be within the Institutional water use sector, while the self-storage facility and 7-Eleven were determined to be within the commercial water use sector. The UWMP assumes that for every two-acres of commercial or institutional land there would be one meter connection, and every commercial meter connection produces an estimated demand of 1.23 MG while institutional meter connections create an estimated demand of 2.77 MG.⁷ The project site is 2.85 acres and the proposed project would include the operation of two separate businesses, one self-storage facility, and one 7-Eleven. To ensure a conservative comparison of the currently proposed project to what was anticipated for the project site by the UWMP, development of the project site as a Public and Semi-Public project (assuming institutional water sector demand rates) was assumed to require a minimum amount of water and only one meter connection. Because two businesses are included in the proposed project, two meters were assumed for buildout of the project. Therefore, the current general plan designation would result in a demand estimate of 2.77 MG for an institutional land use and a redesignation to commercial would result in an estimated demand of 2.46 MG of commercial water use. As such the proposed project would not be expected to exceed the water demand estimated for the project site by the UWMP. Consequently, the proposed project can be accommodated within the existing DWD systems and adequate water supply exists. In addition, the project would be required to pay the necessary sewer 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. Additionally, commercial customers are offered multiple sizes of waste and recycling receptacles. 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 Concord Facility is permitted to accept up to 1,500 tons of waste per day, and the facility does not have an expected closure date. Additionally, as of January 2006 the PHLF had a

⁷ Diablo Water District. *Final 2010 Urban Water Management Plan* [p. 3-2-3 and Table 3-2]. June 2011.

remaining capacity of 13,872,000 cubic yards. As such, the proposed project could be accommodated by the Concord Facility and the PHLF 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?	<input type="checkbox"/>	<input type="checkbox"/>	*	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	*	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	*	<input type="checkbox"/>

Discussion

- a. Although relatively unlikely, based upon the current land cover types found on-site, 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

**Oakley Gateway Self-Storage & 7-Eleven
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	102.00	1000sqft	1.44	101,997.00	0
Parking Lot	49.00	Space	0.44	19,600.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	3,795.00	0

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 & Electric Company				
CO2 Intensity (lb/MW hr)	414.88	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	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 - Self-storage applied as Industrial-Unrefrigerated Warehouse-No Rail; 7-Eleven & Gas Station applied as Retail-Convenience Market with Gas Pumps

Construction Phase - Applicant Information

Grading - based on information provided by applicant

Vehicle Trips - Based on Information from project specific Traffic Study

Construction Off-road Equipment Mitigation - Applicant Information

Energy Mitigation -

Trips and VMT - soil would be imported from Brentwood or Antioch (approximately 5.3 miles from site)

tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstructionPhase	NumDays	10.00	239.00
tblConstructionPhase	NumDays	200.00	239.00
tblConstructionPhase	NumDays	4.00	24.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	PhaseEndDate	12/10/2018	1/23/2018
tblConstructionPhase	PhaseStartDate	1/10/2018	2/23/2017
tblGrading	AcresOfGrading	9.00	2.85
tblGrading	AcresOfGrading	1.00	0.00
tblGrading	MaterialImported	0.00	11,500.00
tblLandUse	LandUseSquareFeet	1,694.10	3,795.00
tblLandUse	LotAcreage	2.34	1.44
tblProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	HaulingTripLength	20.00	5.30
tblVehicleTrips	ST_TR	204.47	162.78
tblVehicleTrips	ST_TR	2.59	2.50
tblVehicleTrips	SU_TR	166.88	162.78
tblVehicleTrips	SU_TR	2.59	2.50
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	2.59	2.50

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003
Energy	2.0600e-003	0.0187	0.0157	1.1000e-004		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	105.8641	105.8641	6.3700e-003	1.6100e-003	106.4969
Mobile	1.0043	1.3527	7.3672	0.0102	0.6668	0.0157	0.6825	0.1789	0.0145	0.1934	0.0000	761.8995	761.8995	0.0349	0.0000	762.6328
Waste						0.0000	0.0000		0.0000	0.0000	19.4628	0.0000	19.4628	1.1502	0.0000	43.6173
Water						0.0000	0.0000		0.0000	0.0000	7.5230	24.1970	31.7201	0.7744	0.0186	53.7464
Total	1.5516	1.3715	7.3845	0.0103	0.6668	0.0172	0.6839	0.1789	0.0159	0.1949	26.9858	891.9636	918.9494	1.9659	0.0202	966.4965

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003
Energy	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	96.8993	96.8993	6.0400e-003	1.4600e-003	97.4779
Mobile	1.0043	1.3527	7.3672	0.0102	0.6668	0.0157	0.6825	0.1789	0.0145	0.1934	0.0000	761.8995	761.8995	0.0349	0.0000	762.6328
Waste						0.0000	0.0000		0.0000	0.0000	19.4628	0.0000	19.4628	1.1502	0.0000	43.6173
Water						0.0000	0.0000		0.0000	0.0000	7.5230	24.1970	31.7201	0.7742	0.0186	53.7344
Total	1.5510	1.3660	7.3798	0.0103	0.6668	0.0167	0.6835	0.1789	0.0155	0.1944	26.9858	882.9988	909.9846	1.9654	0.0200	957.4656

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.40	0.06	0.29	0.00	2.45	0.06	0.00	2.64	0.22	0.00	1.01	0.98	0.02	0.84	0.93

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	1/2/2017	1/3/2017	5	2	
2	Grading	Grading	1/4/2017	2/6/2017	5	24	
3	Paving	Paving	2/7/2017	2/8/2017	5	2	
4	Building Construction	Building Construction	2/9/2017	1/9/2018	5	239	
5	Architectural Coating	Architectural Coating	2/23/2017	1/23/2018	5	239	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.85

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 159,570; Non-Residential Outdoor: 53,190 (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	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	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	3	8.00	0.00	1,438.00	12.40	7.30	5.30	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	52.00	21.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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	NBlo- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.2700e-003	0.0000	5.2700e-003	2.9000e-003	0.0000	2.9000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0242	0.0159	2.0000e-005		1.3100e-003	1.3100e-003		1.2000e-003	1.2000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	2.3100e-003	0.0242	0.0159	2.0000e-005	5.2700e-003	1.3100e-003	6.5800e-003	2.9000e-003	1.2000e-003	4.1000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0634	0.0634	0.0000	0.0000	0.0634
Total	3.0000e-005	4.0000e-005	3.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0634	0.0634	0.0000	0.0000	0.0634

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.2700e-003	0.0000	5.2700e-003	2.9000e-003	0.0000	2.9000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3800e-003	0.0217	0.0239	2.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	2.3800e-003	0.0217	0.0239	2.0000e-005	5.2700e-003	8.6000e-004	6.1300e-003	2.9000e-003	8.6000e-004	3.7500e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997

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	NBlo- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0634	0.0634	0.0000	0.0000	0.0634
Total	3.0000e-005	4.0000e-005	3.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0634	0.0634	0.0000	0.0000	0.0634

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	Blo- CO2	NBlo- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0564	0.0000	0.0564	0.0301	0.0000	0.0301	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0226	0.2375	0.1581	1.7000e-004		0.0128	0.0128		0.0118	0.0118	0.0000	15.6673	15.6673	4.8000e-003	0.0000	15.7681
Total	0.0226	0.2375	0.1581	1.7000e-004	0.0564	0.0128	0.0692	0.0301	0.0118	0.0418	0.0000	15.6673	15.6673	4.8000e-003	0.0000	15.7681

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.9200e-003	0.0625	0.1423	1.5000e-004	3.2200e-003	6.8000e-004	3.9000e-003	8.9000e-004	6.3000e-004	1.5100e-003	0.0000	13.6793	13.6793	1.2000e-004	0.0000	13.6818
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	3.2000e-004	4.7000e-004	4.5400e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7602	0.7602	4.0000e-005	0.0000	0.7610
Total	0.0102	0.0630	0.1468	1.6000e-004	4.0900e-003	6.9000e-004	4.7800e-003	1.1200e-003	6.4000e-004	1.7500e-003	0.0000	14.4394	14.4394	1.6000e-004	0.0000	14.4428

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0564	0.0000	0.0564	0.0301	0.0000	0.0301	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0234	0.2135	0.2357	1.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003	0.0000	15.6673	15.6673	4.8000e-003	0.0000	15.7681
Total	0.0234	0.2135	0.2357	1.7000e-004	0.0564	8.5200e-003	0.0649	0.0301	8.5200e-003	0.0386	0.0000	15.6673	15.6673	4.8000e-003	0.0000	15.7681

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	tons/yr										MT/yr					
Hauling	9.9200e-003	0.0625	0.1423	1.5000e-004	3.2200e-003	6.8000e-004	3.9000e-003	8.9000e-004	6.3000e-004	1.5100e-003	0.0000	13.6793	13.6793	1.2000e-004	0.0000	13.6818
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	3.2000e-004	4.7000e-004	4.5400e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7602	0.7602	4.0000e-005	0.0000	0.7610
Total	0.0102	0.0630	0.1468	1.6000e-004	4.0900e-003	6.9000e-004	4.7800e-003	1.1200e-003	6.4000e-004	1.7500e-003	0.0000	14.4394	14.4394	1.6000e-004	0.0000	14.4428

3.4 Paving - 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	tons/yr										MT/yr					
Off-Road	1.1900e-003	0.0121	9.0300e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.8000e-004	6.8000e-004	0.0000	1.2226	1.2226	3.7000e-004	0.0000	1.2303
Paving	5.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.7700e-003	0.0121	9.0300e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.8000e-004	6.8000e-004	0.0000	1.2226	1.2226	3.7000e-004	0.0000	1.2303

3.4 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1029	0.1029	1.0000e-005	0.0000	0.1031
Total	4.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1029	0.1029	1.0000e-005	0.0000	0.1031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.5600e-003	0.0172	0.0181	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	1.2226	1.2226	3.7000e-004	0.0000	1.2303
Paving	5.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.1400e-003	0.0172	0.0181	1.0000e-005		1.0200e-003	1.0200e-003		1.0200e-003	1.0200e-003	0.0000	1.2226	1.2226	3.7000e-004	0.0000	1.2303

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1029	0.1029	1.0000e-005	0.0000	0.1031
Total	4.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1029	0.1029	1.0000e-005	0.0000	0.1031

3.5 Building Construction - 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	tons/yr										MT/yr					
Off-Road	0.3427	2.2166	1.6601	2.5500e-003		0.1422	0.1422		0.1372	0.1372	0.0000	214.0749	214.0749	0.0449	0.0000	215.0182
Total	0.3427	2.2166	1.6601	2.5500e-003		0.1422	0.1422		0.1372	0.1372	0.0000	214.0749	214.0749	0.0449	0.0000	215.0182

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0281	0.2188	0.3387	5.8000e-004	0.0157	3.1500e-003	0.0188	4.5000e-003	2.9000e-003	7.3900e-003	0.0000	51.7917	51.7917	4.0000e-004	0.0000	51.8001	
Worker	0.0203	0.0297	0.2856	6.5000e-004	0.0547	4.4000e-004	0.0552	0.0146	4.0000e-004	0.0150	0.0000	47.7641	47.7641	2.5000e-003	0.0000	47.8165	
Total	0.0484	0.2485	0.6243	1.2300e-003	0.0704	3.5900e-003	0.0740	0.0191	3.3000e-003	0.0224	0.0000	99.5557	99.5557	2.9000e-003	0.0000	99.6166	

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	0.5087	2.6351	2.6607	2.5500e-003		0.1875	0.1875		0.1875	0.1875	0.0000	214.0746	214.0746	0.0449	0.0000	215.0179	
Total	0.5087	2.6351	2.6607	2.5500e-003		0.1875	0.1875		0.1875	0.1875	0.0000	214.0746	214.0746	0.0449	0.0000	215.0179	

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0281	0.2188	0.3387	5.8000e-004	0.0157	3.1500e-003	0.0188	4.5000e-003	2.9000e-003	7.3900e-003	0.0000	51.7917	51.7917	4.0000e-004	0.0000	51.8001
Worker	0.0203	0.0297	0.2856	6.5000e-004	0.0547	4.4000e-004	0.0552	0.0146	4.0000e-004	0.0150	0.0000	47.7641	47.7641	2.5000e-003	0.0000	47.8165
Total	0.0484	0.2485	0.6243	1.2300e-003	0.0704	3.5900e-003	0.0740	0.0191	3.3000e-003	0.0224	0.0000	99.5557	99.5557	2.9000e-003	0.0000	99.6166

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.0400e-003	0.0606	0.0484	8.0000e-005		3.6900e-003	3.6900e-003		3.5600e-003	3.5600e-003	0.0000	6.4183	6.4183	1.2900e-003	0.0000	6.4454
Total	9.0400e-003	0.0606	0.0484	8.0000e-005		3.6900e-003	3.6900e-003		3.5600e-003	3.5600e-003	0.0000	6.4183	6.4183	1.2900e-003	0.0000	6.4454

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5000e-004	5.9800e-003	9.5100e-003	2.0000e-005	4.7000e-004	9.0000e-005	5.6000e-004	1.4000e-004	8.0000e-005	2.2000e-004	0.0000	1.5352	1.5352	1.0000e-005	0.0000	1.5355
Worker	5.5000e-004	8.1000e-004	7.7000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3877	1.3877	7.0000e-005	0.0000	1.3892
Total	1.3000e-003	6.7900e-003	0.0172	4.0000e-005	2.1200e-003	1.0000e-004	2.2200e-003	5.8000e-004	9.0000e-005	6.7000e-004	0.0000	2.9229	2.9229	8.0000e-005	0.0000	2.9246

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	0.0154	0.0795	0.0803	8.0000e-005		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	6.4183	6.4183	1.2900e-003	0.0000	6.4453
Total	0.0154	0.0795	0.0803	8.0000e-005		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	6.4183	6.4183	1.2900e-003	0.0000	6.4453

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.5000e-004	5.9800e-003	9.5100e-003	2.0000e-005	4.7000e-004	9.0000e-005	5.6000e-004	1.4000e-004	8.0000e-005	2.2000e-004	0.0000	1.5352	1.5352	1.0000e-005	0.0000	1.5355
Worker	5.5000e-004	8.1000e-004	7.7000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3877	1.3877	7.0000e-005	0.0000	1.3892
Total	1.3000e-003	6.7900e-003	0.0172	4.0000e-005	2.1200e-003	1.0000e-004	2.2200e-003	5.8000e-004	9.0000e-005	6.7000e-004	0.0000	2.9229	2.9229	8.0000e-005	0.0000	2.9246

3.6 Architectural Coating - 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	tons/yr										MT/yr					
Archit. Coating	1.1450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0369	0.2425	0.2074	3.3000e-004		0.0192	0.0192		0.0192	0.0192	0.0000	28.3411	28.3411	2.9900e-003	0.0000	28.4040
Total	1.1819	0.2425	0.2074	3.3000e-004		0.0192	0.0192		0.0192	0.0192	0.0000	28.3411	28.3411	2.9900e-003	0.0000	28.4040

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	NBlo- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7300e-003	5.4600e-003	0.0526	1.2000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	7.0000e-005	2.7500e-003	0.0000	8.7895	8.7895	4.6000e-004	0.0000	8.7991
Total	3.7300e-003	5.4600e-003	0.0526	1.2000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	7.0000e-005	2.7500e-003	0.0000	8.7895	8.7895	4.6000e-004	0.0000	8.7991

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBlo- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1450					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0654	0.3595	0.3793	3.3000e-004		0.0303	0.0303		0.0303	0.0303	0.0000	28.3411	28.3411	2.9900e-003	0.0000	28.4039
Total	1.2104	0.3595	0.3793	3.3000e-004		0.0303	0.0303		0.0303	0.0303	0.0000	28.3411	28.3411	2.9900e-003	0.0000	28.4039

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	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0000
Worker	3.7300e-003	5.4600e-003	0.0526	1.2000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	7.0000e-005	2.7500e-003	0.0000	8.7895	8.7895	4.6000e-004	0.0000	8.7991	
Total	3.7300e-003	5.4600e-003	0.0526	1.2000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	7.0000e-005	2.7500e-003	0.0000	8.7895	8.7895	4.6000e-004	0.0000	8.7991	

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5400e-003	0.0171	0.0158	3.0000e-005		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003	0.0000	2.1703	2.1703	2.1000e-004	0.0000	2.1746
Total	0.0902	0.0171	0.0158	3.0000e-005		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003	0.0000	2.1703	2.1703	2.1000e-004	0.0000	2.1746

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	3.8000e-004	3.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.8000e-004	2.1000e-004	1.0000e-005	2.1000e-004	0.0000	0.6481	0.6481	3.0000e-005	0.0000	0.6488
Total	2.6000e-004	3.8000e-004	3.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.8000e-004	2.1000e-004	1.0000e-005	2.1000e-004	0.0000	0.6481	0.6481	3.0000e-005	0.0000	0.6488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0100e-003	0.0275	0.0291	3.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	2.1703	2.1703	2.1000e-004	0.0000	2.1746
Total	0.0927	0.0275	0.0291	3.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	2.1703	2.1703	2.1000e-004	0.0000	2.1746

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	3.8000e-004	3.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.8000e-004	2.1000e-004	1.0000e-005	2.1000e-004	0.0000	0.6481	0.6481	3.0000e-005	0.0000	0.6488
Total	2.6000e-004	3.8000e-004	3.6000e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.8000e-004	2.1000e-004	1.0000e-005	2.1000e-004	0.0000	0.6481	0.6481	3.0000e-005	0.0000	0.6488

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0043	1.3527	7.3672	0.0102	0.6668	0.0157	0.6825	0.1789	0.0145	0.1934	0.0000	761.8995	761.8995	0.0349	0.0000	762.6328
Unmitigated	1.0043	1.3527	7.3672	0.0102	0.6668	0.0157	0.6825	0.1789	0.0145	0.1934	0.0000	761.8995	761.8995	0.0349	0.0000	762.6328

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,953.36	1,953.36	1,953.36	1,047,791	1,047,791
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	254.99	254.99	254.99	744,453	744,453
Total	2,208.35	2,208.35	2,208.35	1,792,244	1,792,244

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	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

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	82.5253	82.5253	5.7700e-003	1.1900e-003	83.0164
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	85.4931	85.4931	5.9800e-003	1.2400e-003	86.0019
NaturalGas Mitigated	1.4500e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3740	14.3740	2.8000e-004	2.6000e-004	14.4615
NaturalGas Unmitigated	2.0600e-003	0.0187	0.0157	1.1000e-004		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	20.3710	20.3710	3.9000e-004	3.7000e-004	20.4950

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pail	372289	2.0100e-003	0.0183	0.0153	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.8668	19.8668	3.8000e-004	3.6000e-004	19.9877
Convenience Market With Gas Pump	9449.55	5.0000e-005	4.6000e-004	3.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5043	0.5043	1.0000e-005	1.0000e-005	0.5073
Total		2.0600e-003	0.0187	0.0157	1.1000e-004		1.4300e-003	1.4300e-003		1.4300e-003	1.4300e-003	0.0000	20.3710	20.3710	3.9000e-004	3.7000e-004	20.4950

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
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
Unrefrigerated Warehouse-No Pail	262744	1.4200e-003	0.0129	0.0108	8.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	14.0210	14.0210	2.7000e-004	2.6000e-004	14.1064
Convenience Market With Gas Pumps	6614.69	4.0000e-005	3.2000e-004	2.7000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.3530	0.3530	1.0000e-005	1.0000e-005	0.3551
Total		1.4600e-003	0.0132	0.0111	8.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	14.3740	14.3740	2.8000e-004	2.7000e-004	14.4615

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	44363.6	8.3486	5.8000e-004	1.2000e-004	8.3983
Parking Lot	17248	3.2458	2.3000e-004	5.0000e-005	3.2652
Unrefrigerated Warehouse-No Pail	392688	73.8986	5.1700e-003	1.0700e-003	74.3384
Total		85.4931	5.9800e-003	1.2400e-003	86.0019

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pump	40526.8	7.6256	5.3000e-004	1.1000e-004	7.6720
Parking Lot	17248	3.2458	2.3000e-004	5.0000e-005	3.2652
Unrefrigerated Warehouse-No Oil	380755	71.6529	5.0100e-003	1.0400e-003	72.0793
Total		82.5253	5.7700e-003	1.2000e-003	83.0164

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003
Unmitigated	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003
Total	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0555					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003
Total	0.5453	1.0000e-005	1.5200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9100e-003	2.9100e-003	1.0000e-005	0.0000	3.0800e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	31.7201	0.7742	0.0186	53.7344
Unmitigated	31.7201	0.7744	0.0186	53.7464

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Purchase	0.125486 / 0.0769109	0.2183	4.1000e-003	1.0000e-004	0.3351
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pool	23.5875 / 0	31.5018	0.7703	0.0185	53.4113
Total		31.7201	0.7744	0.0186	53.7464

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.125486 / 0.0769109	0.2183	4.1000e-003	1.0000e-004	0.3351
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pail	23.5875 / 0	31.5018	0.7701	0.0185	53.3994
Total		31.7201	0.7742	0.0186	53.7344

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.4628	1.1502	0.0000	43.6173
Unmitigated	19.4628	1.1502	0.0000	43.6173

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pallet	95.88	19.4628	1.1502	0.0000	43.6173
Total		19.4628	1.1502	0.0000	43.6173

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pallet	95.88	19.4628	1.1502	0.0000	43.6173
Total		19.4628	1.1502	0.0000	43.6173

9.0 Operational Offroad

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

Oakley Gateway Self-Storage & 7-Eleven 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	102.00	1000sqft	1.44	101,997.00	0
Parking Lot	49.00	Space	0.44	19,600.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	3,795.00	0

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 & Electric Company				
CO2 Intensity (lb/MW hr)	414.88	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	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 - Self-storage applied as Industrial-Unrefrigerated Warehouse-No Rail; 7-Eleven & Gas Station applied as Retail-Convenience Market with Gas Pumps

Construction Phase - Applicant Information

Grading - based on information provided by applicant

Vehicle Trips - Based on Information from project specific Traffic Study

Construction Off-road Equipment Mitigation - Applicant Information

Energy Mitigation -

Trips and VMT - soil would be imported from Brentwood or Antioch (approximately 5.3 miles from site)

tbConstEquipMitigation	Tier	No Change	Tier 1
tbConstructionPhase	NumDays	10.00	239.00
tbConstructionPhase	NumDays	200.00	239.00
tbConstructionPhase	NumDays	4.00	24.00
tbConstructionPhase	NumDays	10.00	2.00
tbConstructionPhase	PhaseEndDate	12/10/2018	1/23/2018
tbConstructionPhase	PhaseStartDate	1/10/2018	2/23/2017
tbGrading	AcresOfGrading	9.00	2.85
tbGrading	AcresOfGrading	1.00	0.00
tbGrading	MaterialImported	0.00	11,500.00
tbLandUse	LandUseSquareFeet	1,694.10	3,795.00
tbLandUse	LotAcreage	2.34	1.44
tbProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tbProjectCharacteristics	OperationalYear	2014	2018
tbTripsAndVMT	HaulingTripLength	20.00	5.30
tbVehicleTrips	ST_TR	204.47	162.78
tbVehicleTrips	ST_TR	2.59	2.50
tbVehicleTrips	SU_TR	166.88	162.78
tbVehicleTrips	SU_TR	2.59	2.50
tbVehicleTrips	WD_TR	542.60	162.78
tbVehicleTrips	WD_TR	2.59	2.50

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Energy	0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911
Mobile	5.6745	7.0054	34.5337	0.0593	3.8062	0.0860	3.8923	1.0182	0.0793	1.0975		4,864.1051	4,864.1051	0.2115		4,868.5474
Total	8.6748	7.1081	34.6367	0.0599	3.8062	0.0939	3.9001	1.0182	0.0871	1.1053		4,987.1830	4,987.1830	0.2140	2.2600e-003	4,992.3762

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Energy	7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3483
Mobile	5.6745	7.0054	34.5337	0.0593	3.8062	0.0860	3.8923	1.0182	0.0793	1.0975		4,864.1051	4,864.1051	0.2115		4,868.5474
Total	8.6714	7.0779	34.6113	0.0597	3.8062	0.0916	3.8978	1.0182	0.0848	1.1030		4,950.9607	4,950.9607	0.2133	1.5900e-003	4,955.9335

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.42	0.07	0.32	0.00	2.44	0.06	0.00	2.63	0.21	0.00	0.73	0.73	0.33	29.65	0.73

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	1/2/2017	1/3/2017	5	2	
2	Grading	Grading	1/4/2017	2/6/2017	5	24	
3	Paving	Paving	2/7/2017	2/8/2017	5	2	
4	Building Construction	Building Construction	2/9/2017	1/9/2018	5	239	
5	Architectural Coating	Architectural Coating	2/23/2017	1/23/2018	5	239	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.85

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 159,570; Non-Residential Outdoor: 53,190 (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	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	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	3	8.00	0.00	1,438.00	12.40	7.30	5.30	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	52.00	21.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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	lb/day										lb/day					
Fugitive Dust					5.2693	0.0000	5.2693	2.8965	0.0000	2.8965			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.123 9	1,752.123 9	0.5369		1,763.397 7
Total	2.3109	24.2288	15.9299	0.0171	5.2693	1.3067	6.5761	2.8965	1.2022	4.0987		1,752.123 9	1,752.123 9	0.5369		1,763.397 7

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0290	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		75.0164	75.0164	3.6500e-003		75.0931

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.2693	0.0000	5.2693	2.8965	0.0000	2.8965			0.0000			0.0000
Off-Road	2.3832	21.7030	23.9107	0.0171		0.8642	0.8642		0.8642	0.8642	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	2.3832	21.7030	23.9107	0.0171	5.2693	0.8642	6.1335	2.8965	0.8642	3.7606	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0290	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		75.0164	75.0164	3.6500e-003		75.0931

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	lb/day										lb/day					
Fugitive Dust					4.6967	0.0000	4.6967	2.5045	0.0000	2.5045			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	1.8844	19.7889	13.1786	0.0141	4.6967	1.0661	5.7628	2.5045	0.9808	3.4853		1,439.1894	1,439.1894	0.4410		1,448.4496

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7174	5.0360	9.0107	0.0128	0.2776	0.0566	0.3342	0.0761	0.0520	0.1281		1,260.9448	1,260.9448	0.0108		1,261.1719
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	0.0290	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	0.7464	5.0708	9.4166	0.0137	0.3530	0.0572	0.4102	0.0961	0.0526	0.1487		1,335.9612	1,335.9612	0.0145		1,336.2650

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6967	0.0000	4.6967	2.5045	0.0000	2.5045			0.0000			0.0000
Off-Road	1.9456	17.7948	19.6427	0.0141		0.7100	0.7100		0.7100	0.7100	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	1.9456	17.7948	19.6427	0.0141	4.6967	0.7100	5.4067	2.5045	0.7100	3.2145	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496

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										lb/day						
Hauling	0.7174	5.0360	9.0107	0.0128	0.2776	0.0566	0.3342	0.0761	0.0520	0.1281			1,260.9448	1,260.9448	0.0108		1,261.1719
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	0.0290	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	0.7464	5.0708	9.4166	0.0137	0.3530	0.0572	0.4102	0.0961	0.0526	0.1487			1,335.9612	1,335.9612	0.0145		1,336.2650

3.4 Paving - 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	lb/day										lb/day						
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755			1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.5764					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.7621	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755			1,347.6575	1,347.6575	0.4052		1,356.1677

3.4 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0471	0.0565	0.6596	1.5100e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		121.9017	121.9017	5.9400e-003		122.0263
Total	0.0471	0.0565	0.6596	1.5100e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		121.9017	121.9017	5.9400e-003		122.0263

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5578	17.1479	18.0918	0.0133		1.0248	1.0248		1.0248	1.0248	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.5764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.1342	17.1479	18.0918	0.0133		1.0248	1.0248		1.0248	1.0248	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677

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/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0471	0.0565	0.6596	1.5100e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		121.9017	121.9017	5.9400e-003			122.0263
Total	0.0471	0.0565	0.6596	1.5100e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		121.9017	121.9017	5.9400e-003			122.0263

3.5 Building Construction - 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	lb/day										lb/day						
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268			2,043.2497
Total	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268			2,043.2497

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.2159	1.8243	2.2491	5.0000e-003	0.1396	0.0270	0.1667	0.0399	0.0249	0.0647		493.7507	493.7507	3.7700e-003			493.8299
Worker	0.1884	0.2261	2.6384	6.0300e-003	0.4904	3.7600e-003	0.4941	0.1301	3.4600e-003	0.1335		487.6067	487.6067	0.0237			488.1053
Total	0.4043	2.0504	4.8875	0.0110	0.6300	0.0308	0.6608	0.1699	0.0283	0.1982		981.3574	981.3574	0.0275			981.9352

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,034.2860	2,034.2860	0.4268			2,043.2497
Total	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,034.2860	2,034.2860	0.4268			2,043.2497

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	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.2159	1.8243	2.2491	5.0000e-003	0.1396	0.0270	0.1667	0.0399	0.0249	0.0647		493.7507	493.7507	3.7700e-003			493.8299
Worker	0.1884	0.2261	2.6384	6.0300e-003	0.4904	3.7600e-003	0.4941	0.1301	3.4600e-003	0.1335		487.6067	487.6067	0.0237			488.1053
Total	0.4043	2.0504	4.8875	0.0110	0.6300	0.0308	0.6608	0.1699	0.0283	0.1982		981.3574	981.3574	0.0275			981.9352

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059			2,029.9373
Total	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059			2,029.9373

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1932	1.6528	2.0472	4.9900e-003	0.1396	0.0250	0.1646	0.0399	0.0230	0.0629		485.0791	485.0791	3.7000e-003		485.1569
Worker	0.1692	0.2036	2.3715	6.0300e-003	0.4904	3.6300e-003	0.4940	0.1301	3.3500e-003	0.1334		469.5605	469.5605	0.0218		470.0189
Total	0.3624	1.8564	4.4187	0.0110	0.6300	0.0287	0.6586	0.1699	0.0264	0.1963		954.6395	954.6395	0.0255		955.1758

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373
Total	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1932	1.6528	2.0472	4.9900e-003	0.1396	0.0250	0.1646	0.0399	0.0230	0.0629		485.0791	485.0791	3.7000e-003		485.1569
Worker	0.1692	0.2036	2.3715	6.0300e-003	0.4904	3.6300e-003	0.4940	0.1301	3.3500e-003	0.1334		469.5605	469.5605	0.0218		470.0189
Total	0.3624	1.8564	4.4187	0.0110	0.6300	0.0287	0.6586	0.1699	0.0264	0.1963		954.6395	954.6395	0.0255		955.1758

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			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		282.0721
Total	10.6476	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	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	0.0362	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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.5893	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4481	281.4481	0.0297		282.0721
Total	10.9046	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4481	281.4481	0.0297		282.0721

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	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0362	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	0.0362	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

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			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	10.6139	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267			282.0102

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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0325	0.0392	0.4561	1.1600e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		90.3001	90.3001	4.2000e-003			90.3883
Total	0.0325	0.0392	0.4561	1.1600e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		90.3001	90.3001	4.2000e-003			90.3883

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.5893	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4485	281.4485	0.0267			282.0102
Total	10.9046	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4485	281.4485	0.0267			282.0102

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/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	0.0325	0.0392	0.4561	1.1600e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		90.3001	90.3001	4.2000e-003			90.3883
Total	0.0325	0.0392	0.4561	1.1600e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		90.3001	90.3001	4.2000e-003			90.3883

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.6745	7.0054	34.5337	0.0593	3.8062	0.0860	3.8923	1.0182	0.0793	1.0975		4,864.105 1	4,864.105 1	0.2115		4,868.547 4
Unmitigated	5.6745	7.0054	34.5337	0.0593	3.8062	0.0860	3.8923	1.0182	0.0793	1.0975		4,864.105 1	4,864.105 1	0.2115		4,868.547 4

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,953.36	1,953.36	1,953.36	1,047,791	1,047,791
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	254.99	254.99	254.99	744,453	744,453
Total	2,208.35	2,208.35	2,208.35	1,792,244	1,792,244

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	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

5.0 Energy Detail

5.1 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3483
NaturalGas Unmitigated	0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pail	1019.97	0.0110	0.1000	0.0840	6.0000e-004		7.6000e-003	7.6000e-003		7.6000e-003	7.6000e-003		119.9965	119.9965	2.3000e-003	2.2000e-003	120.7268
Convenience Market With Gas Pumps	25.8892	2.8000e-004	2.5400e-003	2.1300e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		3.0458	3.0458	6.0000e-005	6.0000e-005	3.0643
Total		0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Fuel	0.719847	7.7600e-003	0.0706	0.0593	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003		84.6879	84.6879	1.6200e-003	1.5500e-003	85.2033
Convenience Market With Gas Burner	0.0181224	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1321	2.1321	4.0000e-005	4.0000e-005	2.1450
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3484

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Unmitigated	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377

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	NBlo- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3040					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6100e-003	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Total	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBlo- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3040					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6100e-003	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Total	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377

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
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10.0 Vegetation

Oakley Gateway Self-Storage & 7-Eleven

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	102.00	1000sqft	1.44	101,997.00	0
Parking Lot	49.00	Space	0.44	19,600.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	3,795.00	0

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 & Electric Company				
CO2 Intensity (lb/MWhr)	414.88	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/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 - Self-storage applied as Industrial-Unrefrigerated Warehouse-No Rail; 7-Eleven & Gas Station applied as Retail-Convenience Market with Gas Pumps

Construction Phase - Applicant Information

Grading - based on information provided by applicant

Vehicle Trips - Based on Information from project specific Traffic Study

Construction Off-road Equipment Mitigation - Applicant Information

Energy Mitigation -

Trips and VMT - soil would be imported from Brentwood or Antioch (approximately 5.3 miles from site)

tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstructionPhase	NumDays	10.00	239.00
tblConstructionPhase	NumDays	200.00	239.00
tblConstructionPhase	NumDays	4.00	24.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	PhaseEndDate	12/10/2018	1/23/2018
tblConstructionPhase	PhaseStartDate	1/10/2018	2/23/2017
tblGrading	AcresOfGrading	9.00	2.85
tblGrading	AcresOfGrading	1.00	0.00
tblGrading	MaterialImported	0.00	11,500.00
tblLandUse	LandUseSquareFeet	1,694.10	3,795.00
tblLandUse	LotAcreage	2.34	1.44
tblProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	HaulingTripLength	20.00	5.30
tblVehicleTrips	ST_TR	204.47	162.78
tblVehicleTrips	ST_TR	2.59	2.50
tblVehicleTrips	SU_TR	166.88	162.78
tblVehicleTrips	SU_TR	2.59	2.50
tblVehicleTrips	WD_TR	542.60	162.78
tblVehicleTrips	WD_TR	2.59	2.50

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Energy	0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911
Mobile	6.0292	7.7159	47.0536	0.0559	3.8062	0.0871	3.8933	1.0182	0.0802	1.0984		4,581.7971	4,581.7971	0.2121		4,586.2501
Total	9.0295	7.8186	47.1568	0.0565	3.8062	0.0949	3.9012	1.0182	0.0881	1.1063		4,704.8750	4,704.8750	0.2145	2.2600e-003	4,710.0789

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Energy	7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3483
Mobile	6.0292	7.7159	47.0536	0.0559	3.8062	0.0871	3.8933	1.0182	0.0802	1.0984		4,581.7971	4,581.7971	0.2121		4,586.2501
Total	9.0262	7.7884	47.1314	0.0563	3.8062	0.0927	3.8989	1.0182	0.0858	1.1040		4,668.6527	4,668.6527	0.2138	1.5900e-003	4,673.6362

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.39	0.05	0.34	0.00	2.41	0.06	0.00	2.60	0.21	0.00	0.77	0.77	0.33	29.65	0.77

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	1/2/2017	1/3/2017	5	2	
2	Grading	Grading	1/4/2017	2/6/2017	5	24	
3	Paving	Paving	2/7/2017	2/8/2017	5	2	
4	Building Construction	Building Construction	2/9/2017	1/9/2018	5	239	
5	Architectural Coating	Architectural Coating	2/23/2017	1/23/2018	5	239	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2.85

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 159,570; Non-Residential Outdoor: 53,190 (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	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	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	3	8.00	0.00	1,438.00	12.40	7.30	5.30	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	52.00	21.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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	lb/day										lb/day					
Fugitive Dust					5.2693	0.0000	5.2693	2.8965	0.0000	2.8965			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.123 9	1,752.123 9	0.5369		1,763.397 7
Total	2.3109	24.2288	15.9299	0.0171	5.2693	1.3067	6.5761	2.8965	1.2022	4.0987		1,752.123 9	1,752.123 9	0.5369		1,763.397 7

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.2693	0.0000	5.2693	2.8965	0.0000	2.8965			0.0000			0.0000
Off-Road	2.3832	21.7030	23.9107	0.0171		0.8642	0.8642		0.8642	0.8642	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	2.3832	21.7030	23.9107	0.0171	5.2693	0.8642	6.1335	2.8965	0.8642	3.7606	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0289	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

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	lb/day										lb/day					
Fugitive Dust					4.6967	0.0000	4.6967	2.5045	0.0000	2.5045			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	1.8844	19.7889	13.1786	0.0141	4.6967	1.0661	5.7628	2.5045	0.9808	3.4853		1,439.1894	1,439.1894	0.4410		1,448.4496

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9459	5.2813	14.6193	0.0128	0.2776	0.0572	0.3348	0.0761	0.0525	0.1286		1,250.5201	1,250.5201	0.0112		1,250.7561
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	0.0431	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	0.9748	5.3243	15.0126	0.0137	0.3530	0.0578	0.4108	0.0961	0.0531	0.1492		1,319.7279	1,319.7279	0.0149		1,320.0406

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6967	0.0000	4.6967	2.5045	0.0000	2.5045			0.0000			0.0000
Off-Road	1.9456	17.7948	19.6427	0.0141		0.7100	0.7100		0.7100	0.7100	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	1.9456	17.7948	19.6427	0.0141	4.6967	0.7100	5.4067	2.5045	0.7100	3.2145	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496

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										lb/day					
Hauling	0.9459	5.2813	14.6193	0.0128	0.2776	0.0572	0.3348	0.0761	0.0525	0.1286		1,250.520 1	1,250.520 1	0.0112		1,250.756 1
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	0.0431	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	0.9748	5.3243	15.0126	0.0137	0.3530	0.0578	0.4108	0.0961	0.0531	0.1492		1,319.727 9	1,319.727 9	0.0149		1,320.040 6

3.4 Paving - 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	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.657 5	1,347.657 5	0.4052		1,356.167 7
Paving	0.5764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7621	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.657 5	1,347.657 5	0.4052		1,356.167 7

3.4 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0700	0.6390	1.3900e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		112.4627	112.4627	5.9400e-003		112.5874
Total	0.0469	0.0700	0.6390	1.3900e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		112.4627	112.4627	5.9400e-003		112.5874

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5578	17.1479	18.0918	0.0133		1.0248	1.0248		1.0248	1.0248	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.5764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	3.1342	17.1479	18.0918	0.0133		1.0248	1.0248		1.0248	1.0248	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677

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/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0469	0.0700	0.6390	1.3900e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		112.4627	112.4627	5.9400e-003			112.5874
Total	0.0469	0.0700	0.6390	1.3900e-003	0.1226	9.4000e-004	0.1235	0.0325	8.7000e-004	0.0334		112.4627	112.4627	5.9400e-003			112.5874

3.5 Building Construction - 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	lb/day										lb/day						
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268			2,043.2497
Total	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268			2,043.2497

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2719	1.9093	3.5687	4.9800e-003	0.1396	0.0273	0.1669	0.0399	0.0251	0.0650		489.9630	489.9630	3.8700e-003		490.0443
Worker	0.1877	0.2798	2.5560	5.5600e-003	0.4904	3.7600e-003	0.4941	0.1301	3.4600e-003	0.1335		449.8508	449.8508	0.0237		450.3494
Total	0.4596	2.1891	6.1247	0.0105	0.6300	0.0311	0.6611	0.1699	0.0286	0.1985		939.8138	939.8138	0.0276		940.3937

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,034.2860	2,034.2860	0.4268		2,043,2497
Total	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,034.2860	2,034.2860	0.4268		2,043,2497

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	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.2719	1.9093	3.5687	4.9800e-003	0.1396	0.0273	0.1669	0.0399	0.0251	0.0650		489.9630	489.9630	3.8700e-003			490.0443
Worker	0.1877	0.2798	2.5560	5.5600e-003	0.4904	3.7600e-003	0.4941	0.1301	3.4600e-003	0.1335		449.8508	449.8508	0.0237			450.3494
Total	0.4596	2.1891	6.1247	0.0105	0.6300	0.0311	0.6611	0.1699	0.0286	0.1985		939.8138	939.8138	0.0276			940.3937

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059			2,029.9373
Total	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059			2,029.9373

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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.2393	1.7291	3.3575	4.9700e-003	0.1396	0.0253	0.1649	0.0399	0.0233	0.0631		481.3473	481.3473	3.8100e-003			481.4272
Worker	0.1670	0.2520	2.2771	5.5600e-003	0.4904	3.6300e-003	0.4940	0.1301	3.3500e-003	0.1334		433.1570	433.1570	0.0218			433.6155
Total	0.4063	1.9812	5.6346	0.0105	0.6300	0.0289	0.6589	0.1699	0.0266	0.1965		914.5043	914.5043	0.0256			915.0428

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,021.4136	2,021.4136	0.4059			2,029.9373
Total	4.3849	22.7166	22.9374	0.0220		1.6166	1.6166		1.6166	1.6166	0.0000	2,021.4136	2,021.4136	0.4059			2,029.9373

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2393	1.7291	3.3575	4.9700e-003	0.1396	0.0253	0.1649	0.0399	0.0233	0.0631		481.3473	481.3473	3.8100e-003		481.4272
Worker	0.1670	0.2520	2.2771	5.5600e-003	0.4904	3.6300e-003	0.4940	0.1301	3.3500e-003	0.1334		433.1570	433.1570	0.0218		433.6155
Total	0.4063	1.9812	5.6346	0.0105	0.6300	0.0289	0.6589	0.1699	0.0266	0.1965		914.5043	914.5043	0.0256		915.0428

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			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		282.0721
Total	10.6476	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	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	0.0361	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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.5893	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4481	281.4481	0.0297		282.0721
Total	10.9046	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4481	281.4481	0.0297		282.0721

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	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0361	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	0.0361	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

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000				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	10.6139	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267			282.0102

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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0485	0.4379	1.0700e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		83.2994	83.2994	4.2000e-003		83.3876
Total	0.0321	0.0485	0.4379	1.0700e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		83.2994	83.2994	4.2000e-003		83.3876

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3153					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.5893	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4485	281.4485	0.0267		282.0102
Total	10.9046	3.2389	3.4172	2.9700e-003		0.2734	0.2734		0.2734	0.2734	0.0000	281.4485	281.4485	0.0267		282.0102

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/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	0.0321	0.0485	0.4379	1.0700e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		83.2994	83.2994	4.2000e-003		83.3876
Total	0.0321	0.0485	0.4379	1.0700e-003	0.0943	7.0000e-004	0.0950	0.0250	6.5000e-004	0.0257		83.2994	83.2994	4.2000e-003		83.3876

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0292	7.7159	47.0538	0.0559	3.8062	0.0871	3.8933	1.0182	0.0802	1.0984		4,581.797 1	4,581.797 1	0.2121		4,586.250 1
Unmitigated	6.0292	7.7159	47.0538	0.0559	3.8062	0.0871	3.8933	1.0182	0.0802	1.0984		4,581.797 1	4,581.797 1	0.2121		4,586.250 1

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,953.36	1,953.36	1,953.36	1,047,791	1,047,791
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	254.99	254.99	254.99	744,453	744,453
Total	2,208.35	2,208.35	2,208.35	1,792,244	1,792,244

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	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

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3483
NaturalGas Unmitigated	0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Fuel	1019.97	0.0110	0.1000	0.0840	6.0000e-004		7.6000e-003	7.6000e-003		7.6000e-003	7.6000e-003		119.9965	119.9965	2.3000e-003	2.2000e-003	120.7268
Convenience Market With Gas Pump	25.8892	2.8000e-004	2.5400e-003	2.1300e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		3.0458	3.0458	6.0000e-005	6.0000e-005	3.0643
Total		0.0113	0.1025	0.0861	6.2000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003		123.0423	123.0423	2.3600e-003	2.2600e-003	123.7911

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Fuel	0.719847	7.7600e-003	0.0706	0.0593	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003		84.6879	84.6879	1.6200e-003	1.5500e-003	85.2033
Convenience Market With Gas Burner	0.0181224	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1321	2.1321	4.0000e-005	4.0000e-005	2.1450
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		7.9600e-003	0.0724	0.0608	4.3000e-004		5.5000e-003	5.5000e-003		5.5000e-003	5.5000e-003		86.8200	86.8200	1.6600e-003	1.5900e-003	87.3484

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377
Unmitigated	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	1.0000e-004		0.0377

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3040					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6100e-003	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005			0.0357	0.0357	1.0000e-004	0.0377
Total	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005			0.0357	0.0357	1.0000e-004	0.0377

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3040					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6100e-003	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005			0.0357	0.0357	1.0000e-004	0.0377
Total	2.9890	1.6000e-004	0.0169	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005			0.0357	0.0357	1.0000e-004	0.0377

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
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10.0 Vegetation

Oakley Gateway Self-Storage & 7-Eleven
Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	-0.02	-0.48	-0.66	0.00	-0.59	-0.59	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	-0.43	-0.17	-0.44	0.00	-0.32	-0.36	0.00	0.00	0.00	0.00	0.00	0.00
Grading	-0.02	0.08	-0.25	0.00	0.32	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Paving	-0.76	-0.42	-0.94	0.00	-0.40	-0.50	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	-0.03	0.10	-0.49	0.00	0.34	0.28	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 1	1	1	No Change	0.00
Cement and Mortar Mixers	Diesel	Tier 1	1	1	No Change	0.00
Cranes	Diesel	Tier 1	1	1	No Change	0.00
Forklifts	Diesel	Tier 1	1	1	No Change	0.00
Generator Sets	Diesel	Tier 1	1	1	No Change	0.00
Graders	Diesel	Tier 1	2	2	No Change	0.00
Pavers	Diesel	Tier 1	1	1	No Change	0.00
Paving Equipment	Diesel	Tier 1	1	1	No Change	0.00
Rollers	Diesel	Tier 1	1	1	No Change	0.00
Rubber Tired Dozers	Diesel	Tier 1	2	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 1	4	4	No Change	0.00
Welders	Diesel	Tier 1	3	3	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr						Unmitigated mt/yr						
Air Compressors	3.94200E-002	2.59590E-001	2.23120E-001	3.60000E-004	2.05200E-002	2.05200E-002	0.00000E+000	3.05114E+001	3.05114E+001	3.20000E-003	0.00000E+000	3.05786E+001
Cement and Mortar Mixers	4.00000E-005	2.80000E-004	2.30000E-004	0.00000E+000	1.00000E-005	1.00000E-005	0.00000E+000	3.43700E-002	3.43700E-002	0.00000E+000	0.00000E+000	3.44500E-002
Cranes	5.78400E-002	6.86810E-001	2.46280E-001	5.10000E-004	3.06000E-002	2.81500E-002	0.00000E+000	4.69112E+001	4.69112E+001	1.43800E-002	0.00000E+000	4.72132E+001
Forklifts	1.88200E-002	1.63030E-001	1.11850E-001	1.40000E-004	1.34400E-002	1.23600E-002	0.00000E+000	1.26986E+001	1.26986E+001	3.89000E-003	0.00000E+000	1.27804E+001
Generator Sets	6.79000E-002	5.32240E-001	4.50840E-001	7.90000E-004	3.57600E-002	3.57600E-002	0.00000E+000	6.75423E+001	6.75423E+001	5.45000E-003	0.00000E+000	6.76567E+001
Graders	9.53000E-003	9.64100E-002	4.83800E-002	6.00000E-005	5.42000E-003	4.98000E-003	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82144E+000
Pavers	2.70000E-004	3.02000E-003	2.13000E-003	0.00000E+000	1.50000E-004	1.40000E-004	0.00000E+000	3.14350E-001	3.14350E-001	1.00000E-004	0.00000E+000	3.16370E-001
Paving Equipment	2.80000E-004	3.22000E-003	2.54000E-003	0.00000E+000	1.60000E-004	1.50000E-004	0.00000E+000	3.72260E-001	3.72260E-001	1.10000E-004	0.00000E+000	3.74660E-001
Rollers	2.70000E-004	2.54000E-003	1.74000E-003	0.00000E+000	1.80000E-004	1.70000E-004	0.00000E+000	2.12860E-001	2.12860E-001	7.00000E-005	0.00000E+000	2.14230E-001
Rubber Tired Dozers	1.17500E-002	1.30280E-001	9.81600E-002	9.00000E-005	6.05000E-003	5.57000E-003	0.00000E+000	8.15227E+000	8.15227E+000	2.50000E-003	0.00000E+000	8.20472E+000
Tractors/Loaders/Backhoes	3.22200E-002	3.09770E-001	2.44320E-001	3.20000E-004	2.32700E-002	2.14000E-002	0.00000E+000	2.94730E+001	2.94730E+001	9.03000E-003	0.00000E+000	2.96627E+001
Welders	1.78950E-001	6.23430E-001	6.85130E-001	9.20000E-004	4.56600E-002	4.56600E-002	0.00000E+000	6.74771E+001	6.74771E+001	1.45600E-002	0.00000E+000	6.77828E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr						Unmitigated mt/yr						
Air Compressors	3.94200E-002	2.59590E-001	2.23120E-001	3.60000E-004	2.05200E-002	2.05200E-002	0.00000E+000	3.05114E+001	3.05114E+001	3.20000E-003	0.00000E+000	3.05786E+001
Cement and Mortar Mixers	4.00000E-005	2.80000E-004	2.30000E-004	0.00000E+000	1.00000E-005	1.00000E-005	0.00000E+000	3.43700E-002	3.43700E-002	0.00000E+000	0.00000E+000	3.44500E-002
Cranes	5.78400E-002	6.86810E-001	2.46280E-001	5.10000E-004	3.06000E-002	2.81500E-002	0.00000E+000	4.69112E+001	4.69112E+001	1.43800E-002	0.00000E+000	4.72132E+001
Forklifts	1.88200E-002	1.63030E-001	1.11850E-001	1.40000E-004	1.34400E-002	1.23600E-002	0.00000E+000	1.26986E+001	1.26986E+001	3.89000E-003	0.00000E+000	1.27804E+001
Generator Sets	6.79000E-002	5.32240E-001	4.50840E-001	7.90000E-004	3.57600E-002	3.57600E-002	0.00000E+000	6.75423E+001	6.75423E+001	5.45000E-003	0.00000E+000	6.76567E+001
Graders	9.53000E-003	9.64100E-002	4.83800E-002	6.00000E-005	5.42000E-003	4.98000E-003	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82144E+000
Pavers	2.70000E-004	3.02000E-003	2.13000E-003	0.00000E+000	1.50000E-004	1.40000E-004	0.00000E+000	3.14350E-001	3.14350E-001	1.00000E-004	0.00000E+000	3.16370E-001
Paving Equipment	2.80000E-004	3.22000E-003	2.54000E-003	0.00000E+000	1.60000E-004	1.50000E-004	0.00000E+000	3.72260E-001	3.72260E-001	1.10000E-004	0.00000E+000	3.74660E-001
Rollers	2.70000E-004	2.54000E-003	1.74000E-003	0.00000E+000	1.80000E-004	1.70000E-004	0.00000E+000	2.12860E-001	2.12860E-001	7.00000E-005	0.00000E+000	2.14230E-001
Rubber Tired Dozers	1.17500E-002	1.30280E-001	9.81600E-002	9.00000E-005	6.05000E-003	5.57000E-003	0.00000E+000	8.15227E+000	8.15227E+000	2.50000E-003	0.00000E+000	8.20472E+000
Tractors/Loaders/Backhoes	3.22200E-002	3.09770E-001	2.44320E-001	3.20000E-004	2.32700E-002	2.14000E-002	0.00000E+000	2.94730E+001	2.94730E+001	9.03000E-003	0.00000E+000	2.96627E+001
Welders	1.78950E-001	6.23430E-001	6.85130E-001	9.20000E-004	4.56600E-002	4.56600E-002	0.00000E+000	6.74771E+001	6.74771E+001	1.45600E-002	0.00000E+000	6.77828E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	-7.86657E-001	-4.91005E-001	-8.30181E-001	0.00000E+000	-5.92105E-001	-5.92105E-001	0.00000E+000	1.31099E-006	1.31099E-006	0.00000E+000	0.00000E+000	9.81080E-007
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	0.00000E+000
Cranes	3.19329E-001	1.05502E-001	-1.90255E+000	0.00000E+000	6.34314E-001	6.02487E-001	0.00000E+000	1.27901E-006	1.27901E-006	0.00000E+000	0.00000E+000	1.27083E-006
Forklifts	-7.78959E-001	-1.28688E-001	-7.35717E-001	0.00000E+000	-1.55506E-001	-2.56472E-001	0.00000E+000	7.87486E-007	7.87486E-007	0.00000E+000	0.00000E+000	1.56490E-006
Generator Sets	-1.29602E+000	-6.09800E-001	-1.00508E+000	0.00000E+000	-1.02237E+000	-1.02237E+000	0.00000E+000	1.18444E-006	1.18444E-006	0.00000E+000	0.00000E+000	1.18244E-006
Graders	-8.28961E-002	1.46458E-001	-7.94543E-001	0.00000E+000	3.63469E-001	3.07229E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.71779E-006
Pavers	-1.11111E+000	-5.03311E-001	-1.24883E+000	0.00000E+000	-2.66667E-001	-3.57143E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	-1.42857E+000	-6.77019E-001	-1.24409E+000	0.00000E+000	-4.37500E-001	-5.33333E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	-1.07407E+000	-2.08661E-001	-8.62069E-001	0.00000E+000	-4.44444E-001	-5.29412E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	4.25532E-001	1.91357E-001	-2.48778E-001	0.00000E+000	6.82645E-001	6.55296E-001	0.00000E+000	1.22665E-006	1.22665E-006	0.00000E+000	0.00000E+000	1.21881E-006
Tractors/Loaders/Backhoes	-1.38765E+000	-3.64787E-001	-8.25639E-001	0.00000E+000	-5.33305E-001	-6.67290E-001	0.00000E+000	1.35718E-006	1.35718E-006	0.00000E+000	0.00000E+000	1.34849E-006
Welders	-2.72646E-001	-1.04278E-001	2.16762E-001	0.00000E+000	-3.75821E-001	-3.75821E-001	0.00000E+000	1.18559E-006	1.18559E-006	0.00000E+000	0.00000E+000	1.18024E-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: 0.00; Frequency (per day)
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph): 0.00

Yes	Clean Paved Road	% PM Reduction	0.00			
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Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		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	0.07	0.02	0.07	0.02	0.00	0.00
Grading	Fugitive Dust	0.06	0.03	0.06	0.03	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	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.47	3.47	3.51	3.23	3.47
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	29.13	29.45	29.45	27.27	30.07	30.07	0.00	29.44	29.44	28.21	27.03	29.44
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			
No	Land Use	Increase Diversity	0.06	0.26		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

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

Energy Mitigation Measures

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

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

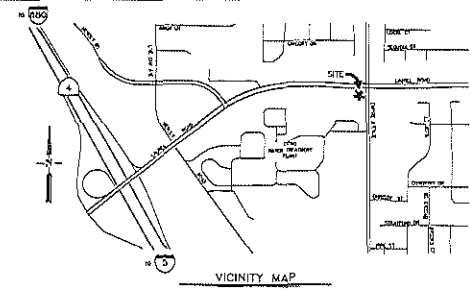
Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00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

Solid Waste Mitigation

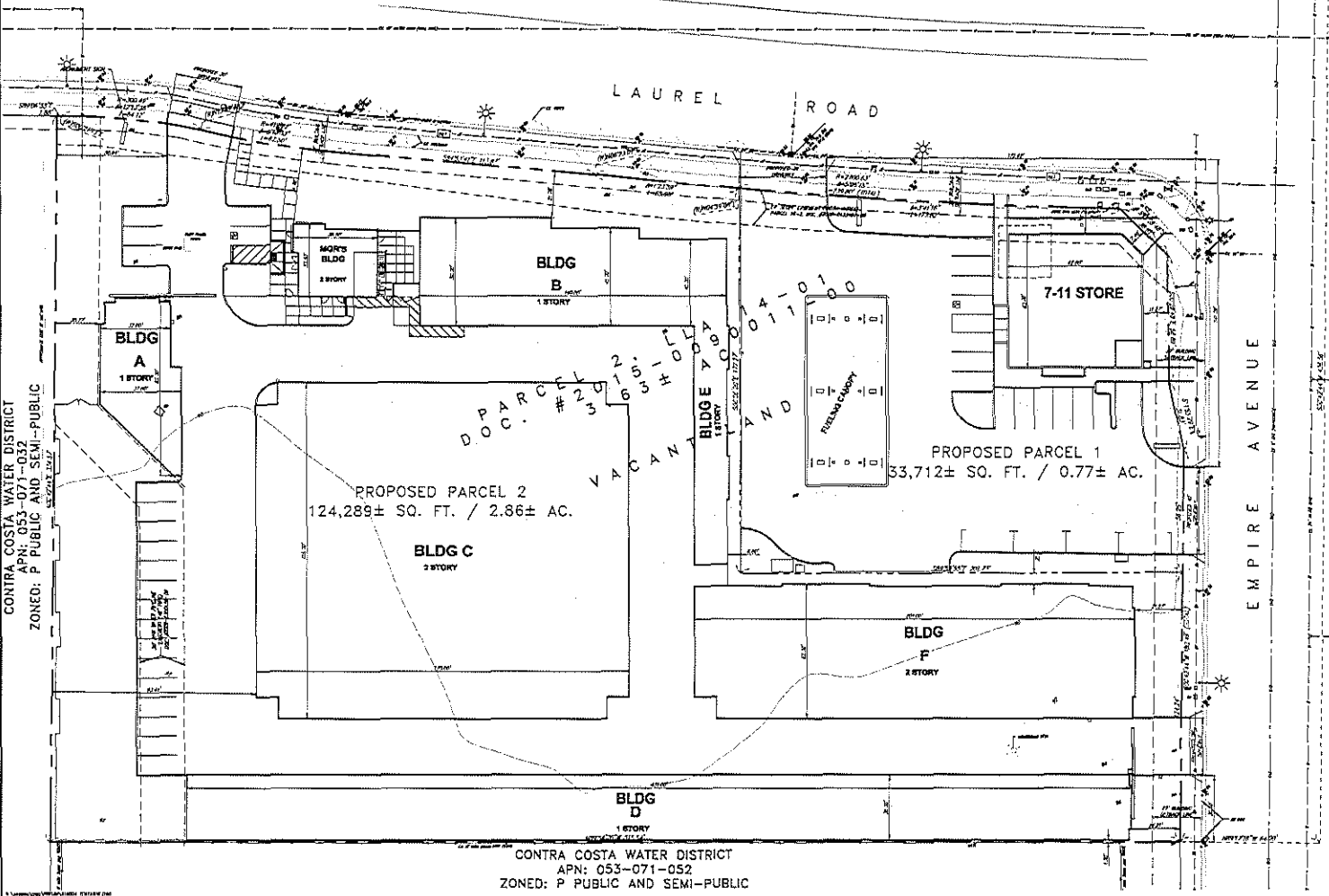
Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

PROJECT DATA
 TOTAL SITE AREA- VACANT LAND 158,001± SQ. FT.
 PARCEL 1 AREA 33,712± SQ. FT.
 BUILDING FOOTPRINT 1,295 SQ. FT.
 LANDSCAPE COVERAGE 412.5%
 NO. OF REQUIRED PARKING SPACES 1/250 SF = 15 (28 PROVIDED)
 PARCEL 2 AREA 124,289± SQ. FT.
 BUILDING FOOTPRINT 50,637 SQ. FT.
 LANDSCAPE COVERAGE 19.5%
 NO. OF REQUIRED PARKING SPACES 7 TOTAL (20 PROVIDED)

LEGEND
 EXISTING BOUNDARY LINE
 PROPOSED PARCEL LINE
 RADIAL OR TIE LINE
 ADJACENT PROPERTY LINE



ROBERT A. KARN & ASSOCIATES, INC.
 REGISTERED PROFESSIONAL ENGINEERS
 CIVIL ENGINEERS
 1000 BAYVIEW AVENUE, SUITE 200
 SAN FRANCISCO, CALIFORNIA 94133
 PHONE (415) 774-0000 FAX (415) 774-0001
 WWW.RAKENGINEERS.COM



SITE INFORMATION
 SITE ADDRESS: NO SITE ADDRESS (SW CORNER OF LAUREL ROAD AND EMPIRE AVENUE)
 APN: 053-071-052
 CURRENT LAND USE: VACANT
 CURRENT ZONING: PUBLIC SEMI PUBLIC (P) DISTRICT
 PROPOSED ZONING PLAN: GENERAL COMMERCIAL (C) DISTRICT
 TOTAL SUBDIVISION AREA: 158,001± SQ. FT. / 3.61± AC.
 FLOOD ZONE: PROPERTY IS LOCATED WITHIN AN AREA OF ANNUAL FLOOD HAZARD ZONE X, SHOWN ON FEMA FLOOD INSURANCE RATE MAP FOR CONTRA COSTA COUNTY AND INCORPORATED AREAS PANEL 355 OF 052, MAP NUMBER 081030300F, EFFECTIVE DATE JUNE 15, 2005.
 OWNER: CONTRA COSTA WATER DISTRICT
 1331 CONCORD AVENUE
 CONCORD, CA 94520
 PHONE: (925) 660-6000
 EMAIL:
 CONTACT:
 SUBDIVIDER: SUTTER AND PIERCE ENG. LLC
 100 HARTZ AVENUE, SUITE 260
 SAN MATEO, CA 94406
 PHONE: (650) 371-7287
 EMAIL: hpc@hutterandpierce.com
 CONTACT: Eric Whelan
 ENGINEER: ROBERT A. KARN & ASSOC., INC.
 100 BAYVIEW AVENUE
 SAN FRANCISCO, CA 94133
 PHONE: (415) 774-0000
 FAX: (415) 774-0001
 EMAIL: RAK@RAKENGINEERS.COM
 CONTACT: BOB KARN

TENTATIVE PARCEL MAP
 SUBDIVISION OF PARCEL 2 PER LOT LINE ADJUSTMENT LLA 14-01,
 DOCUMENT NO. 2015-0090011-00, CCCCR
 CITY OF OAKLEY, CONTRA COSTA COUNTY, CALIFORNIA

NO.	DATE	REVISIONS	BY	CHKD BY	SCALE	DATE
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

SHEET NO. 1
 OF 1 SHEETS
 GRAPHIC SCALE
 0 20 40 60
 A15004

PRELIMINARY SITE PLAN

OAKLEY SELF STORAGE - LAUREL RD. @ EMPIRE AVE, OAKLEY, CA

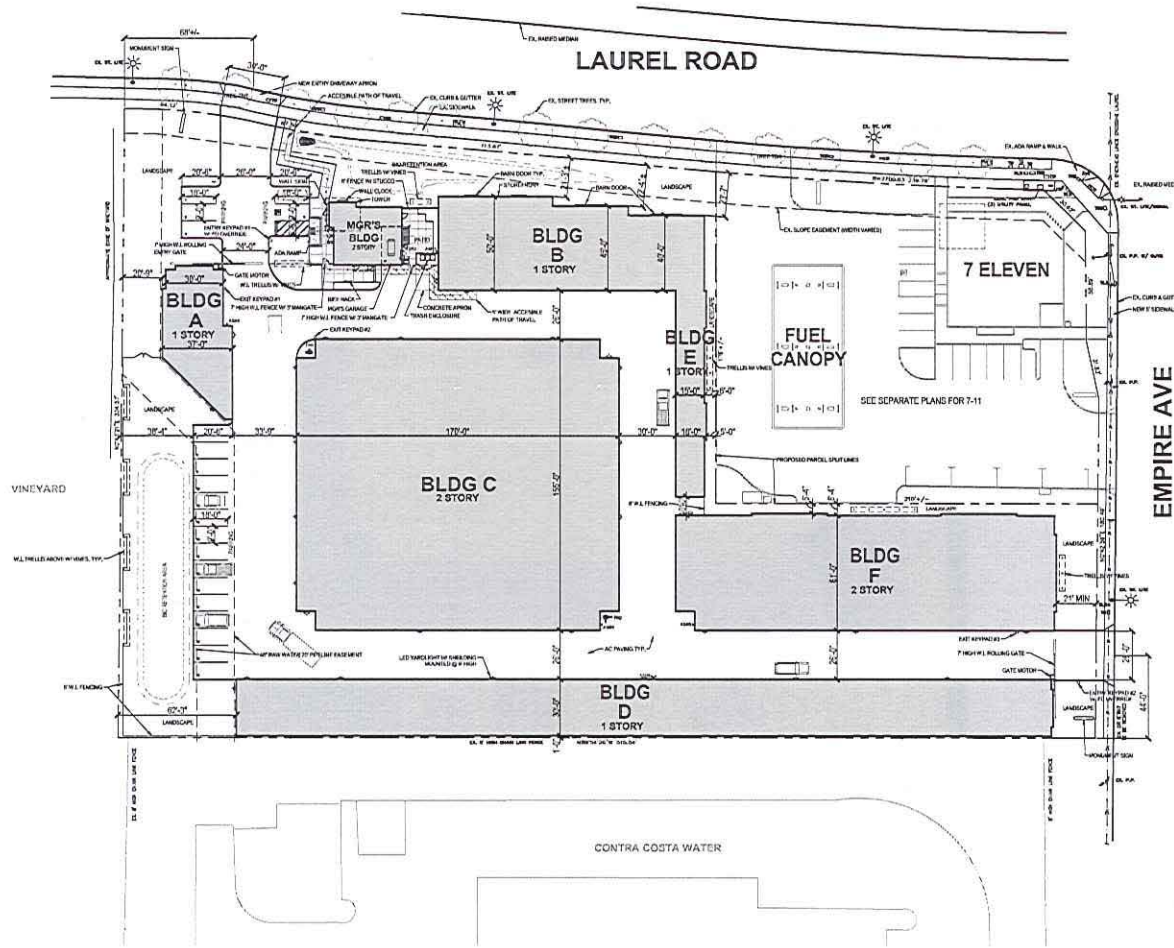


PROJECT DATA SELF STORAGE

1. SITE AREA* (2.855 ACRES) 124,367 S.F.
 2. ASSESSOR'S PARCEL # 053-071-050
 3. ZONING DISTRICT PUBLIC, SEMI-PUBLIC (PPS)
 4. TOTAL BUILDOUT 101,597 S.F.
 - MGR'S BLDG (2 STORY) 2,360 S.F.
 - BLDG A (1 STORY) 2,285 S.F.
 - BLDG B/E (1 STORY) 8,000 S.F.
 - BLDG C (2 STORY) 51,900 S.F.
 - BLDG D (1 STORY) 12,920 S.F.
 - BLDG F (2 STORY) 24,442 S.F.
 5. GROSS STORAGE BLDGS. 99,637 S.F.
 6. NET RENTABLE 78,771 S.F.
 7. TOTAL # OF UNITS 810
 8. AVERAGE UNIT SIZE 97.3 S.F.
 9. FOOTPRINT 82,648 S.F.
 10. SITE COVERAGE / FAR 50% / 0.82
 11. LANDSCAPE AREA / % OF SITE 24,772 S.F. / 19.9%
 12. PARKING PROVIDED 21
- * SITE AREA IS NET, AFTER PARCEL SPLIT FOR 7-11

SHEET INDEX

- 1 SITE PLAN
- 2 FLOOR PLANS
- 3A ELEVATIONS
- 3B ELEVATIONS
- 4 ROOF PLAN
- 5 MISC DETAILS
- 6 CROSS SECTIONS
- E1 EXTERIOR LIGHTING PLAN
- L1 LANDSCAPE PLAN
- C1 PRELIM. GRADING & UTILITY



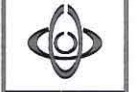
VICINITY MAP



Revisions	Date

DEVELOPER:
 SUTTER & PIERCE EPC, LLC
 190 HARTZ AVE, SUITE 200
 DANVILLE, CA 94526

Cubix Construction Company
 License No. 44412
 5 Mendocino Blvd, Suite 100
 Ukiah, CA 95525, USA
 Phone: (253) 314-0770 FAX: (253) 314-0771



OAKLEY SELF STORAGE
 LAUREL RD @ EMPIRE AVE,
 OAKLEY, CA
 PRELIMINARY SITE PLAN

Drawn by
 CFB / JAW
 Date
 5/11/16
 Scale
 1" = 30'
 Plan Name
 PRELIM
 Planning File Number

Sheet Number
1

LAUREL ROAD

SITE PLAN



MONUMENT SIGN

ESTIMATED EDGE OF FINISH

LANDSCAPE

NO RETENTION AREA

LANDSCAPE

LANDSCAPE

BLDG A
1 STORY

MGR'S BLDG
2 STORY

BLDG B
1 STORY

7 ELEVEN

SEE SEPARATE PLANS FOR 7-11

E

VINEYARD

BLDG C
2 STORY

EMPIRE AVE

W/ TRELLIS ABOVE W/VINES, TYP.

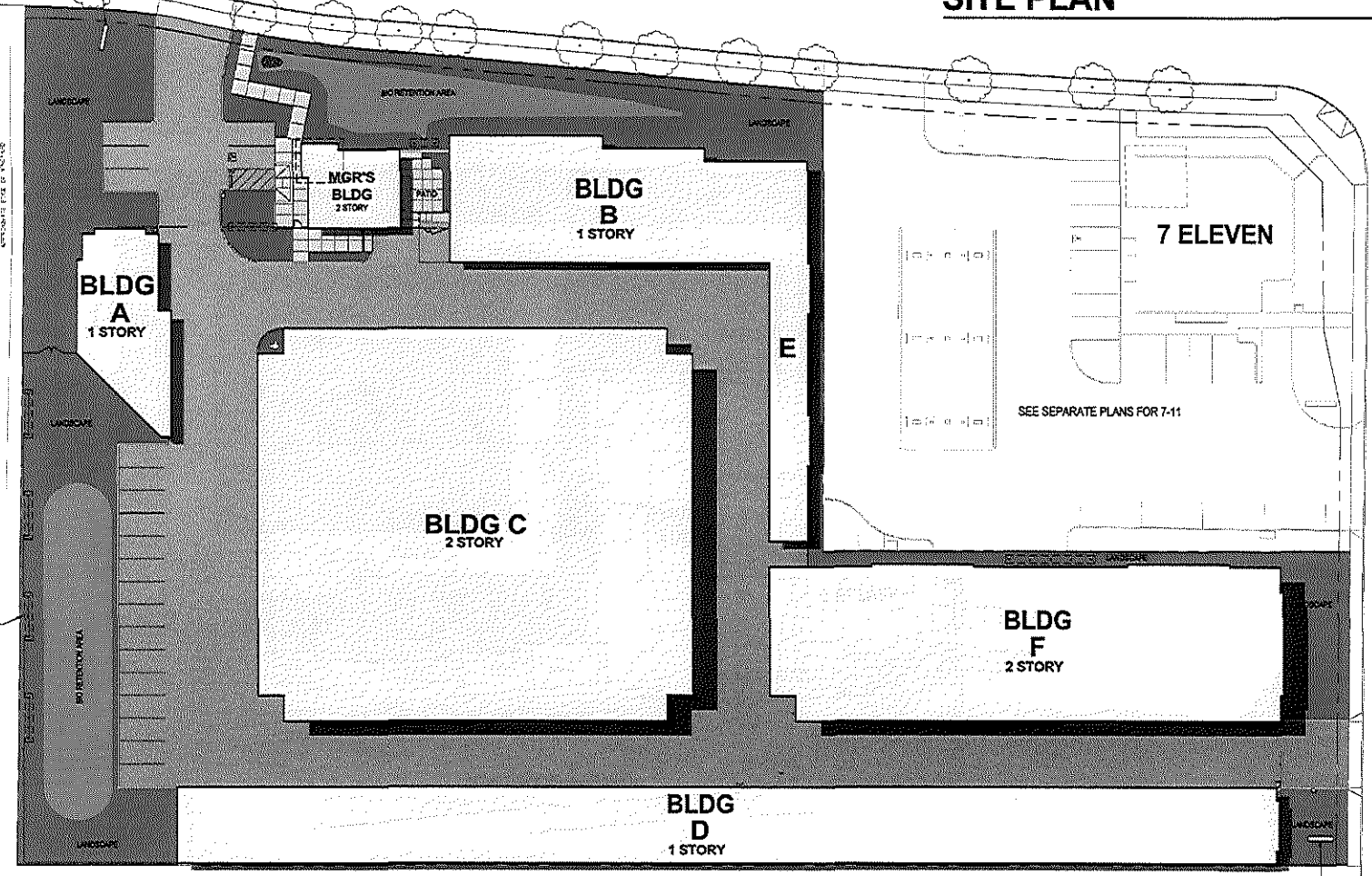
NO RETENTION AREA

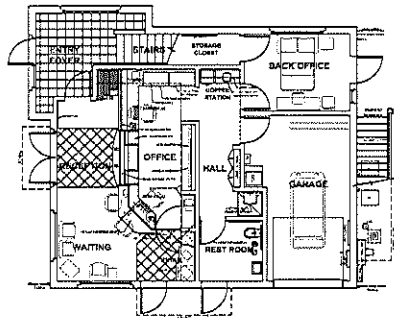
BLDG F
2 STORY

BLDG D
1 STORY

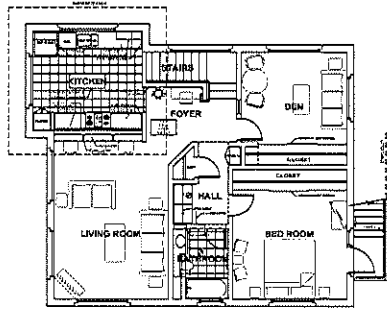
MONUMENT SIGN

CONTRA COSTA WATER





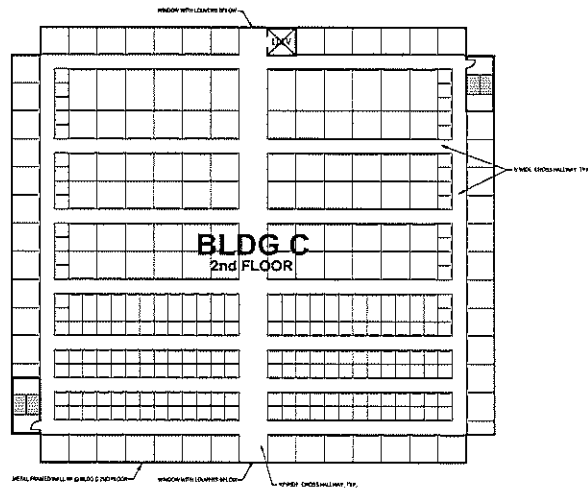
MGR'S BLDG FIRST FLOOR PLAN



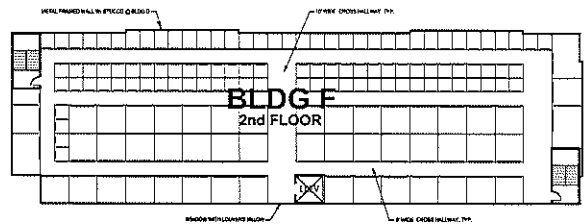
MGR'S BLDG SECOND FLOOR PLAN

FLOOR PLANS

NOTE: NO ROOF MOUNTED EQUIPMENT

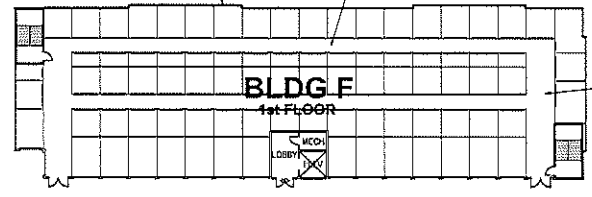


BLDG C
2nd FLOOR

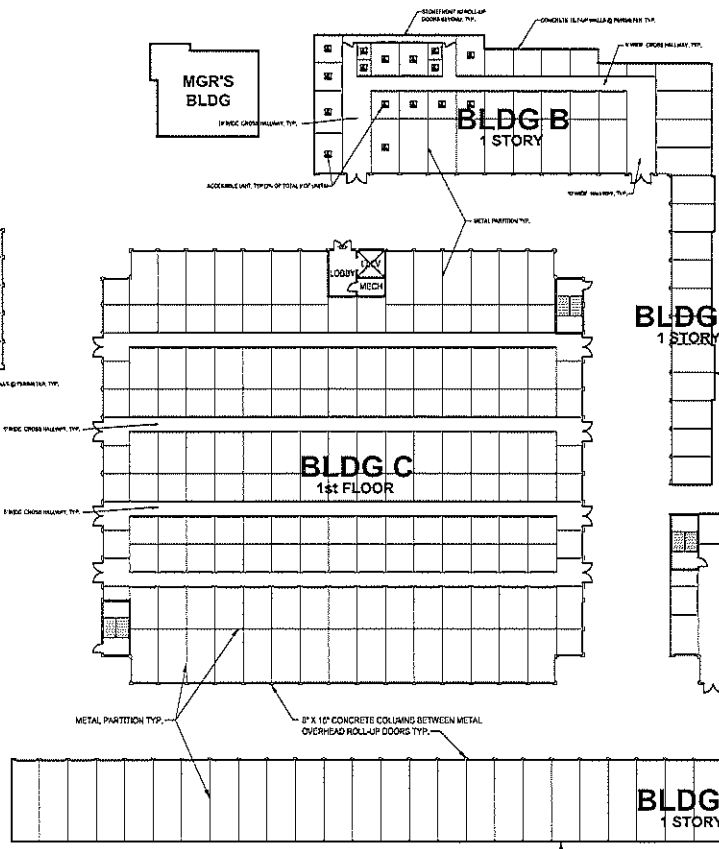


BLDG F
2nd FLOOR

BLDG E
1 STORY



BLDG F
1st FLOOR



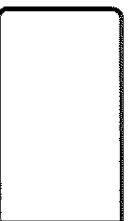
BLDG A
1 STORY

BLDG B
1 STORY

BLDG C
1st FLOOR

BLDG D
1 STORY

Revision	Date



Cubix Construction Company
 License No. 14462
 5740 S. Main St.
 Danville, CA 94526 USA
 Phone (925) 314-0770 FAX (925) 314-0771

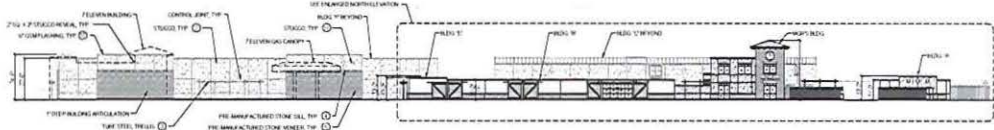


OAKLEY SELF STORAGE
 LAUREL RD. @ EMPIRE AVE.
 OAKLEY, CA.
FLOOR PLANS

Drawn by	
Checked by	
Date	
Scale	
File Name	
Sheet Number	
Sheet Number	

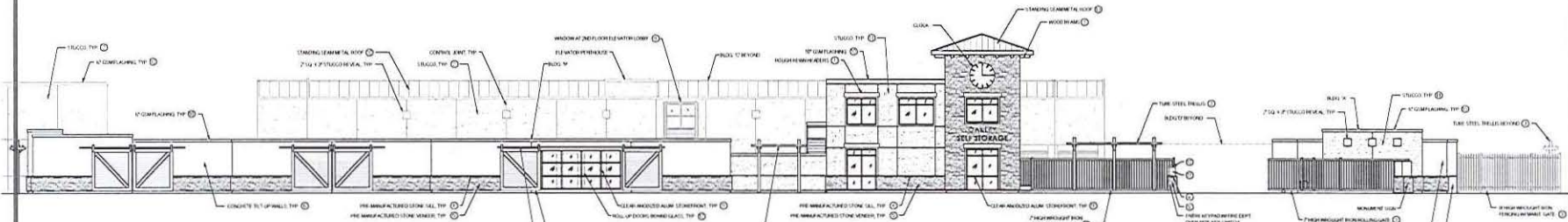
LEGEND

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- ② WINDOW ACCELS: WINDOW WITH OPERATIONAL SHAW, STAINLESS STEEL STAIN
- ③ METAL ACCELS: METAL WINDOW TRIM/CLAMP/SHAW - OPERATIONAL SHAW
- ④ WINDOW ACCELS: WINDOW WITH OPERATIONAL SHAW, STAINLESS STEEL STAIN
- ⑤ WINDOW ACCELS: WINDOW WITH OPERATIONAL SHAW, STAINLESS STEEL STAIN
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- ⑭ WINDOW ACCELS: WINDOW WITH OPERATIONAL SHAW, STAINLESS STEEL STAIN
- ⑮ WINDOW ACCELS: WINDOW WITH OPERATIONAL SHAW, STAINLESS STEEL STAIN
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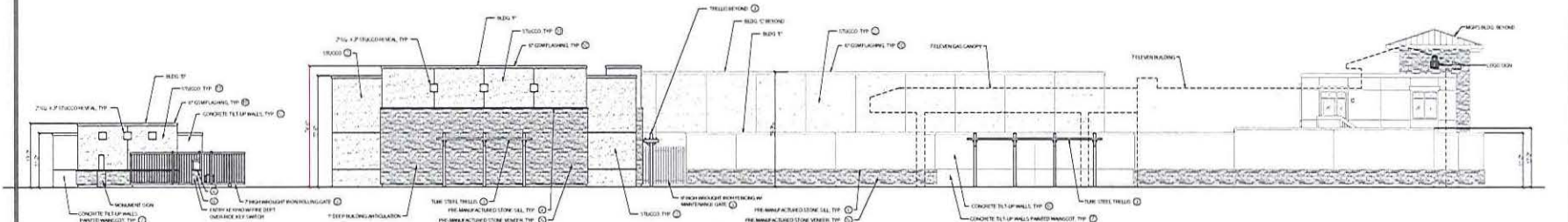
NORTH ELEVATION

SCALE 1"=30'-0"



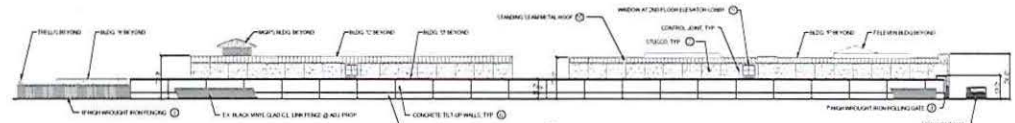
PARTIAL NORTH ELEVATION - ENLARGED

SCALE 1"=10'-0"



EAST ELEVATION - ENLARGED

SCALE 1"=10'-0"



SOUTH ELEVATION

SCALE 1"=30'-0"

Revision	Date

Cubix Construction Company
 License No. 144832
 5 Maple Street, Suite 100
 Danville, California 94519, USA
 Phone (925) 344-0770 FAX (925) 344-0771



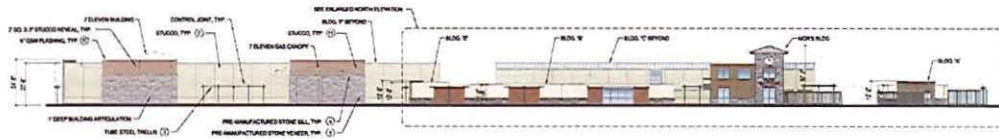
OAKLEY SELF STORAGE
 LAUREL RD @ EMPIRE AVE,
 OAKLEY, CA
PROJECT ELEVATIONS

Drawn By	JAW/STB
Check	STB/MS
Scale	AS NOTED
File Name	04-20-2017
Sheet Number	3A

3A

LEGEND

- (1) WOOD ACCEPT WOOD W/REAR COORDINATION TO THE TRIM/PAINTMENT ELEM
- (2) STUCCO/EIFS LAWN/NO SOL/NO GRASS LIGHT W/ROOF
- (3) METAL ACCEPT BELLY W/ROOF TWO COLOR/OUTLET - CHIMNEY GRAY
- (4) BRICK ALL STONE OFFICE CLADDING GAS TUBES/STON - GRAY
- (5) PAIP STONE CHINA/COMMON CL/CLASH STONE POLY/CLASH/ROCK/STONE/CONCRETE
- (6) TILT UP WALLS BELLY W/ROOF PRE/PAINT/BRICK - LIGHT W/NO TIE
- (7) FINISH COIT BELLY W/ROOF TWO COLOR/OUTLET - TAUP
- (8) WALL SYSTEM JUNGLE/PERFORATION - W/ROOFING
- (9) STONE/EIFS CLEAR ANODIZED ALUMINUM FRAME, CLEAR GLASS
- (10) METAL TYP GALVANNEZ
- (11) ACQUIT STUCCO LAWN/NO W/NO SOL/NO GRASS
- (12) SINKYT ROLLUPS JUNGLE/PERFORATION - POLY, BLUE
- (13) W/NO SOL/ROOF BRD - BRN GRAY



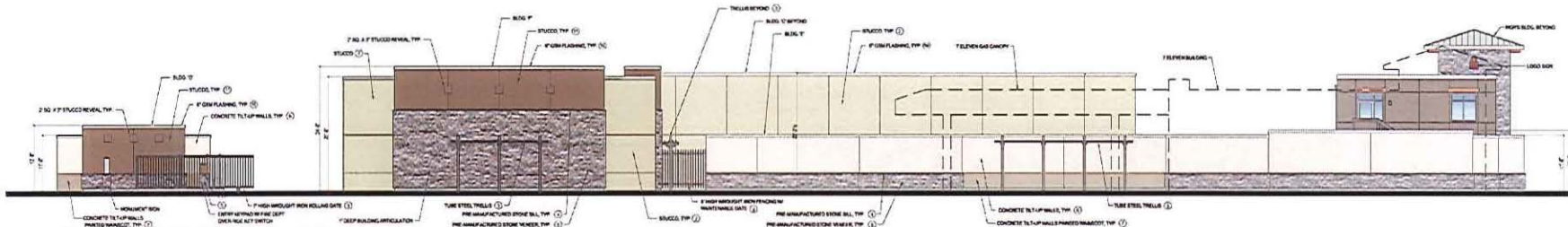
NORTH ELEVATION

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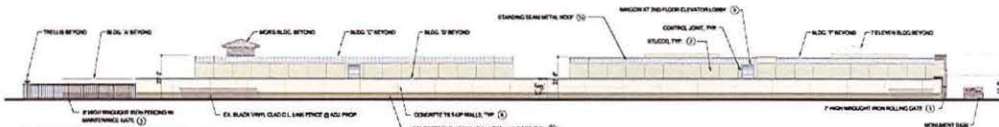
PARTIAL NORTH ELEVATION - ENLARGED

SCALE: 1" = 10'-0"



EAST ELEVATION - ENLARGED

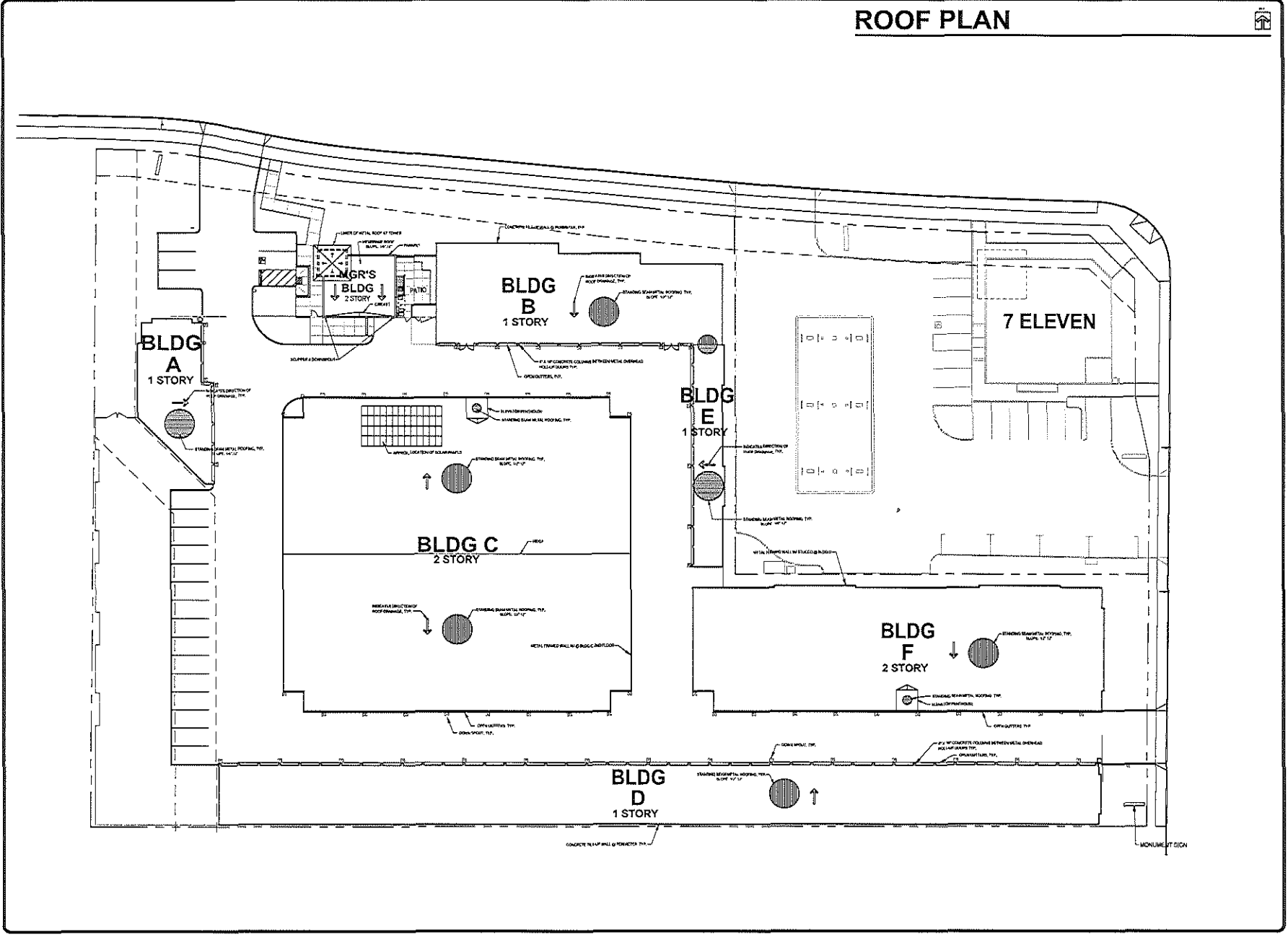
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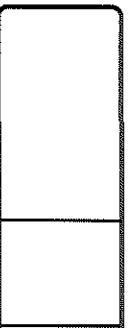
SOUTH ELEVATION

SCALE: 1" = 30'-0"

ROOF PLAN



Revision	Date

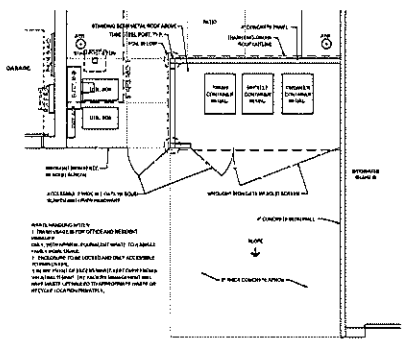


Cubix Construction Company
 License No. 11410
 5 Meade Street, Suite 100
 Danvers, MA 01923
 Phone: (855) 344-0771
 Fax: (855) 344-0771

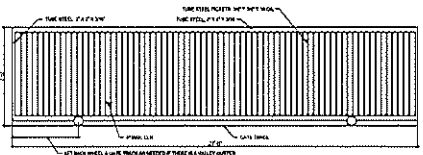


OAKLEY SELF STORAGE
 LAUREL RD @ EMPIRE AVE.
 OAKLEY, CA
ROOF PLAN

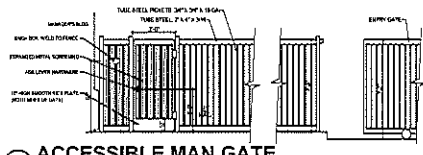
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 Method: [Blank]
 Planning File Number: [Blank]
 Sheet Number: **4**



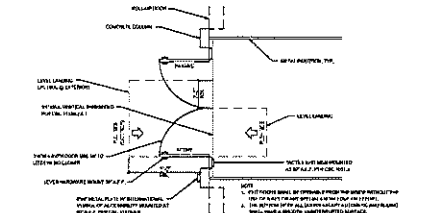
1 TRASH ENCLOSURE PLAN SCALE: 1/4" = 1'-0"



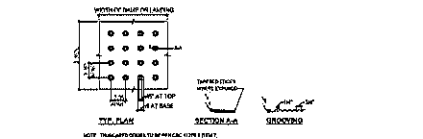
2 ENTRY GATE DETAIL SCALE: 1/4" = 1'-0"



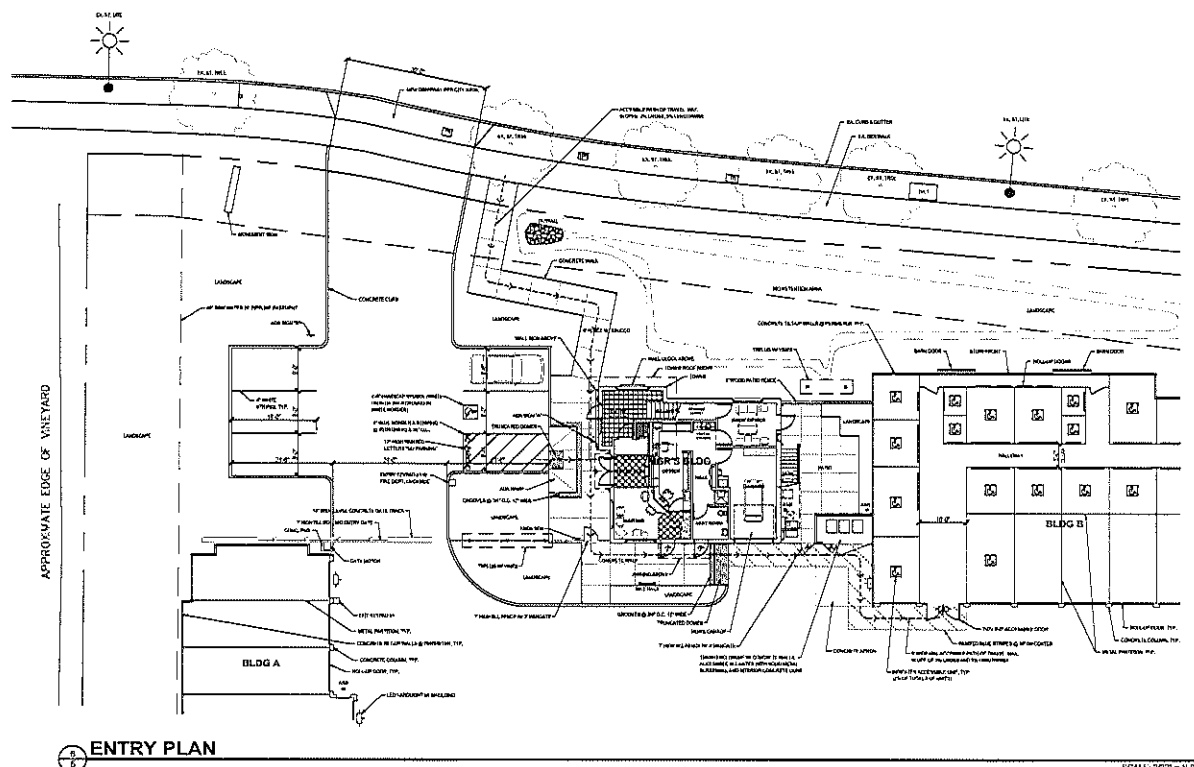
3 ACCESSIBLE MAN GATE SCALE: 1/4" = 1'-0"



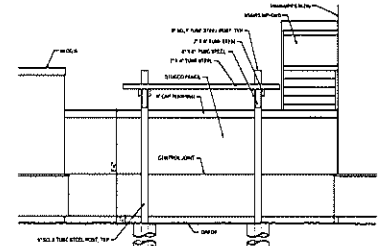
4 ACCESSIBLE ENTRY/EXIT DOOR SCALE: 1/4" = 1'-0"



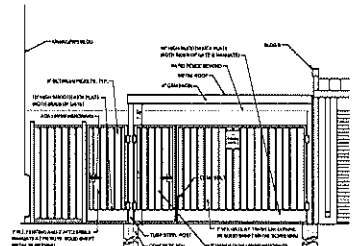
5 TRUNCATED DOMES & GROOVING SCALE: 1-1/2" = 1'-0"



6 ENTRY PLAN SCALE: 3/32" = 1'-0"



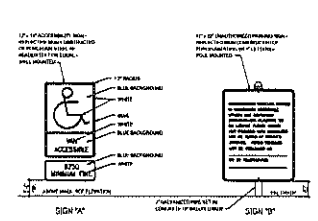
7 TRELLIS / PATIO FENCE DETAIL SCALE: 1/4" = 1'-0"



8 TRASH ENCLOSURE GATES SCALE: 1/4" = 1'-0"

DISMISS BUILDING ACCESSIBILITY NOTES:

1. SEE ALL OTHERS FOR THE MOST CURRENT NOTES.
2. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
3. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
4. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
5. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
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8. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
9. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.
10. ALL ACCESSIBILITY REQUIREMENTS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USE OF BUILDINGS.



9 ADA PARKING SIGNS SCALE: 1" = 1'-0"

Revisions	Date

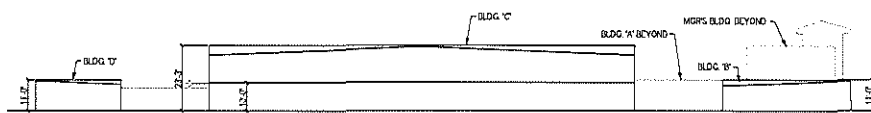
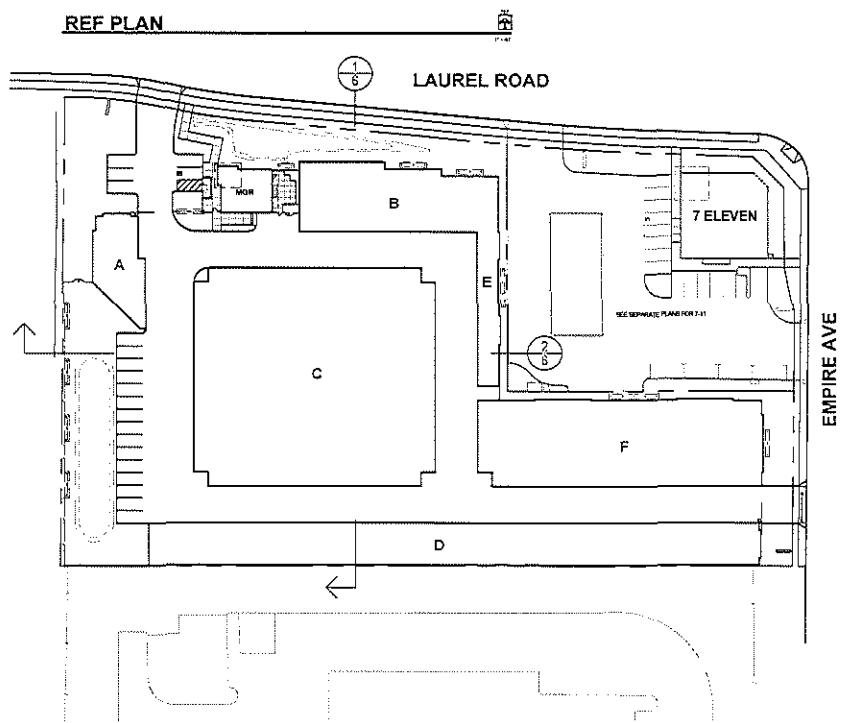
Cubix Construction Company
 License No. 14483
 5 Mendocino In Davis, California 95618 USA
 Phone (925) 314-0770 FAX (925) 314-0771

OAKLEY SELF STORAGE
 LAUREL RD. @ EMERLE AVE.
 OAKLEY CA.

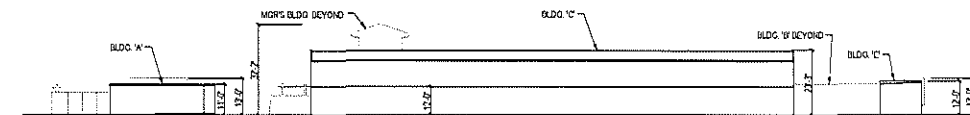
MISC. DETAILS

Drawn By: J.A. Cline
 Scale: 1/8" = 1'-0" (AS NOTED)
 The Name: (blank)
 Printing the Numbers: (blank)
 Sheet Number: **5**

REF PLAN



1 CROSS SECTION LOOKING WEST



2 CROSS SECTION LOOKING NORTH

Revisions	Date



Cubix Construction Company
 License No. 14403
 5 Haskett-Cook-Lewis USA
 Phoenix (602) 314-0770 FAX (602) 314-0771



OAKLEY SELF STORAGE
 LAUREL RD. @ EMPIRE AVE.
 OAKLEY, CA
CROSS SECTIONS

Drawn By	
City	
Date	
Title	
Scale	
File Name	
Project	
Planning File Number	
Sheet Number	

6

**GENERAL
PHOTOMETRIC
SCHEDULE**

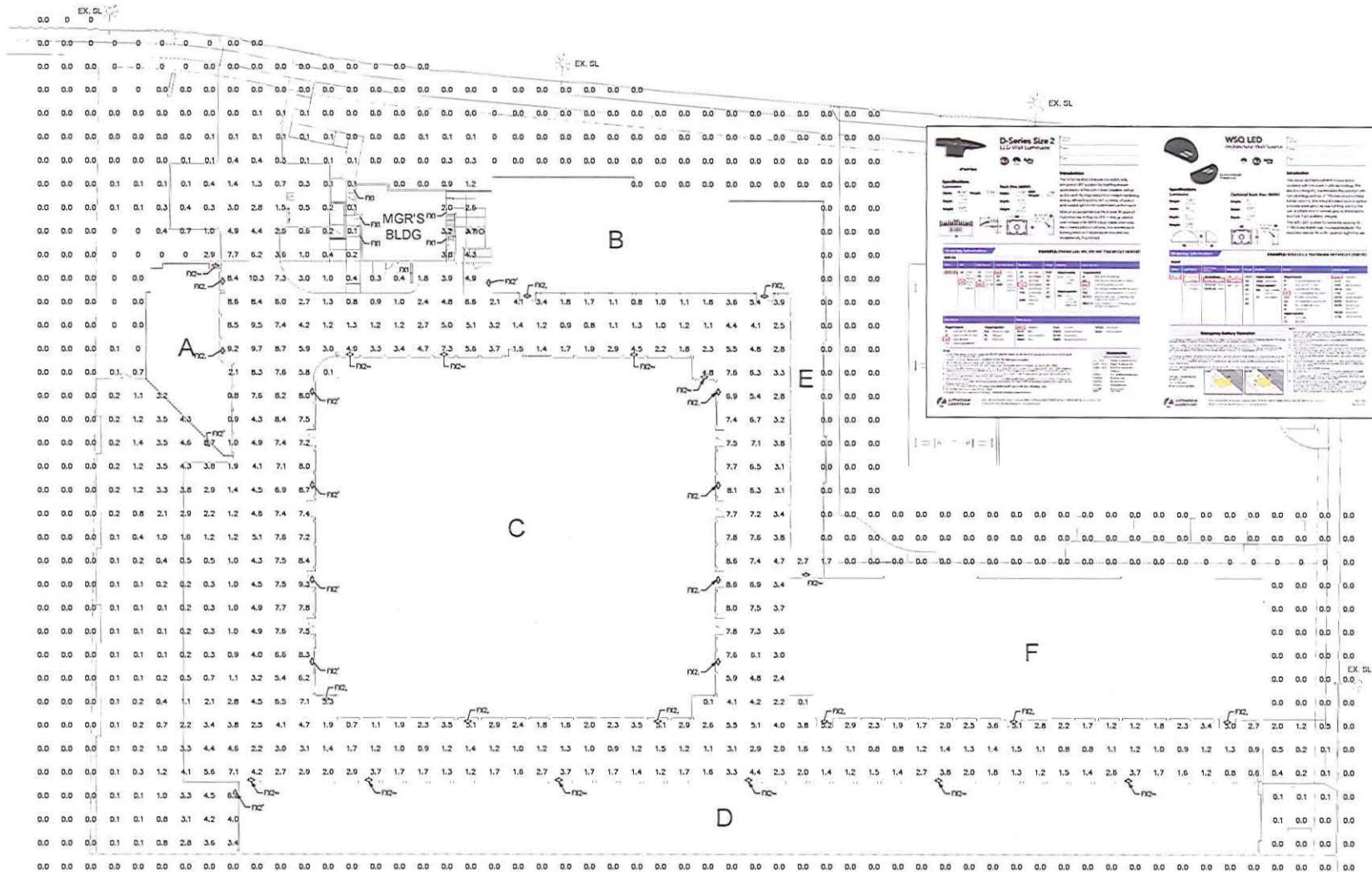
AVERAGE FOOTCANDLES	1.45
MAXIMUM FOOTCANDLES	10.3

LUMINAIRE SCHEDULE

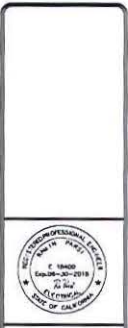
CALLOUT	LAMP	DESCRIPTION	MODEL	INPUT WATTS	VOLTS	QUANTITY
F01	(1) 24W LED	ENTRY DOOR WALL LIGHTS @ 9FT AFF FILL OUT-OFF	LITHONIA/WSQ-LED-700-04G-00800-GLCW	24	120V 1P 2W	6
F02	(1) 100W LED	LED Wall Mount @ 15FT AFF W/HOUSE-30C SHIELD	Lithonia Lighting, DS2M2 LED JOC 1000 JOC 13M DMG VS 00800	100	120V 1P 2W	33

CALL-OUT NOTES:

- 1 CHECK LIGHT FIXTURE DIMENSIONS, PROPER ILLUMINATION LEVEL OF -1 FC AVERAGE. CONTRACTOR TO VERIFY THAT PROPER SHIELDING AND CUT-OFF IS IN PLACE TO PREVENT LIGHT SPILL ONTO ADJACENT PROPERTY AND LIGHT GLARE (TYP)



Revisions	Date



PROENGINEERING
 CONSULTING ENGINEERS
 1120 BYCAMERE AVE., SUITE 200
 DAKLEY, CA 94521
 (925) 938-8800
 WWW.PROENGINEERING.COM

DAKLEY SELF STORAGE
 LAUREL RD. @ EMPIRE AVE.
 DAKLEY, CA
 EX LIGHTING PLAN

Drawn by	EJB / JAV
Scale	AS SHOWN
File Name	10-10-2018
Planning File Number	
Sheet Number	

E1

SHRUBS

SIZE	BOTANICAL NAME	COMMON NAME
8 GAL	CECALONIA 'DORIS'	DWARF ERGALONIA
8 GAL	OLEA 'LITTLE OLIVE'	DWARF OLIVE
8 GAL	ARCTOSTAPHYLOS 'NORWICH MICHBY'	MANZANITA
8 GAL	NERAN OLIVACEA 'EVES REED'	DWARF RED OLIVELEAF
8 GAL	XYLISMA CONGESTUM 'COMPACTA'	COMPACT KYLOSMA
1 GAL	RAUVA GREGGII 'RED'	RED AUTUMN BAGE
1 GAL	VERBENA PROSA	BLUE RIGIDA VERBENA
1 GAL	LAVANDA 'YELLOWS'	LAVANDA
1 GAL	EPILYBIUM CALISTOGA'	CALIFORNIA PUCHIA
1 GAL	MULLENBERGIA CAPILLARIS	POW DUNNY GRASS

MONUMENT SIGN W/ ACCENT AND COLOR PLANTINGS

GROUND COVERS

SIZE	BOTANICAL NAME	COMMON NAME
1 GAL	CERATOIDEA FLUMINIGRASSIS	DWARF FLUMINIGRASS
1 GAL	BACCHARIS PILULARIS 'TWIN PEAKS'	COYOTE BUSH
1 GAL	ROSMARINUS 'PROSTRATUS'	ROSEMARY

BIOSWALES

SIZE	BOTANICAL NAME	COMMON NAME
500	FESTUCA VARIETIES	"NO MOW" TALL FESCUE GRASS
1 GAL	FESTUCA VARIEF	ATLANTIS PPOLE

VINES

SIZE	VITIS SPECIES	GRAPE VINES
3 GAL	VITIS SPECIES	GRAPE VINES

TREES

SYMBOL	SIZE	QUANTITY	BOTANICAL NAME / COMMON NAME	HEIGHT	SPREAD
(Small circle)	2" BOX	7	OLEA SILVIA 'MILLI' / FRUITLESS OLIVE	15'	15'
(Medium circle)	18 GAL	3	QUERCUS ILEX / HOLLY OAK	30'	30'
(Large circle)	18 GAL	3	PISTACHIA OBIUMENSE / CRUSHEE PISTACHE	40'	30'

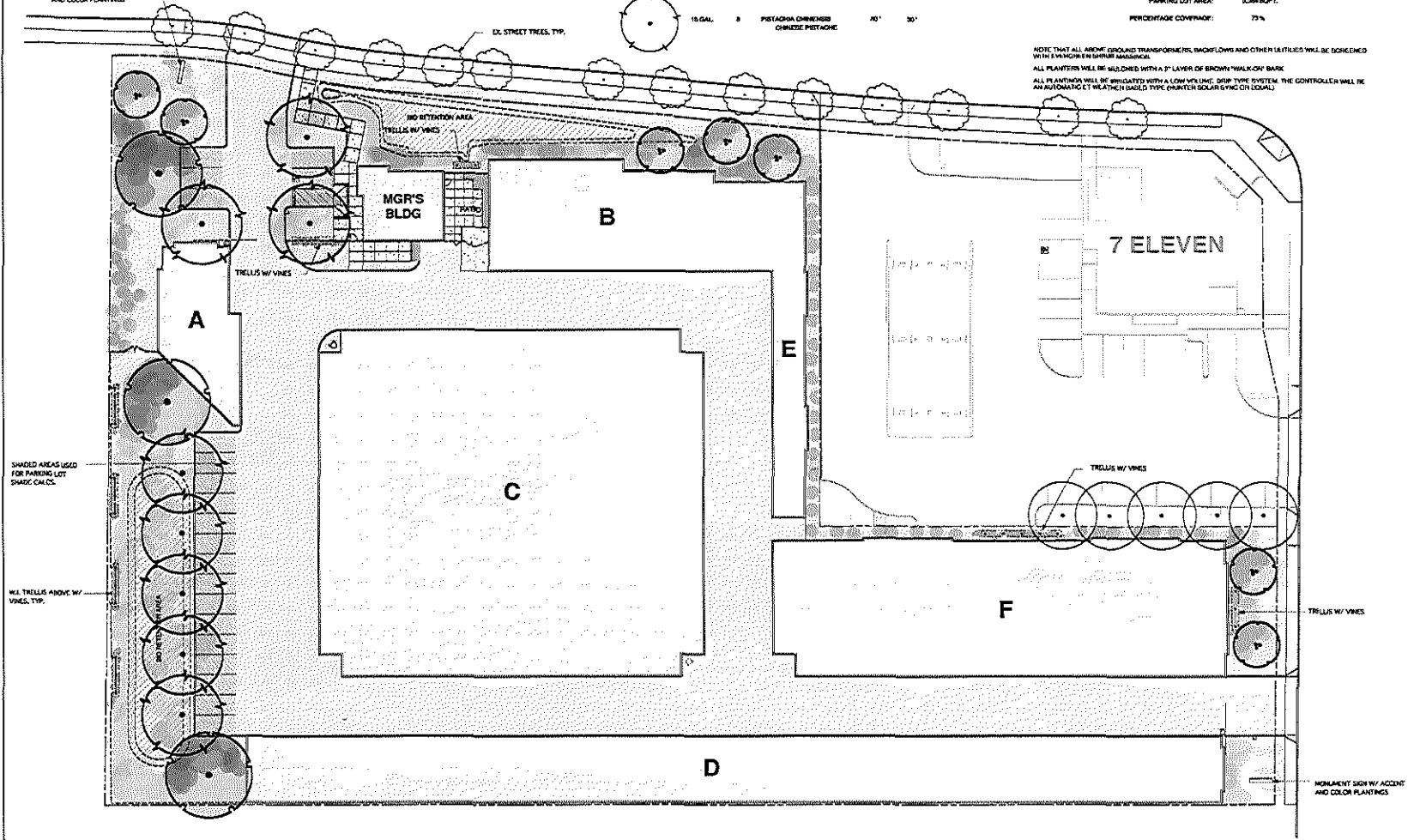
LANDSCAPE PLAN

PARKING LOT SHADING

TREE	DAK. SOFT.	AREA FULL COVERAGE (100%)	NUMBER	HALF COVERAGE (50%)	NUMBER
PISTACHE	250'	491	0	0	1962
QUERCUS	300'	706	0	0	333
SUBTOTAL:		1197	0	0	2295
SHADE TOTAL:		2295 SQFT.			
PARKING LOT AREA:		3384 SQFT.			
PERCENTAGE COVERAGE:		73%			

NOTE THAT ALL ABOVE GROUND TRANSDUCERS, BACKFLOWS AND OTHER UTILITIES WILL BE SCHEDULED WITH A VENDOR FOR SHIRAZ LANDSCAPE.

ALL PLANTERS WILL BE MULCHED WITH A 2" LAYER OF BROWN 'WALK-ON' BARK. ALL PLANTERS WILL BE IRRIGATED WITH A LOW VOLUME, DRIP TYPE SYSTEM. THE CONTROLLER WILL BE AN AUTOMATIC ET RELATIVE HUMIDITY BASED TYPE. (CHECK LOCAL CODES).



Revisions	Date

JAMES FERGUSON CLARAUGH
 LANDSCAPE ARCHITECT
 4955 WALKER ST
 WILMINGTON, CA 94095
 PHONE: (415) 337-4400 FAX: (415) 337-4401

OAKLEY SELF STORAGE
 LAUREL RD. @ EMPIRE AVE.,
 OAKLEY, CA

LANDSCAPE PLAN

Drawn By:
 Date:
 Scale:
 Plot:
 Title:
 Planning File Number:
 Sheet Number:

L1

LANDSCAPE PLAN

SHRUBS

SIZE	BOTANICAL NAME	COMMON NAME
5 GAL	ESCALONIA 'TERRI'	DWARF ESCALONIA
5 GAL	OLEA LITTLE OLIVE	DWARF OLIVE
5 GAL	ARCTOSTAPHYLOS HOWARD MCMURRY	MANGONITA
5 GAL	NEPHELIUM OLEANDER 'PETITE RED'	DWARF RED OLEANDER
5 GAL	XYLOPIA COMGESTUM 'COMPACTA'	COMPACT XYLOPIA
1 GAL	SALVIA GREGGII 'RED'	RED AUTUMN SAGE
1 GAL	VERBENA RIGIDA	BLUE RIGID VERBENA
1 GAL	LANTANA 'YELLOW'	LANTANA
1 GAL	EPHEDRUM CALISTOGA	CALIFORNIA PUCHERIA
1 GAL	MARKENBENDERIA CAPILLARIS	PINK MOSELY GRASS



GROUND COVERS

SIZE	BOTANICAL NAME	COMMON NAME
1 GAL	CEHATORTISMA PLUMBAGINOIDES	DWARF PLUMBAGO
1 GAL	SACCHARIS PILULARIS 'TWIN PEAKS'	COYOTE BRUSH
1 GAL	RHOENARBUS 'PROSTRIATUS'	ROSEMARY
500	FESTUCA VARIETES	"NO MOW" TALL FESCUE GRASS
1 GAL	FFITUCA MAHFRU	ATLAS FESCUE

BIOSWALES

SIZE	BOTANICAL NAME	COMMON NAME
5 GAL	VITUS SPECIES	GRAPE VINES

TREES

SYMBOL	SIZE	QUANTITY	BOTANICAL NAME / COMMON NAME	HEIGHT	SPREAD
	24" BOX	7	OLEA 'TWIN HILL' FRUITLESS OLIVE	15'	15'
	15 GAL	3	QUERCUS B. EX HOLLY OAK	30'	30'
	15 GAL	8	PISTACHIA CHINEENSIS CHINESE PISTACHE	30'	30'

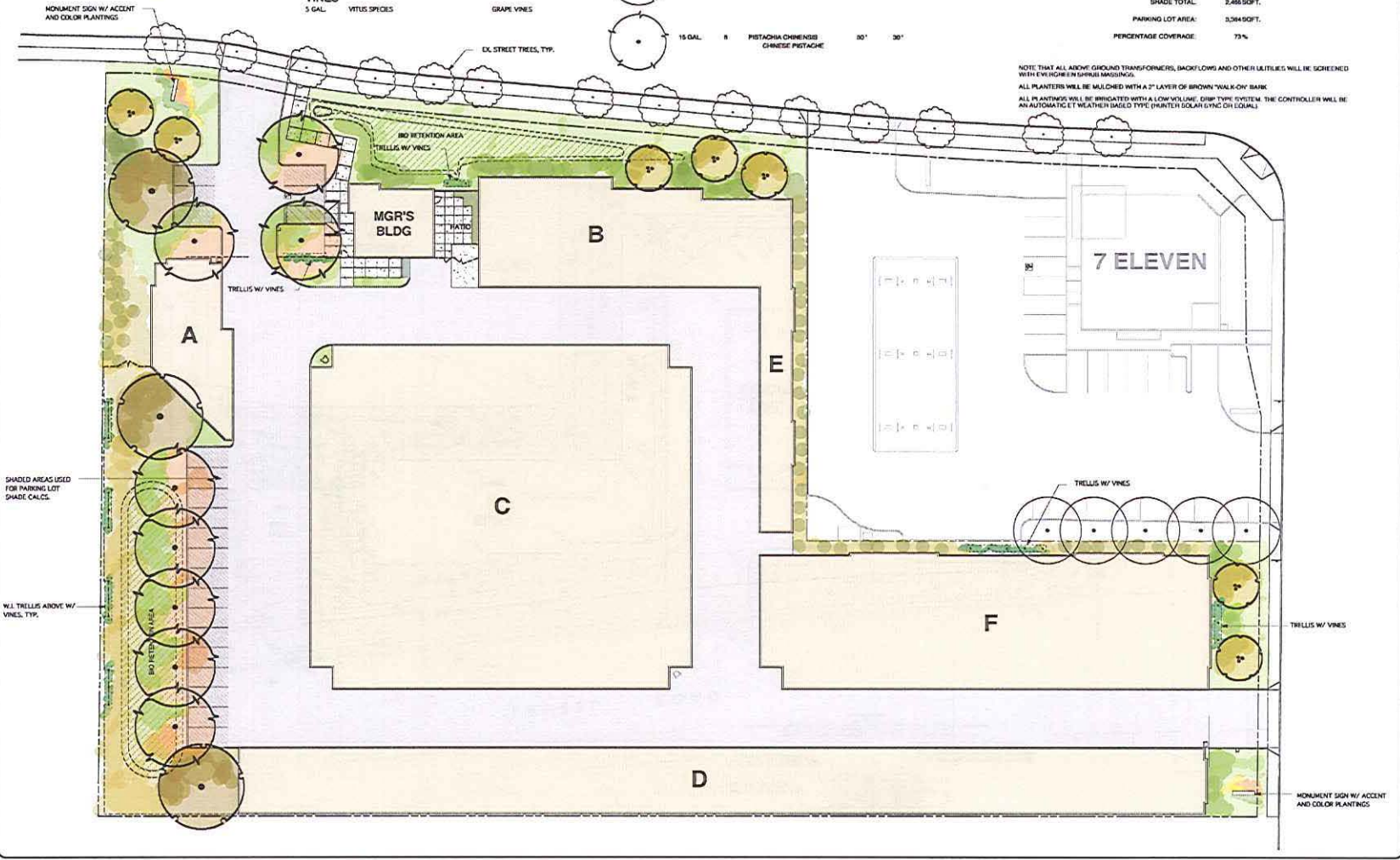
PARKING LOT SHADING (10 YEAR)

TREE	DBH	AREA FULL COVERAGE SQFT.	NUMBER	(100%)	HALF COVERAGE NUMBER	(50%)
PISTACHE	20"	491	0	0	6	168
QUERCUS	30"	708	0	0	1	315
		SUBTOTAL				336 SQFT.
		SHADE TOTAL			2,485 SQFT.	
		PARKING LOT AREA			3,264 SQFT.	
		PERCENTAGE COVERAGE			75%	

NOTE: THAT ALL ABOVE GROUND TRANSFORMERS, BACKFLOWS AND OTHER UTILITIES WILL BE SCREENED WITH EVERGREEN SHRUB PLANTINGS.

ALL PLANTERS WILL BE MULCHED WITH A 2" LAYER OF BROWN "WALK-ON" BARK.

ALL PLANTINGS WILL BE IRRIGATED WITH A LOW-VOLUME, DUMP-TYPE SYSTEM. THE CONTROLLER WILL BE AN AUTOMATIC ET WEATHER SENSITIVE TYPE. (PREFER SOLAR LOGIC OR EQUAL).



Revisions	Date

JAMES FERGUSON CLARAUGH
LANDSCAPE ARCHITECT



OAKLEY SELF STORAGE
LAUREL & BUSBY AVE.
OAKLEY, CA
LANDSCAPE PLAN

Drawn By: JFC
 Date: 08/20/15
 Scale: 1" = 20'
 Plot Number: L1
 Planning Fee Number:
 Sheet Number:
L1

LEGAL DESCRIPTION:

THE LOCATION OF UNDERGROUND UTILITIES DEVELOPED ON THIS MAP WAS OBTAINED USING OBSERVABLE EVIDENCE IN THE FIELD AND/OR RECORD INFORMATION AS SUPPLIED TO THE SURVEYOR BY THE ACTUAL LANDOWNER...

UTILITY NOTES:

THE LOCATION OF UNDERGROUND UTILITIES DEVELOPED ON THIS MAP WAS OBTAINED USING OBSERVABLE EVIDENCE IN THE FIELD AND/OR RECORD INFORMATION AS SUPPLIED TO THE SURVEYOR BY THE ACTUAL LANDOWNER...

GENERAL NOTES:

- A. ALL BUILDINGS AND DISTANCES ARE MEASURED UNLESS NOTED OTHERWISE.
B. BUILDING SETBACKS AND HEIGHT RESTRICTIONS OBTAINED FROM CITY OF OAKLEY PLANNING DEPARTMENT.
C. ALL PROPERTY CONTAINED WITHIN CITY OF OAKLEY, CONTRA COSTA COUNTY, STATE OF CALIFORNIA.
D. ITEM NOTES REFER TO TITLE REPORT CONDITIONS.

SPECIAL NOTES:

THE SCOPE OF SERVICE FOR THIS ALTA REQUESTED THE FOLLOWING ITEMS OUTSIDE OF THE NORMAL 20% ANNUAL STANDARD DETAIL REQUIREMENTS FOR ALTA/SUBALTA LAND TITLE SURVEYS...

SUBJECTS:

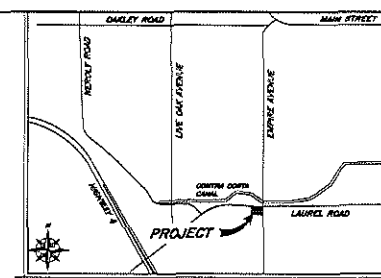
- 1. CENTERLINE OF ADJUTING ROADS TO PROPERTY ARE SHOWN ON SHEET 2.
2. RIGHT OF ADJUTING ROADS: MEDIAN 10' ON BOTH EMPIRE AVENUE AND LAUREL DRIVE.
3. SPEED LIMIT IS 45 MILES PER HOUR ON BOTH EMPIRE AVENUE AND LAUREL DRIVE.
4. MEDIAN LOCATED WITHIN FOUR FEET ARE SHOWN ON SHEET 2.
5. DRAINAGE INLET(S) AT CURB LINE ARE SHOWN ON SHEET 2.
6. INTERSECTION TRAFFIC CONTROL SYSTEM IS BY TRAFFIC LIGHTS.
7. THERE ARE NO ADJUTING BUILDINGS FOR 10-20 FEET BEYOND COMMON LEASE/PROPERTY LINE.
8. EASEMENTS AND ROW ON SUBJECT PROPERTY ARE SHOWN PER TITLE REPORT.
9. EXISTING UTILITY MANHOLE BOXES/COVERS ARE SHOWN AND IDENTIFIED ON SHEET 2.
10. THERE ARE NO BUILDING SETBACKS ON PROPERTY.

PROPOSED/EXISTING UTILITIES AS NOTED:

- A. FOUR CORNERS OF BUILDING & FRONT CENTER OF BUILDING TO C & BOD: N/A
B. TWO POINTS IN FRONT OF STORE IN-LINE WITH GASOLINE DISPENSING ISLAND: N/A
C. TOP OF GASOLINE CANOPY (OF EXISTING): N/A
D. EACH DISPENSER SIDE, TOC AND BOD: N/A
E. TOP OF EACH MANHOLE COVER AT GASOLINE CONCRETE PAD: N/A
F. AT CENTERLINE OF EACH CURB CUT ONTO PROPERTY: SEE SHEET 2.
G. AT FOUR CORNERS OF ADJUTING GASOLINE TANK PAD: N/A

EXISTING/PROPOSED SHOWS:

- A. EXISTING STRUCTURES, STORAGE, AND CANOPY SIZE, CANOPY COLUMN LOCATION, GASOLINE DISPENSERS AND BASES ISLAND: N/A
B. MANHOLES ON SITE: N/A
C. GASOLINE VENT PIPE STACK LOCATIONS AND ANY AIR AND WATER MACHINES: N/A
D. LANDSCAPING: SEE SHEET 2.
E. GARIBOLDI DAMPER LOCATION AND DIMENSIONS: N/A
F. PAVING MATERIAL: N/A
G. PARKING SPACES AND APPROXIMATE SIZE OF EACH: N/A
H. SHOW ADA RAMP: SEE SHEET 2.
I. LEGAL DESCRIPTION: SEE SHEET 1.
J. ADDRESS OF STORE AND STORE NUMBER IN TITLE BLOCK: N/A
K. ELEVATION DATUM IS NAVD83.
L. TOPOGRAPHY OF SITE IS 1' CONTOURS AND TPO EXTENDS MIN. OF 30' BEYOND PROPERTY LIMITS.



CITY OF OAKLEY, CA VICINITY MAP NTS

SURVEYOR'S CERTIFICATE: I, JAMES N. LARSON, P.L.S., No. 2637, LICENSE EXPIRES 06-30-2016. I HEREBY CERTIFY THAT THIS MAP IS A TRUE AND CORRECT REPRESENTATION OF THE LAND DESCRIBED THEREON...



DATE: JANUARY 24, 2016

DATE OF PREVIOUS REVISIONS: _____

TITLE REPORT NOTES:

- SCHEDULE B - SECTION B:
1. NOT SURVEY RELATED.
2. NOT SURVEY RELATED.
3. NOT SURVEY RELATED.
4. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
5. AN EASEMENT FOR ELECTION, MANAGEMENT LINES AND FEELS AND INCIDENTAL PURPOSES, REFERRED SEPTEMBER 18, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
6. AN EASEMENT FOR PAVE LANE AND INCIDENTAL PURPOSES, REFERRED MAY 14, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
7. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
8. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
9. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
10. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
11. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
12. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
13. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
14. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
15. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
16. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
17. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
18. AN EASEMENT FOR THE RIGHT OF WAY AND INCIDENTAL PURPOSES, REFERRED FEBRUARY 24, 1968 IN BOOK 1376 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.

SURVEY REFERENCES:

- (01) BOOK 138 OF LAND SURVEY MAPS, AT PAGE 4, C.C.C.R.
(02) GRANT DEED TO CONTRA COSTA WATER DISTRICT, DOCUMENT NO. 1962-04976 AS RECORDED IN BOOK 1278 AT PAGE 308, C.C.C.R.
(03) GRANT DEED TO CITY OF OAKLEY, DOCUMENT NO. 2008-032407-03, C.C.C.R.
(04) GRANT DEED TO CITY OF OAKLEY, DOCUMENT NO. 2009-009743-03, C.C.C.R.
(05) BOOK 08 OF PARCEL MAPS, AT PAGE 48, C.C.C.R.
(06) HGS DATA SHEET NO. 024113

INUNDATION NOTE:

SUCH DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "X" (AREAS OF ANNUAL FLOODING ON AN AREA DETERMINED TO BE OUTSIDE THE 100-AND 500-YEAR FLOOD PLANS) BY THE DEPARTMENT OF WATERSHED AND FLOOD MANAGEMENT ON FLOOD INSURANCE RATE MAP NO. 17000-0001, WITH A DATE OF REVISION OF JUNE 16, 2009. FLOOD COMMUNITY NUMBER 020014, IN CONTRA COSTA COUNTY, STATE OF CALIFORNIA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

BASIS OF BEARINGS:

THE BEARING OF NORTH 02°42'44" EAST, BETWEEN THE FOUND MONUMENTS FOR THE NORTHEAST CORNER AND THE EAST 1/4 CORNER OF SECTION 34, TOWNSHIP 3 NORTH, RANGE 2 EAST, MOUNT Diablo Meridian AS SHOWN IN THAT RECORD OF SURVEY MAP NO. 102, 378 AS FILED IN BOOK 138 OF LAND SURVEY MAPS, AT PAGE 4 (02) CONTRA COSTA COUNTY RECORDS, WAS USED AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

BENCHMARK:

ELEVATION MARK ESTABLISHED FROM HGS BENCHMARK NO. 024113 (02), AN EAST-BAY MANHOLE UTILITY DISTRICT (UD) 10-1/2" DIA. IRON SET IN A CONCRETE VOLUME STRUCTURE LOCATED ABOUT 150 FEET EAST OF THE INTERSECTION OF ORANT STREET AND MONTENAPPEL PLACE AND 20 FEET NORTH OF THE NORTH LINE OF GRANT AVENUE, AND 8 FEET SOUTH OF THE SOUTHERN LINE OF AN ASPHALT BICYCLE TRAIL, WITH A 1988 NAVD83 ELEVATION OF 109.20 FEET BASED ON THE HGS DATA SHEET. 0208 IS STAMPED "0208-04-18", "0208-04-18", "104-104".

NOTE:

ACCORDING TO SECTION 26716 OF THE BUSINESS AND PROFESSIONS CODE, STATE OF CALIFORNIA, (PROFESSIONAL LAND SURVEYORS ACT AS AMENDED JANUARY 1, 2013), THE USE OF THE WORD "CERTIFY" OR "CORROBORATE" BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF SURVEYING OR THE PREPARATION OF MAPS, PLANS, REPORTS, RECORDS OR OTHER SURVEYING DOCUMENTS DOES NOT CONSTITUTE AN AFFIRMATION OF PROFESSIONAL OPINION REGARDING SUCH FACTS OR OPINIONS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESS OR IMPLIED.

Table with columns: Drawn By, Date, Scale, Job No., Checked, Date. Includes revision table with columns: NO, DATE, ISSUED FOR, BY.

MVE logo and contact information: 1177 L Street, Napa, CA 94556 | 707.258.4214 | www.mve.com

ALTA/C.S.M. LAND TITLE SURVEY 3379 EMPIRE AVE. CITY OF OAKLEY, CONTRA COSTA COUNTY, CALIFORNIA

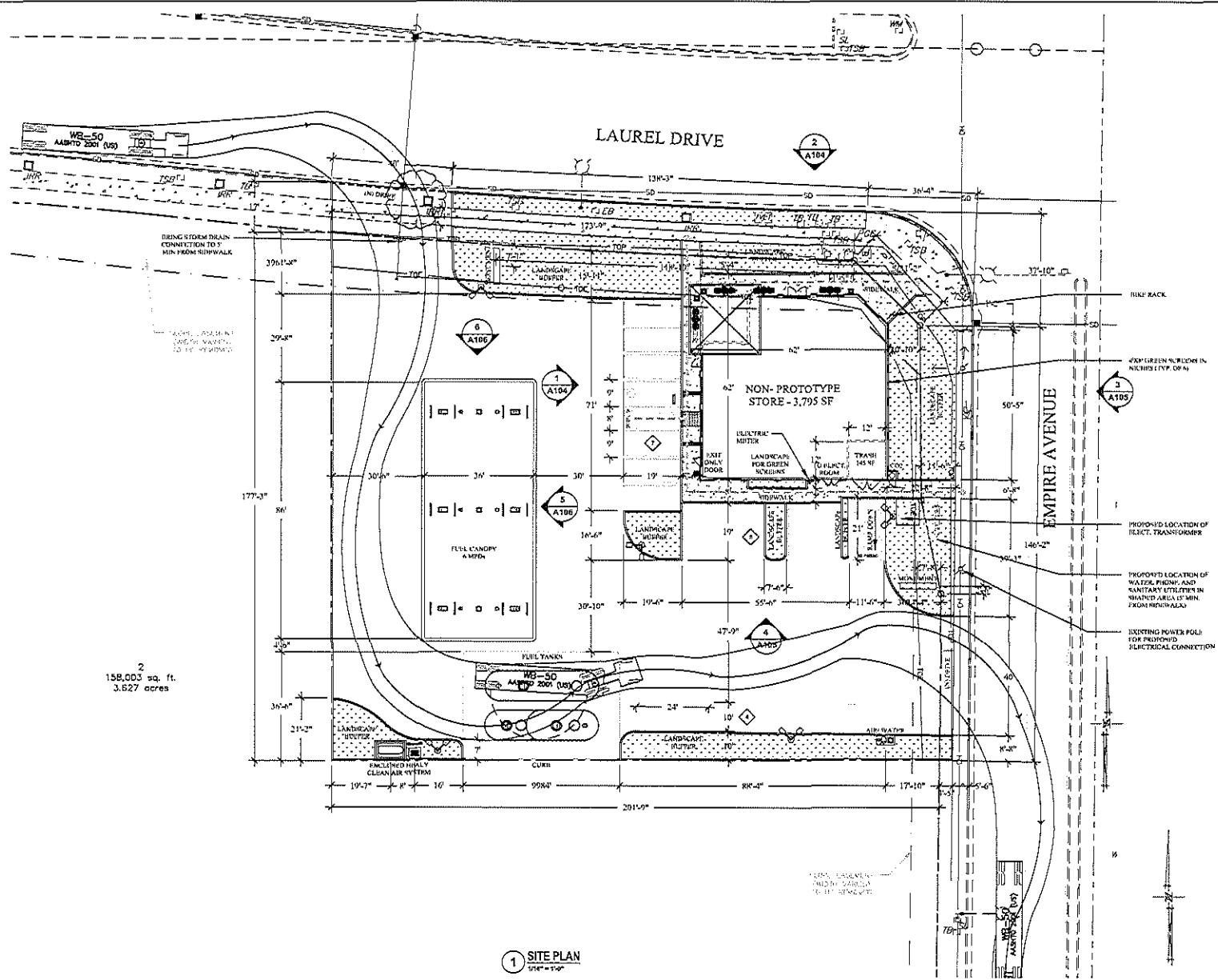
SHEET 1 OF 2

ca:\proj\3979 empire - only - the study.dwg

3/3/2015 9:40 AM I:\sdc\server\share\01-sdc\general\01-architecture\7-11\rc-program\01-proj\01\1037529 - 3979 empire -

2
158,003 sq. ft.
3.627 acres

1 SITE PLAN
1/4" = 1'-0"



PROJECT NOTES

3979 EMPIRE AVE.	
APN: 083-071-036	
SITE AREA:	±33,711 SF
LANDSCAPE:	±4,115 SF
LANDSCAPE COVERAGE:	±12.2%
ADA PARKING -	1 SPOT
STANDARD PARKING -	11 SPOTS
PARALLEL PARKING -	4 SPOTS
FUEL PARKING -	12 SPOTS
TOTAL PARKING -	28 SPOTS



1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA

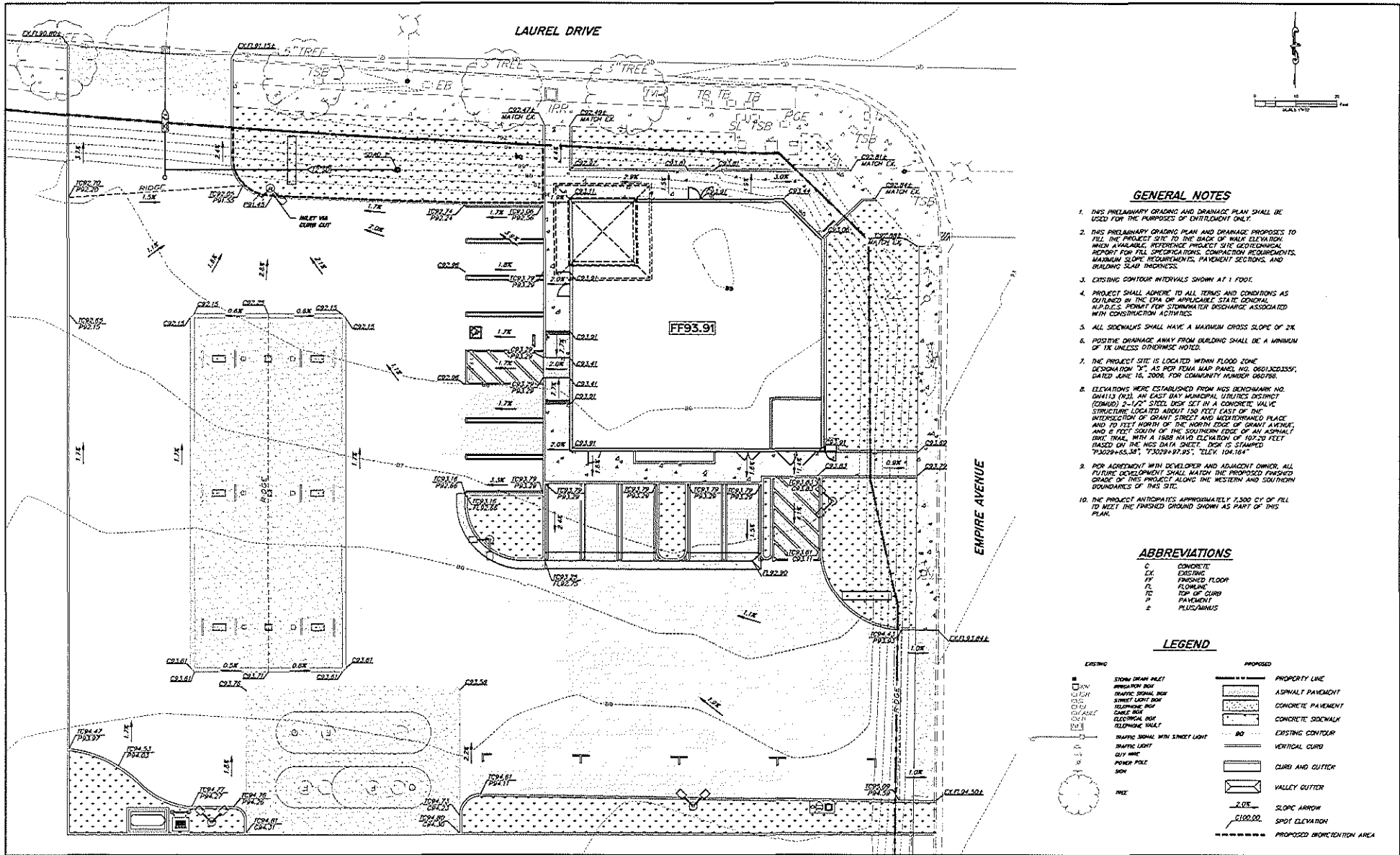
APN: 083-071-036
OWNER:

PROPOSED
SITE PLAN

Scale: 1/8" = 1'-0" or 22/64"
Scale: 3/32" = 1'-0" or 11/16"

A101

2/19/15 CONDITIONAL PERMIT SUBMITTAL



GENERAL NOTES

1. THIS PRELIMINARY GRADING AND DRAINAGE PLAN SHALL BE USED FOR THE PURPOSES OF ENTITLEMENT ONLY.
2. THIS PRELIMINARY GRADING PLAN AND DRAINAGE PROPOSES TO FILL THE PROJECT SITE TO THE BACK OF WALK ELEVATION. WHEN AVAILABLE, REFERENCE PROJECT SITE GEOTECHNICAL REPORT FOR FILL SPECIFICATIONS, CONSTRUCTION REQUIREMENTS, MAXIMUM SLOPE REQUIREMENTS, PAVEMENT SECTIONS, AND BUILDING SLAB THICKNESS.
3. EXISTING CONTOUR INTERVALS SHOWN AT 1 FOOT.
4. PROJECT SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED BY THE CPA OR APPLICABLE STATE GENERAL W.P.D.E.S. PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
5. ALL SIDEWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
6. POSITIVE DRAINAGE AWAY FROM BUILDING SHALL BE A MINIMUM OF 1% UNLESS OTHERWISE NOTED.
7. THE PROJECT SITE IS LOCATED WITHIN FLOOD ZONE DESIGNATION "X" AS PER FEMA MAP PANEL NO. 06013C02355F, DATED JUNE 16, 2008, FOR COMMUNITY NUMBER 060135.
8. ELEVATIONS WERE ESTABLISHED FROM NGS BENCHMARK NO. 094113 (P33), AN EAST BAY MUNICIPAL UTILITIES DISTRICT (COMBID) 2'-1/4" SIZED DISK SET IN A CONCRETE VALVE STRUCTURE LOCATED ABOUT 150 FEET EAST OF THE INTERSECTION OF GRANT STREET AND UNDERFORMED PLACE AND 10 FEET NORTH OF THE NORTH EDGE OF GRANT AVENUE, AND 6 FEET SOUTH OF THE SOUTHERN EDGE OF AN ASPHALT DRIVE TRAIL WITH A 1988 NAVD ELEVATION OF 104.28 FEET (BASED ON THE NGS DATA SHEET, DISK IS STAMPED "73029+85.38", "73029+97.95", "ELEV. 104.164").
9. FOR AGREEMENT WITH DEVELOPER AND ADJACENT OWNER, ALL FUTURE DEVELOPMENT SHALL MATCH THE PROPOSED FINISHED GRADE OF THIS PROJECT ALONG THE WESTERN AND SOUTHERN BOUNDARIES OF THIS SITE.
10. THE PROJECT ANTICIPATES APPROXIMATELY 7,500 CY OF FILL TO MEET THE FINISHED GROUND SHOWN AS PART OF THIS PLAN.

ABBREVIATIONS

- C CONCRETE
- EX EXISTING
- FF FINISHED FLOOR
- FL FLOWLINE
- TC TOP OF CURB
- P PAVEMENT
- ± PLUS/MINUS

LEGEND

EXISTING	PROPOSED



811
Know what's below.
Call before you dig.

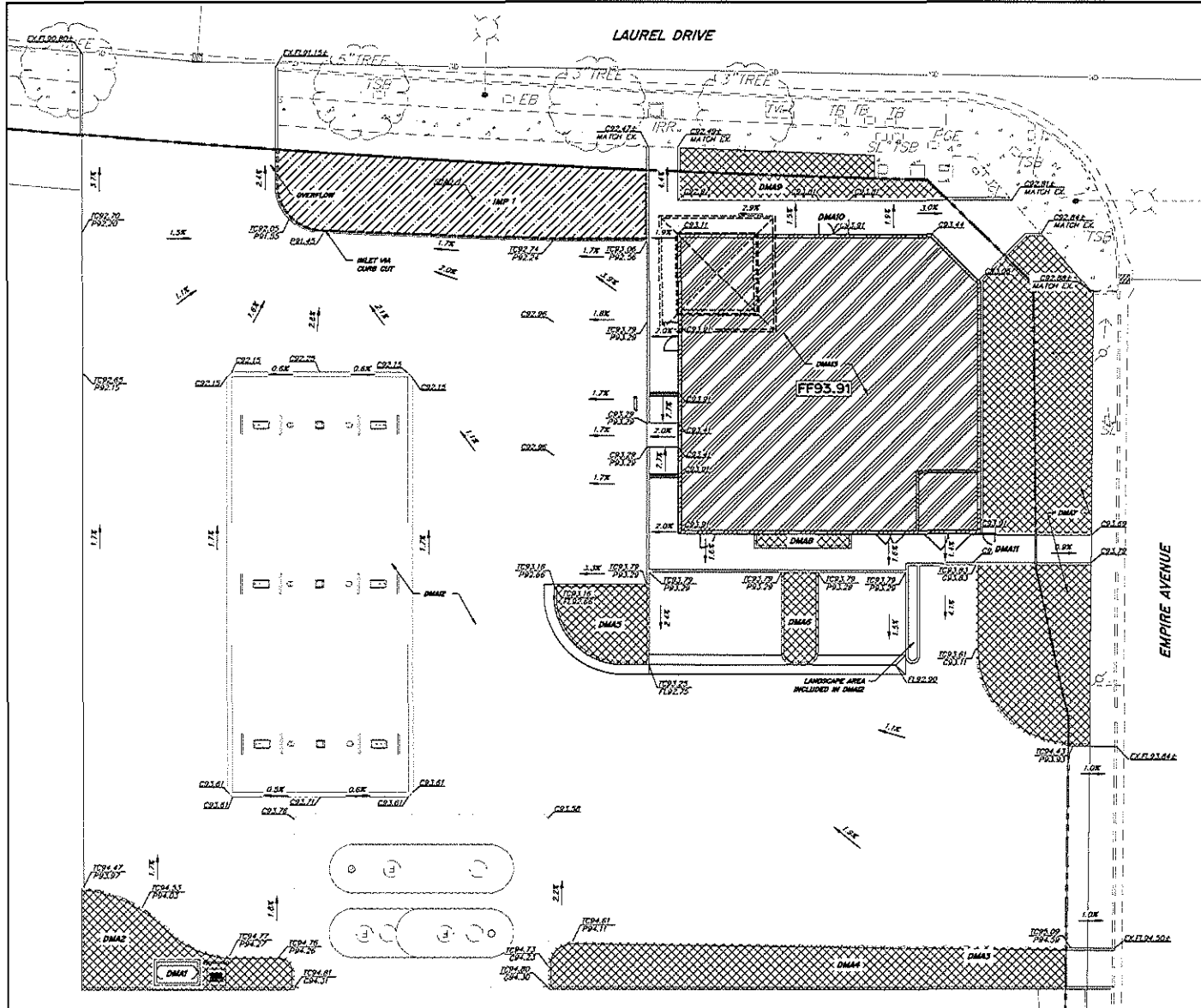
Drawn By	Date	REVISIONS		
		NO.	DATE	ISSUED FOR
Issue Date:	2/4/16			
Job No.:	NC16007			
Checked:	CAC			
Design By:	DAM			
	D:\NC16007-PROP.DWG			

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MVE Inc.
1117 L Street, Modesto, CA 95364 | 800.820.4214 | www.mve.net
Northern California | Southern California | Nevada

**3979 EMPIRE AVENUE
7-11 OAKLEY**
PRELIMINARY GRADING & DRAINAGE
OAKLEY CALIFORNIA

DWG: GPI
SHEET 1
OF 1

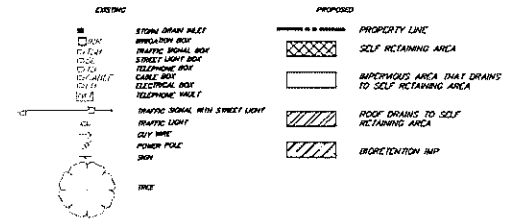
DATE PLOTTED: 2/16/16 10:04 AM PLOTTER: HP DesignJet T1100PS



GENERAL NOTES

1. THIS PRELIMINARY STORMWATER CONTROL PLAN SHALL BE USED FOR THE PURPOSES OF DEVELOPMENT ONLY.
2. THIS PRELIMINARY STORMWATER CONTROL PLAN IS BASED UPON THE SITE FILL BEING FROM HYDROLOGIC SOIL GROUP "A" SIMILAR TO THE SURROUNDING AREA PER THE HES SOIL SURVEY PRODUCED BY THE USDA. THIS PLAN WILL NEED TO BE UPDATED WHEN A SOILS REPORT IS PREPARED FOR THE SITE AND MORE IS KNOWN ABOUT THE SITE FILL THAT WILL BE USED TO BRING THE SITE TO FINISHED GRADE.
3. ALL LANDSCAPED AREAS SHOWN ARE ASSUMED TO BE SELF DRAINING AREAS PER THE STORM WATER C.I. GUIDEBOOK PROVIDED ON THE CONTRA COSTA CLEAN WATER WEBSITE.
4. THIS CEMBT IS TO BE USED IN CONJUNCTION WITH THE STORMWATER CONTROL REPORT PREPARED BY THE HES.
5. DRAINAGE INCLUDES THE ROOF CANOPY AREA OF THE BUILDING STATIONS BUT EXCLUDES THE CONCRETE UNDERNEATH BECAUSE THE CANOPY CAPTURES ALL STORMWATER PRIOR TO IT INTERACTING WITH THE CONCRETE BELOW.
6. PROJECT SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE EPA OF APPLICABLE STATE GENERAL N.P.D.2.2 PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
7. FOR AGREEMENT WITH DEVELOPER AND ADJACENT OWNER, ALL FUTURE DEVELOPMENT SHALL MATCH THE PROPOSED FINISHED GRADE OF THIS PROJECT BEING THE WESTERN AND SOUTHERN BOUNDARIES OF THIS SITE.

LEGEND



811
Know what's below.
Call before you dig.

Drawn By	Issue Date	REVISIONS		
		NO.	DATE	ISSUED FOR
DAM	2/2/18			
NC16007				
CAD				
DAM				

MVE
MVE Inc.
1117 L Street, Modesto, CA 95354 | 800.628.4214 | www.mve.net
Northern California | Southern California | Nevada

3979 EMPIRE AVENUE
7-11 OAKLEY
STORMWATER CONTROL PLAN
OAKLEY CALIFORNIA

DWG. SD1
SHEET 1
OF 1

Landscape Concept

This landscape design concept for the 7-Eleven is to provide an enjoyable and aesthetically pleasing space for the customers that fits within the landscape framework of the existing commercial center and the surrounding area. Plant material has been selected that performs well in the special conditions of the California Coastal Inland area (Sunset Zone #17).

In keeping with the need for water conservation there will be no new turf areas on this site. All plant selections (with the exception of the bio-filtration swales) are heavy low water use trees, shrubs and groundcover. The landscape (and associated irrigation) has been designed to be compliant with the City of Oakley Water Efficient Landscape Ordinance.

Special considerations have been provided in selection of plant material that respect the needs of the gas station and the customers. Clear and secure view corridors have been provided to ensure safety of the customers entering the building as well as moving around the site.

Irrigation

The entire site will be irrigated using a fully automatic system and designed to meet the City's Water Efficient Landscaping Ordinance. The irrigation system will largely be low-volume design with no use of pop-up sprinklers. The system will include in-line valves, quick couplers, and gate valves. New irrigation controller will be Hunter, Innot, or equal "Smart" controller with weather station. A wireless weather sensor will communicate with the controller for rain/freeze shut-off abilities. A complete irrigation design with these parameters will be provided with the improvement plans.

Parking Lot Shade

The City of Oakley requires 1 tree for 8 parking stalls and a 50% shading coverage of the parking area. There are also numerous parking lot trees throughout the project to more than sufficiently meet the parking lot shade requirements. Calculations to show that the 50% shade coverage is met or exceeded will be provided with the building permit set.

Tree Root Barriers

All trees denoted with the root barrier symbol are to have a linear Deeproot Model #118-2 root barriers installed during tree installation along the inside edge of the adjacent curb or sidewalk. The following minimum number of panels are to be installed with each tree on each side of the tree that has sidewalk or curb as denoted on the plans.

- 15 gallon trees 5 panels
- 24" box trees 6 panels

Tree sizes not listed above are to be installed with the quantity of panels as specified by the manufacturer.

Landscape Areas

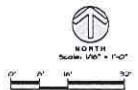
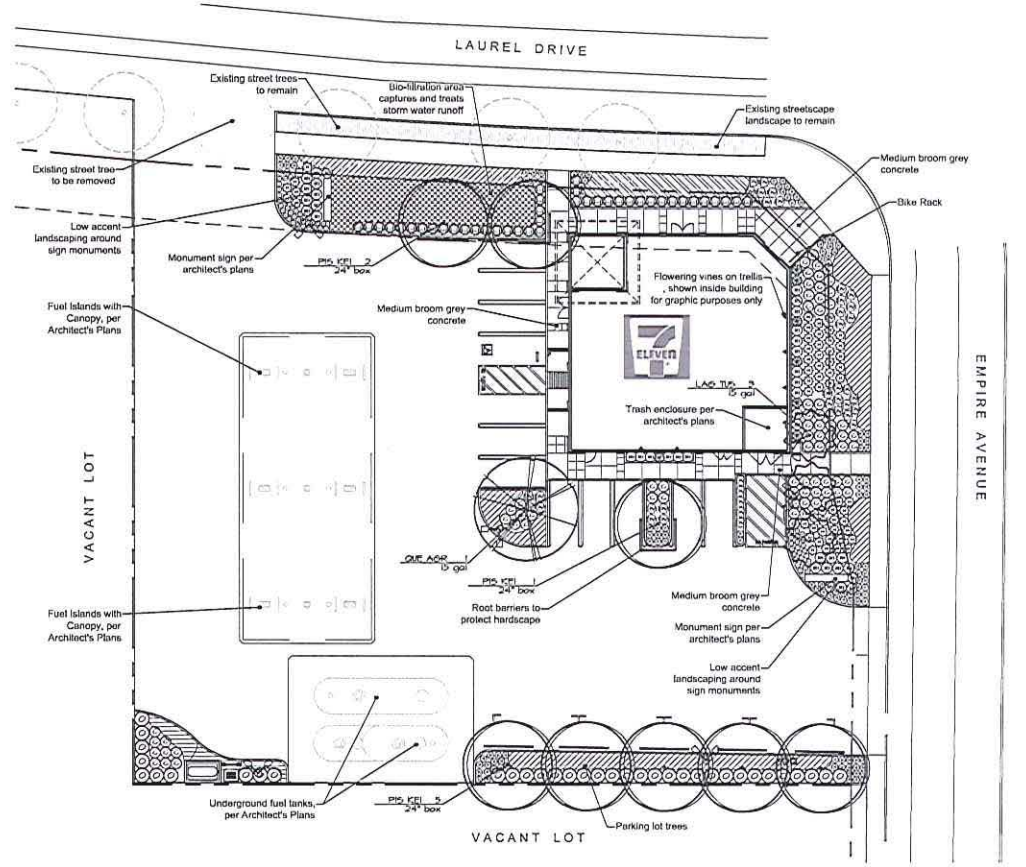
On-Site Turf Area:	0 sf
On-Site Rough Area:	4,100 sf
TOTAL ON-SITE:	4,100 sf
Size of Parcel:	33,712 sf
Percent of Site in Landscape:	12.4%
On-Site Rough Area:	1,704 sf
Existing to Remain:	724 sf

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT.	QTY.	Water Use	
LAG TUG	Lagerstroemia x Toucans	Cape Myrtle Coral Pink	10 gal	4	Low	
PEI KEI	Palacio chinensis 'Keith Dawey'	Keith Dawey Chinese Palmetto	24" box	6	Low	
QUE ADR	Quercus agrifolia	Coast Live Oak	15 gal	1	Low	
SHIBRIS CAL LJ	Callistemon viminalis 'Lillie John'	Dwarf Weeping Bottlebrush	5 gal	73	Low	
DIE BIC	Dialia bicolor	Fairlight Lily	1 gal	40	Low	
HEM MON	Hemerocallis x 'Monk'	Starburst Yellow Evergreen Daylily	1 gal	118	Medium	
JUN MED	Juniperus scopulorum 'Medora'	Medora Juniper	5 gal	7	Low	
LID TLX	Ligustrum japonicum 'Tessatum'	Wax Leaf Privet	5 gal	41	Low	
MUH GAP	Muhlenbergia capillaris	Pink Muhly	1 gal	56	Low	
OLE LIT	Olea europaea 'Little Ollie'	Little Ollie Olive	5 gal	35	Low	
RHA DAL	Rhaphidopsis indica 'Ballarina'	Ballarina Indian Hawthorn	5 gal	38	Low	
ZAU ROU	Zauschneria californica 'Roude 66'	California Fuchsia	1 gal	56	Low	
VINE/SPRALIER	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	Water Use	
CAM NAD	Campsis radicans	Trumpet Creeper	1 gal	8	Low	
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT.	SPACING	QTY.	Water Use
JUN PA1	Juniperus patens	California Gray Rush	1 gal	24" o.c.	722 sf	Low
JUN CON	Juniperus conferta	Sitka Juniper	1 gal	36" o.c.	136 sf	Low
JUN GM	Juniperus procumbens 'Green Mound'	Green Mound Juniper	1 gal	48" o.c.	1,218 sf	Low
ROS PRO	Rosmarinus officinalis 'Prostratus'	Dwarf Rosemary	1 gal	48" o.c.	299 sf	Low

- Existing landscape to remain

This plan represents the design style and theme of the landscape design and planting. These plans are preliminary and may change through the design process. The final planting plan may not contain all of the above plants in the same quantities. Additionally some new plant species may be used in the final design. This plan does however indicate the quantity of trees and the overall level of landscape development that will be carried through with the final design.



7 - E L E V E N - N E W S T O R E

3979 EMPIRE AVENUE | OAKLEY, CA JANUARY 3, 2016

oakley/cad/3199 empire - oakley - 30a 13.5.17.dwg

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OCCUPANCY CALCULATION

MERCHANDISE 1882 SF/30 = 63 PEOPLE
 KITCHEN / SALES 273 SF/200 = 2 PEOPLE
 STORAGE/ BACK ROOM 1031 SF/300 = 4 PERSON
 OFFICE 53 SF/100 = 1 PERSON
 RESTROOM 389 SF/N/A = 0 PEOPLE

TOTAL = 70 PEOPLE

OCCUPANCY LOAD (>49) = 70

TRAVEL DISTANCE (<200) = 100'






COMMON PATH OF TRAVEL (<75) = 64'

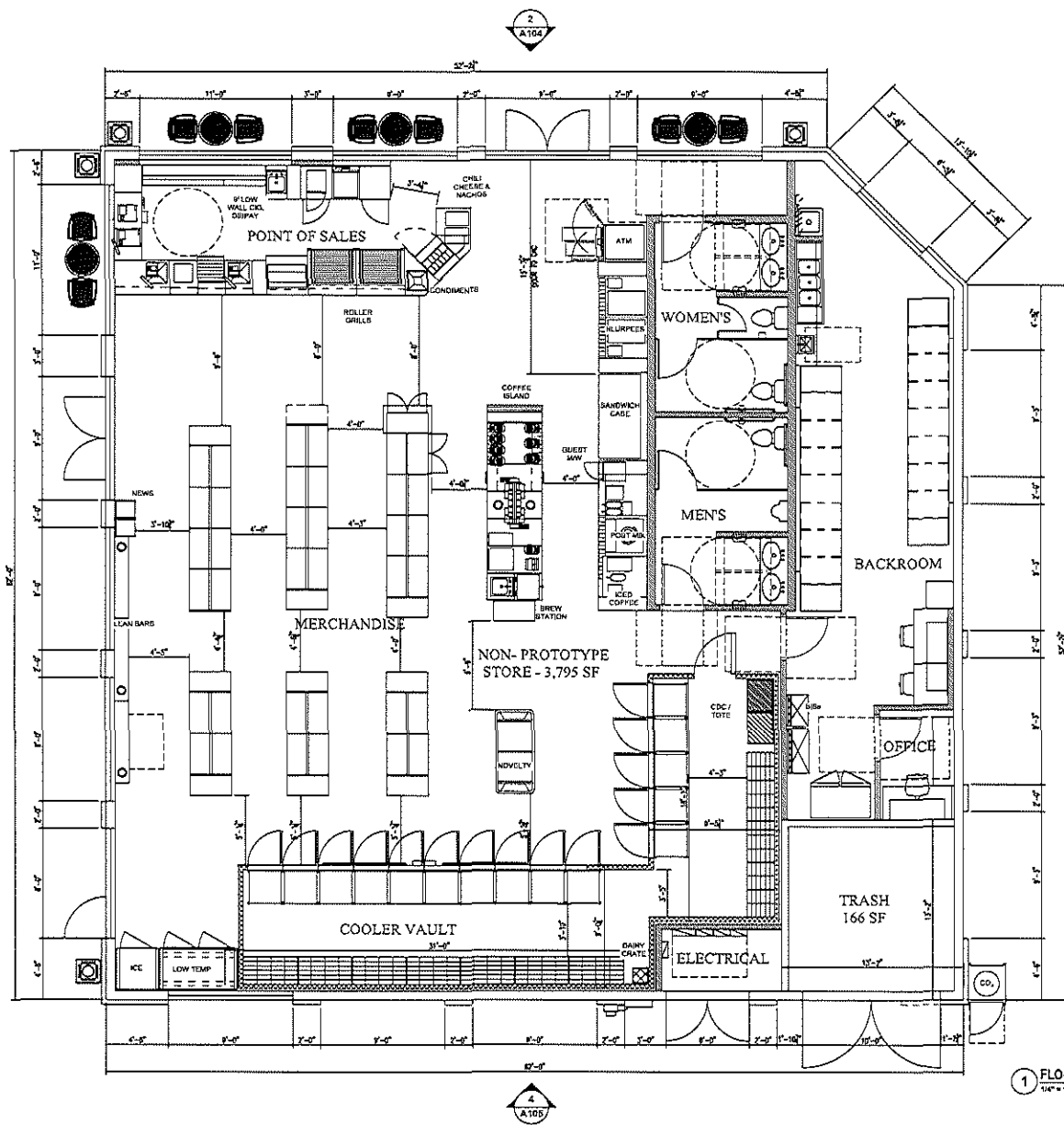
RESTROOMS REQUIRED = 2

EXITS REQUIRED = 2

GAS: YES LIQUOR: NO
 BEER: YES WINE: YES

WALL TYPE LEGEND

- EXTERIOR WALL 
- COLUMN 
- INTERIOR WALL 
- PARTIAL HEIGHT WALL 
- COOLER WALL 



1 FLOOR PLAN
1/4" = 1'-0"



1038734 - 7-ELEVEN
 NEW STORE
 3979 Empire Ave.
 Oakley, CA

PROPOSED FLOOR PLAN

A102

2/19/15 CONDITIONAL PERMIT SUBMITTAL

NORTH ELEVATION CALCULATIONS

M4	PRE-TREATED WOOD SHAKES	228 S.F.
M2	STUCCO - 7/8"	128 S.F.
S1	STUCCO - 3/8"	128 S.F.
S2	STUCCO - 1/2"	128 S.F.
R1	ASHLEIGH INTERIOR PAINT	1228 S.F.
M1	BRICK ROOF TILE	1228 S.F.
R2	EXTERIOR PAINT CHALKY FINISH	1228 S.F.
M3	PAINT ON METAL PANELS	248 S.F.
TOTAL		1228 S.F.
MATERIALS		1228 S.F.

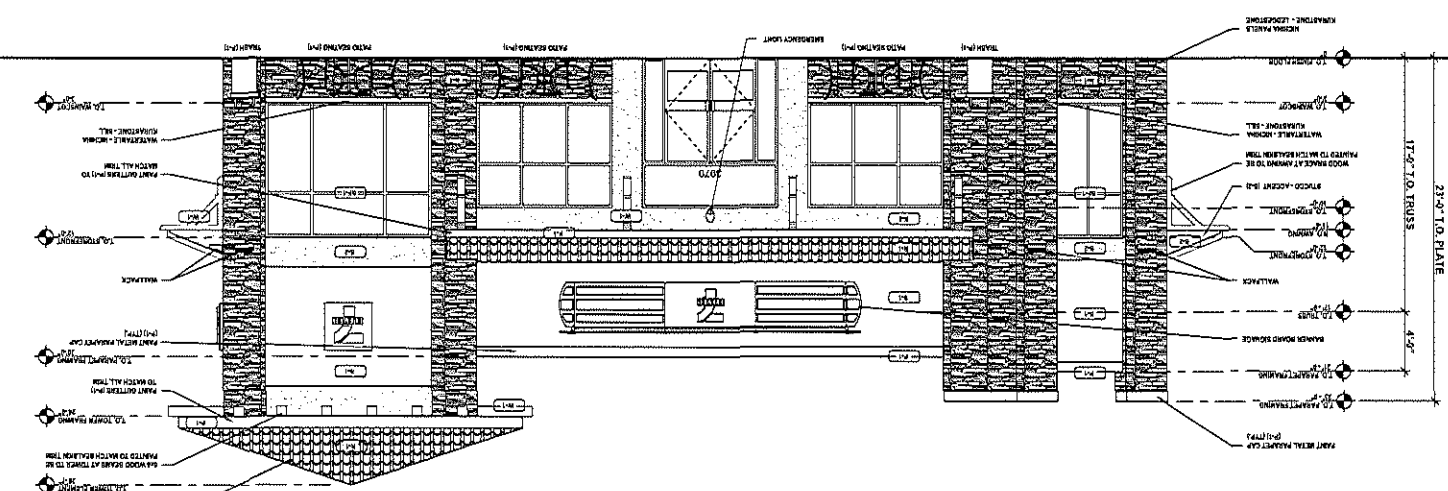
WEST ELEVATION CALCULATIONS

M4	PRE-TREATED WOOD SHAKES	228 S.F.
M2	STUCCO - 7/8"	128 S.F.
S1	STUCCO - 3/8"	128 S.F.
S2	STUCCO - 1/2"	128 S.F.
R1	ASHLEIGH INTERIOR PAINT	1228 S.F.
M1	BRICK ROOF TILE	1228 S.F.
R2	EXTERIOR PAINT CHALKY FINISH	1228 S.F.
M3	PAINT ON METAL PANELS	248 S.F.
TOTAL		1228 S.F.
MATERIALS		1228 S.F.

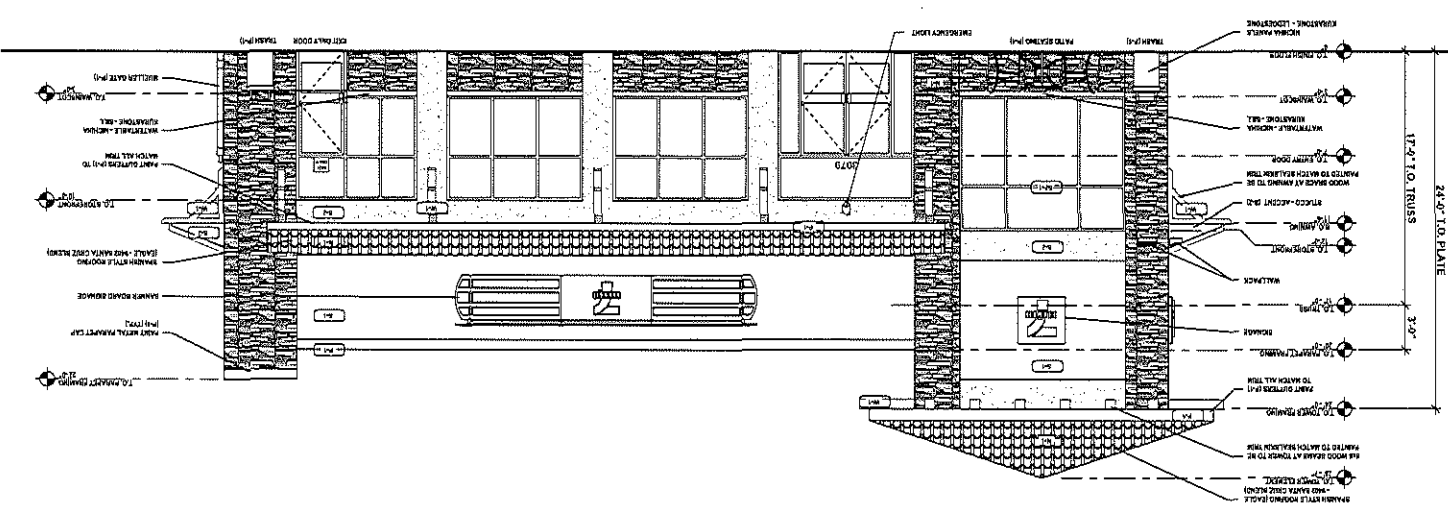
MATERIALS SCHEDULE

M4	PRE-TREATED WOOD SHAKES	PAINT TO MATCH EXISTING
M2	STUCCO - 7/8"	COLOR = 217 HANOVER GOLD
S1	STUCCO - 3/8"	COLOR = LIGHT LACE
S2	STUCCO - 1/2"	COLOR = H CHALK
R1	ASHLEIGH INTERIOR PAINT	COLOR = 217 HANOVER GOLD
M1	BRICK ROOF TILE	HANOVER - 217 TO MATCH
R2	EXTERIOR PAINT CHALKY FINISH	EXTERIOR PAINT CHALKY FINISH
M3	PAINT ON METAL PANELS	PAINT TO MATCH EXISTING
MATERIALS		

2 ELEVATION - FRONT (NORTH - ALONG LAUREL RD.)



1 ELEVATION - LEFT (WEST - LOOKING TOWARDS FUEL CANOPY)



A104

PROPOSED WEST-NORTH ELEVATIONS

APR. 03-2018-005

1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA



SOUTH ELEVATION CALCULATIONS

M1	WALLS	494.50 (S.F.)
M4	FRAMES FOR DOORS	229.87
M4	FRAMES FOR WINDOWS	1179.87
WTOTAL	TOTAL	1424.24
M1	SHRUBBERY	11.75 (S.F.)
M4	EXTENSION FOR DOORS	338.97
M4	EXTENSION FOR WINDOWS	1719.97
M4	FRAME FOR DOORS	409.87
M4	FRAME FOR WINDOWS	2059.87
M4	WOOD BRACKETS TO MATCH BALANCE	259.87
M4	WOOD TRUSS	2379.87
M4	PRE-FINISHED WOOD BEAMS	169.87

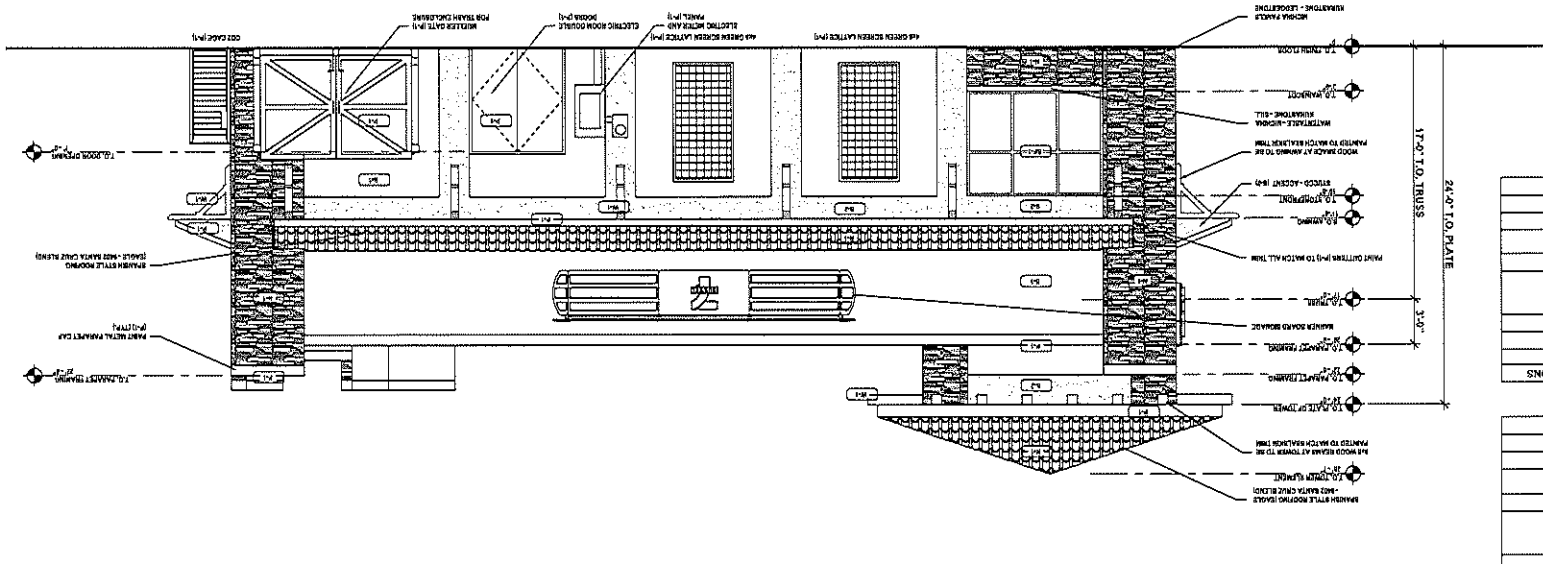
EAST ELEVATION CALCULATIONS

M1	WALLS	494.50 (S.F.)
M4	FRAMES FOR DOORS	229.87
M4	FRAMES FOR WINDOWS	1179.87
WTOTAL	TOTAL	1424.24
M1	SHRUBBERY	11.75 (S.F.)
M4	EXTENSION FOR DOORS	338.97
M4	EXTENSION FOR WINDOWS	1719.97
M4	FRAME FOR DOORS	409.87
M4	FRAME FOR WINDOWS	2059.87
M4	WOOD BRACKETS TO MATCH BALANCE	259.87
M4	WOOD TRUSS	2379.87
M4	PRE-FINISHED WOOD BEAMS	169.87

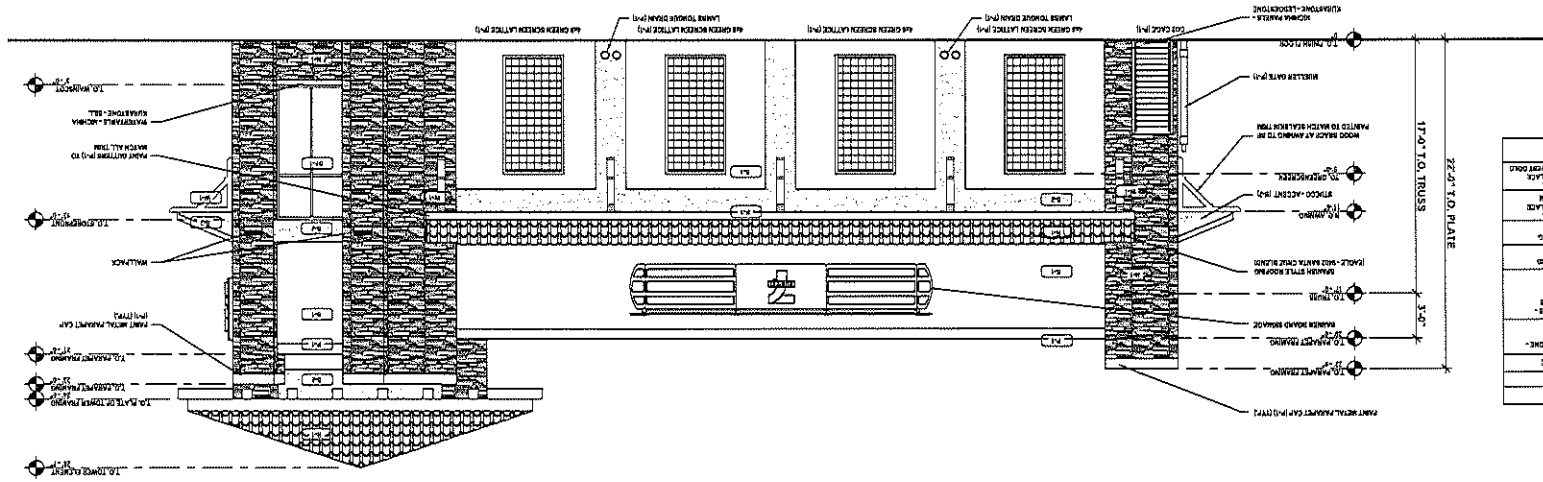
MATERIALS SCHEDULE

M1	WALLS	CONCRETE
M2	FRAMES FOR DOORS	WOOD
M3	FRAMES FOR WINDOWS	WOOD
M4	WOOD BRACKETS TO MATCH BALANCE	WOOD
M4	WOOD TRUSS	WOOD
M4	PRE-FINISHED WOOD BEAMS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD
M4	WOOD TRUSS	WOOD

4 ELEVATION - REAR (SOUTH - LOOKING INTO PARKING LOT)



3 ELEVATION - RIGHT (EAST - ALONG EMPIRE AVE.)



A105

PROPOSED EAST - SOUTH

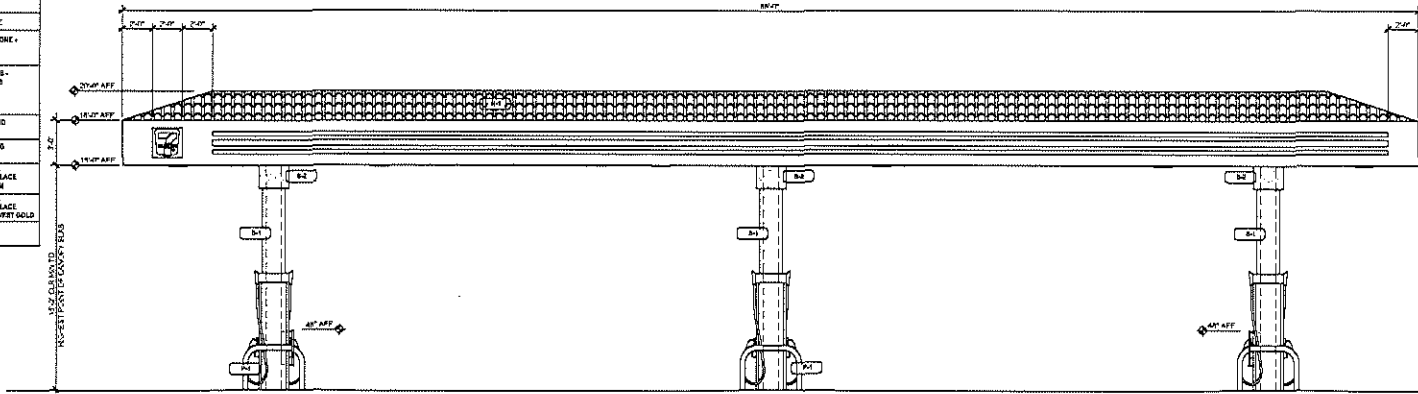
**1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA**



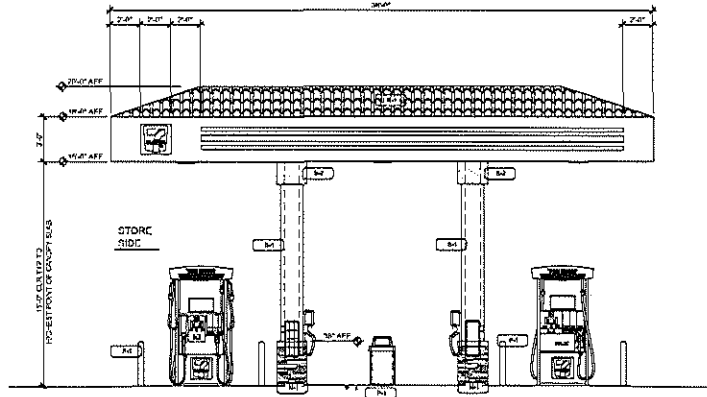
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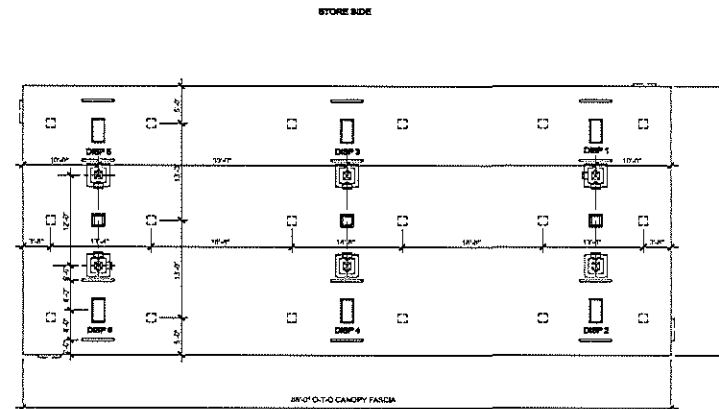
MATERIALS SCHEDULE		
NO.	DESCRIPTION	QUANTITY/COLOR
MR1	PERMANENT ROOFING	SHINGLES - WHITE
MR2	FIBER CONCRETE PANEL	1/2" THICK - LIGHT BROWN + 1/2" GROUT
FR1	EXTERIOR FIN DOORS, TRIM, ENCLOSURE DATE, GRAVEL, GRASS, AND LIGHT FIXTURES	ZIEGLER WILLIAMS - REAL BROWN FIN TRIM
R1	SPANISH ROOF TILE	SANTA CRUZ BLEND (SCALE - 1/8")
DA1	ALUMINUM STOREFRONT GLAZING	FARNICEZ - 4011 VS
M1	STUCCO - BASE	ORANGE OR COGOL (TEXTURE - LIGHT LACE COLOR - 14 CREAM)
S2	STUCCO - TRIM	ORANGE OR COGOL (TEXTURE - LIGHT LACE COLOR - 375 HARVEST GOLD)
W1	PRE-COLORED WOOD BEAMS	PAINT TO MATCH STUCCO/TRIM



5 ELEVATION - RIGHT (EAST - ALONG EMPIRE AVE.)
1/8" = 1'-0"



6 ELEVATION - FRONT (NORTH - ALONG LAUREL RD.)
1/8" = 1'-0"



A GAS CANOPY FLOOR LAYOUT (FOR REFERENCE)
1/8" = 1'-0"



1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA

APR: 053-071-050
OWNER:

PROPOSED
FUEL
CANOPY
ELEVATIONS

Scale: 1/8" = 1'-0" (25X)
Scale: 1/8" = 1'-0" (11X)

A106

2/18/15 CONDITIONAL PERMIT SUBMITTAL

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3D Perspective from Interior Corner



3D Perspective looking South West from Corner of Laurel & Empire



3D Perspective looking South East along Laurel Drive



3D Perspective looking North West along Empire Ave



Vendor: G&S

1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA

APN: 053071450
OWNER:

RENDERING

Scale: N.T.S.

A107

2/10/18 CONDITIONAL PERMIT SUBMITTAL

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MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF./COLOR
MR-1	MEMBRANE ROOFING	DUNLOPAST - WHITE
N-1	FIBER CEMENT PANEL	MICHA - KURASTONE - LEDGESTONE
P-1	EXTERIOR 96 DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARD, AND LIGHT POLES	SHERWIN WILLIAMS - SIAL 9509 99 703
S-1	SPANISH ROOF TILE	SANTA CRUZ BLEND (EAGLE - 942)
SP-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 4811 VG
S-2	STUCCO - BASE	OMEGA DR EQUAL TONE + LIGHT LACE COLOR + 14 CREAM
S-2	STUCCO - TRIM	OMEGA DR EQUAL TONE + LIGHT LACE COLOR + 21 HARVEST GOLD
W-1	PRE-TREATED WOOD BEAMS	PAINT TO MATCH STOREFRONT



1 ELEVATION - LEFT (WEST - LOOKING TOWARDS FUEL CANOPY)
1/4" = 1'-0"

WEST ELEVATION CALCULATIONS		
NO.	MATERIAL	AREA - (IN S.F.)
TOTAL		51,485 S.F.
N-1	FIBER CEMENT PANEL	1,328 S.F.
P-1	EXTERIOR 96 DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARD, AND LIGHT POLES	188 S.F.
S-1	SPANISH ROOF TILE	4,726 S.F.
SP-1	ALUMINUM STOREFRONT GLAZING	1,376 S.F.
S-2	STUCCO - BASE	1,527 S.F.
S-2	STUCCO - TRIM	1,176 S.F.
W-1	PRE-TREATED WOOD BEAMS	435 S.F.

NORTH ELEVATION CALCULATIONS		
NO.	MATERIAL	AREA - (IN S.F.)
TOTAL		51,421 S.F.
N-1	FIBER CEMENT PANEL	3,448 S.F.
P-1	EXTERIOR 96 DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARD, AND LIGHT POLES	175 S.F.
S-1	SPANISH ROOF TILE	4,786 S.F.
SP-1	ALUMINUM STOREFRONT GLAZING	1,325 S.F.
S-2	STUCCO - BASE	1,261 S.F.
S-2	STUCCO - TRIM	1,141 S.F.
W-1	PRE-TREATED WOOD BEAMS	435 S.F.



2 ELEVATION - FRONT (NORTH - ALONG LAUREL RD.)
1/4" = 1'-0"




1038734 - 7-ELEVEN
 NEW STORE
 3979 Empire Ave.
 Oakley, CA

APN: 053-471-050
 OWNER:

PROPOSED ELEVATIONS
WEST - NORTH

Scale: 1/8" = 1'-0" or 25/32"
Scale: 1/8" = 1'-0" or 15/16"

A204

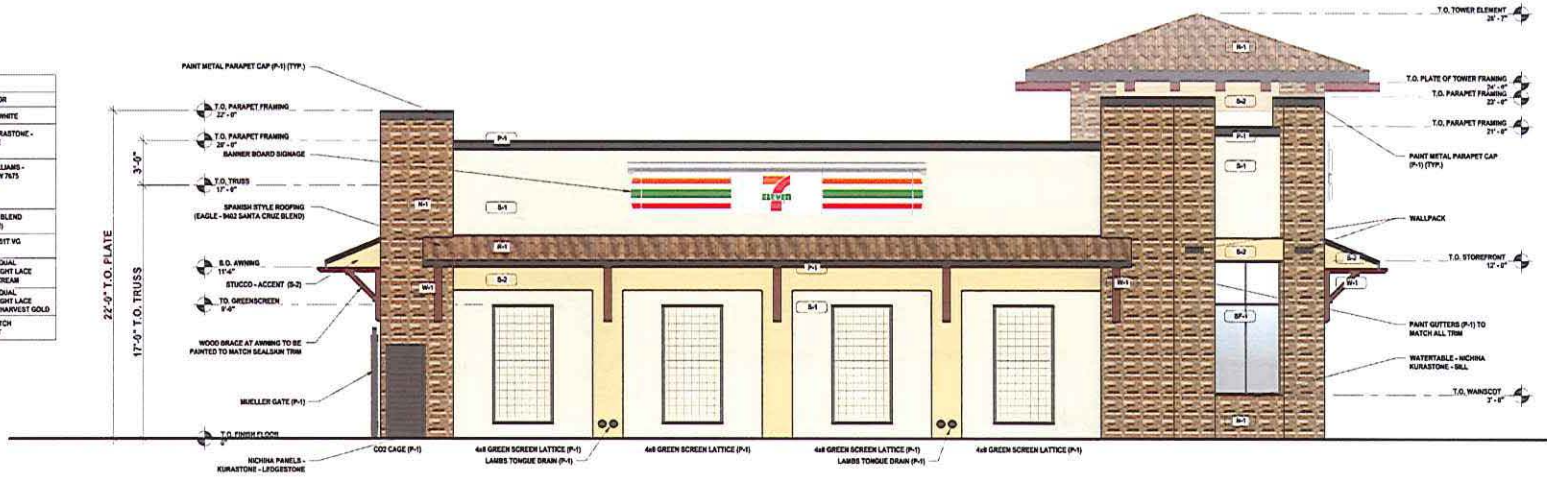
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project\1031929 - 3209 empire -

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MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF. COLOR
MR-4	MEMBRANE ROOFING	DURALAST - WHITE
M-1	FIBER CEMENT PANEL	MOHAWK - KURASTONE - LEDGESTONE
P-1	EXTERIOR HW DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SHIP SW 7075
S-1	SPANISH ROOF TILE	SANTA CRUZ BLEND (EAGLE - 302 SANTA CRUZ BLEND)
S-1	ALUMINUM STOREFRONT GLAZING	KAMMEER - 6117 WG
S-1	STUCCO - BASE	OMEGA OF EQUAL TEXTURE + LIGHT LACE COLOR + 14 CLEAR
S-2	STUCCO - TRIM	OMEGA OF EQUAL TEXTURE + LIGHT LACE COLOR + 221 HARVEST GOLD
W-1	PRE-TREATED WOOD BEAMS	PAINT TO MATCH STOREFRONT



3 ELEVATION - RIGHT (EAST - ALONG EMPIRE AVE.)
1/4" = 1'-0"

EAST ELEVATION CALCULATIONS		
NO.	MATERIAL	AREA - (IN S.F.)
TOTAL		15,425 S.F.
M-1	FIBER CEMENT PANEL	1226 S.F.
P-1	EXTERIOR HW DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, AND LIGHT POLES	1126 S.F.
S-1	SPANISH ROOF TILE	1126 S.F.
S-1	ALUMINUM STOREFRONT GLAZING	148 S.F.
S-1	STUCCO - BASE	1843 S.F.
S-2	STUCCO - TRIM	1143 S.F.
W-1	PRE-TREATED WOOD BEAMS	125 S.F.

SOUTH ELEVATION CALCULATIONS		
NO.	MATERIAL	AREA - (IN S.F.)
TOTAL		15,415 S.F.
M-1	FIBER CEMENT PANEL	1293 S.F.
P-1	EXTERIOR HW DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, AND LIGHT POLES	1236 S.F.
S-1	SPANISH ROOF TILE	1248 S.F.
S-1	ALUMINUM STOREFRONT GLAZING	275 S.F.
S-1	STUCCO - BASE	1576 S.F.
S-2	STUCCO - TRIM	1713 S.F.
W-1	PRE-TREATED WOOD BEAMS	125 S.F.



4 ELEVATION - REAR (SOUTH - LOOKING INTO PARKING LOT)
1/4" = 1'-0"



1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA

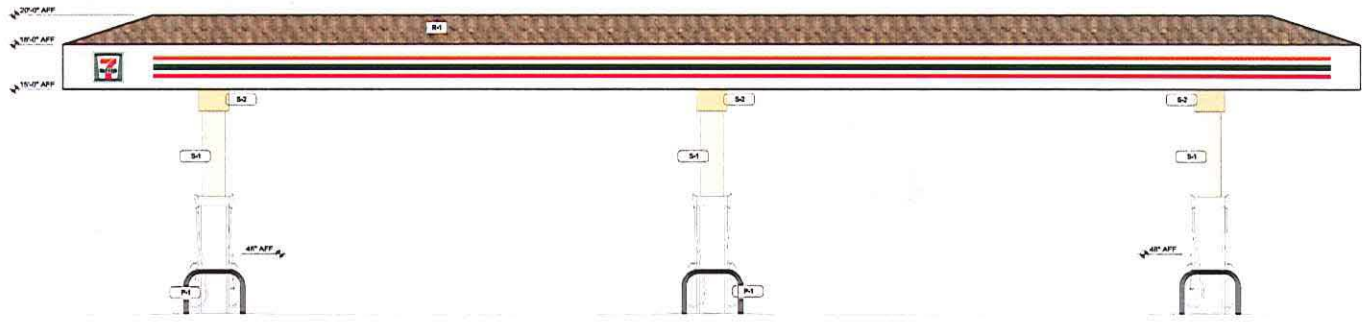
PROPOSED ELEVATIONS
EAST - SOUTH
Scale: 1/4" = 1'-0" @ 22x34
Scale: 1/8" = 1'-0" @ 11x17

A205

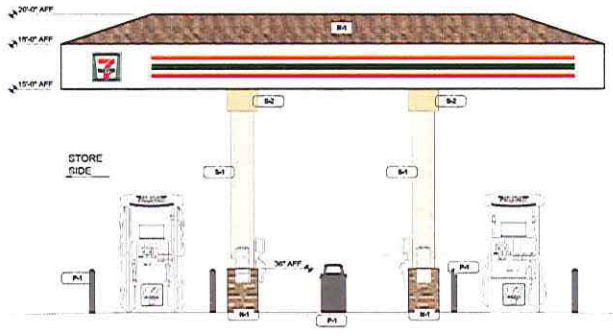
2/18/18 CONDITIONAL PERMIT SUBMITTAL

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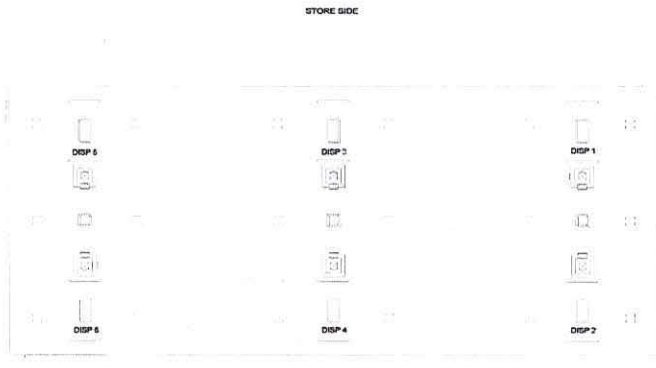
MATERIALS SCHEDULE		
NO.	MATERIAL	BRAND / COLOR
MR-4	MEMBRANE ROOFING	DUROLAST - WHITE
M-1	FIBER CEMENT PANEL	WEDGMA - KURASTONE - LEDGESTONE
P-1	EXTERIOR HW DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL, SOFF BY 7075
R-1	SPANISH ROOF TILE	SANTA CRUZ BLEND (SCALE - 3/4")
SP-1	ALUMINUM STOREFRONT GLAZING	KARMEER - ESTT W/L
S-1	STUCCO - BASE	OMEGA DR EQUAL TEXTURE - LIGHT LACE COLOR - H CREAM
S-2	STUCCO - TRIM	OMEGA DR EQUAL TEXTURE - LIGHT LACE COLOR - 20 HARVEST GOLD
W-1	PRE-TREATED WOOD BEAMS	PAINT TO MATCH STOREFRONT



5 ELEVATION - RIGHT (EAST - ALONG EMPIRE AVE.)
1/8" = 1'-0"



6 ELEVATION - FRONT (NORTH - ALONG LAUREL RD.)
1/8" = 1'-0"



A GAS CANOPY FLOOR LAYOUT (FOR REFERENCE)
1/8" = 1'-0"



WILSON GALE

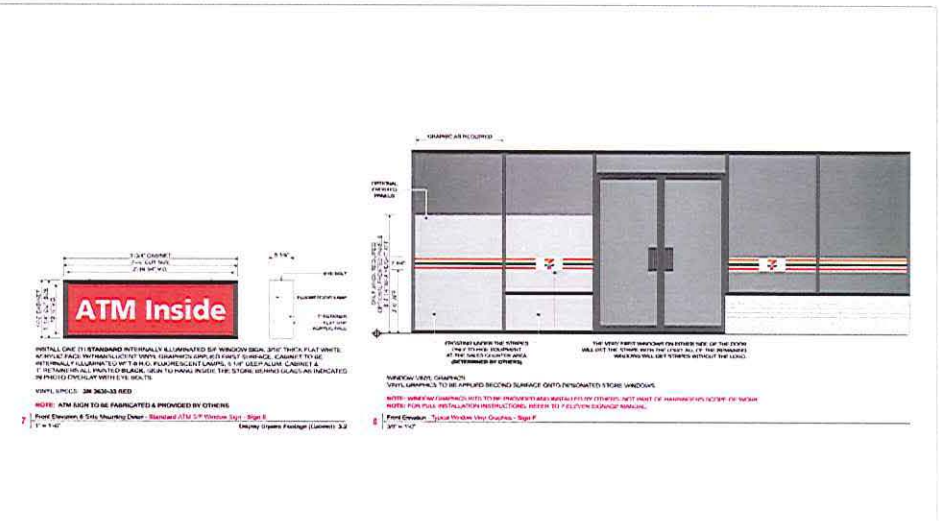
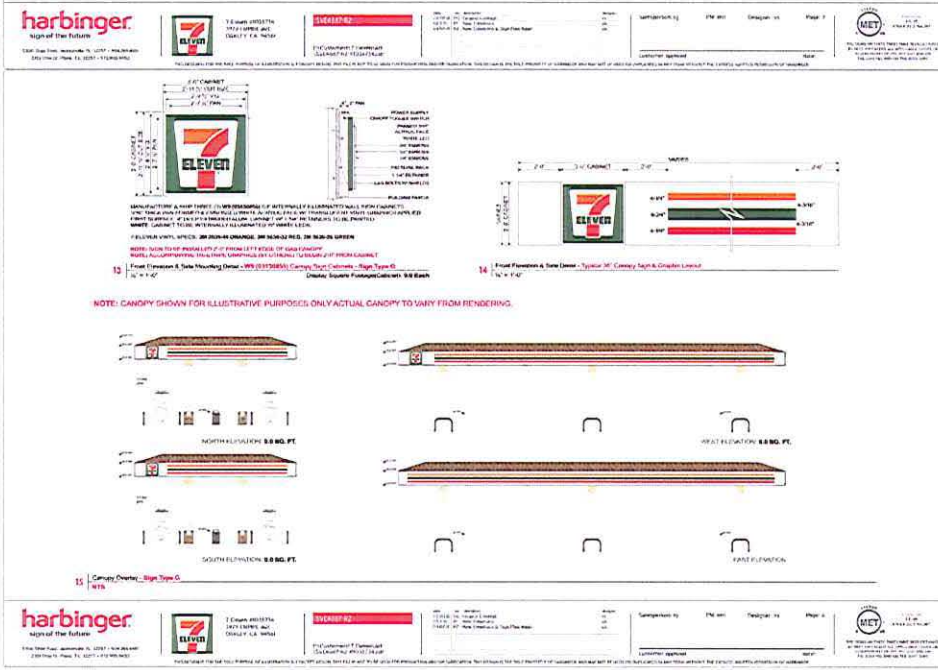
1038734 - 7-ELEVEN
NEW STORE
3979 Empire Ave.
Oakley, CA

APN: 053-071-050
OWNER:

PROPOSED
FUEL
CANOPY
ELEVATIONS
Scale 1/8" = 1'-0" @ 22x34
Scale 1/8" = 1'-0" @ 11x17

A206

2/10/18 CONDITIONAL PERMIT SUBMITTAL



Councilmember Pope commented he is not opposed to rezoning the property; however, he is concerned about pedestrian safety without a sidewalk. He expressed that for convenience, pedestrians may take a less safe route than the pedestrian undercrossing such as walking in the street.

Councilmember Perry commented that the property is better zoned commercial due to its location; it is not safe to be multi-family high density as it is too close to the railroad tracks.

Vice Mayor Romick and Councilmember Higgins both expressed they are in favor of the property being rezoned commercial.

4.2 Oakley Gateway Preliminary General Plan Amendment (PA 05-15) (Joshua McMurray, Planning Manager)

Planning Manager Joshua McMurray presented the staff report.

The applicant, Eric Whann with Sutter & Pierce EPC, LLC, shared visual design elements that he would like to utilize with the proposed 7-11 convenience store and gas station.

Blaire Skelley, Senior Sales Representative with 7-11, shared the site plan and rendering. She mentioned 7-11 would have concern with the convenience store located on the street side and gas pumps located on the inside of the parcel for safety and economic disadvantage reasons.

Councilmember Perry commented that the areas make sense to be zoned commercial and the 7-11 and gas station appears well situated on this site as the property does not back up to any homes. She mentioned she would like to see more office and retail space than self-storage and she believes the convenience store on the corner of the parcel may present a safety concern as it will be a blind spot for vehicles.

Councilmember Higgins expressed approval for the gas station for easy ingress and egress.

Councilmember Pope expressed concern of using prime frontage real property for self-storage. He commented he likes the idea of the convenience store and gas, but does not like the layout of the site plan. He suggested the applicant work with staff to maximize more commercial, retail and restaurant establishments. He mentioned his preference is to have the convenience store on the corner with the gas pumps located on the interior of the property.

Vice Mayor Romick inquired what research has been conducted to bring retail establishments to Oakley.

Mr. Whann mentioned they have explored many potential retail establishments, including pharmacy stores, major grocery stores and fast food tenants, but the interest is not strong to open in Oakley because either there are not enough rooftops and traffic counts or the stores want to see an anchor store already in place. He added that there is interest for gas and a convenience store on the property. He added the City requested a retail component to the convenience store and gas station; the self-storage works well in this location because it does not require the same things retail establishments need.

Ray Devlin with Devlin Retail Properties commented his company was employed by Contra Costa Water District to sell its surplus property and they experienced the same findings as Mr. Whann mentioned with regard to retail establishments.

Councilmember Perry inquired why Oakley cannot get retail stores such as Brentwood has when the population of Oakley is only approximately 18,000 less than Brentwood.

Vice Mayor Romick commented 50,000 is the minimum key number in population to attract retailers.

Mr. Whann responded that Brentwood has more anchor stores and retailers gravitate toward those anchor stores.

Vice Mayor Romick expressed support to have the property zoned commercial and mentioned he supports the project only if the convenience store is located on the corner of the property with the gas pumps located on the interior of the property. He commented the property is part of the gateway of the City and should incorporate the surrounding landscape.

Councilmember Higgins inquired if the convenience store and gas station could be developed without the self-storage.

Mr. Whann responded that without the self-storage, the project cannot move forward with 7-11.

Online Comment Forms

No online comment forms were submitted for Item 4.2.

Public Comment Card

No public comment cards were submitted for Item 4.2.

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 3.63 ACRE PROPERTY LOCATED AT 3979 EMPIRE ROAD (SOUTHWEST CORNER OF EMPIRE AVENUE AND LAUREL ROAD) (APN 053-071-050) FROM PUBLIC AND SEMI-PUBLIC FACILITIES (PS) TO COMMERCIAL (CO) FOR THE PROJECT TITLED "OAKLEY GATEWAY SELF STORAGE AND 7-ELEVEN"

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 11, 2016, Sutter & Pierce EPC, LLC., ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy located at 3979 Empire Road (southwest corner of Empire Avenue and laurel Road) APN 053-071-050. ("Project"); and

WHEREAS, the Applicant has initiated a project to change the General Plan Land Use Designation for the property from Public and Semi-Public Facilities (PS) 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 excess land owned by the Contra Costa Water District and was used as a staging area when the Randall-Bold Water Treatment Plant was constructed. The land is located at one of the prime intersections in the City in terms of location, visibility and traffic counts. All of those lend to a more favorable location for commercial uses; and
 2. Redesignating this site to allow for a commercial use, such as the proposed self-storage and gasoline service station uses, will serve to provide a buffer between the Randall-Bold Water Treatment Plant and Laurel Road and Empire Avenue. This commercial designation will allow

for additional commercial uses and more specifically a fuel option along Laurel Road where one does not currently exist; and

3. It would serve to result in a development that will beautify the southwest corner of Laurel Road and Empire Avenue, which will result in a more balanced and attractive entry to the City.

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 9th of August, 2016 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

APPROVED:

Kevin Romick, Mayor

Date

ATTEST:

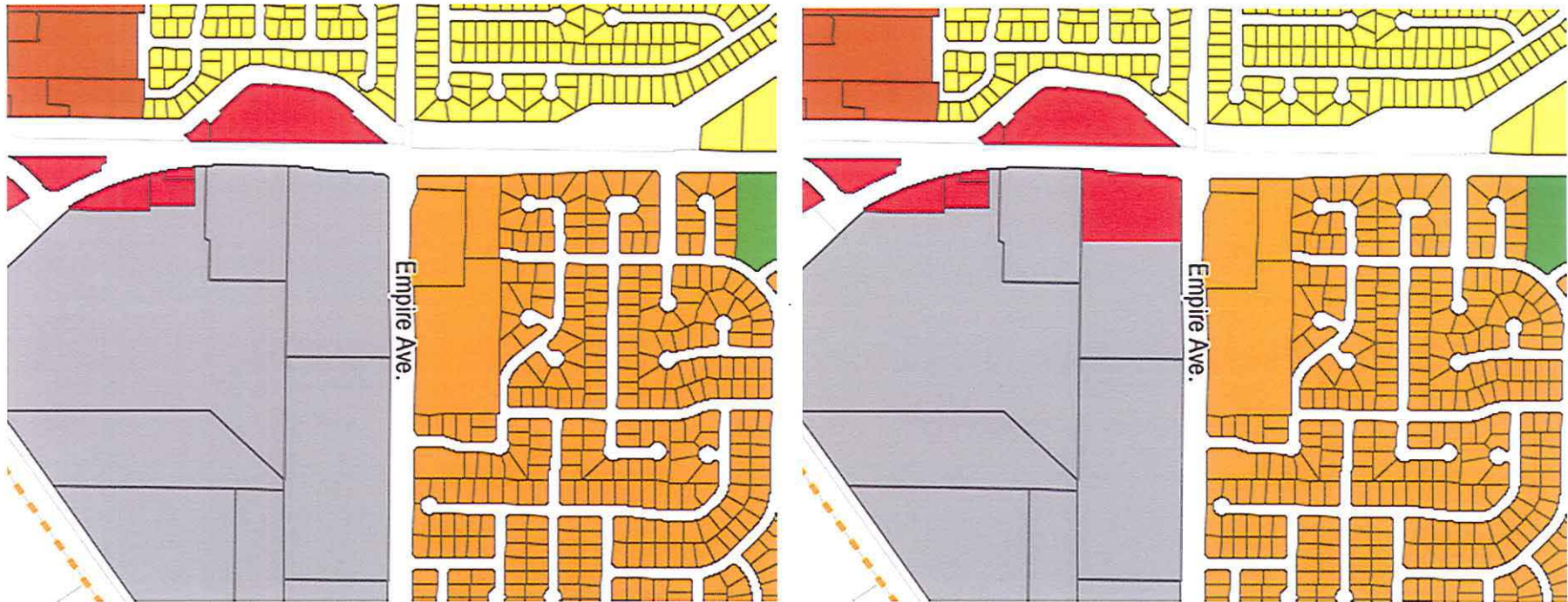
Libby Vreonis, City Clerk

Date

Oakley Gateway Self Storage and 7-Eleven General Plan Amendment (GPA 05-16)

Existing

Proposed



CITY OF OAKLEY

ORDINANCE NO. XX-16

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OAKLEY
REZONING A 3.63 ACRE PROPERTY LOCATED AT 3979 EMPIRE ROAD
(SOUTHWEST CORNER OF EMPIRE AVENUE AND LAUREL ROAD) APN 053-071-
050 FROM PUBLIC AND SEMI-PUBLIC (P) TO GENERAL COMMERCIAL (C)
DISTRICT FOR THE PURPOSES OF PERMITTING DEVELOPMENT OF A SELF-
STORAGE AND GASOLINE SERVICE STATION USE**

WHEREAS, on March 11, 2016, Sutter & Pierce EPC, LLC., ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy located at 3979 Empire Road (southwest corner of Empire Avenue and laurel Road) APN 053-071-050. ("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 Public and Semi-Public (P) to General Commercial (C); 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

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 General Commercial (C) District in conjunction with the proposed General Plan Amendment to Commercial (CO) will allow establishing self-storage and a gasoline service station as conditionally permitted uses, which is consistent with the CO land use designation. The proposed zone change will further the Goals, Policies, and Programs of the General Plan by expanding the commercial area in this location which will help facilitate future development.
- 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 C District specifically allows for a self-storage facility along with a gasoline service station as a conditionally permitted use, and it will provide a buffer from the Randall-Bold Water Treatment Plant.
- C. Community need, but not necessarily future financial success, has been demonstrated for the use proposed in that the proposed zone change will support the retention and expansion of existing commercial establishments (Goal 2.3 of the General Plan) by locating commercial uses adjacent to major arterial streets and on arterial streets for convenient and safe access. This project would provide for additional commercially designated and zoned land, further enhancing the possibility for the City to expand its tax base, create more jobs, and assist in the economic development of the City.

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 Public and Semi-Public (P) to General Commercial (C):

- A. Approximately 3.63-acre vacant lot located at 3979 Empire Road (southwest corner of Empire Avenue and laurel Road) APN 053-071-050, as shown on the "Exhibit A" attached to this ordinance.

SECTION 3. Applicable Regulations and Standards.

- A. General Commercial - 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 the Zoning Ordinance requirements and regulations for the General Commercial (C) District (Section 9.1.506 of the Zoning Ordinance).

SECTION 4. 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, 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 ordinance 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 foregoing ordinance was adopted with the reading waived at a regular meeting of the Oakley City Council on _____, 2016 by the following vote:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

APPROVED:

Kevin Romick, Mayor

Date

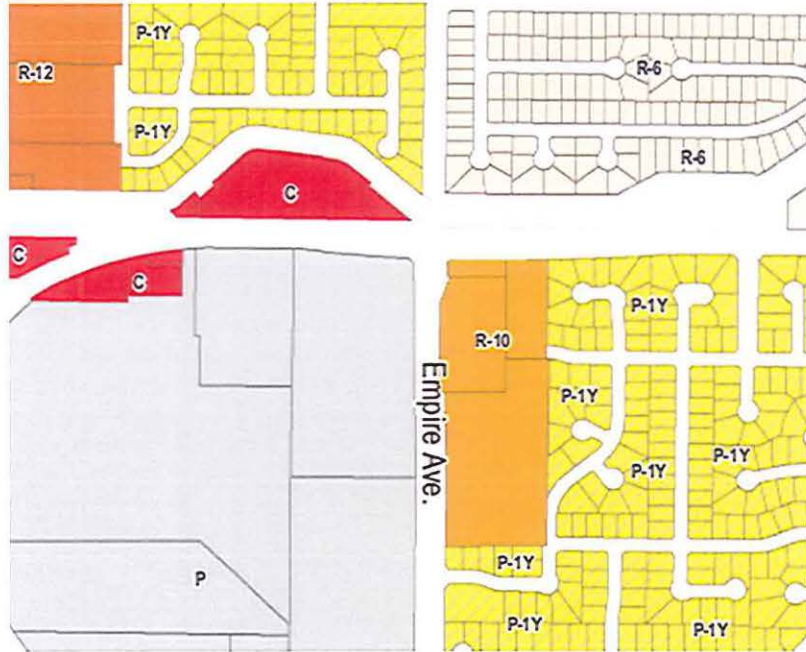
ATTEST:

Libby Vreonis, City Clerk

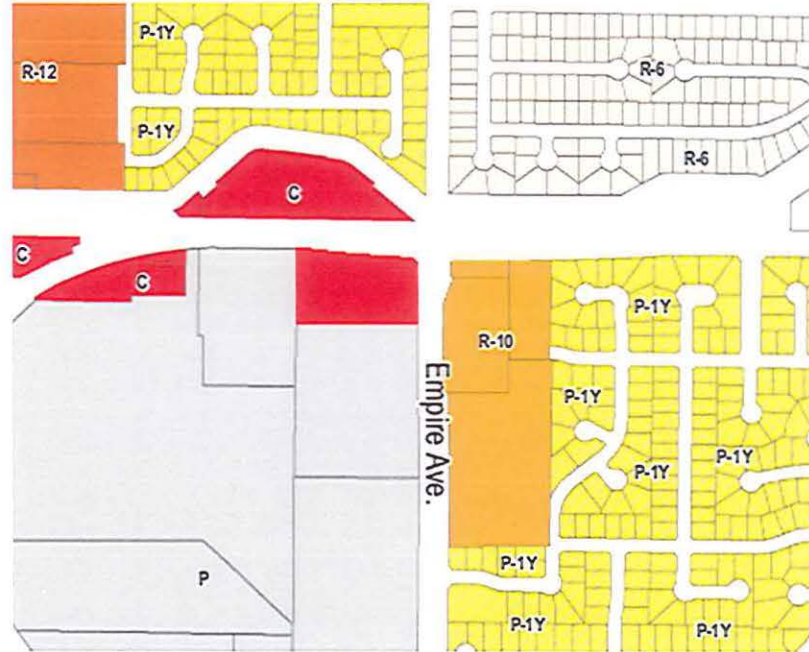
Date

Oakley Gateway Self Storage and 7-Eleven Rezone (RZ 07-16)

Existing



Proposed



RESOLUTION NO. XX-16

A RESOLUTION OF THE CITY OF OAKLEY CITY COUNCIL MAKING FINDINGS AND APPROVING CONDITIONAL USE PERMIT (CUP 02-16), DESIGN REVIEW (DR 14-16) AND TENTATIVE PARCEL MAP (TPM 02-16) FOR THE CONSTRUCTION OF A NEW SELF-STORAGE PROJECT AND A 7-ELEVEN CONVENIENCE STORE WITH FUEL CANOPY ON A 3.63-ACRE SITE TO BE SPLIT INTO TWO PARCELS LOCATED AT 3979 EMPIRE ROAD (SOUTHWEST CORNER OF EMPIRE AVENUE AND LAUREL ROAD) FOR THE PROJECT KNOWN AS "OAKLEY GATEWAY SELF STORAGE AND 7-ELEVEN" APN: 053-071-050

WHEREAS, on March 11, 2016, Sutter & Pierce EPC, LLC., ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 05-16) to amend the land use designation from Public and Semi-Public Facilities (PS) to Commercial (CO); 2) a Rezone (RZ 07-16) from Public and Semi-Public (P) to General Commercial (C); 3) Tentative Parcel Map (TPM 02-16) to subdivide 3.63 acres into two parcels; 4) Conditional Use Permit (CUP 02-16) to establish a self-storage and gas station; and 5) Design Review (DR 14-16) to construct an approximately 101,997-square-foot (sf) self-storage facility including a convenience store with a six multi-product dispenser fueling station with canopy located at 3979 Empire Road (southwest corner of Empire Avenue and laurel Road) APN 053-071-050. ("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 designated as *Commercial* in the Oakley 2020 General Plan per City Council Resolution No. ____ and zoned C (General Commercial) 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 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 a Conditional Use Permit (CUP 02-16) and Design Review (DR 14-16) to establish and construct both the self-storage and gasoline service station uses on the a 3.63 acre site at 3979 Empire Road (southwest corner of Empire Avenue and laurel Road) APN 053-071-050, the City Council finds that:
1. The site for the proposed use is adequate in size and shape to accommodate the use in a manner complementary with the land and uses in the area in that the site is approximately 3.63-acres and the General Commercial (C) Zoning District allows for the proposed development with the approval of a Conditional Use Permit and Design Review. The new building and site improvements will provide a significant aesthetic upgrade to the property, and help facilitate the economic development activities of the City; and
 2. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use in that the site is accessible by public rights-of-way such as Laurel Road and Empire Avenue, which is designed to handle project generated traffic; and
 3. The proposed use will be arranged, designed, constructed, operated, and maintained so as to be compatible with the intended character of the area

and will not change the essential character of the area that is intended by the General Plan and the applicable zoning ordinances in that the proposed use is permitted in the General Commercial (C) Zoning District with the approval of a Conditional Use Permit and Design Review. The use will comply with the noise standards set forth in the Oakley Municipal Code, will provide all parking on-site, and will bring a new business into the City; and

4. The proposed use provides for continued growth and orderly development of the community and is consistent with the various elements and objectives of the General Plan in that it provides a new business which will bring jobs to the City. The use and site are a result of Oakley's zoning that allows for commercial lots that can accommodate this type of use; and
5. That the proposed use, including any conditions attached thereto, will be established in compliance with the applicable provisions of the California Environmental Quality Act; and
6. The design, appearance, and manner of development of all properties within the City have a substantial relationship with the characteristics of public and private places that make a community visually interesting, functional, and a source of community pride. The site for the proposed project is adequate in size and shape to accommodate the use in a manner complementary with the land and uses in the area in that the site is approximately 3.63-acres and the General Commercial (C) Zoning District allows for the proposed development with the approval of a Conditional Use Permit and Design Review application. The new building and site improvements will provide a significant aesthetic upgrade to the property, and help facilitate the economic development activities of the City; and
7. Development within the City should be in a manner that is of high quality and allow for flexibility of unique solutions to enhance a project's design so that it can be successfully integrated into the existing fabric of the City, while preserving the City's human scale and sense of place.
8. The quality of life and stabilization of property values are enhanced by project design that meets the criteria set forth in the Oakley Design Guidelines, Zoning Ordinance, and General Plan, as applicable. The proposed project will be arranged, designed, constructed, operated, and maintained so as to be compatible with the intended character of the area and will not change the essential character of the area that is intended by the General Plan and the applicable zoning ordinances in that the proposed project for the construction of a building for commercial and retail businesses are permitted in the General Commercial (C) Zoning

District. The use will comply with the noise standards set forth in the Oakley Municipal Code, will provide all parking on-site, and will bring a new business into the City; and

9. Design review is necessary to enhance project design, ensure quality development, maintain or enhance property values, and add to the visual character of the community and public health, safety, and welfare of Oakley residents. The proposed project provides for continued growth and orderly development of the community and is consistent with the various elements and objectives of the General Plan in that it provides a new business which will bring jobs to the City. The use of the site are a result of Oakley's zoning that allows for commercial lots that can accommodate this type of project.

B. Regarding the application requesting approval of Tentative Parcel Map (TPM 02-16) to subdivide the 3.63-acre parcel into two parcels with Parcel 1 being 33,712 square feet or .77-acres and Parcel 2 being 124,289 square feet or 2.86-acres, the City Council finds that:

1. The proposed Tentative Parcel Map, together with the provisions of its design and improvements, is consistent with the Zoning Ordinance, and applicable portions of the Commercial General Plan Land Use Designations, in that it allows for orderly commercial development in a commercial area that meets the General Plan and complies with the minimum lot size, lot width, and lot depth and all other applicable regulations set forth in the project's C District; and
2. The site is physically suitable for the type of development in that the proposed Tentative Parcel Map meets all of the applicable development standards in the project's C District and is compatible with surrounding commercial uses; and
3. The site is physically suitable for the proposed subdivision as previously approved for the Tentative Parcel Map; and
4. The project will be established in compliance with the applicable provisions of the California Environmental Quality Act; and
5. The design of the subdivision and type of improvements are not likely to cause serious public health problems in that the proposed subdivision consists of 2 commercial lots. Construction and grading of the project are subject to building or grading permits, and violations of any such permits are subject to appropriate enforcement; and
6. The design of the subdivision includes the construction of improvements within public right-of-way that are consistent with the City's design

standards. The improvements consist of finishing the sidewalk along Empire Avenue along with frontage landscaping on both the Laurel Road and Empire Avenue frontages; and

7. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision. The Tentative Parcel Map does not conflict with easements acquired by the public for access and utilities.

- C. The project complies with Measure J Growth Management requirements.
- D. 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 **Conditional Use Permit (CUP 02-16)**, **Design Review (DR 14-16)** and **Tentative Parcel Map (TPM 02-16)** 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 11, 2016** and the Tentative Parcel Map received **April 18, 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'S ON EITHER PARCEL UNLESS OTHERWISE NOTED:

Planning Division Conditions

General:

1. This **Conditional Use Permit (CUP 02-16), Design Review (DR 14-16) and Tentative Parcel Map (TPM 02-16)** is approved, as shown on the plans, date stamped by the Planning Division on **March 11, 2016** and the Tentative Parcel Map received **April 18, 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 **Conditional Use Permit (CUP 02-16), Design Review (DR 14-16) and Tentative Parcel Map (TPM 02-16)** 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.
3. 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. This approval allows the rental of one moving truck/van associated with the self-storage business. This approval does not allow a moving truck/van rental business as a primary use within the self-storage component of the project (Parcel 2).

Site Plan:

9. 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.
10. 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.
11. 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.
12. 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.
13. Storage shall be contained inside the buildings. Storage containers are not allowed and pallets, boxes, cardboard etc. shall not be stored outside.
14. 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.
15. The driveway located on Empire Avenue for the self-storage component of the project on Parcel 2 shall be restricted to exit only traffic.

Alcohol Sales

16. Alcoholic beverage sales shall be limited to beer and wine only.
17. The convenience market is approved to have off-sale of alcoholic beverages from 6:00 am to no later than 2:00 am.

18. The Applicant shall be subject to, and shall comply with all regulations of the Department of Alcoholic Beverage Control License regarding the sale of alcoholic beverages at the facility.
19. There shall be no alcohol or tobacco related signs on the premises displayed outside of the convenience market, except with a temporary use permit as allowed in the City's sign regulations.
20. No more than thirty percent (30%) of the square footage of the windows and clear doors of the premises shall have advertising, signs, or displays blocking the view of the interior of the premises. All advertising and signage shall be placed and maintained in a manner that ensures that law enforcement personnel have a clear and unobstructed view of the interior of the premises, included the area in which the cash registers are maintained.
21. The facilities management shall implement a security program to provide for the safety of customers and employees and to control loitering, noise, public disturbances, criminal activity and incidents of violence on the premises. The security program shall include the use of video cameras, exterior lighting, employee training, and emergency response procedures.

Architecture:

22. 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.
23. All roof-mounted equipment shall be architecturally screened from view from all angles
24. Light fixtures on the office building shall be decorative fixtures per the review and approval of the Community Development Director.
25. Anti-graffiti techniques shall be used on the exterior walls of the buildings.
26. Security cameras shall be installed in locations to be reviewed and approved by the Community Development Director.
27. The East elevation of Building C of the Self-Storage component of the project shall add additional architectural enhancements to the second story wall visible from public view to the satisfaction of the Community Development Director.
28. The North elevation of Building F of the Self-Storage component of the project shall add additional architectural enhancements to the second story wall visible from public view to the satisfaction of the Community Development Director

Landscaping Requirements:

29. 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.
30. 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.
31. Parking lot trees shall provide 50 percent shading of the parking areas at tree maturity.
32. 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.
33. 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.
34. Landscaping shall be maintained as shown on the landscape plan in perpetuity.

Mitigation Measures

35. 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.
36. All mitigation measures contained within the HCP Planning Survey Report dated May 3, 2016 shall be complied with, per the review and approval of the Community Development Director.

Signage:

37. 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. The maximum height for the monument signs on each parcel is 8 feet.
38. 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.
39. 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:

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

Building Division Conditions

41. 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.
42. 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 standards and requirements found in the most recent version of the NFPA, Standard 13R.
43. Prior to requesting a Certificate of Occupancy from the Building Division all Conditions of Approval required to occupancy must be completed.
44. 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:

45. 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.
46. 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.
47. Submit a final parcel map prepared by a licensed land surveyor or qualified registered civil engineer to the City Engineer and pay appropriate fees in accordance with the Code and these conditions of approval.
48. 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.
49. 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:

50. Submit improvement plans and signal modification plans for the proposed U-turn lane on west bound Laurel Road at the intersection with Neroly Road for approval by the City Engineer. All costs associated with the design and construction of the U-turn lane and signal modification are the responsibility of the applicant.
51. All new driveways will be designed and constructed to be consistent with City of Oakley design standards.
52. Construct a six-foot detached sidewalk and right of way landscaping along the Empire Avenue frontage.

53. Design all public and private pedestrian facilities in accordance with Title 24 (Handicap Access) and the Americans with Disabilities Act.

54. Relinquish abutter's rights of access along Laurel Road and Empire Avenue except for the four approved driveway locations.

Access to Adjoining Property:

55. 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.

56. Applicant shall only be allowed access to the project site at the four locations shown on the approved site plan.

On-Site Improvements:

57. 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:

58. 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.

Grading:

59. 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.

60. Dust control measures shall be provided for all stockpiling per the review and approval of the City Engineer.

61. 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.
62. Submit a dust and litter control plan to the City Engineer prior to beginning any construction activities.
63. 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.
64. 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.
65. 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.
66. The burying of any construction debris is prohibited on construction sites.

Utilities/Undergrounding:

67. Underground all new and existing utility distribution facilities, including those along the frontage of Laurel Road and Empire Avenue. 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.
68. 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.
69. Above ground utility boxes shall be camouflaged per the review and approval of the City Engineer.

Drainage Improvements:

70. 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 Areas 30A and 130 as prepared by the Contra Costa County Flood Control and Water Conservation District.
71. 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.
72. Design and construct all storm drainage facilities in compliance with the Municipal Code and City design standards.
73. Prevent storm drainage from draining across the sidewalk(s) and driveway(s) in a concentrated manner.
74. Dedicate a public drainage easement over the drainage system that conveys storm water run-off from public streets.

National Pollutant Discharge Elimination System (NPDES):

75. 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.ccleanwater.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.

76. Submit a fuel spillage containment plan and long-term water quality plan for the gas station portion of the project.

Fees/Assessments:

77. 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. South Oakley Infrastructure Master Plan Fee (adopted by Resolution No. 52-03);
- H. General Plan Fee (adopted by Resolution No. 53-03): and

- I. 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.

78. 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.
79. 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.
80. 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 parcel 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.
81. Applicant shall comply with the drainage fee requirements for Drainage Areas 30A and 130 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.
82. Participate in the City's South Oakley Infrastructure Master Plan both by cooperating with the City's consultant team in the design and implementation of specific infrastructure projects and by providing this project's fair share

contribution to the costs of preparing the study. The fair share contribution shall be paid in accordance with Resolution 52-03.

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 City Council of the City of Oakley at a meeting held on the 9th day of August, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

APPROVED:

Kevin Romick, Mayor

Date

ATTEST:

Libby Vreonis, City Clerk

Date




STAFF REPORT

Date: Tuesday, August 9, 2016

To: Bryan H. Montgomery, City Manager

From: Libby Vreonis, City Clerk

Subject: Appointment of Councilmember Randy Pope and a New Member to the East Contra Costa Fire Protection District Board

Approved and Forwarded to City Council:

Bryan H. Montgomery, City Manager

Background and Analysis

The East Contra Costa Fire Protection District (ECCFPD) was established in 2002 with the consolidation of the Bethel Island, East Diablo and Oakley-Knightsen Fire Protection Districts. The ECCFPD serves the cities of Oakley and Brentwood, as well as unincorporated areas of East County, including Bethel Island, Byron, Discovery Bay and Knightsen.

Two Oakley seats on the ECCFPD Board are available this year. Councilmember Randy Pope has served the past two years on the Board and has expressed interest to continue serving; therefore, staff recommends the City Council consider re-appointing him for the next two-year term commencing September 1, 2016. Ron Johansen has served the past four years on the Board and has indicated he will not apply for another term; therefore, staff recommends the City Council consider appointing a new member for a two-year term commencing October 1, 2016. The terms may expire sooner if the Fire District moves to an elected Board.

Staff advertised for the Board position and received four applications that are attached for the City Council's review. The applicants were notified to attend the August 9, 2016 City Council meeting to be briefly interviewed. A suggestion is that each applicant be given a few minutes to introduce themselves and maybe take a brief question or two from the City Council.

Fiscal Impact

None.

Staff Recommendation

Staff recommends that the City Council adopt a resolution appointing Randy Pope to the ECCFPD Board for a two-year term commencing September 1, 2016 and appointing a new member to the ECCFPD Board for a two-year term commencing October 1, 2016.

Attachments

- 1) Resolution
- 2) Applications: Conrad Fromme, Mohammad Kesser Jawed, Adam Langro and Brian Oftedal

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY
TO APPOINT RANDY POPE AND XXX TO THE EAST CONTRA COSTA
FIRE PROTECTION DISTRICT BOARD**

BE IT RESOLVED by the City Council of the City of Oakley that Randy Pope is hereby appointed to the East Contra Costa Fire Protection District Board of which term shall commence September 1, 2016 and expire August 31, 2018 and XXX is hereby appointed to the East Contra Costa Fire Protection District Board of which term shall commence October 1, 2016 and shall expire September 30, 2018.

The foregoing resolution was adopted at a regular meeting of the City Council of the City of Oakley held on the 9th day of August, 2016, by Councilmember _____, who moved its adoption, which motion being duly seconded by Councilmember _____, was upon voice vote carried and the resolution adopted by the following vote:

AYES:

NOES:

ABSTENTION:

ABSENT:

APPROVED:

Kevin Romick, Mayor

ATTEST:

Libby Vreonis, City Clerk

Date



**APPLICATION for APPOINTMENT for the
EAST CONTRA COSTA COUNTY FIRE
PROTECTION DISTRICT BOARD**

Background Information

The East Contra Costa Fire Protection District (ECCFPD) was established in 2002 with the consolidation of the Bethel Island, East Diablo and Oakley-Knightsen Fire Protection Districts. The District serves the cities of Oakley and Brentwood, as well as the unincorporated areas of East County, including Bethel Island, Byron, Discovery Bay and Knightsen.

A seat on the Board is available with a term commencing October 1, 2016 and expiring September 30, 2018. (Be advised that the term may expire sooner if the Fire District moves to an elected Board). The appointee serves at the will and pleasure of the City Council.

The ECCFPD Board currently meets the first Monday of every month in the evening. There is no compensation provided for Board Members.

Application

Please type or print clearly on this application and return it **prior to 6:00p.m. on Monday, August 1, 2016**. It is anticipated that an appointment will be considered by the Oakley City Council on August 9, 2016 during the City Council meeting scheduled to begin at 6:30 p.m. at 3231 Main Street, Oakley, California. All applicants are encouraged to attend this meeting to be interviewed.

All information contained in this application is public data and will be made available for public review and copying for anyone requesting it, and may be posted on the website of the City of Oakley. All information in this application will be provided to the Oakley City Council in a public forum and will be reviewed in public. It will therefore be part of the public record. Although you are not legally required to provide any of the information requested in this application, the information may be used to determine your suitability for appointment to the committee.

1. **Applicant Name:** Conrad Fromme
2. **Home Address:** 106 Celsia Way, Oakley, CA 94561
3. **Phone Number:** C: (925) 783-8809H: (925) 420-6398
4. **E-Mail Address:** conradfros03@yahoo.com
5. **How long have you lived in the City of Oakley?** 13 years

6. In 300 words or less, please explain why you would like to represent Oakley and serve on the East Contra Costa County Fire Protection District Board.

As a resident of Oakley for more than 10 years I feel I have vested my and my family's life in this community, and we plan to continue to live here for many years to come. Not only do we live in Oakley, our kids attend Oakley schools and Oakley Sport's clubs. I recently retired from serving the Country as a Master Sergeant in the United States Air Force Reserve and would like to provide my service at the local level, now that I have more time available. I believe it would be an honor to represent the City of Oakley in any capacity I can, and would love to serve the Oakley community as a voice for the people in regard to Fire Protection Standards and Services.

7. In 300 words or less, describe your qualifications and educational, work and other experience which would make you a valuable addition to the Board.

I am currently a Senior Building Inspector and Code Enforcement Officer for Contra Costa County and have been working for the Building Inspection Division for 11 years. As a Code Enforcement Officer I worked jointly with several Fire Protection Districts in regard to Fire Code/Compliance and enforcement of Fire Prevention requirements. 3 years of that service were served right in East County, covering the communities of Oakley, Brentwood, Knightsen, Bethel Island, Byron and Antioch. As a Code Enforcement Officer I worked directly with local residents to remove property violations, and have the community work together by serving at community meetings and working with County Supervisor's and staff. I am a fully certified Building Inspector for commercial and residential structures. I served in the active duty Air Force as a construction worker and EMT, and continued my military service as a construction manager in the AF Reserve before recently retiring. I have a diverse college education in manufacturing, construction and health services.

8. What do you feel are the most pressing matters for the East Contra Costa County Fire Protection District?

I feel there are several pressing matters for the East Contra Costa Fire District. One issue is the ability to continue to provide services in the area. I know there have been several closures and/or reductions in Fire stations, creating longer response times to certain areas, and working on a way to continue or increase those services available would be a priority. Another issue is the recent drought the area has experienced and the potential fire hazards that creates. Working on a good fire prevention plan and implementation would be another priority. Lastly the unique challenge of our area

being at a corner of the County limiting the options of services from other local Fire Districts as well as the Delta areas including the islands creates some special circumstances on joint fire/emergency services. I would like the challenge of solving any issues with our unique local.

9. **Please attach a current resume. Attached**

Please mail or hand-deliver this completed application in a sealed envelope to:

CITY OF OAKLEY
City Clerk's Office
3231 Main Street
Oakley, CA 94561

~ Applications *must* be received prior to 6:00p.m.on Monday, August 1, 2016 ~

CONRAD FROMME

SKILLS

The ability to quickly learn and adapt to versatile situations.

To effectively & efficiently communicate with all types of people for many given situations and resolve conflicts.

EXPERIENCE

**Senior Building Inspector | Contra Costa County |
June 2005 to Present**

Perform all types of construction inspections at all levels during construction on projects from Residential, to Commercial, to Industrial. Enforced Code requirements from State and local regulations, working with community members for resolution. Managed East County Office daily operations.

**Master Sergeant | USAF Reserve |
December 2004 to February 2016**

Superintendent of 3 construction teams of 40+ personnel. Directly supervised a construction team of 15 personnel. Maintained training standards/records, provided performance evaluations, and coordinated construction projects for the Air Force

EDUCATION

**BS Industrial Technology | December 2002 | SIUC
AAS Construction Inspection | May 2014 | DVC
AAS Allied Health | May 2003 | CCAF**

OBJECTIVE

To provide top level service to my community through excellent job performance. To continue to strive and learn and become the best of all that I do.



Conradfros03@
yahoo.com



(925) 783-8809

VOLUNTEER EXPERIENCE OR LEADERSHIP

-CYO Basketball Head Coach
-ECLL Baseball Manager
-USAF Unit Booster Club
President/Treasurer

OAKLEY



CALIFORNIA

APPLICATION for APPOINTMENT for the EAST CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT BOARD

Background Information

The East Contra Costa Fire Protection District (ECCFPD) was established in 2002 with the consolidation of the Bethel Island, East Diablo and Oakley-Knightsen Fire Protection Districts. The District serves the cities of Oakley and Brentwood, as well as the unincorporated areas of East County, including Bethel Island, Byron, Discovery Bay and Knightsen.

A seat on the Board is available with a term commencing October 1, 2016 and expiring September 30, 2018. (Be advised that the term may expire sooner if the Fire District moves to an elected Board). The appointee serves at the will and pleasure of the City Council.

The ECCFPD Board currently meets the first Monday of every month in the evening. There is no compensation provided for Board Members.

Application

Please type or print clearly on this application and return it **prior to 6:00p.m. on Monday, August 1, 2016**. It is anticipated that an appointment will be considered by the Oakley City Council on August 9, 2016 during the City Council meeting scheduled to begin at 6:30 p.m. at 3231 Main Street, Oakley, California. All applicants are encouraged to attend this meeting to be interviewed.

All information contained in this application is public data and will be made available for public review and copying for anyone requesting it, and may be posted on the website of the City of Oakley. All information in this application will be provided to the Oakley City Council in a public forum and will be reviewed in public. It will therefore be part of the public record. Although you are not legally required to provide any of the information requested in this application, the information may be used to determine your suitability for appointment to the committee.

1. **Applicant Name:** Mohammad KESSER Jawed
2. **Home Address:** 4110 Live Oak Ave, Oakley, CA 94561
3. **Phone Number:** 925-437-5569
4. **E-Mail Address:** kesseri@yahoo.com
5. **How long have you lived in the City of Oakley?** 13 years

6. In 300 words or less, please explain why you would like to represent Oakley and serve on the East Contra Costa County Fire Protection District Board.

I have enjoyed living in the city of Oakley for over 13 years. Love to serve the city and East Contra Country Fire Protection Distract in any way I can. Serving the community is noble thing to do if anyone is able and capable to do so, Therefor if given chance, it will be a great honor to serve as a board member in Fire Protection Department.

7. In 300 words or less, describe your qualifications and educational, work and other experience which would make you a valuable addition to the Board.

I did my bachelor in Pakistan. Worked in factories as maintenance mechanic. I have been Tile and then added General Building Contractor since year 2001. Working in construction field, it makes me very well aware the importance of safety and fire protection values and technics.

8. What do you feel are the most pressing matters for the East Contra Costa County Fire Protection District?

Taking measures to prevent fire in the lot of open area and within the community in East Contra Costa County.
The prevention of catching fire is the key part of protecting the community and their property and saving lot of money for the county and tax payers.

9. Please attach a current resume.

Please mail or hand-deliver this completed application in a sealed envelope to:

CITY OF OAKLEY
City Clerk's Office
3231 Main Street
Oakley, CA 94561

~ Applications *must* be received prior to 6:00p.m.on Monday, August 1, 2016 ~



**APPLICATION for APPOINTMENT for the
EAST CONTRA COSTA COUNTY FIRE
PROTECTION DISTRICT BOARD**

Background Information

The East Contra Costa Fire Protection District (ECCFPD) was established in 2002 with the consolidation of the Bethel Island, East Diablo and Oakley-Knightsen Fire Protection Districts. The District serves the cities of Oakley and Brentwood, as well as the unincorporated areas of East County, including Bethel Island, Byron, Discovery Bay and Knightsen.

A seat on the Board is available with a term commencing October 1, 2016 and expiring September 30, 2018. (Be advised that the term may expire sooner if the Fire District moves to an elected Board). The appointee serves at the will and pleasure of the City Council.

The ECCFPD Board currently meets the first Monday of every month in the evening. There is no compensation provided for Board Members.

Application

Please type or print clearly on this application and return it **prior to 6:00p.m. on Monday, August 1, 2016**. It is anticipated that an appointment will be considered by the Oakley City Council on August 9, 2016 during the City Council meeting scheduled to begin at 6:30 p.m. at 3231 Main Street, Oakley, California. All applicants are encouraged to attend this meeting to be interviewed.

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1. **Applicant Name:** Adam Langro
2. **Home Address:** 1458 Big Redwood Dr.
Oakley, CA 94561
3. **Phone Number:** 925-420-6724
4. **E-Mail Address:** adamlangro@att.net
5. **How long have you lived in the City of Oakley?** 3 Years

6. In 300 words or less, please explain why you would like to represent Oakley and serve on the East Contra Costa County Fire Protection District Board.

During the past few years I have been particularly interested in the level of service that the ECCFPD provides to the citizens of Oakley. After reviewing the CityGate report on the effectiveness of the fire protection district and news reports showing how desperately we lack appropriate fire protection, I believe that the city is at a crossroads for determining the appropriate level of service that needs to be provided to our residents. While the district currently has one fire station within the City of Oakley, this level of service will not provide adequate support for a structure fire within our city. In fact, with only three fully funded stations within the district after the Knightsen station closes, we can't do much more than provide defensive posturing for a fire without waiting for mutual aid support from one of the surrounding districts. It is apparent that the city needs to do more to represent the citizens and provide the level of service we demand to protect our community. As a member of the Board and resident of Oakley, I think I would be able to ensure the needs of the city are considered during meetings of the Fire Protection Board and that the appropriate decisions are made not only for the District, but the city as well.

7. In 300 words or less, describe your qualifications and educational, work and other experience which would make you a valuable addition to the Board.

I am a 12 year veteran of the US Navy, during which time I was responsible for the operation, maintenance, and supervision of the nuclear reactors that the Navy uses to power its fleet of nuclear aircraft carriers and train future operators. During my time stationed at the Naval Nuclear Power Training Unit in Ballston Spa, New York, I attended school to obtain a Bachelor of Science in Nuclear Engineering and Engineering Physics from Rensselaer Polytechnic Institute, a private university in upstate New York. My time in the navy provided me with a base level of understanding of project integration, operational impacts of staffing and supervision, and resource management. Since I have left the Navy, I have worked for two companies in California, National Security Technologies and Lawrence Livermore National Security. In my positions with both of these companies, I have gained experience managing multi-million dollar budgets, dealing with staffing issues, and working to coordinate the efforts of several disciplines to reach a common goal. I believe that all of these experiences will assist me in assessing the needs of the fire district and driving towards resolving issues that come to the Board.

8. What do you feel are the most pressing matters for the East Contra Costa County Fire Protection District?

I believe the most pressing matter before the fire district is the current lack of fire protection resources. This lack of resources is driven by the current funding structure of the fire district. The funding scheme established by Proposition 13 and Assembly Bill 8 locked in funding percentages to districts at 1978 levels, a level that was representative of a fully rural district protected by volunteer fire departments. This funding level is inadequate to provide fire protection for a district which now represents large urban populations in the cities of Brentwood and Oakley while still needing to maintain coverage for a vast rural community residing within its boundaries. While the Board has tried to increase funding through additional property assessments and now a proposal for a Utility User Tax (UUT), it has not done enough to provide outreach to the community to ensure the success of any of these measures. As a resident of Oakley during the last effort to pass the additional property assessment, I was amazed at how little information I had prior the vote and how little effort was spent trying to ensure the residents understood the current state of their fire department. As a resident with little information on why a tax increase was being proposed, it was difficult to understand why the district was asking for more money when we pay the same 1% property tax as other counties that don't have funding issues. Voter outreach needs to begin early if an additional tax measure is to be proposed. As it stands, receiving additional funding for the district is the only way to ensure adequate fire protection for our community and ensure enough resources are available to ensure the safety of our firefighters.

9. Please attach a current resume.

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CITY OF OAKLEY
City Clerk's Office
3231 Main Street
Oakley, CA 94561

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ADAM LANGRO

1458 Big Redwood Dr. ♦ Oakley, CA 94561 ♦ (925) 420-6724 ♦ adamlangro@att.net

QUALIFICATION SUMMARY

- ♦ **Control Room Operations Manager**, managed shot operations personnel in the maintenance and operation of the National Ignition Facility, a premier research facility in Livermore California.
- ♦ **Target Area Work Center Supervisor**, planned and supervised the reconfiguration and maintenance of diagnostics at the National Ignition Facility.
- ♦ **Engineering Watch Supervisor (EWS)**, supervised and trained nuclear operators in all aspects of nuclear plant operation, maintenance, and casualty response. This qualification also included three years of instructor experience in the Navy Nuclear Propulsion Program.
- ♦ **Leading Engineering Laboratory Technician (LELT)**, supervised reactor and steam plant chemistry control and performed radiological control duties. Verified compliance with NAVSEA and DOE regulations for dosimetry processing, reactor and steam plant chemistry control, and radiological controls.

PROFESSIONAL EXPERIENCE

NATIONAL IGNITION FACILITY

Control Room Operations Manager, 2012 to Present

Key Responsibilities:

- ♦ Managed the operations and scheduling of a multidisciplinary group of 69 technical staff on rotating shifts in a fast paced production and research environment.
- ♦ Coordinated facility use for ten separate work centers by creating and utilizing daily and weekly project schedules. These schedules were used to define and communicate facility priorities to the work teams.
- ♦ Made hiring decisions for all Control Room Technical Staff across six technically diverse groups. These groups included high voltage electrical operators, laser and electro-optic maintenance technicians, information and control systems engineers, and mechanical maintenance technicians.
- ♦ Developed and implemented technical training for Shot Operations staff. Tracked the qualification of Shot Operations personnel and ensured that qualified operators were assigned to shot operations.
- ♦ Established and implemented control room protocol requirements.
- ♦ Maintained Control Room infrastructure and communications systems. This work included identifying and purchasing computing upgrades for use on the NIF Controls Network, radio communications systems, operating consoles and associated equipment.
- ♦ Led process improvement projects and established metric collection and analysis systems. Utilized Six Sigma methodologies and leadership skills to ensure projects were correctly implemented and completed.
- ♦ Conducted safety and health inspections throughout the facility and performed near miss and incident investigations.

Target Area Work Center Supervisor, 2009 to 2012

Key Responsibilities:

- ♦ Supervised a work team of 24 personnel in the reconfiguration and maintenance of target diagnostic systems.
- ♦ Scheduled the operational reconfiguration of 53 diagnostics for shot operations in support of the National Ignition Campaign, High Energy and Density Physics experiments, Materials Strength experiments, and Astrophysics experiments.
- ♦ Developed and approved Operating and Maintenance Procedures, Work Packages, and Repair Procedures for proprietary systems.
- ♦ Spearheaded efficiency programs in the Target Area to reduce average cycle time by 40% in order to meet programmatic goals. These reductions were accomplished through cross-training shifts, evaluating and revising procedures, requesting design changes, and performing workspace evaluations to ensure the optimum working environment.

US NAVY**Engineering Watch Supervisor, Leading Engineering Laboratory Technician, Instructor**, 1997 to 2009

Trained enlisted and officer students to operate naval nuclear propulsion plants through classroom instruction, on-watch supervision, and one-on-one mentoring. Supervised reactor plant maintenance and operations specializing in reactor plant chemistry control and radiological controls.

Key Responsibilities:

- ◆ Directed a 32 person team in the operation and maintenance of two nuclear reactor plants onboard a nuclear aircraft carrier. These responsibilities included scheduling work rotations, assigning projects and duties, and providing technical assistance to supervisors and subordinates.
- ◆ Administered corrective maintenance and equipment material history programs.
- ◆ Generated repair procedures, initiated work quality inspections, and created formal and controlled work packages at naval and DOE facilities.
- ◆ Performed routine safety inspections of work sites to verify compliance with Navy Occupational Safety and Health (NAVOSH) and OSHA requirements. These inspections included verifying proper chemical storage and control, wearing of proper PPE, properly executing permit and non-permit required confined space entry, and utilizing fall protection requirements.
- ◆ Wrote, verified, and authorized safety tag-outs involving complex mechanical and electrical systems.
- ◆ Coordinated organizational and depot level radiological maintenance on Naval Nuclear Propulsion Plants.
- ◆ Supervised the dosimetry program aboard ship verifying that 400 dosimeters were correctly read on a monthly basis. Performed quality control inspections of personnel performing dosimetry analysis and generated man-Rem estimates for radiological work.
- ◆ Developed and implemented comprehensive plans for reactor plant heat-ups and cool-downs. These plans were designated as "best practices" by the Commander of Naval Air Forces, Atlantic Fleet and implemented on all aircraft carriers.
- ◆ Planned, coordinated, and orchestrated over 500 complex propulsion plant casualty drills as the Propulsion Plant Drill Team Supervisor.
- ◆ Reorganized 80 propulsion plant drill guides by evaluating worst-case scenarios, assigning monitors to specific areas, and determining specific monitor intervention points to prevent accidental initiation of a plant casualty during drill periods.
- ◆ Supervised and coordinated over 25000 training man-hours for nuclear propulsion plant operators.
- ◆ Operated a maneuvering area training simulator to train and assess new students and qualified staff on plant operations and complex casualty scenarios.

EDUCATION & CERTIFICATIONS

RENSELAER POLYTECHNIC INSTITUTE

Dual Major, Bachelor of Science (BS) in Nuclear Engineering and Engineering Physics, 2008

VILLANOVA UNIVERSITY

Certificate of Achievement, Six Sigma Green Belt, 2012

BECHTEL UNIVERISTY

Certified Six Sigma Yellow Belt Champion, 2013

Military Schools:

- ◆ Radiological Controls Technician Qualification School – Norfolk, Virginia, 2005
- ◆ Engineering Laboratory Technician School – Ballston Spa, New York, 1999
- ◆ Nuclear Prototype Training Unit – Ballston Spa, New York, 1999
- ◆ Naval Nuclear Power School – Orlando, Florida, 1998

OAKLEY



CALIFORNIA

APPLICATION for APPOINTMENT for the EAST CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT BOARD

Background Information

The East Contra Costa Fire Protection District (ECCFPD) was established in 2002 with the consolidation of the Bethel Island, East Diablo and Oakley-Knightsen Fire Protection Districts. The District serves the cities of Oakley and Brentwood, as well as the unincorporated areas of East County, including Bethel Island, Byron, Discovery Bay and Knightsen.

A seat on the Board is available with a term commencing October 1, 2016 and expiring September 30, 2018. (Be advised that the term may expire sooner if the Fire District moves to an elected Board). The appointee serves at the will and pleasure of the City Council.

The ECCFPD Board currently meets the first Monday of every month in the evening. There is no compensation provided for Board Members.

Application

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1. **Applicant Name:** Brian J Oftedal
2. **Home Address:** 331 Myrtle Lane

Oakley, Ca. 94561
3. **Phone Number:** (925)584-0592
4. **E-Mail Address:** BrianMICP@yahoo.com
5. **How long have you lived in the City of Oakley?** 6 years

6. In 300 words or less, please explain why you would like to represent Oakley and serve on the East Contra Costa County Fire Protection District Board.

I have been a resident of East Contra Costa County for the last 15 years. I currently live in Oakley with my wife and daughter. My wife's parents and extended family also live in this area. We have relationships with countless friends, family and neighbors who live or travel through our communities. I would like to represent the City of Oakley because I am a concerned citizen that believes that my knowledge, skills, abilities and experiences can benefit the board, in creating a collaborative fix to our current Fire Service situation. I am familiar with the current level of service provided and communities served. I also have firsthand experience providing Fire & EMS care in East County, prior to the consolidation. I currently serve as the Block Captain, for the Magnolia Park Neighborhood Watch program. In the past, I have collaborated with ECCFPD and Oakley Police, and have had representatives (Fire Chief Hugh Henderson and an OPD Officer) attend our meeting. This year, I am assisting with the coordination of National Night Out, in our neighborhood. I have a strong passion for community and public safety, which makes me an ideal candidate for the City of Oakley ECCFPD board seat.

7. In 300 words or less, describe your qualifications and educational, work and other experience which would make you a valuable addition to the Board.

I believe I would be a valuable member of the board, due to my strong foundation providing Fire Service and Emergency Medical Services. I have been involved in Fire and/or EMS for 20 years, within Contra Costa and Alameda Counties. I started my public service career as an EMT with American Medical Response. In 1998 I became a Paramedic and continued serving the community with AMR. I applied for a position and was hired as a Firefighter/Paramedic with the Bethel Island Fire Protection District and served the East County, until the consolidation of districts. I am currently employed with the City of Oakland, as a full time professional Firefighter. I hold the rank of Captain of Fire and have been a Company Officer (Lieutenant and/or Captain) since 2005. I currently chair 5 committees, within the City of Oakland. I am also involved with several committees and sub-committees, at the state and county levels. In addition to my involvement with numerous committees, I am also an active member of numerous associations. Some of those associations are California State Firefighters' Association, National Association of Emergency Medical Technicians, International Public Safety Association and International Association of Fire Chiefs. Within the last couple years, I have been able to acquire over \$100,000 in grant funding toward Unified Response to Violent Incidents equipment and just shy of \$100,000 towards training costs. I believe my fire leadership experience, coordination

and collaboration with Law Enforcement, Fire, EMS, county and state agencies makes me a strong candidate for serving on the Fire Protection District Board. I also believe that my budget experience with the City of Oakland and having a fiscally responsible mindset, aid in my decision making abilities.

8. What do you feel are the most pressing matters for the East Contra Costa County Fire Protection District?

The most pressing issue is pretty clear, the current financial position of the ECCFPD. This situation has created a huge reduction of services to our citizens and creates an enormous public safety risk. Opening Fire Stations and staffing them with trained responders is a priority. However, this priority cannot be resolved without resolving our current financial crisis. This fix is not going to be an easy task. As a community, we must look for ways to correct the financial situation, to better protect our friends and family. Examining grant possibilities, cost recovery, and ensuring that we are fiscally responsible is a must. At the same time, I believe we need to work with the county and our representatives to ensure we are receiving an adequate percentage of our allocated property tax dollars. I am committed to representing the City of Oakley and working towards repairing our Fire Protection District.

9. Please attach a current resume.

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Oakley, CA 94561

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Brian J. Oftedal

PO Box 296, Brentwood, CA 94513

BrianMICP@yahoo.com

PROFESSIONAL OBJECTIVE: East Contra Costa County Fire Protection District Board

SPECIFIC SKILL AREAS:

- Staff Development & Leadership
- Emergency Response Procedures
- Fire Prevention & Enforcement
- Facility and Equipment Maintenance
- Time & Resource Allocation
- Budget Planning and Management
- Policy & Procedure Development/Enforcement
- Coaching, Training & Mentoring
- Public Education Programs

PROFESSIONAL EXPERIENCE:

CITY OF OAKLAND FIRE DEPARTMENT, Oakland, CA Captain of Fire (2015-Present) Lieutenant of Fire (2005-2015) Firefighter Paramedic (2000-Present)	2000-Present
AMERICAN MEDICAL RESPONSE, San Leandro, CA EMT (1996-1998) EMT-P (1998-2011)	1996-2011
BETHEL ISLAND FIRE PROTECTION, Bethel Island, CA Firefighter Paramedic (2000-2002)	2000-2002

EDUCATION & TRAINING:

Educational Institutions attended:

LOS MEDANOS COLLEGE, Pittsburg, CA
Certificate achieved: Firefighter 1
SAMARITAN, Vacaville, CA
Certificate achieved: Paramedic

PROFESSIONAL LICENSES & CERTIFICATES:

- Firefighter I, II (CSFM)
- Fire Apparatus Driver/Operator 1A, 1B
- Fire Officer (CSFM)
- ICS Instructor
- FSTEP Instructor
- Airport Rescue Firefighter
- Nationally Registered Paramedic & California State Paramedic License
- Terrorism Liaison Officer-Basic, Intermediate and Advanced
- Fire Control 5 (ARFF) Instructor

AWARDS & RECOGNITION:

- *Award of Recognition: Firefighter of the Year- Kiwanis Club of Oakland (2012)*
- *"All-Star" Award Nomination, America's Most Wanted- Community and Peers (2011)*
- *Award of Recognition: Paramedic of the Year- Oakland Fire Department & Alameda County EMS (2010)*
- *Certificate of Appreciation: recognition for perfect attendance - Oakland Fire Department (2003)*

AFFILIATIONS & COMMUNITY INVOLVEMENT:

- Member of Urban Search and Rescue (USAR-CATF-4): Medical Specialist (2005-Present)
- Member of Alameda County EMS Quality Council (2004-Present)
- Bay Area Paramedic Journal Club: Member (1998-Present) Program Director (2005-Present)
- American Red Cross: Volunteer (1995-Present)
- California Disaster Healthcare Volunteer (2007-Present)

SPECIAL PROJECTS:

- Terrorism Liaison Officer Coordinator (2010-Present)
- Unified Response to Violent Incidents Program Manager (2013-Present)
- Battalion Training Officer- (2006-Present)
- Battalion Safety Officer- (2006-Present)
- Urban Shield-EMS Branch (2007-Present)
- Tactical Medical Group Development (2012-Present)

Brian Oftedal

Captain of Fire at City of Oakland

BOftedal@oaklandnet.com

Summary

Motivated Fire Service, EMS, Aircraft Rescue (ARFF) and Homeland Security professional.

Currently serving as one of the ARFF Captains, at the Oakland International Airport. Also coordinating the Terrorism Liaison Officer program (TLO-C) for the Oakland Fire Department. The Oakland Fire Department has 94 TLO's, which is the largest active TLO programs in the nation.

Experience

Captain of Fire at City of Oakland

September 2000 - Present (16 years)

Firefighter/Paramedic from 2000-2005

Lieutenant/Paramedic from 2005-2015

The Lieutenant of Fire is a first line working supervisor with oversight of operational and administrative activities during duty. In absence of the Captain, the Lieutenant serves in a full authority of that position; participating and supervising the activities of subordinate Firefighters; Engineers; and sometimes; civilian personnel.

The Lieutenant enforces City and Departmental rules and regulations; prepares reports and correspondence completes logs and forms. This coordinates schedules to ensure appropriate staffing; orders stations supplies; supervises residential and business inspections conducted by station personnel.

The Lieutenant participates in emergency medical, rescue, suppression, and clean up operations. In emergencies the Lieutenant serves as incident commander until arrival of higher-ranked officers. The Lieutenant also trains station personnel and takes formal and informal disciplinary action to ensure readiness of the company.

Captain/Paramedic from 2015-Present

The Captain is responsible for all shifts at a fire station, also has command responsibilities at the scene of an emergency in the absence of a Battalion Chief. The Captain establishes supervision at emergencies, implements inspections, performs and/or directs pre-incident fire planning and equipment, facilitates maintenance; provides in service training; oversee records management and community relations; enforces discipline, rules and regulation; fulfills over management duties at the fire station level; and performs related duties as assigned.

Specializing in: Tactical Medical Team Manager, Oakland Fire Terrorism Liaison Officer Program Coordinator, Battalion Safety Officer, Battalion Training Officer, Aircraft Rescue Firefighter (ARFF), Swift Water Rescue Technician, Urban Search & Rescue -California Task Force-4 Medical Specialist, Wildland Strike Team Committee Member.

Executive Director at Priority 1 Consulting, LLC.

March 2006 - Present (10 years 6 months)

Providing coaching and mentoring services for individuals in their quest to join the Fire Service and the Public Safety arena. Specializing in oral interview and resume refinement.
Utilizing my Knowledge, Skills and abilities from working in EMS and the Fire Service, as well as serving on countless Oral Interview panels and Assessment Centers.
Other services provided: EMT, Paramedic and Firefighter 1 student mentoring.
PIC Fire Watch Service provides trained contractors during system shut downs and special events.

Director at Bay Area Paramedic Journal Club

2008 - Present (8 years)

I have been an attendee of the BAPJC since the program first originated. In 2008, Zachary Hilton and I decided that we were going to "take the bull by the horns" and make this one of the best continuing education venues in the West Coast. I think we're off to a really good start. This event has been filling up for years and has become an excellent spot to network. www.bapjc.org

EMT-Paramedic at American Medical Response

June 1996 - October 2011 (15 years 5 months)

Utilized Basic and Advanced Life Support skills, to care for the sick and injured. Provided medical care and ambulance transportation in Alameda County.
Served as a Paramedic Preceptor and Field Training Officer.

Firefighter/Paramedic at Bethel Island Fire Protection District

October 1999 - April 2002 (2 years 7 months)

Employed as a Part Time Firefighter/Paramedic. Worked on Engine 95, in East Contra Costa County. BIFPD eventually consolidated with East Contra Costa Fire Protection District, as it is known today.

Languages

English (Native or bilingual proficiency)

Certifications

State of California Paramedic License

California Emergency Medical Services Authority-EMSA License P14703 April 1998

National Registry Paramedic Certification

National Registry of Emergency Medical Technicians-NREMT License P0893704 April 1998 to April 2016

Alameda County Paramedic Accreditation

Alameda County EMS District-Healthcare Services Agency License P14703 April 1998

Alameda County Emergency Medical Technician

Alameda County EMS District-Healthcare Services Agency License 96-0491 May 1996 to May 1998

Introduction to the Incident Command System-ICS 100 (IS-00100)

FEMA-Emergency Management Institute January 2006

ICS for Single Resources and Initial Action Incidents (IS-00200)

FEMA-Emergency Management Institute January 2006

National Incident Management System (NIMS) (IS-00700)

FEMA-Emergency Management Institute November 2005

National Response Plan (NRP) (IS-00800)

FEMA-Emergency Management Institute January 2006

Leadership & Influence (IS-00240)

FEMA-Emergency Management Institute February 2006

Decision Making & Problem Solving (IS-00241)

FEMA-Emergency Management Institute February 2006

Effective Communication (IS-00242)

FEMA-Emergency Management Institute February 2006

FEMA Safety Officer-NIMS ICS All-Hazards (E-954)

FEMA-US Department of Homeland Security May 2013

Confined Space Rescue Awareness (FSTEP)

California State Fire Marshal April 2000

Swiftwater First Responder

Rescue 3 International April 2000

Hazardous Materials-First Responder Operational

California Specialized Training Institute June 2000

Tactical Medicine (Module A & B)

International School of Tactical Medicine (ISTM) April 2012

Tactical Medicine (Module C)

International School of Tactical Medicine (ISTM) August 2013

SEMS Position Specific Training: Logistics Training

California Specialized Training Institute-Cal EMA October 2012

Fire Fighter 1

California State Fire Marshal-CSFM License #038755 April 2001

Fire Fighter 2

California State Fire Marshal-CSFM License #034093 July 2002

ICS S-215 (Urban Interface)

California State Fire Marshal-CSFM-FSTEP February 2006

S-445 Training Specialist

National Wildfire Coordinating Group-NWCG January 2005

Trench Rescue

California State Fire Marshal-CSFM-FSTEP April 2007

Auto Extrication

California State Fire Marshal-CSFM-FSTEP June 2000

I-200

National Wildfire Coordinating Group-NWCG June 2000

I-130

National Wildfire Coordinating Group-NWCG July 2000

S-190

National Wildfire Coordinating Group-NWCG July 2000

National Fire Incident Reporting System

FEMA-National Fire Academy Course July 2006

Emergency Medical Services Operations at Multi-Casualty

FEMA-National Fire Academy Course April 2006

Emergency Response to Terrorism

FEMA-National Fire Academy Course April 2006

Fire Service Supervision

FEMA-National Fire Academy Course June 2006

Wildland Urban Interface Fire Operations

FEMA-National Fire Academy Course April 2006

USAR Medical Team Training

FEMA/U.S. Department of Homeland Security March 2007

Helo-Aquatic Rescue Training (Cal-EMA)

California Fire & Rescue Training Authority March 2013

Fire Command 1A

California State Fire Marshal February 2003

Fire Command 1B

California State Fire Marshal March 2003

Fire Officer

California State Fire Marshal License #018252 January 2004

Prevention 1A

California State Fire Marshal January 2002

Prevention 1B

California State Fire Marshal February 2002

Fire Instructor 1A

California State Fire Marshal November 2002

Fire Instructor 1B

California State Fire Marshal November 2002

Fire Management 1

California State Fire Marshal March 2003

Fire Investigation 1A

California State Fire Marshal March 2003

ICS-400 (Advanced ICS)

California State Fire Marshal October 2008

ICS-300 (Intermediate ICS)

California State Fire Marshal November 2003

ICS-200 (Basic ICS)

California State Fire Marshal October 2000

Terrorism Liaison Officer-Intermediate

Governor's Office of Emergency Services-CSTI December 2007

Medical Unit Leader (S-359)

Fire Management Consultant International January 2011

Swiftwater Rescue Operations

C&C Instructional Services June 2010

International Trauma Life Support (ITLS)-Advanced Provider

International Trauma Life Support License 14820-18510 March 2014 to March 2017

Unified Response to Violent Incidents (Train-the-Trainer)

California Fire Fighter Joint Apprenticeship Committee April 2014

Biological Incidents Awareness

National Academy for Biomedical Research and Training, Academy of Counter-Terrorist Education
September 2014

Site Protection through Observational Techniques

National Center for Biomedical Research and Training, Academy of Counter-Terrorist Education September 2014

Organizations**National Association of Emergency Medical Technicians-NAEMT**

Member

November 1996 to Present

Active individual membership in NAEMT. Maintained ongoing membership since obtaining my EMT certification in 1996.

International Association of Fire Fighters-IAFF

Active Member

December 2000 to Present

Member in continuous good standing with IAFF.

San Francisco Paramedic Association

Member

August 2008 to Present

Active membership with SFPA. www.sfparamedics.org

Bay Area Paramedic Journal Club

Member and Director

July 1998 to Present

Began attending BAPJC events in 1998. 10 years later I assumed one of the Director positions.

www.bapjc.org

California State Firefighters' Association- CSFA

Member

October 1998 to Present

Member in good standing. First joined CSFA while employed with BIFPD. Continued membership with Oakland Fire.

California Professional Firefighters (CPF)

Member

January 2005 to Present

Member of the largest statewide organization dedicated exclusively to serving the needs of career firefighters. Membership of over 30,000 members. It is one of the strongest and most influential public employee organizations.

California State Fire Training

Fire Control 5: Aircraft Rescue Fire Fighting Instructor

January 2006 to Present

Approved by the PACE 2 committee to teach Fire Control 5 (ARFF).

Tactical Medical Association of California-TMAC

Committee Member

June 2012 to Present

TMAC's quarterly committee meetings rotate between Alameda County and Contra Costa County.

California State Tactical EMS Advisory Committee (EMSA)

Committee Member

August 2012 to Present

This is a committee of Subject Matter Experts that are passionate about the advancement of Tactical Emergency Medical Services (TEMS) and agree that a Unified Response to Violent Incidents by Emergency Responders, is a must.

International Association of Fire Chiefs (IAFC)

Member-Company Officers

April 2015 to Present

IAFC Western Division Member.

International Public Safety Association (IPSA)

Active Member

December 2015 to Present

The IPSA was created to break down the cultural barriers and foster the relationships between EMS, fire, law enforcement, telecommunicators, and emergency responders. Our vision is for a stronger, more integrated public safety community capable of an effective joint response to all public safety incidents.

International Public Safety Association

PO Box 6132

Goodyear, AZ 85338

(866) 535-8825

www.joinipsa.org

Volunteer Experience

Paramedic Volunteer at Disaster Healthcare Volunteers of California

March 2011 - Present

Paramedic in the Disaster Healthcare Volunteer Program in California. Currently assigned to the Contra Costa County Unit.

Disaster Healthcare Volunteers are professionals who volunteer during an emergency or disaster. Volunteers provide valuable services before, during and after disasters and public health emergencies.

Care Giver (Health and Safety) at American Red Cross

October 1995 - Present

Began volunteering with the American Red Cross in 1995, out of the Tri-Valley Service Center, in Livermore California. I have instructed Community First Aid and Safety classes, have been a member of the Disaster Action Team (DAT) and work First Aid stations throughout the SF Bay Area.

Honors and Awards

2012 Firefighter of the Year

Oakland Kiwanis Club/Oakland Fire Department

April 2013

Nominated and selected as the Oakland Firefighter of the year, for 2012.

Paramedic of the Year-EMS Departmental Award

Alameda County Emergency Medical Services Agency

May 2010

Oakland Fire Department Paramedic of the Year award, awarded by ALCO EMS.

CAL-JAC Fire Officer Certificate

California Fire Fighter Joint Apprenticeship Committee

May 2009

Recognized as a Journey person, having successfully completed the apprenticeship program for Fire Officer. The apprenticeship program meets the training standards recommended by the State Board of Fire Services for Fire Officer and Fire Instructor 1.

Dedicated Service- 10 Years

American Medical Response

July 2006

Certificate of Recognition- "Presented to Brian Oftedal in grateful appreciation for 10 years of dedicated service".

CAL-JAC Journeyman Certificate

California Fire Fighter Joint Apprenticeship Committee

March 2005

Recognized as a journeyman, having successfully completed the apprenticeship program for Firefighter/ Paramedic. The apprenticeship program meets the standards recommended by the State Board of Fire Services for Firefighter 1, Firefighter 2 and Emergency Medical Technician I.

Most Valuable Volunteer of the Year

American Red Cross

May 1996

Certificate of Appreciation received. "for interest and cooperative support in behalf of the American Red Cross toward the effective delivery of Red Cross services to the community".

Assigned to the Tri-Valley Service Center in Livermore, CA.

Skills & Expertise

Public Safety

Emergency Management

Government

First Aid

Preparedness

Cpr Certified

Disaster Response

Rescue

Policy

Leadership Development

Community Outreach

Training

Healthcare

Hazmat Operations

Ambulance

Fire Service

Emergency Medical

Program Management

Fire Investigation

Program Development

First Responder

Firefighters

Fire Management

Fire Protection

Fire Safety

Incident Command

NIMS

Weapons of Mass Destruction

Hazardous Materials

Homeland Security

Firefighting

Emergency Services

EMS

Fire Prevention

Wildland Firefighting

Swift Water Rescue

Structural Firefighting

Fire Inspections

Paramedic

Fire Suppression Systems

Firefighter I

Disaster Medicine

Wildland Fire

Urban Search

Vehicle Extrication

ARFF

Job Coaching

Professional Mentoring

Coaching

ALS

Projects

Bay Area Paramedic Journal Club-BAPJC

2009 to Present

Members: Brian Oftedal, Joshua English, Zachary Hilton

Non-profit organization committed to prehospital research. Offering a quarterly continued medical education venue in Oakland, CA.

Education

Paul Cline & Associates

Paramedic License, Paramedicine, 1997 - 1998

Activities and Societies: Paramedic Training Program

Los Positas Community College

EMT Program, Emergency Medical Technology/Technician (EMT), 1996 - 1996

Activities and Societies: Assisted with EMT skills instruction, after completion of program.

Interests

Work: Tactical Medicine (TEMS)/Collaborating with Law Enforcement on a Unified Response to Violent Incidents, Urban Search and Rescue (USAR), Aircraft Rescue Firefighter (ARFF) and Swift Water Rescue.

Brian Oftedal

Captain of Fire at City of Oakland

BOftedal@oaklandnet.com



8 people have recommended Brian

"I don't even know where to start when it comes to thanking, Captain Oftedal, for all that he has done for me and helped me with. We met while working at AMR back in 2010, and since day one, his natural born leadership skills were the number one reason for me to seek him as my mentor. Through the years, his wisdom and experience have been paramount in the development of my ability to nail my dream job. He is an excellent communicator and a very motivated individual, always ready with an answer to help you grow as a professional. In August of 2015 i received a Conditional Offer of employment for the department of my dreams, and i will always go back to Captain Oftedal for knowledge and advice, thank you sir."

— **Luis Matallana**, *Advanced Paramedic, Paramedics Plus*, was with another company when working with Brian at City of Oakland

"Brian is extremely thorough with his work. Being detail oriented has assisted him to reaching his goals. There isn't anything that Brian is not capable of doing and having him in a position of trust is invaluable. Trust is earned. He has my utmost respect "

— **douglas gey**, *dp, madrone street television*, was a consultant or contractor to Brian at City of Oakland

"I have known Brian for a few years while working in same county as first responders. Since then Brian has offered myself and many other first responders in the area multiple educational opportunities to help us better the service we provide. In more recent times, I have used Brian's services as an interview and career coach. Since these sessions have begun I have felt more prepared and more at ease during my interviews, bringing me closer to my goal. "

— **Ryan Preston**, *Paramedic, Paramedics Plus Llc*, was with another company when working with Brian at City of Oakland

"I have known and worked with Brian for 15 years and can say that he is very skilled at his Profession. His ability to quickly understand what needs to be accomplished and deliver the correct methods to complete tasks during Emergency Situations is his greatest strength. I would consider Brian to be a "First Choice" in choosing an individual to carry out assignments' and other duties and responsibilities as I know there is a reliability factor with Brian to "Get the Job Done" competently."

— **Gerald "Sarge" Stein**, worked directly with Brian at City of Oakland

"Brian helped me greatly through the process of becoming a Firefighter Paramedic. His ability to mentor and prepare me for fire interviews was exceptional. During our meetings he brought great incite, knowledge, and information. Without his help it would have been very difficult to navigate through the interviews I had. I strongly recommend Brian to all of those who are looking to get into the fire service. His professionalism and dedication are second to none! "

— **Jeffrey Smith**, *Firefighter Apprentice, El Dorado County Fire Protection District*, was Brian's client

"Lt Oftedal was very helpful during my firefighter interview coaching session. We focused on one Department in particular and he had an abundance of information specifically relating to that Department. I walked away with updated knowledge on Dept. traditions, current affairs and visions of future changes. Second, he was not intimidating, it was a relaxed environment and not once did I feel disheartened, I was learning new tips and tricks for passing the oral board interview. I used these tools and techniques at a chief's interview two weeks later and I walked out feeling better than I ever have after an interview. Two weeks later I received a job offer and I am getting ready to start my academy this month. I have been applying for ten years and I can say that I wish I'd spent more time practicing my interview skills at the start of this journey. Coaching and mock interviews is the best way and Lt. Oftedal can offer fire candidates a great amount of valuable assistance. Thanks Lt, J Sam Zuehlke"

— **Sam Zuehlke**, was Brian's client

"I have worked with Brian on a few projects with Priority 1 Consulting. His leadership skills are exceptional. His dedication and mentoring skills with those individuals who want to be active in the fire services is magnificent. You can see the lights come on with those students who attend his mentoring classes and his lectures. Brian's ability to teach and help people realize their own potential is at such a professional level. The skills and training he brings to the table is far beyond anything I have seen."


— **Carol Jackson**, worked directly with Brian at Priority 1 Consulting, LLC.

"Brian has great depth of knowledge in how to break into the fire service and goes above and beyond to prepare you for the job. When I first started working with Brian I had no idea just how far away from being where I needed to be I actually was. He took my life story and showed me the best way to tell it in a structured interview setting. He did not craft my responses for me, rather showed me how to come up with personal, non canned answers to all different possible interview questions. He was very efficient with our time and in a few short months I landed a job with Fremont Fire Department. I can definitely say I would not have been close to prepared for the entire process including the initial interviews, chiefs, background and psych if I had not enlisted Brian to help me. Going with Priority 1 Consulting was one of the best investments I have ever made!!!!"

— **Christopher Moore**, was Brian's client



STAFF REPORT

Date: August 9, 2015
To: City Council
From: Derek Cole, City Attorney
Bryan Montgomery, City Manager 

SUBJECT: Resolution Authorizing the Submission to the Voters of a Ballot Measure establishing a Utility Users Tax and a related Advisory Ballot Measure; Directing the City Attorney to Prepare an Impartial Analysis; Setting Priorities for Filing Written Arguments and Requesting Consolidation of the Ballot Measures with the November 8, 2016 Election.

Summary and Background

In November of 2002 the Contra Costa County Board of Supervisors consolidated three rural fire districts, (East Diablo Fire Protection District, Oakley Fire Protection District and the Bethel Island Fire Protection District) into the "East Contra Costa Fire Protection District" (ECCFPD) which currently provides fire service to the cities of Brentwood and Oakley and the surrounding unincorporated area of far East County. ECCFPD was governed by the Board of Supervisors until late 2009 when a more "local" fire board was appointed, consisting of appointed representatives from Brentwood, Oakley and the County.

Since 2002 various studies have been conducted and numerous discussions have been held seeking solutions to improve the operations of ECCFPD, which has been underfunded and understaffed since consolidation. In 2005, the Board of Supervisors retained Citygate Associates to conduct a comprehensive master plan for the District. The Plan was received by the Board of Supervisors, but the Board did not adopt or implement any of its critical components.

The appointed Fire Board took over the District from the Board of Supervisors just as property taxes plummeted and the District was forced into significant deficit spending. Efforts to stabilize the District included closing fire stations, reducing firefighter and administrative staffing; and, two attempts were made to seek additional revenue by placing a parcel tax and later a benefit assessment before the voters for consideration – both measures failed to pass.

The failure of the benefit assessment to pass led to the closure of all but three fire stations to cover the 249 square mile area of the District. Acknowledging that this level of service placed the residents of the entire District in critical danger, a self-

appointed multi-jurisdictional task force began meeting in June of 2015 to address the crisis. Among other things, the task force evaluated both short-term and long-term mitigation measures that would help to reduce the serious public safety risks in the District.

After several months of meetings, the task force voted to recommend solutions to all the appropriate stakeholders, beginning with the ECCFPD Board. On November 2, 2015 the ECCFPD Board voted to approve the task force recommendations, allowing the task force to continue presenting its recommendations to the other stakeholders. On November 10, 2015 both City Councils of Oakley and Brentwood unanimously voted to approve the task force recommendations. On November 17, 2015, the Contra Costa Board of Supervisors also approved the task force recommendations. On December 7, 2015 the ECCFPD Board approved a final resolution implementing the task force recommendations and related conditions. With the ECCFPD Board's approval of the final recommendations, a Memorandum of Understanding (MOU) was approved and signed by representatives of all of the appropriate governing bodies.

The MOU memorialized the agreement among the stakeholders to fund:

- the re-opening of the Knightsen fire station through June 2017
- an exploration of a 2016 Ballot measure to provide sustainable long-term funding for the District,
- the preparation of a master plan for the ECCFPD envisioning the next 25-30 years of fire service in the District.

Implementation of the MOU:

Significant progress has been made on the implementation of the task force recommendations outlined in the MOU. Specifically, the Knightsen fire station opened on July 2, 2016, the Citygate master plan for the ECCFPD was completed and presented to the ECCFPD Fire Board on June 20, 2016, and the survey results regarding a potential revenue measure to be placed on the November 8, 2016 ballot was completed.

On June 22, 2016, the task force provided a memorandum to the City of Oakley, Contra Costa County, the ECCFPD Fire Board and the City of Brentwood (Attachment A). This memorandum included the executive summary to the Citygate master plan (Attachment B and summarized below) and the Fairbank, Maslin, Maullin, Metz & Associates (FM3) public opinion survey results (Attachment C). The survey results were provided to each of the jurisdictions for its consideration.

The Citygate Master Plan:

The Citygate master plan that was developed for the District identifies the need for nine stations within the District to provide a *basic* level of service to the approximately 110,000 people residing in the District. Of the nine stations, the

report recommends that three be located within the City of Oakley, four within the City of Brentwood, and two in the unincorporated area of the District. Since there already is one station in the City of Oakley that is fully-funded by current District revenues, the goal is to identify funding to operate two additional stations in order to meet the basic-level response times identified in the master plan.

One of these two new stations would be located in the western part of Oakley and the other in the far eastern part of the City (the Summer Lakes subdivision). The Summer Lakes station would, to a great degree, also most closely serve the unincorporated areas of Bethel Island and Knightsen. Sharing the cost of operating this new station with the County is critical and expected. In fact, this station would take the place of the current, outdated Knightsen station. The actual cost of building this station is an obligation of the Summer Lakes developer.

It is important to note that the master plan and the reality of the operations of the District require that ALL stations respond to certain incidents and/or backfilling service areas. This means that the District operates as *one* system and a station in Oakley does not necessarily mean that the Staff of that station exclusively serves Oakley, and that is the case with the stations throughout the District.

It may not be possible to obtain the revenue necessary to fully meet the basic level of service identified in the master plan (which calls for \$16M- \$18M in new, needed revenue District-wide), but consideration should be given to some new revenue source to take steps toward full implementation. The Fire District Board has decided not to take action on a funding measure.

General Purpose Utility Users Tax:

The Task Force reviewed a number of possible funding sources and determined that a general purpose Utility Users Tax was the most feasible. A Parcel Tax would require a 2/3rds majority to pass and has been tried. A Benefit Assessment also failed to pass and many of these across the State have been challenged and stopped.

Those discussing a Property Tax Reallocation have failed to see the complexity of negotiating what is a "zero sum" situation. The 1% Property Tax is divided up amongst a number of entities and if the Fire District is to receive more, those other entities would have to give up some of their revenues and cut services. All of those entities are financially constrained as it is. These efforts, if eventually successful, could be helpful, but will take time and would not likely generate much revenue at all because of the taxing entities unwillingness to give up any substantial portion of its share of the 1%.

An attractive but also overly simplistic and inadequate approach would be to add an annual assessment to all new homes. For example, if we used the Summer Lakes fire assessment amount of \$250 per year, and an estimate of 175 new homes per year, we get an annual revenue of only \$43,750. To equal the amount needed for the two new Oakley stations, it would take more than 118 years to

generate enough annual funding! It is also good to note that much of the new growth in Oakley is located in tax rate areas where the Fire District receives a much higher percentage of the 1% Property Tax (10%-12%, instead of the 5%-7% in already developed areas)

The task force memorandum of June 22, 2016 discusses the most feasible proposal of a general purpose Utility Users Tax. The concept is that rather than the Fire District place a measure on the ballot, the cities and County do so. As a general purpose tax, the requirement for passage is 50% plus 1 voting in favor. For various reasons, the County is not proceeding with a ballot measure at this time, but the Brentwood City Council approved the necessary documents to proceed with a ballot measure calling for a 3% Utility Users Tax on electricity, gas, telecommunications, and cable TV. (Link to the City of Brentwood Staff Report: http://brentwood.granicus.com/Viewer.php?view_id=38&event_id=354&meta_id=167314).

Attached are a resolution and an ordinance to potentially place a Utility Users Tax measure and related advisory measure on the November 8, 2016 ballot -- see Attachments D and E. (It appears that the County Elections Department will not allow an advisory measure to be on this November ballot, so that measure may not be able to proceed, even if included in the City Council's approval).

You will note that the ordinance, if approved by the voters, would **exempt** the schools and other government entities (such Ironhouse Sanitary District and Diablo Water District), and low-income households from paying the Utility Users Tax. As written, the proposal includes the Tax on electricity, gas, cable TV, water and sewer, but not telecommunications. The ordinance also calls upon the Fire District to annually reimburse Oakley residents already paying a fire tax/assessment (those in the Summer Lakes subdivision). Further, the ordinance calls for a citizen review board to monitor and recommend to the City Council how the general purpose Utility Users Tax revenues are spent.

You will note that the ordinance proposes a 4.5% Utility Users Tax rate with no inflator. A sunset on the Tax is included should a property tax reallocation effort generate enough funding to equal the Utility Users Tax revenue. The City Council may want to consider another rate, with the guidance that each 1% would likely generate \$580,000 in new general purpose revenues. Here are the revenue estimates by utility per 1%:

- Electricity: \$270,000
- Gas: \$60,000
- Cable: \$80,000
- Water: \$80,000
- Sewer: \$90,000

Fiscal Impact

If passed at the 4.5% rate, the new general purpose revenues of \$2.6M per year, or roughly \$580k for every 1% of UUT. The cost of the election depends on the number of items on the ballot, but would not likely exceed \$20,000.

As mentioned, a key component to the fiscal analysis for operating the Summer Lakes station would be some financial participation from the County.

Recommendation

Adopt the Resolution that would place a Utility Users Tax ordinance and related advisory measure on the November 8, 2016 ballot.

Attachments

- A. Task Force June 22, 2016 memorandum
- B. Citygate Executive Summary
- C. FM3 Public Opinion Survey results
- D. Resolution for Ballot Measures
- E. Ordinance for November 8, 2016 election

FIRE AND MEDICAL SERVICES TASK FORCE
East Contra Costa County

Update on Implementation of Recommendations

June 22, 2016

To: Contra Costa County Board of Supervisors

Oakley City Council

Brentwood City Council

East Contra Costa Fire Protection District (ECCFPD) Board

From: Fire and Medical Services Task Force Members

In June 2015, a group of local leaders assembled as volunteers to a multijurisdictional task force to tackle the issue of unacceptable fire and medical responses in East Contra Costa. This task force included the Fire Chief and Battalion Chief for ECCFPD, Fire Chief for ConFire, Chiefs of Staff from County Supervisors Mary Piepho's and Karen Mitchoff's offices, the President and Vice-President and Board Member for Firefighters Association Local 1230, the City Manager for Oakley, and the City Manager for Brentwood.

A memorandum of understanding was signed between the City of Brentwood, City of Oakley, Contra Costa County, and the East Contra Costa Fire Protection District for the implementation of recommendations of the Fire and Medical Services Task Force. The recommendations included: 1) the opening of a fourth fire station in Knightsen, 2) two-year temporary funding for all the task force recommendations, 3) formation of a grass roots, community based group, 4) engagement of consultants to explore the possibility of a 2016 ballot initiative to increase revenues to ECCFPD, and 5) completing a master plan for ECCFPD. In addition to these recommendations, the MOU stipulated that the ECCFPD move to an independent special district with an elected board, change its name to make it clear it is not a "county" agency, and establish a citizen's oversight committee to oversee the implementation of changes as a result of a successful revenue measure.

Progress on the implementation of the task force recommendations has been significant. The Knightsen fire station is slated to open in July 2016. The four agencies funded \$2.2 million temporarily to open the Knightsen fire station and fund the additional recommendations. This funding will expire in June 2017. In lieu of a grass roots community group, the task force engaged Peak Democracy and created a community conversation platform called "ourfireservices.org", which has had significant participation by the public. The master plan for the District has been completed and was presented to the ECCFPD board on June 20, 2016. The Executive Summary for the master plan has been included for your information. This plan calls for a nine station model to adequately serve the District's 250 square miles and approximately 100,000 people.

Perhaps the most difficult recommendation to address was the exploration of a 2016 ballot initiative to bring new, permanent funding to the ECCFPD to fund the nine station model. The costs associated with this model totaled approximately \$18 million for an additional six fire stations since three stations are currently already

funded. After much research, the task force recommended a Utility User Tax (UUT) strategy to raise revenues for ECCFPD. A UUT is applied to electric, gas, cable, and telecommunications as a percent of the bill and the calculations showed that sufficient revenue could be generated to fund the nine station model into the future.

The UUT strategy allows each jurisdiction (Contra Costa County, City of Oakley, and City of Brentwood) to resolve its own fire and medical response service issues and fund their own portion of the master plan. This plan called for three more stations in Brentwood, two more in Oakley, and one more in the unincorporated areas of the district. The UUT strategy calls for each jurisdiction to consider putting an initiative on the 2016 November ballot. Such an effort typically includes public polling that helps elected officials decide on whether or not to pursue a ballot initiative.

Attached is a memorandum from the Public Opinion Research and Strategy firm FM3 with the high level results of the public survey conducted between June 13th and June 19th. Surveys were conducted in each of the jurisdictions. This information regarding voter opinion, and information specific to each jurisdiction, is attached for your consideration.

Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gus Vina".

Gus Vina
City Manager, City of Brentwood
Fire and Medical Services Task Force Member

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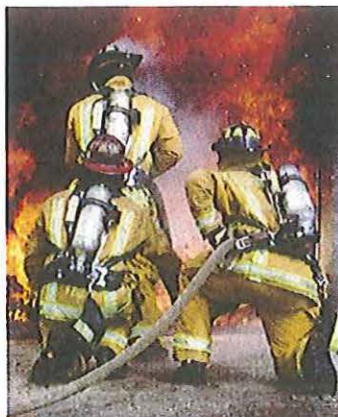
**DEPLOYMENT PERFORMANCE
AND HEADQUARTERS
STAFFING ADEQUACY STUDY**

**EAST CONTRA COSTA
FIRE PROTECTION
DISTRICT, CA**

*VOLUME 1 OF 3 –
EXECUTIVE SUMMARY*

June 15, 2016

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VOLUME 2 of 3 – Standards of Response Cover and Headquarters Staffing Adequacy Study Technical Report (separately bound)

VOLUME 3 of 3 – Map Atlas (separately bound)

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VOLUME 1—EXECUTIVE SUMMARY

Citygate Associates, LLC performed a Standards of Response Cover (deployment) and headquarters staffing adequacy study for the East Contra Costa Fire Protection District (District). This study included reviewing the adequacy of the current fire station deployment system and the headquarters staffing to support the agency. This report is presented in three volumes, including this Executive Summary (**Volume 1**) summarizing our findings and recommendations, a Technical Report (**Volume 2**) that includes a Standards of Coverage (deployment) assessment and a headquarters staffing adequacy assessment, and a geographic map atlas (**Volume 3**) that displays fire unit travel time coverage.

1.1 POLICY CHOICES FRAMEWORK

As the District's Board of Directors understands, there are no mandatory federal or state regulations directing the level of fire service response times and outcomes. The body of regulations on the fire service provides that *if fire services are provided, they must be done so with the safety of the firefighters and citizens in mind*. Historically, the District has tried to make investments in its fire services, but has never had the economic strength since its formation in 2002 to keep services commensurate with the growth of the cities in particular.

1.2 CITYGATE'S OVERALL OPINIONS ON THE STATE OF THE DISTRICT'S FIRE SERVICES

In brief, Citygate finds that the challenge of providing fire services in the District is similar to that found in many communities: providing an adequate level of fire services within the context of limited fiscal resources, competing needs, growing and aging populations, plus uncertainty surrounding the exact timing of future development. The District's weak service level decreased due to the recent great recession. As a result, the District's current level of fire service deployment and headquarters staffing is only appropriate for lightly-populated rural areas.

Citygate must state up front that we found quality staff that the community should be proud of. The staff are doing a lot with very little in the way of adequate staffing, and have to serve a very large, diverse area. The recommendations in this study should be used for the District to have another earnest conversation with its taxpayers over providing more than a rural level of fire services to urban population density areas.

The District cannot meet its needs through its own fire response resources, and is dependent on its neighbors in the regional mutual aid system for assistance on serious, not just catastrophic emergencies. The District's deployment system does not meet the risks present in Brentwood and Oakley if the Fire Department is expected to prevent more than a catastrophic loss. The District is the most under-deployed and administratively understaffed fire department we have seen in over a decade for the size of the communities to be protected. Throughout this report, Citygate

makes key findings, and, where appropriate, specific action item recommendations. Overall, there are 17 key findings and 8 specific action item recommendations.

1.3 FIELD OPERATIONS DEPLOYMENT (FIRE STATIONS)

Fire department deployment, simply stated, is about the **speed** and **weight** of the attack. **Speed** calls for first-due, all-risk intervention units (engines, ladder trucks, and specialty units such as for wildland fires) strategically located across a coverage area. These units are tasked with controlling moderate emergencies, preventing the incident from escalating to second alarm or greater, which unnecessarily depletes Department resources as multiple requests for service occur. **Weight** is about multiple-unit response for serious emergencies, such as a room and contents structure fire, a multiple-patient incident, a vehicle accident with extrication required, or a heavy rescue incident. In these situations, a sufficient quantity of firefighters must be assembled within a reasonable time frame to safely control the emergency, thereby keeping it from escalating to greater alarms.

In **Volume 2** of this study, Standards of Response Cover and Headquarters Staffing Adequacy Technical Report, Citygate's analysis of prior response statistics and use of geographic mapping tools reveals that the District has inadequate fire station coverage if the usual and customary fire loss outcomes are to be delivered as expected in other communities with urban, suburban, and rural population densities. The maps provided in **Volume 3** and the corresponding text explanation beginning in **Volume 2** describe in detail the City's current deployment system performance.

For effective outcomes on serious medical emergencies, and to keep serious, but still-emerging, fires small, Citygate's best practices-based recommendation is for the first-due fire unit to arrive within 7:30 minutes/seconds of fire dispatch receiving the 9-1-1 call transfer from the Sheriff's communications center, 90% of the time. In the District, the most recently-funded three-fire-station system provides the following response times, across a variety of population density/risk areas for emergency medical and fire incident types:

Table 1—Call to Arrival Response Time (Minutes/Seconds) – 90% Performance (Table 33 from Volume 2)

Station	2013	2014	2015
Department-Wide	11:01	10:54	11:49
Station 52	09:34	09:19	09:48
Station 54	09:44	09:31	08:48
Station 59	12:10	11:37	12:24
Station 93	09:31	10:10	12:19
Station 94	14:06	14:06	14:55

The best way to understand what just three fire stations can or cannot do across 249 square miles and 695 miles of public roads is to assess travel times exclusive of dispatch and crew turnout times. National best practices, and Citygate’s advice for urban population areas such as Brentwood and Oakley, are to plan to deliver a 4-minute travel time coverage from fire stations.

During the three-year study period, due to economics, the District’s fire stations varied from 3-5 on-duty engine companies. The boundaries of station areas were changed. During some periods, only contract ambulances were sent to low acuity emergencies. Other times, a 2-medical squad was in service, but did not transport.

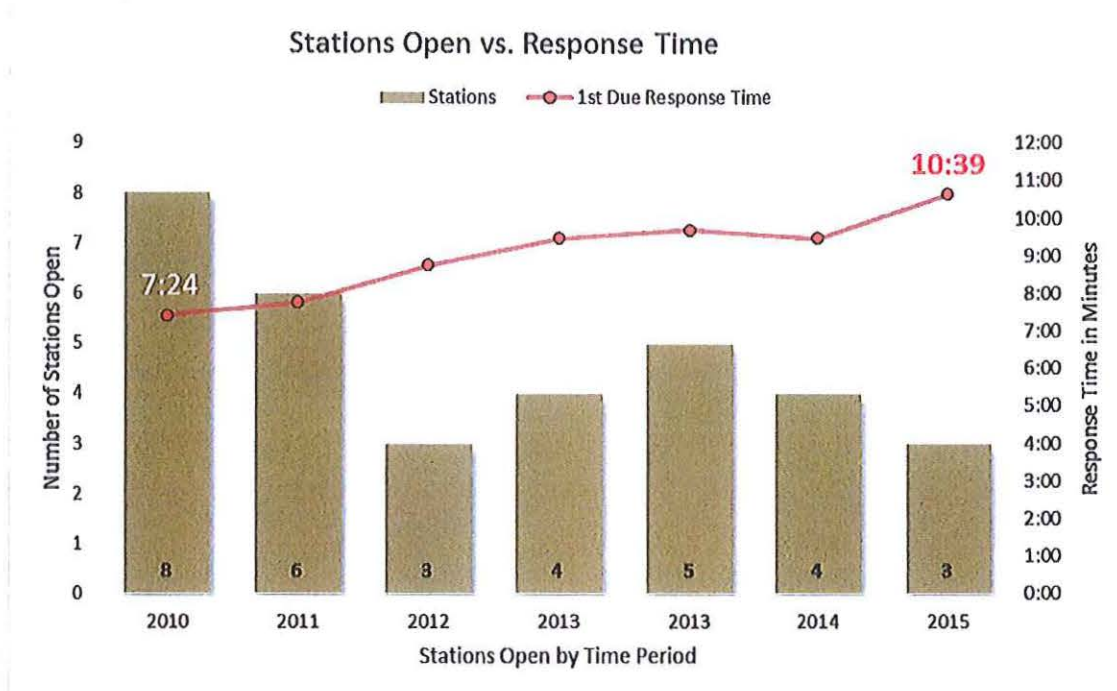
The following table illustrates 90% travel time compliance for District apparatus by arrival by year, and how it has declined in 2015 with only three fire stations open:

Table 2—Apparatus: 90% Travel Time Performance Minutes – Arrival Sequence per Year (Table 47 from Volume 2)

Year	1 st Due	2 nd Arrival	3 rd Arrival	4 th Arrival
2010	07:24 (4,722)	13:25 (250)	15:09 (84)	19:16 (37)
2011	07:45 (4,555)	14:13 (179)	18:30 (78)	18:18 (45)
2012	08:45 (4,520)	13:02 (146)	16:19 (52)	17:55 (31)
2013	09:28 (4,492)	15:38 (192)	19:14 (94)	19:51 (54)
2014	09:28 (4,618)	14:55 (161)	18:44 (51)	19:37 (31)
2015	10:39 (4,870)	20:13 (162)	21:13 (58)	21:04 (30)

The decay in first arrival times over the closures can be visualized in this graph:

Figure 1—Stations Open vs. Response Time (Figure 15 from Volume 2)



The bottom line is that three staffed fire stations are insufficient for urban or even suburban travel time coverage, and are insufficient to meet expectations that the arriving force can respond in time to keep small fires small, and save endangered people at the time 9-1-1 is notified.

The Department is not even staffed for one serious building fire at a time, and two medical calls for service at the same time, which would not be uncommon in the District’s service area. The regional mutual aid response system delivers support, but with longer response times.

1.4 OVERALL DEPLOYMENT EVALUATION

The District serves a diverse land use pattern in an area bisected by open space areas. Population drives service demand, and development brings population. The District’s responses are volume-driven by emergency medical events. But the District also has to ensure an effective firefighting force is available even when multiple medical events occur.

For the foreseeable future, the District will need both a first-due firefighting unit and Effective Response Force (First Alarm) coverage in all parts of the District, but varied by population density and risks, if the risk of fire is to be limited to only part of the inside of an affected building. While residential fire sprinklers are now included in the national model fire codes, it

will be decades before the existing housing stock will be upgraded or replaced, even if these codes were to be adopted for all new construction.

While the volume of and response times to EMS incidents consume much of the District's attention, all communities need a "stand-by and readily available" firefighting force for when fires break out.

If the District and its residents want to provide the three elements below, the District must significantly increase its deployment plan:

- ◆ Provide equitable response times to all similar risk neighborhoods
- ◆ Provide for depth of response when multiple incidents occur
- ◆ Provide for a concentration of response forces for high-risk properties.

Based on the deployment analysis contained in this study, Citygate makes the recommendations to strengthen deployment performance as incidents slowly increase year to year. Citygate's specific deployment recommendations are listed in Section 1.6 of this volume.

1.5 OVERALL HEADQUARTERS SERVICES EVALUATION

Citygate's review of headquarters programs revealed that the current District headquarters staffing of five personnel is totally inadequate to continue to provide safe and regulatory compliant supervision for a fire department as it exists today, much less expand the agency if additional funds are identified.

Currently in the District, it is amazing that the operation has continued so long with such a small leadership team. It is due to their attitude and dedication to work above and beyond to keep the District firefighting staff safe while also supporting a nine-member Board of Directors, two cities, and an interested County and LAFCO Agency.

However, the staff have no backup, no succession plan, and are becoming tired of the struggle to do everything, which means not everything can get done even to regulatory satisfaction. District operations would be crippled if either of the key figures—the Fire Chief or Administration Assistant—left or were ill or injured for a long time.

For sustained current operations, much less an expansion of the number of fire crews, the District must add at least three more headquarters positions now and, as stations are added back, an additional five positions will be needed over two more phases of growth.

1.6 DEPLOYMENT FINDINGS AND RECOMMENDATIONS

Citygate's deployment findings and recommendations are listed below. For reference purposes, the findings and recommendation numbers refer to the sequential numbers as these are presented in the technical report volume.

- Finding #1:** The District has not adopted a complete and best practices-based deployment measure or set of specialty response measures for all-risk emergency responses that includes the beginning time measure from the point of the County's regional Fire Communications Center receiving the 9-1-1 phone call, nor a goal statement tied to risks and outcome expectations. The deployment measure should have a second measurement statement to define multiple-unit response coverage for serious emergencies. Making these deployment goal changes will meet the best practice recommendations of the Commission on Fire Accreditation International.
- Finding #2:** When the District can only staff three fire stations, even with mutual aid, it cannot begin to cover the urban population areas within 4 minutes fire unit travel time.
- Finding #3:** Even if all of the existing District fire stations were appropriately staffed, much of the urban population density areas are not covered within a best outcomes goal of 4 minutes travel time from a fire station. There are just an insufficient number of fire stations, and the mutual aid fire stations to the west are too far away to be of primary help.
- Finding #4:** The entire District, except for a tiny area in west Brentwood, is not within 8 minutes travel time of an Effective Response Force assignment of five engines and one Battalion Chief for sufficient urban area fire protection.
- Finding #5:** At a suburban multi-unit goal of 10 minutes travel, even all of Brentwood and Oakley are not covered with five units.
- Finding #6:** At a rural multi-unit goal of 14 minutes travel time, only the western two-thirds of the District are covered.
- Finding #7:** Given only three staffed core fire stations and two units from mutual aid for serious building fires, the District can only provide a rural level of response time, which means the likely outcome of a serious building fire will be total destruction of the building of origin and a large possibility of fire spread to adjoining buildings, particularly on windy days.
- Finding #8:** One Battalion Chief located in Brentwood can only cover two-thirds of the District in an urban travel time goal. The remaining District is reached by the

single Battalion Chief in suburban to rural travel times. The District is too large for a single Battalion Chief to cover at anything better than a 14-minute, rural level of coverage.

- Finding #9:** The District does not have any ladder truck coverage in the urban, suburban, or even the rural areas. Mutual aid ladder truck coverage is not an adequate replacement. The District needs to staff at least one ladder truck in the urban areas to provide coverage to serious building fires in Brentwood and Oakley.
- Finding #10:** The District will need nine District-staffed fire stations plus the CAL FIRE Sunshine station agreement if it sets a goal of a 4-minute travel time for urban population density areas and 8-minute travel time for suburban and rural population densities.
- Finding #11:** The District's time-of-day, day-of-week, and month-of-year calls for service demands are consistent. This means the District needs to operate a fairly consistent 24/7/365 response system.
- Finding #12:** The performance of the Contra Costa Fire Communications Center, at 2:26 minutes/seconds to 90% of the EMS and fire emergencies, is almost a full minute slower than a best practices expectation that 90% of the routine type incidents be dispatched within 90 seconds.
- Finding #13:** The District's turnout times are consistently over 2 minutes, and a focused effort needs to be made to improve this measure to 2 minutes.
- Finding #14:** In 2015, with just three fire stations opened, fire engine travel times ranged from a low of 10:01 to a high of 12:30 minutes/seconds. There are no national best practice sources that would recommend travel time coverage this slow in urban areas with the associated risks to be protected.
- Finding #15:** The District's *travel time* response time for five engines to serious fires, known as the Effective Response Force (ERF or First Alarm), ranges from 19:21 to 21:27 minutes/seconds and far exceeds an urban area coverage goal of 8 minutes, and even exceeds recommendations for rural areas. The District does not have an adequate multiple-unit response to serious fires anywhere in the District.
- Finding #16:** Operating only three to four units, given hourly and simultaneous incident demand at peak hours of the day, results in the District not being able to provide positive outcome-based service to EMS and fire incidents, even in the urban population centers of Brentwood and Oakley.

Recommendation #1: Adopt District Board of Directors Deployment Measures Policies:

The District elected officials should adopt updated, complete performance measures to direct fire crew planning and to monitor the operation of the Department. The measures of time should be designed to save patients where medically possible and to keep small but serious fires from becoming greater alarm fires. With this in mind, Citygate recommends tiered deployment measures based on population densities as outlined in the following table:

Table 3—Deployment Recommendations (Table 48 from Volume 2)

Response Time Component	Structure Fire Urban Areas	Structure Fire Suburban Areas	Rural Areas
	>3,000 people/sq. mi.	500-3,000 people/sq. mi.	<500 people/sq. mi.
1st Due Travel Time (min/seconds)	4:00	8:00	12:00
Total Response Time	7:30	11:30	15:30
1st Alarm Travel Time	8:00	12:00	16:00
1st Alarm Total Response	11:30	15:30	19:30

Sub-recommendations 1.1 through 1.5 explain these recommended deployment measures specifically for urban areas. The District should adopt similar measures for suburban and rural areas with response times consistent with the table above.

- 1.1 Distribution of Fire Stations – Urban Areas: To treat medical patients and control small fires, the first-due unit should arrive within 7:30 minutes, 90% of the time from the receipt of the call in the Fire Communications Center. This equates to a 1:30-minute dispatch time, a 2-minute company turnout time, and a 4-minute drive time in the most populated areas.
- 1.2 Multiple-Unit Effective Response Force for Serious Emergencies – Urban Areas: To confine fires near the room of origin, to stop wildland fires to under three acres when noticed promptly, and to treat up to five medical patients at once, a multiple-unit response of a minimum of five engines, one ladder truck, and two Battalion Chiefs totaling 20 personnel should arrive within 11:30 minutes from the time of fire dispatch call

receipt, 90% of the time. This equates to 1:30-minute dispatch time, 2 minutes company turnout time, and 8 minutes drive time spacing for multiple units in the urban areas.

- 1.3 Hazardous Materials Response – Urban Areas: Provide hazardous materials response designed to protect the community from the hazards associated with uncontrolled release of hazardous and toxic materials. The fundamental mission of the District response is to minimize or halt the release of a hazardous substance so it has minimal impact on the community. It can achieve this with a travel time for the first company capable of investigating a HazMat release at the operations level within 6 minutes travel time or less than 90% of the time. After size-up and scene evaluation is completed, a determination will be made whether to request additional resources from the District’s multi-agency hazardous materials response partnership.
- 1.4 Technical Rescue – Urban Areas: Respond to technical rescue emergencies as efficiently and effectively as possible with enough trained personnel to facilitate a successful rescue. Achieve a travel time for the first company in for size-up of the rescue within 6 minutes travel time or less 90% of the time. Assemble additional resources for technical rescue capable of initiating a rescue within a total response time of 11 minutes, 90% of the time. Safely complete rescue/extrication to ensure delivery of patient to a definitive care facility.
- 1.5 Emergency Medical Services – Urban Areas: The District should continue to provide first responder EMT services to urban neighborhoods to 90% of the higher priority medical incidents within at least 7:30 minutes/seconds from fire dispatch receipt.

Recommendation #2: The Fire Dispatch Center and Fire District need to lower dispatch processing and fire crew turnout times to best practices recommendation of 3:30 minutes.

Recommendation #3: When a fourth fire station is staffed inside Brentwood, the District should staff and operate a ladder truck and engine from that station.

Recommendation #4: The District should work for funding to operate a nine-fire-station model, along with continuing the CAL FIRE agreement for the Sunshine area. This includes the ongoing use, relocation, and addition of stations to achieve three stations in Oakley, four in Brentwood, and two in Discovery Bay.

1.7 HEADQUARTERS AND SUPPORT SERVICES FINDINGS AND RECOMMENDATIONS

Citygate’s headquarters services findings and recommendations are listed below.

Finding #17: The current District headquarters position of five personnel is totally inadequate to continue to provide safe and regulatory-compliant supervision for a fire department as it exists today, much less expand the agency if additional funds are identified.

Recommendation #5: The District should, as soon as funding permits, increase the headquarters staff by three full-time positions as identified in this study.

Recommendation #6: When the Department operates five fire stations, the headquarters team should be expanded with an additional two full-time and two part-time positions.

Recommendation #7: When the District operates nine fire stations, the headquarters team should be expanded again to make two part-time positions full time, and add a full-time position, for a total minimum headquarters team of 13 full-time personnel.

Recommendation #8: The District must start long range fiscal strategic planning to identify the funding sources and annual capital reserves saving to repair and replace fire apparatus and fire stations.

1.8 NEXT STEPS

The purpose of this assessment is to compare the District’s current performance against the local risks to be protected, as well as to compare against nationally-recognized best practices. This analysis of performance forms the base from which to make recommendations for changes, if any, in fire station locations, equipment types, staffing, and headquarters programs.

As one step, the District should adopt updated and best-practices-based response time goals for the three population density areas served in the District, and provide accountability for the Department personnel to meet those standards. The goals identified in Recommendation #1 meet

national best practices advice. Measurement and planning as the District continues to evolve will be necessary to meet these goals.

Additional revenue sources and planning as the District continues to evolve will be necessary for the District to meet these goals. Citygate's recommends that the District's next steps be to work through the issues identified in this study over the short-term:

1.8.1 Short-Term Steps

- ◆ Absorb the policy recommendations of this fire services study and adopt updated District performance measures to drive the deployment of firefighting and emergency medical resources.
- ◆ Identify the funding sources to re-grow the agency to the community's desired level.
- ◆ Fund and hire the immediate needed fire headquarters positions.
- ◆ Replace the needed front-line fire apparatus over the next five years.

*Fairbank,
Maslin,
Maullin,
Metz &
Associates*

FM3

*Public Opinion Research
& Strategy*

TO: Interested Parties

FROM: Curt Below and Lucia Del Puppo
Fairbank, Maslin, Maullin, Metz & Associates

RE: Summary of East Contra Costa Fire District Survey Results

DATE: June 21, 2016

Fairbank, Maslin, Maullin, Metz & Associates (FM3) recently completed a survey of 894 telephone and online interviews with respondents in East Contra Costa.¹ The goal of the survey was to assess the viability of a finance measure to generate funds for local fire protection service and medical response services. Several financing options were evaluated and a utilities users tax (UUT) paired with an advisory measure was decided upon. The survey tested a proposed general UUT tax measure, which would require 50 percent of voter support to pass, alongside an advisory measure that would ensure the funds raised were directed to the East Contra Costa Fire Protection District. Voters in each jurisdiction were asked about the two measures, testing six measures in total in the survey. The proposed tax would be levied on all residents of Brentwood, Oakley, and unincorporated areas Contra Costa County. Money raised by a UUT in the unincorporated area of the County would go partly to the East Contra Costa Fire Protection District and partly to funding public safety services.

The survey found that a measure to establish a UUT is not viable for November 2016, as it did not receive more than 50 percent support in any of the geographic areas. Although a tax measure is not viable at this time, its accompanying advisory measure receives the support necessary to pass and would likely be viable. This result is consistent with past voter support for East Contra

¹ **Methodology:** From June 13-19, 2016, FM3 completed 894 online and telephone interviews (on both landlines and cell phones) with likely November 2016 voters in the City of Brentwood, City of Oakley, and unincorporated Contra Costa County. The margin of sampling error for the study is +/-3.3% at the 95% confidence level; and is +/-6.9% for the City of Oakley sample, 5.0% for the unincorporated area sample, and 5.6 for the City of Brentwood sample. Margins of error for population subgroups within the sample will be higher. Due to rounding, not all totals will sum to 100%.

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Costa Fire Protection District finance measures. Further public education and outreach will be necessary before pursuing a tax measure.

Among the survey’s key findings were the following:

- **Voters are optimistic about the direction of their cities and communities.** While voters had mixed perceptions of the direction of their County (45% said they thought it was headed in the “right direction”), majorities felt positively about their City and their community. As seen in *Figure 1*, Brentwood voters are particularly optimistic, with 69 percent saying the City is headed in the right direction and two-thirds saying the same for their community. Fifty-eight percent of Oakley voters thought their City was headed in the right direction and 60 percent said the same for their community. Similarly, fifty-six percent of voters in unincorporated areas felt positively about the direction of their community.

Figure 1:
Perception of Community’s Direction by Geographic Area
(% Right Direction)

Geographic Area	Brentwood Voters	Oakley Voters	Unincorporated Voters
Contra Costa County	48%	40%	45%
City of Brentwood	69%	-	-
City of Oakley	-	58%	
Community	66%	60%	56%

- **The East Contra Costa Fire Protection District and local fire fighters are perceived very favorably in all three communities; views of local government are also positive but vary by area.** In aggregate, local firefighters have an approval rating of 86 percent and the Fire Protection District receives 69 percent approval. As seen in, *Figure 2*, this positive outlook is shared across all three communities, with the strongest approval coming from Oakley voters. In terms of local government, Brentwood voters have a very positive view of their City government (71% approve); 65 percent of Oakley voters approve of the job being done by their City government and 59 percent of unincorporated voters say the same about County government.

Figure 2:
Approval Ratings by Geographic Area
(% Approve)

	Brentwood Voters	Oakley Voters	Unincorporated Voters
County government	52%	56%	59%
City of Brentwood government	71%	-	-
City of Oakley government	-	65%	-
Local firefighters	81%	89%	86%
East Contra Costa Fire Protection District	68%	72%	56%

- **Three in five voters agree that the District is in need of additional funding.** Voters who reside in the District were asked whether they agreed or disagreed with a series of statements describing the District; 63 percent said they agreed that the District is in great need of additional funding. Fifty-eight percent agreed that the District had to close fire stations in 2010, but more than a quarter of voters (27%) expressed uncertainty about this fact. This lack of knowledge presents an opportunity for public education on the continued consequences of funding cuts.

Figure 3:
Voter Perception of the District

Statement	Total Agree	Total Disagree	Don't Know
<i>The East Contra Costa Fire Protection District has a great need for additional funding.</i>	63%	29%	8%
<i>The East Contra Costa Fire Protection District has half as many open fire stations as it did in 2010.</i>	58%	15%	27%

- Support for a UUT measure does not exceed the threshold for passage in any geographic area over the course of the survey, though majorities consistently expressed support for the advisory measures. In each of the three areas, voters were asked how they would vote on the pair of proposed measures at four points during the course of the survey. First, with no information other than the measure text itself, after learning more about the details of the measure, after hearing messages from supporters of the measure, and after hearing balanced negative messages from opponents of the measure. At no point did support exceed 50 percent for the measure in Brentwood, Oakley, or unincorporated areas (as seen in, *Figures 4, 5, and 6*). The accompanying advisory measure received stronger support than a tax measure, however, suggesting that voters value funding local fire protection services, but are more reluctant to establish a new utility tax to generate those funds.

Figure 4:
City of Brentwood Voter Support for the Proposed Measures

	Initial Vote	Vote After Explanation	Voter After Positive Messages	Vote After Negative Messages
Tax Measure				
Total Yes	41%	36%	41%	37%
Total No	55%	59%	52%	55%
Undecided	4%	5%	8%	8%
Advisory Measure				
Total Yes	63%	59%	57%	53%
Total No	33%	35%	36%	38%
Undecided	5%	6%	7%	8%

Figure 5:
City of Oakley Voter Support for the Proposed Measures

	Initial Vote	Vote After Information	Voter After Positive Messages	Vote After Negative Messages
Tax Measure				
Total Yes	39%	33%	39%	36%
Total No	56%	62%	58%	60%
Undecided	4%	5%	3%	5%
Advisory Measure				
Total Yes	57%	47%	52%	49%
Total No	40%	45%	44%	45%
Undecided	3%	8%	4%	7%

**Figure 6:
 Unincorporated Voter Support for the Proposed Measures**

	Initial Vote	Vote After Information	Voter After Positive Messages	Vote After Negative Messages
Tax Measure				
Total Yes	47%	33%	41%	37%
Total No	47%	61%	51%	56%
Undecided	6%	6%	7%	7%
Advisory Measure				
Total Yes	65%	57%	58%	55%
Total No	28%	36%	35%	37%
Undecided	7%	6%	7%	8%

Ultimately, passing a UUT measure to provide funding for the East Contra Costa Fire Protection District would be challenging in the November 2016 election. Voters’ support for the advisory measure and perception of need for funding for the district, in addition to positive perceptions of the District and local firefighters, suggest that public education could potentially increase support for a tax measure.

Appendix – Ballot Language Tested

Figure 7:

**Unincorporated Area UUT Tax Measure (Measure A) Language
CONTRA COSTA COUNTY PUBLIC SAFETY/VITAL COUNTY SERVICES
MEASURE.**

To fund and improve vital County services, including restoring firefighters, preventing cuts to law enforcement/fire, maintaining 911 emergency response, and other general County services, shall Contra Costa County establish – in unincorporated communities – a 6.5 percent utility users tax, increasing annually 1 percent up to 9.5 percent, providing approximately \$20 million annually, until ended by voters/alternative funding sources are identified, requiring independent audits, public expenditure reports, low-income senior exemptions, and revenues controlled locally?

Figure 8:

**Unincorporated Area Advisory Measure (Measure B) Language
CONTRA COSTA COUNTY ADVISORY VOTE ON THE USE OF REVENUE
FROM MEASURE A.**

If the local proposed utility users tax in unincorporated Contra Costa County is approved by voters, shall the revenue it generates be used to restore and improve local public safety services in unincorporated communities, including restoring firefighters, preventing cuts to law enforcement and fire services, and maintaining 911 emergency response?

Figure 9:

**City of Brentwood UUT Tax Measure (Measure A) Language
BRENTWOOD FIRE PROTECTION, EMERGENCY RESPONSE AND VITAL
CITY SERVICES MEASURE.**

To fund and improve vital City services, including fire protection, 911 emergency response and other general City services, shall the City of Brentwood establish a 6.5 percent utility users tax, increasing annually by 1 percent up to 9.5 percent, providing approximately \$8.6 million annually, until ended by voters or alternative funding sources are identified, requiring independent audits, public expenditure reports, low-income senior exemptions, and revenues controlled locally?

Figure 10:

**City of Brentwood Advisory Measure (Measure B) Language
BRENTWOOD ADVISORY VOTE ON THE USE OF REVENUE FROM
MEASURE A.**

If the local proposed utility users tax is approved by City of Brentwood voters, shall the revenue it generates be used to restore and improve local fire protection services, including opening new fire stations, and maintaining and improving 911 emergency response times?

Figure 11:

City of Oakley UUT Tax Measure (Measure A) Language

OAKLEY FIRE PROTECTION, EMERGENCY RESPONSE AND VITAL CITY SERVICES MEASURE.

To fund and improve vital City services, including fire protection, 911 emergency response and other general City services, shall the City of Oakley establish a 6.5 percent utility users tax, increasing annually by 1 percent up to 9.5 percent, providing approximately \$5.6 million annually, until ended by voters or alternative funding sources are identified, requiring independent audits, public expenditure reports, low-income senior exemptions, and revenues controlled locally?

Figure 12:

City of Oakley Advisory Measure (Measure B) Language

OAKLEY ADVISORY VOTE ON THE USE OF REVENUE FROM MEASURE A.

If the local proposed utility users tax is approved by City of Oakley voters, shall the revenue it generates be used to restore and improve local fire protection services, including opening new fire stations, and maintaining and improving 911 emergency response times?

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY CALLING A
GENERAL MUNICIPAL ELECTION AND PRESENTING TO VOTERS A MEASURE
TO LEVY A UTILITY USERS TAX ON ELECTRIC, WATER, SEWER, GAS, AND
CABLE AND A RELATED ADVISORY QUESTION**

**THE CITY COUNCIL OF THE CITY OF OAKLEY DOES HEREBY RESOLVE
AS FOLLOWS:**

**SECTION 1. CALL FOR GENERAL MUNICIPAL ELECTION AND ADVISORY
ELECTION**

Pursuant to the laws of the State of California applicable to general law cities, the City Council of the City of Oakley hereby calls for and notices a General Municipal Election to be held on the same date and at the same time as the Statewide General Election to be held on November 8, 2016.

a. Request to Consolidate, Conduct Elections and Canvass Returns

The Contra Costa County Board of Supervisors is hereby requested to authorize the County Clerk-Recorder-Registrar to render services necessary for the conduct of the General Municipal Election called by this Resolution. Pursuant to California Elections Code section 10403, the City Council hereby requests the Contra Costa County Board of Supervisors consolidate the General Municipal Election with the Statewide General Election to be held on November 8, 2016 and order the General Municipal Election to be conducted by the County Clerk-Recorder-Registrar. The City Council acknowledges and requests that the consolidated election be held and conducted in the manner prescribed in California Elections Code section 10418. The ballots to be used in the election shall be in form and content as required by law.

The City Clerk is authorized, instructed, and directed to work with the Contra Costa County Clerk-Recorder-Registrar as needed to properly and lawfully conduct the election. In all particulars not recited in this Resolution, the election shall be held and conducted as provided by law for holding municipal elections.

The City Clerk shall forward a certified copy of this Resolution to the Clerk of the Contra Costa County Board of Supervisors not later than 88 days before November 8, 2016.

The notice of the time and place of holding the election is hereby given, and the City Clerk and the Contra Costa County Clerk-Recorder-Registrar are authorized to give further notice of the election, as required by law.

b. Costs

Pursuant to California Elections Code section 10002, the City will reimburse Contra Costa County for the actual cost incurred in conducting the election upon receipt of a bill stating the amount due.

SECTION 2. MEASURE TO BE VOTED ON AT GENERAL MUNICIPAL ELECTION

a. Ballot Language

The City Council, hereby orders the following question submitted to the voters at the General Municipal Election:

UTILITY USERS TAX. To maintain and enhance essential City services, such as fire protection and emergency medical response services, shall an Ordinance be adopted to enact a four and one-half percent (4.5%) utility users tax on electricity, water, sewer, gas, and cable television to raise approximately two million, six-hundred thousand dollars on an annual basis?	YES NO
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b. Proposed Ordinance

The full text of the ordinance authorizing the utility users tax to be approved by the voters, entitled the "Utility Users Tax Law of the City of Oakley," is attached to this Resolution and as Exhibit "A." and incorporated herein by reference. The full text of the ordinance shall be printed in the Voter Information Pamphlet.

c. Passage of the Measure

The utility users tax is a general tax requiring the approval of a majority of qualified electors of the City voting in the election on the issue and its proceeds may be used for any lawful purpose of the City.

d. Publication of Measure

The City Clerk is hereby directed to cause notice of the measure to be published in accordance with California Elections Code section 12111 in the form attached as Exhibit "A" to this Resolution.

e. Letter Designation and Consolidation

This measure shall be designated by letter by the Contra Costa County Clerk-Recorder-Registrar and/or the City Clerk pursuant to California Elections Code section 13116. Pursuant to California Elections Code section 10400 et seq., the election for this measure shall be consolidated with the Statewide General Election to be held on November 8, 2016.

f. Impartial Analysis

Pursuant to California Elections Code section 9280, the City Council hereby directs the City Clerk to transmit to the City Attorney a copy of the ordinance attached to this Resolution as

Exhibit A. The City Attorney shall prepare an impartial analysis of the ordinance showing the effect of the ordinance on the existing law and the operation of the ordinance. The analysis shall not exceed 500 words and shall contain a statement that the ordinance was placed on the ballot by the City Council. The City Attorney shall transmit the impartial analysis to the City Clerk and the Contra Costa County Clerk-Recorder-Registrar by the deadline established therefor by the Contra Costa County Clerk-Recorder-Registrar.

SECTION 3. QUESTION TO BE VOTED ON AT ADVISORY ELECTION

a. Ballot Language

The City Council, pursuant to its right and authority, does order submitted to the voters at the Advisory Election the following question:

ADVISORY VOTE ONLY. If Measure ___ passes, should the revenues raised be used to restore and enhance fire and emergency medical response services in the City of Oakley?	YES NO
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b. Form of the Ballot Proposal

The exact form of the measure is as specified in Section 3(a) of this Resolution.

c. Approval or Disapproval of Ballot Proposal

A majority of qualified electors voting in the election will voice their opinion on the issue.

d. Publication of Question

The City Clerk is hereby directed to cause notice of the measure to be published in accordance with California Elections Code section 12111 in the form specified in Section 3(a) of this Resolution.

e. Letter Designation and Consolidation

The measure shall be designated by letter by the Contra Costa County Clerk-Recorder-Registrar and/or the City Clerk pursuant to California Elections Code section 13116. Pursuant to California Elections Code section 10400 et seq., the election for this question shall be consolidated with the Statewide General Election to be held on November 8, 2016.

f. Impartial Analysis

Pursuant to California Elections Code Section 9280, the City Council hereby directs the City Clerk to transmit to the City Attorney a copy of the measure specified in Section 3(a) of this Resolution. The City Attorney shall prepare an impartial analysis of the measure showing the effect of the measure on the existing law and the operation of the measure. The analysis shall not

exceed 500 words and shall contain a statement that the measure was placed on the ballot by the City Council. The City Attorney shall transmit the impartial analysis to the City Clerk and the Contra Costa County Clerk-Recorder-Registrar by a deadline established therefor by the Contra Costa County Clerk-Recorder-Registrar..

SECTION 4. IMPLEMENTATION

The City Clerk is directed to file with the Contra Costa County Board of Supervisors a certified copy of this Resolution, with a copy to the County Clerk-Recorder-Registrar, pursuant to California Elections Code section 10403. The City Clerk is further authorized and directed to perform all other acts necessary or required by law to implement this Resolution and related to the election.

SECTION 5. CEQA

The adoption of this Resolution is exempt from the California Environmental Quality Act (Public Resources Code §§ 21000 et seq. ("CEQA") and 14 Cal. Code Reg. §§ 15000 et seq. ("CEQA Guidelines"). The calling and noticing of a General Municipal Election and Advisory Election is not a project within the meaning of CEQA Guidelines section 15378. The utility users tax submitted to the voters is a general tax that can be used for any governmental purpose; it is not a commitment to any particular action or actions. As such, under CEQA Guidelines section 15378(b)(4), the tax is not a project within the meaning of CEQA because it creates a government funding mechanism that does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 6. SEVERABILITY

If any section, subsection, sentence, clause, phrase or portion of this Resolution or its application to any person or circumstance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution or its application to other persons and circumstances. The City Council of the City of Oakley hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional and, to that end, the provisions hereof are hereby declared to be severable.

SECTION 7. EFFECTIVE DATE

This Resolution shall take effect immediately upon its adoption.

SECTION 8. CERTIFICATION

The City Clerk shall certify to the passage and adoption of this Resolution.

PASSED AND ADOPTED this ___ day of _____, 2016.

KEVIN ROMICK, Mayor

ATTEST:

LIBBY VREONIS, City Clerk

I HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of Oakley as a regular meeting thereof held on the ___ day of _____, 2016, by the following vote, to wit:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members

LIBBY VREONIS, City Clerk

ORDINANCE NO. _____

**AN ORDINANCE OF THE PEOPLE OF THE CITY OF OAKLEY
ADOPTING CHAPTER 3.07 OF TITLE 3 OF THE OAKLEY MUNICIPAL
CODE LEVYING A UTILITY USERS TAX ON ELECTRICITY, WATER,
SEWER, GAS, AND CABLE TELEVISION SERVICES**

The People of the City of Oakley do ordain as follows:

SECTION 1. Chapter 3.07 of Title 3 of the Oakley Municipal Code is hereby adopted to read as follows:

3.07.002 Short title.

The ordinance codified in this chapter shall be known as the "Utility Users Tax Law of the City of Oakley."

3.07.004 Purpose.

This chapter is required to impose a utility users tax for the usual and current expenses of the City of Oakley.

3.07.006 Definitions.

Whenever used in this chapter, the following words and phrases shall be construed as defined in this section, unless the context plainly requires otherwise.

A. "Cable television service" shall mean service of one or more channels of video programming to a residence, including, but not limited to, a home, condominium, apartment, or mobile home, where a charge is made, whether directly or as included in dues or rental charges, for such service, whether or not public rights-of-way are utilized in the delivery of such service, including by means of cable television, master antenna television, satellite master antenna television, direct broadcast satellite, multipoint distribution service, and other providers of video programming whatever their technology.

B. "City" shall mean the City of Oakley, either the municipality or the territorial limits of the city as the context requires.

C. "Day" shall mean a calendar day.

D. "Gas" shall mean natural or manufactured gas or any alternate hydrocarbon fuel that may be substituted therefore.

E. "Month" shall mean a calendar month.

F. "Non-utility service supplier" means:

1. A service supplier, other than a supplier of electric distribution services to all or a significant portion of the city, which generates electricity for sale to others, and shall include but is not limited to any publicly-owned electric utility, investor-owned utility, cogenerator, distributed generation provider, exempt wholesale generator (15 U.S.C. Section 79z-5a), municipal utility district, federal power marketing agency, electric rural cooperative, or other supplier or seller of electricity;

2. An electric service provider (ESP), electricity broker, marketer, aggregator, pool operator, or other electricity supplier other than a provider of electric distribution services to all or a significant portion of the city, which sells or supplies electricity or supplemental services to electricity users within the city; and,

3. A gas service supplier, aggregator, marketer or broker, other than a supplier of gas distribution services to all or a significant portion of the city, which sells or supplies gas or supplemental services to gas users within the city.

G. "Person" shall mean, without limitation, any natural individual; firm, trust, common law trust, estate, partnership of any kind, association, syndicate, club, joint stock company, joint venture, limited liability company, corporation (including foreign, domestic, and non-profit); joint power agency, special district or municipal corporation (other than the city); cooperative; or a receiver, trustee, guardian, or other representative appointed by any court.

H. "Schools" shall mean any public school located within the City of Oakley.

I. "Service address" means the residential street address or the business street address of a service user.

J. "Service supplier" shall mean any entity or person, including the city, that provides, sells, or resells a utility service to a user of such service in the city.

K. "Service user" shall mean a person required to pay a tax imposed under the provisions of this article.

L. "Special Districts" shall mean any special district created pursuant to State law providing public services to users within the City of Oakley.

M. "State" shall mean the State of California.

N. "Streamlined sales and use tax agreement" means the multi-state agreement commonly known and referred to as the streamlined sales and use tax agreement.

O. "Tax administrator" shall mean the city manager, or his or her designee

3.07.008 Exemptions.

A. Nothing in this chapter shall be construed as imposing a tax upon:

1. Any person or service when imposition of such tax upon that person or service would violate a federal or state statute, the Constitution of the United States or that of the State of California;

2. The City;

3. Schools; and

4. Special Districts.

B. Any service user that is exempt from the taxes imposed by this chapter pursuant to subsection (A) shall apply to the tax administrator for an exemption; provided, however, this requirement shall not apply to a service user that is a state or federal agency or subdivision with a commonly recognized name, or is a service user of telephone communication services that has received a federal excise tax exemption certificate for such service. Application shall be made upon a form approved by the tax administrator and shall state facts declared under penalty of perjury which qualify the applicant for an exemption, and shall include the names of all utility service providers serving the applicant. If deemed exempt by the tax administrator, such service user shall give the tax administrator timely written notice of any change in utility service providers so the tax administrator can properly notify the new utility service provider of the service user's tax exempt status. A service user who fails to comply with this section shall not be entitled to a refund of utility users taxes collected and remitted to the tax administrator from such service user as a result of such non-compliance. Upon request of the tax administrator, a service supplier or non-utility service supplier, or its billing agent, shall provide a list of the names and addresses of those customers which, according to its billing records, are deemed exempt from the utility users tax. With respect to a service user of telephone communication service, a service supplier of such telephone communication services doing business in the city shall, upon the request of the tax administrator, provide a copy of the federal exemption for each exempt customer within the city that is served by such service supplier.

3.07.010 Bundling taxable items.

If any nontaxable charges are combined with and not separately stated from taxable service charges on a bill, the combined charge is subject to tax unless the service supplier apportions, by reasonable and verifiable standards, the combined charge between nontaxable and taxable services using books and records kept in the regular course of the service supplier's business, and in accordance with generally accepted accounting principles, and not created and maintained only for tax purposes. If the service supplier offers a combination of taxable and non-taxable services, and the charges are separately stated, then for taxation purposes, the apportionment shall use books and records kept in

the regular course of the service supplier's business and in accordance with generally accepted accounting principles, and not created and maintained only for tax purposes. The service supplier has the burden of proving the proper apportionment of taxable and non-taxable charges.

3.07.020 Substantial nexus/minimum contact.

For purposes of imposing a tax or establishing a duty to collect and remit a tax under this chapter, "substantial nexus" and "minimum contacts" shall be construed broadly in favor of the imposition, collection and/or remittance of the tax to the fullest extent permitted by state and federal law, and as it may change from time to time by judicial interpretation or by statutory or constitutional enactment. Any telecommunication service (including VoIP) used by a person with a service address in the city, which service is capable of terminating a call to another person on the general telephone network, is rebuttable presumed to have "substantial nexus/minimum contacts" with the city for purposes of imposing a tax, or establishing a duty to collect and remit a tax, under this chapter. A service supplier shall be deemed to have sufficient activity in the city to be obliged to collect and remit tax if its activities include, but are not limited to, any of the following: maintains or has within the city, directly or through an agent, affiliate, or subsidiary, a place of business of any nature; solicits business in the city by employees, independent contractors, resellers, agents or other representatives; solicits business in the city on a continuous, regular, seasonal or systematic basis by means of advertising that is broadcast or relayed from a transmitter in the city or distributed from a location with the city; or advertises in newspapers or other periodicals printed and published within the city or through materials distributed in the city by means other than the United States mail; or if there are activities performed in the city on behalf of the service supplier that are significantly associated with the service supplier's ability to establish and maintain a market in the city for the provision of utility services that are subject to a tax under this chapter (e.g., electronic advertising received within the city or activities in the city by an affiliated person that inure to the benefit of the service supplier in its developing or maintaining a market in the city).

3.07.040 Electricity users tax.

A. There is hereby imposed a tax upon every person using electricity in the city. The tax imposed by this section shall be at the rate of *four and one-half* percent (4.5%) of the charges made for such electricity, and for any supplemental services or other associated activities directly related to and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or non-utility service supplier to a service user. The tax shall be collected from the service user by the service supplier or non-utility service supplier, or its billing agent.

B. As used in this section, the term "charges" shall apply to all services, components and items that are: (i) necessary or common to the receipt, use and enjoyment of electric service; or (ii) historically have been, included in a single or

bundled rate for electric service to a class of retail customers. "Charges" includes but is not limited to, the following:

1. Energy charges;
2. Distribution or transmission charges;
3. Metering charges;
4. Stand-by, reserves, firming, ramping, voltage support, regulation, emergency, or other similar minimum charges for services;
5. Customer charges, late charges, service establishment or reestablishment charges, demand charges, fuel or other cost adjustments, power exchange charges, independent system operator (ISO) charges, stranded investment or competitive transition charges (CTC), public purpose program charges, nuclear decommissioning charges, trust transfer amounts (bond financing charges), franchise fees, franchise surcharges, annual and monthly charges, and any other charges, fees and surcharges which are necessary to or common for the receipt, use and enjoyment of electric service; and
6. Charges, fees, or surcharges for electricity services or programs, which are mandated by the California Public Utilities Commission or the Federal Energy Regulatory Commission, whether or not such charges, fees or surcharges appear on a bundled or line item basis on the customer billing.

C. As used in this section, the term "charges" shall also include the value of any other services, credits, property of every kind or nature, or other consideration provided by the service user in exchange for electricity or services related to the provision of electricity. If a non-taxable service and a taxable service are billed together under a single charge, the entire charge shall be deemed taxable unless the service supplier can reasonably identify charges not subject to tax based upon books and records that are kept in the regular course of business, which shall be consistent with generally accepted accounting principles and which are not created and maintained only for tax purposes.

D. The tax administrator, from time to time, may survey electric service suppliers to identify unbundled billing components of electrical retail service they commonly provide to retail customers in the city, and the charges therefor, including those items that are mandated by state or federal regulatory agencies as a condition of providing electric service. The tax administrator may issue and disseminate to electric service suppliers administrative rulings identifying those components and items which are: (i) necessary or common to the receipt, use and enjoyment of electric service; or, (ii) currently, or historically have been, included in a single or bundled rate for electric service to a class of retail customers. Unbundled charges for such components and items shall be subject to the tax of subsection A. above.

E. As used in this section, “using electricity” shall not be construed to include the mere receiving of such electricity by an electric public utility or governmental agency within the city for resale or the use of such electricity by such entity in the production or distribution of water.

F. The tax on electricity provided by a non-utility service supplier not under the jurisdiction of this chapter shall be collected and remitted in the manner set forth in section 3.07.100 of this chapter. All other taxes on charges for electricity imposed in this section shall be collected from the service user by the electric service supplier or its billing agent. The amount of tax collected in a month shall be remitted to the tax administrator on or before the 20th day of the following month in accordance with section 3.07.200 of this chapter; or, at the option of the person required to collect and/or remit the tax, such person shall remit an estimated amount of tax measured by the tax billed in the previous month or upon the payment pattern of the service user on or before the 20th day of the following month in accordance with section 3.07.200 of this chapter.

3.07.060 Water and Sewer service users tax.

A. There is hereby imposed a tax upon every person using water and sewer service in the city. The tax imposed by this section shall be at the rate of *four and one-half* percent (4.5%) of the charges made for such water and sewer service, and for any supplemental services or other associated activities directly related to and/or necessary for the provision of electricity to the service user, which are provided by a service supplier or non-utility service supplier to a service user. The tax shall be collected from the service user by the service supplier or non-utility service supplier, or its billing agent.

B. As used in this section, the term “charges” shall apply to all services, components and items that are: (i) necessary or common to the receipt, use and enjoyment of water and sewer service; or (ii) historically have been, included in a single or bundled rate for such service to a class of retail customers. “Charges” includes but is not limited to, the following:

1. Water use charges;
2. Sewer service charges;
3. Distribution or transmission charges;
4. Metering charges and related service charges.

3.07.080 Gas user tax.

A. There is hereby imposed a tax upon every person in the city, other than a gas corporation or electrical corporation, using gas in the city which is delivered through a pipeline distribution system. The tax imposed by this section shall be at a rate of *four and one-half* percent (4.5%) of the charges made for such gas, including all services

related to the storage, transportation and delivery of such gas, and shall be collected from the service user by the service supplier or non-utility service supplier, or its billing agent.

B. As used in this section, the term "charges" shall apply to all services, components and items for gas service that are: (i) necessary or common to the receipt, use and enjoyment of gas service; or (ii) currently, or historically have been, included in a single or bundled rate for gas service to a class of retail customers. "Charges" shall include, but is not limited to, the following:

1. Commodity charges for purchased gas, or the cost of gas owned by the service user (including the actual costs attributed to drilling, production, lifting, storage, gathering, trunkline, pipeline, and other operating costs associated with the production and delivery of such gas), which is delivered through a gas pipeline distribution system;

2. Gas transportation charges (including interstate charges to the extent not included in commodity charges);

3. Storage charges; provided, however, that the service provider shall not be required to apply the tax to any charges for gas storage services when the service provider cannot, as a practical matter, determine the jurisdiction in which such stored gas is ultimately used; but it shall be the obligation of the service user to pay the tax not applied to any charge for gas storage by the service provider and to remit the tax to the city if the storage services have minimum contacts with the city;

4. Capacity or demand charges, late charges, service establishment or reestablishment charges, transition charges, customer charges, minimum charges, annual and monthly charges, and any other charges which are necessary or common to the receipt, use and enjoyment of gas service, and

5. Charges, fees, or surcharges for gas services or programs mandated by the California Public Utilities Commission or the Federal Energy Regulatory Commission, whether or not such charges, fees or surcharges appear on user's bills on a bundled or line item basis.

C. As used in this section, "charges" shall include the value of any other services, credits, property of every kind or nature, or other consideration provided by a service user in exchange for gas or services related to the delivery of gas. If a non-taxable service and a taxable service are billed together under a single charge, the entire charge shall be deemed taxable unless the service supplier can reasonably identify charges not subject to the utility users tax based upon books and records kept in the regular course of its business, which shall be consistent with generally accepted accounting principles and which are not created and maintained only for tax purposes.

D. The tax administrator, from time to time, may survey gas service suppliers to identify the various unbundled billing components of gas retail service they commonly provide to retail customers in the city, and the charges therefor, including items mandated

by state or federal regulatory agencies as a condition of providing gas service. The tax administrator may issue and disseminate to such gas service suppliers administrative rulings identifying those components and items which are: i) necessary or common to the receipt, use and enjoyment of gas service; or, ii) currently, or historically have been, included in a single or bundled rate for gas service to a class of retail customers. Unbundled charges for such components and items shall be subject to the tax of subsection A. above.

E. There shall be excluded from the base on which the tax imposed in this section is computed:

1. Charges made for gas which is to be resold and delivered through a pipeline distribution system;
2. Charges made for gas sold for use in the generation of electricity or for the production or distribution of water by a public utility or governmental agency; and
3. Charges made by a gas public utility for gas used and consumed in the conduct of the business of gas public utilities.

F. The tax that is calculated on charges for gas provided by self-production or by a non-utility service supplier shall be collected and remitted as set forth in section 3.07.100 of this chapter. A gas service supplier or its billing agent shall collect from service users all other taxes imposed in this section. The tax collected in a month shall be remitted to the tax administrator on or before the 20th day of the following month in accordance with section 3.07.200 of this chapter; or, at the option of the person required to collect or remit the tax, such person shall remit an estimated amount of tax measured by the tax billed in the previous month or upon the payment pattern of the service user on or before the 20th day of the following month in accordance with section 3.07.200 of this chapter.

3.07.100 Collection of tax from service users receiving direct purchase of gas or electricity.

A. Any service user in the city subject to the tax imposed by section 3.07.040 or by section 3.07.060 of this chapter, who or which produces gas or electricity for self-use, or which receives gas or electricity, including any related supplemental services, directly from a non-utility service supplier, or which, for any other reason, is not having the full tax collected and remitted by its service supplier, a non-utility service supplier, or its billing agent on the use of gas or electricity, including any related supplemental services, shall report that fact to the tax administrator and remit the tax due to the tax administrator within 30 days of such use. Alternatively, a service user may, at its option, remit to the tax administrator within 30 days of such use an estimated amount of tax measured by the tax due in the previous month, or upon the payment pattern of similar customers of the service supplier using similar amounts of gas or electricity, provided that the service user shall submit an adjusted payment or request for credit, as appropriate,

within 60 days following each calendar quarter. The credit, if approved by the tax administrator, may be applied against any tax due subsequently.

B. The tax administrator may require such a service user to identify its non-utility service supplier and provide subject to audit, invoices, books of account, or other satisfactory evidence documenting: (i) the quantity of gas or electricity used, including any related supplemental services, and (ii) the cost or price thereof. If a service user is unable to provide such satisfactory evidence, or, if the tax administrator deems the cost to the service user to calculate the tax to be unreasonable, the tax administrator may determine the tax by applying the tax rate to the equivalent charges the service user would have incurred had the primary provider of gas or electricity services in the city provided the gas or electricity used, including any related supplemental services by. Rate schedules for this purpose shall be available from the tax administrator.

3.07.120 Cable television user tax.

A. There is imposed a tax on every person in the city, other than a cable television corporation, using cable television service in the city whether delivered by cable, microwave, or any other method within the city. The tax imposed by this section shall be at the rate of *four and one-half* percent (4.5%) of the charges made for such cable television and shall be collected from the service user by the service supplier, or its billing agent.

B. As used in this section, "charges" shall apply to all services, components, and items that are: (i) necessary or common to the receipt, use and enjoyment of cable television service; or (ii) currently, or historically have been, included in a single or bundled rate for cable television service by a service supplier. "Charges" shall include, but is not limited to, the following:

1. Customer charges, late charges, service establishment or reestablishment charges, franchise fees, franchise surcharges, annual and monthly charges, and other charges, fees and surcharges which are necessary for or common to the receipt, use and enjoyment of cable television service; and

2. Charges, fees, or surcharges for cable television services or programs, which are mandated by a state or federal agency, whether or not such charges, fees, or surcharges appear on customer bills on a bundled or line item basis.

C. As used in this section, "charges" shall include the value of any other services, credits, property of every kind or nature, or other consideration provided by a service user for cable television services. If a non-taxable service and a taxable service are billed together under a single charge, the entire charge shall be deemed taxable unless the service supplier can reasonably identify charges not subject to tax based upon books and records that are kept in the regular course of its business, which shall be consistent with generally accepted accounting principles and not created and maintained only for tax purposes.

D. The tax on cable television service imposed by this section shall be collected from a service user by a service supplier or its billing agent. The amount of tax collected in a month shall be remitted to the tax administrator on or before the 20th day of the following month in accordance with section 3.07.200 of this chapter.

3.07.140 Decisions on amounts imposed.

If any court of competent jurisdiction holds any tax, penalty, or interest charge imposed by this chapter to be discriminatory or invalid in amount for any reason such holding shall not affect the validity of a lesser amount imposed by the tax administrator with the concurrence of the city attorney. The city council hereby declares that it would have imposed a valid utility users tax, penalty, or interest charge of the maximum nondiscriminatory amount permitted by law, up to but not exceeding, the amount provided under this chapter on the person or persons in question, irrespective of the fact that any one or more of the taxes, penalties, or interest charges imposed herein may be declared discriminatory or invalid in amount.

3.07.150 Citizen review board to be appointed; Cypress Lakes Community Facilities District reimbursement

A. Within one-hundred twenty days of passage, a citizen review board shall be appointed by the city council, of five to seven members, to monitor and recommend the use of any tax revenues collected pursuant to this chapter.

B. If any revenues collected pursuant to this chapter are utilized for fire services, City shall request that the East Contra Costa Fire Protection District reimburse service users that live within the Cypress Lakes Community Facilities District any annual fire tax/assessment paid by these service users to the East Contra Costa Fire Protection District.

3.07.160 Duty to collect; procedures.

The duty of service suppliers to collect and remit the taxes imposed by this chapter shall be performed as follows:

A. The tax shall be collected insofar as practicable at the same time as and along with the charges made in accordance with the regular billing practice of each service supplier.

B. Section 3.07.260 of this chapter applies when a service user has notified a service supplier of refusal to pay the tax.

C. The duty to collect tax from a service user shall commence as provided in Public Utilities Code section 799. Provided, however, that the tax administrator may enter into agreements with service suppliers to induce them to collect the tax more quickly than the 60 days provided by that section in exchange for the right to withhold from taxes

remittances to the city their reasonable costs, as specified in such agreement, to initially implement the tax.

D. Where a service user receives more than one billing for different periods, the duty to collect shall arise separately for each billing period.

E. Whenever a service supplier negligently fails in its duty to determine and collect the required tax from a service user, any other amount collected by the service supplier from the service user shall then be subject to a constructive trust in the favor of the city for the full amount of the uncollected tax.

3.07.180 Duty to remit; procedures.

A. Each person required by this chapter to remit a tax shall file a return with the tax administrator on forms approved by the tax administrator on or before the due date in accordance with section 3.07.200 of this chapter. The full amount of the tax owed shall be included with the return and filed with the tax administrator. The tax administrator is authorized to require such additional information as he or she deems necessary to determine if the tax is being levied and collected in accordance with this chapter. Returns are due immediately upon cessation of business for any reason. Pursuant to state Revenue and Taxation Code Section 7284.6, the tax administrator, and his or her agents, shall maintain such filing returns as confidential information not subject to the Public Records Act.

B. If a service supplier uses a billing agent or billing aggregator to bill, collect, and/or remit the tax, the service supplier shall: (i) provide to the tax administrator the name, address, and telephone number of each billing agent and billing aggregator authorized by the service supplier to bill, collect, and/or remit the tax to the city; and (ii) upon request of the tax administrator, deliver any information or records in the possession of such billing agent or billing aggregator that, in the opinion of the tax administrator, is or are necessary to verify the proper application, calculation, collection and/or remittance of such tax.

3.07.200 Timely filing and remittance.

A. Returns and taxes may be filed and remitted by the following means: (i) personally, (ii) by United States Mail, (iii) by express carrier, and (iv) by electronic means acceptable to the tax administrator. Returns and taxes actually received by the tax administrator on or before the due dates provided in this chapter shall be timely; otherwise, returns are late and subject to any remedy permitted under this Code and taxes are delinquent and subject to the penalties imposed pursuant to section 3.07.220 of this chapter. Provided, however, that when the last day upon which a return may be filed or a tax remitted falls on a Saturday, Sunday, or a holiday or a day city hall is not open for business, a timely filing and remittance may be made upon the first following business day.

B. A direct deposit, including electronic fund transfers and other similar methods of electronically exchanging monies between financial accounts, made by a service supplier in satisfaction of its obligations under this chapter shall be timely if the transfer is initiated on or before the due dates provided in this chapter, and settles into the city's account on the following business day.

3.07.220 Penalty and interest; delinquencies and deficiencies in collection and remittance

A. Taxes collected but not remitted by due date—delinquencies in remittance. If taxes collected by a service supplier from a service user, or self-collected by a service user subject to section 3.07.100 of this chapter are not remitted to the tax administrator on or before the due dates provided in this chapter, such taxes shall be delinquent. The tax administrator shall attach a one-time penalty for such delinquencies in remittance of 15 percent of the delinquent amount.

B. Taxes not collected—delinquencies in collection. If a service supplier required to collect any tax hereunder fails to collect such tax, or, if a service user required to pay and remit the tax pursuant to section 3.07.100 of this chapter, fails to timely do so, the tax administrator shall attach a penalty for such delinquencies in collection at the rate of 15 percent of the total tax amount that is determined to be due.

C. Taxes not fully collected—deficiencies in collection. If a service supplier required to collect and remit any tax hereunder fails to collect the full amount of the tax, or, if a service user subject to section 3.07.100 of this chapter fails to properly pay the full amount of the tax, the tax administrator shall attach a one-time penalty of 15 percent of the unpaid tax.

D. Taxes not fully remitted—deficiencies in remittance. If a service supplier required to collect and remit any tax hereunder fails to remit the full amount of the tax collected, the tax administrator shall attach a one-time penalty of 15 percent of the unpaid tax.

E. Fraud or gross negligence—additional penalties. If the tax administrator determines any delinquency or deficiency in collection and/or remittance by any service supplier, or service user required to pay and remit the tax pursuant to section 3.07.100 of this chapter, is due to fraud or gross negligence, the tax administrator may impose an additional one-time penalty of 15 percent of the unpaid tax.

F. Penalties—maximum amount. The cumulative amount of all applicable penalties imposed under this chapter shall not exceed the tax originally owed.

G. Interest—due from date of delinquency. Any person subject to any penalty imposed by this section, shall also pay interest on the unpaid tax and penalties at the rate of 0.75 percent per month, or any fraction thereof from the date on which the remittance

of such amount first became delinquent or deficient, and the date the penalty was or penalties were imposed, until fully paid.

H. Penalties and interest. All penalties and all interest imposed under this chapter shall constitute a single debt to the city of the person obligated to pay and shall therefore be subject to the same actions to collect and the same provisions for enforcement as the tax imposed by this chapter.

I. Penalties, interest, delinquencies, and deficiencies owed. All penalties and interest imposed under this chapter together with all delinquencies and deficiencies owed shall be due and payable as of the date of notification which shall be given in the manner as administrative assessments under section 3.07.280 of this chapter. Any person assessed any amount as delinquency, or deficiency, or penalty, or interest shall have the same right of appeal as provided in the case of administrative assessments under section 3.07.280 of this chapter.

3.07.240 Actions to collect.

Any tax, penalty, or interest required to be paid by a service user under the provisions of this chapter shall be deemed a debt owed by the service user to the city. Any such tax collected from a service user together with any penalties or interest due thereon which have not been remitted to the tax administrator shall be deemed a debt owed to the city by the service supplier required to collect and remit. The amount of any tax required to be collected from a service user by a service supplier which is held in constructive trust in the favor of the city shall be a debt owed by the service supplier to the city. Any person owing money to the city under the provisions of this chapter shall be liable to an action brought in the name of the city for the recovery of such amount plus related costs incurred by the city and such other legal and equitable remedies as are provided by this Code or other law.

3.07.260 Tax administrator, ex officio collector of utility user taxes; additional powers and duties of tax administrator.

A. The tax administrator shall be ex officio utility users tax collector.

B. The tax administrator shall have the power and authority to enforce all of the provisions of this chapter.

C. The tax administrator may adopt administrative rules, regulations, and guidelines, or make administrative agreements consistent with the intent of the provisions of this chapter for the purpose of administering the provisions herein regarding the payment, collection, and remittance of said taxes.

3.07.280 Assessment; administrative remedy.

The tax administrator may make an assessment for taxes not collected and/or not remitted or paid by any person required to collect and/or remit or pay.

A. Service supplier or service user—failure to collect and/or remit tax. If any service supplier, or any service user subject to section 3.07.100 of this chapter, (hereinafter in this subsection, “service supplier”) required to collect and/or remit the tax imposed by this chapter shall fail or refuse to collect said tax or to timely make any report and remittance of said tax or any portion thereof, the tax administrator shall determine the tax due (tax, penalties, and interest on both; collectively hereinafter in this subsection, “amount assessed”). The tax administrator shall give a written notice of the amount assessed by personal service or by depositing it in the United States mail, addressed to the service supplier at the service supplier’s address last known to the city. The service supplier may, within 10 days after serving or mailing such notice, apply in writing to the tax administrator for a hearing on the amount assessed under section 3.07.380 of this chapter. If such application is not made in that time, the amount assessed shall become final and immediately due and payable.

B. Service user—failure to pay tax. Whenever the tax administrator determines a service user has deliberately withheld from a service supplier tax owed by him or her, or has failed to pay the tax to such service supplier for two or more billing periods, or whenever the tax administrator deems it in the best interest of the city, he or she may relieve such service supplier of the obligation to collect taxes due under this chapter from such service users for specified billing periods. In the case, the service supplier shall provide the tax administrator the names, account numbers, billing and service addresses, and other required information of such non-paying service users together with the amounts owed under this chapter and the specified billing periods for which they are owed. The tax administrator shall give written notice to the non-paying service user that he or she has assumed responsibility to collect the taxes due for the stated periods and demand payment of such taxes. The notice shall be served on the service user by personal service or by notice via the United States mail, addressed to the service user at the address to which billing was made by the person required to collect the tax or such other address for the service user as is last known to the tax administrator. If a service user fails to remit the tax to the tax administrator within 15 days of mailing or personal service of the notice, the tax administrator shall impose an additional, one-time penalty of 25 percent of the amount assessed, but not less than five dollars. Interest shall thereafter accrue at the rate of 0.75 percent per month, or any fraction thereof, on the amount assessed plus the additional penalty.

3.07.300 Records.

A. It shall be the duty of every person required to collect and/or remit to the city any tax imposed by this chapter to keep and preserve, for a period of three years, all records as may be necessary to determine the amount of such tax as he may have been obliged to collect and remit to the tax administrator, which records the tax administrator shall have the right to inspect at all reasonable times. The city may issue an administrative subpoena to compel a person to deliver to the tax administrator copies of all records deemed necessary by the tax administrator to establish compliance with this chapter, including the delivery of records in a common electronic format on readily available media if such records are kept electronically by the person in the usual and ordinary course of business. The tax administrator is authorized to execute a non-disclosure agreement approved by the city attorney to protect the confidentiality of customer information pursuant to state Revenue and Taxation Code Sections 7284.6 and 7284.7.

B. The tax administrator may request from any person providing transportation or distribution services of gas or electricity to service users in the city, a list of the names, billing, and service addresses, quantities of gas or electricity delivered, and other pertinent information, of its transportation customers within the city pursuant to Public Utilities Code section 6354, subdivision (e).

C. The tax administrator may impose a penalty of \$500.00 on any person subject to record-keeping under this section who unreasonably denies the tax administrator, or any designated agent of the tax administrator, access to such records, or fails to produce the information requested in an administrative subpoena within the time specified for each day he or she refuses such access. This penalty shall be in addition to any other penalty imposed by this chapter.

3.07.320 Refunds.

A. The tax administrator may refund any tax that has been overpaid or paid more than once or has been erroneously or illegally collected or received by the tax administrator under this chapter, as provided in this section.

B. The tax administrator shall pay no refund shall be paid under this section unless the claimant or his or her guardian, conservator, executor, or administrator submits a written claim to the tax administrator within 12 months of the overpayment or erroneous or illegal collection of said tax. Such claim must clearly establish claimant's right to the refund by written records showing entitlement thereto. Nothing herein shall permit the filing of a claim on behalf of a class or group of taxpayers.

C. The submission of a written claim shall be a prerequisite to a suit thereon as provided in Government Code section 935. The city shall act upon the refund claim within the time period set forth in Government Code Section 912.4. If the city fails or

refuses to act on a refund claim within that time, the claim shall be deemed rejected on the last day on which the city might have timely acted upon the claim under that section.

D. Notwithstanding subsection B. above, a service supplier may take any overpayment as a credit against an underpayment whenever such overpayment has been received by the city within 3 years before a notice of tax deficiency or assessment by the tax administrator, or during any year for which the service supplier, at the request of the tax administrator, has executed a waiver of the defense of the statute of limitations with regard to any claim the city may have for a utility users tax. Under no circumstances shall an overpayment taken as a credit against an underpayment pursuant to this subsection qualify a service supplier for a refund to which it would not otherwise be entitled under the 12-month written claim requirement of this section.

3.07.340 Low-income household exemption.

A. The utility users tax imposed by this chapter shall not apply to any service user who uses electric, water, sewer, gas or cable television services in his or her primary residence, provided the combined gross income of all members of his or her household was less than an amount established from time to time by resolution of the city council.

B. The exemption granted by this section shall not eliminate the duty of the service supplier to collect taxes from such exempt individual or the duty of such exempt individual to pay such taxes to the service supplier, unless an exemption is applied for by the service user and granted in accordance with the provisions of subsection C. below.

C. Any service user exempt from the taxes imposed by this chapter because of the provisions of subsections A. and B. above may apply to the tax administrator for an exemption. Such an application shall be made upon forms supplied by the tax administrator and shall recite facts under oath which qualify the applicant for an exemption. The tax administrator shall review all such applications and certify as exempt those applicants determined to qualify and notify all service suppliers affected that such exemption has been approved, stating the name of the applicant, the address to which such exempt service is being supplied, the account number, and such other information as may be necessary for the service supplier to exempt the exempt service user. Upon receipt of such notice, the service supplier shall not be required to continue to bill any further tax imposed by this chapter from such exempt service user until further notice by the tax administrator is given. The service supplier shall eliminate such exempt service user from its tax billing procedure upon receipt of such notice from the tax administrator, no later than sixty (60) days after receipt of such notice from the tax administrator.

D. All exemptions shall be renewed annually by the exempt service user in April of each year. The tax administrator shall notify all service suppliers by May 31 of those not renew their exemptions. Each service supplier shall commence collection of tax from such the service users no later than 60 days after the date of such notice. Exemptions shall automatically terminate with any change in the service address or residence of the exempt service user; provided such individual may nevertheless apply

for a new exemption with each change of address or residence. Any individual exempt from the tax shall notify the tax administrator within 10 days of any change in fact or circumstance which might disqualify said individual from receiving such exemption. It shall be a misdemeanor for any person to knowingly receive the benefits of the exemptions provided by this section when the basis for such exemption either does not exist or ceases. The city may seek any remedy available under this code or otherwise at law or in equity to recoup taxes unpaid by those who wrongfully claim or maintain an exemption under this section.

E. Notwithstanding any of the provisions of this section, however, any service supplier who determines by any means that a new or nonexempt service user is receiving service through a meter or connection exempt by virtue of an exemption issued to a previous user, such service supplier shall immediately notify the tax administrator of such fact and the tax administrator shall conduct an investigation to ascertain whether the service user has this chapter and, where appropriate, order the service supplier to commence collecting the tax from the nonexempt service user.

3.07.360 Violation; misdemeanor; remedies cumulative.

A. Any person other than the city or an officer, agent or employee of the city acting within the course and scope of his or her relationship with the city who violates any provision of this chapter shall be guilty of a misdemeanor and shall upon conviction be punishable thereafter as provided in this code and applicable law.

B. The conviction and fine or imprisonment of any person for violation of this chapter shall not relieve such person from paying the tax together with any penalty or interest due, nor shall the payment of any tax, penalty, or interest prevent a civil action or criminal prosecution for violation of any provision of this chapter. All remedies and penalties prescribed by this chapter or which are available under any other provision of law or equity, including but not limited to the California False Claims Act (Government Code section 12650 et seq.) and the California Unfair Practices Act (Business and Professions Code section 17000 et seq.), are cumulative. The city's use of one or more remedies to enforce this chapter shall not bar the use of any other remedy.

3.07.380 Right to administrative hearing; appeals.

A. If any service user or service supplier (hereinafter in this subsection, "applicant") is aggrieved by any decision, assessment, or ruling of the tax administrator, or by denial of a refund or exemption, under this chapter, may appeal to the tax administrator in writing within 30 days of the decision, assessment, ruling or denial. If no application is timely made, the decision, assessment, ruling or denial shall be final. If such application is made, the tax administrator shall conduct a hearing on the appeal on five or more days' written notice. Such notice shall be given by personal service or by depositing it in the United States mail, addressed to the applicant's last known address. The applicant may appear before the tax administrator or a hearing officer he or she appoints (hereinafter in this subsection, "hearing officer") and offer evidence. After such

hearing the hearing officer determine the appeal under the standards of this chapter and give the applicant written notice of that determination. The of hearing officer's determination shall be final as to the city but subject to judicial review as provided in Code of Civil Procedure section 1094.5

3.07.400 Nonpayment of tax – Bar to writ of mandate or other legal or equitable process; “pay first, litigate later” rule.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against this city or against any officer of the city to prevent or enjoin the collection of any tax, penalty or interest owed. Rather, the persons obliged under this chapter shall perform the duties it prescribes under protest, seek an administrative hearing under section 3.07.360 and thereafter seek judicial review and a post-payment judicial remedy.

3.07.420 Savings clause.

The adoption of this chapter shall not be construed to affect prosecution for violation of any chapter, article, code, or ordinance before the effective date hereof, nor be construed as a waiver of any tax or any penal provision applicable to any such violation, and all rights and obligations thereunto appertaining shall continue in full force and effect.

3.07.440 Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this chapter or any part thereof is for any reason held to be unconstitutional or unenforceable for any reason, such decision, and the decision not to enforce such, shall not affect the validity of the remaining portion of this chapter or any part thereof. To that end, the City Council hereby declares the provisions of this chapter to be severable.

3.07.460 Notice of changes to utility user tax.

If a tax under this chapter is added, repealed, increased, reduced, or the tax base is changed, the tax administrator shall provide the notice required by Public Utilities Code section 799. Before the effective date of the change, the service supplier shall provide the tax administrator with a copy of any written procedures describing the information the service supplier needs to implement the change. If the service provider fails to provide such written instructions, the tax administrator, or his or her agent, shall send, by first class mail, a copy of the change to all collectors and remitters of the city's utility user taxes according to the latest payment records of the tax administrator.

3.07.480 Effect of state and federal reference/authorization.

A. Any reference to a statute in this chapter shall mean such statute, as amended from time to time; excluding, however, any amendment or change of interpretation by a state or federal agency or court that would: (i) increase the tax imposed by this chapter or otherwise trigger voter approval under article XIII C of the California Constitution or Government Code section 53720 et seq., or (ii) result in a tax decrease (as by excluding all or a part of a utility service, or charge therefor, from taxation). If a statute referenced in this chapter is amended as provided in subdivisions (i) and (ii) of the previous sentence, the prior version or interpretation of the statute shall remain applicable under this chapter unless and until it is amended with any requisite voter approval.

B. To the extent that the city's authorization to collect or impose any tax imposed under this article is expanded or limited as a result of changes in state or federal law, no amendment or modification of this article shall be required to conform the tax to those changes, and the tax shall be imposed and collected to the full extent of the authorization up to the full amount of the tax imposed under this article without additional voter approval to the full extent permitted by law.

3.07.500 No increase in tax percentage or change in methodology without voter approval; amendment or repeal.

The city council may repeal or amend this chapter without a vote of the people. However, as required by Government Code section 53720 et seq. and Chapter XIII C of the California Constitution, voter approval is required for any amendment to increase the tax due under this chapter from any taxpayer. The following actions shall not constitute an increase of the rate of a tax requiring further voter approval:

A. Restoration of the rate of the tax to a rate that is no higher than that last approved by the voters following city council action to reduce the tax;

B. An administrative or legislative action that interprets or clarifies the methodology of the tax, or any definition applicable to the tax, so long as such interpretation or clarification (even if contrary to some prior interpretation or clarification) is not inconsistent with the language of this chapter;

C. The exemption of a class of service users or class of service from the tax or the discontinuation of any such exemption or exception (other than the discontinuation of an exemption or exception expressed in this chapter); or

D. The collection of the tax imposed by this chapter, even if the city had, for some period of time, failed to collect the tax.

3.07.520 Sunset of Tax.

If the share of property taxes distributed to the city and to special districts providing municipal services to the city, including but not limited to the East Contra Costa Fire Protection District, is increased so as to provide additional funding for those services in amounts comparable to those provided by the taxes imposed by this chapter, the City Council shall repeal this tax.

SECTION 2. Severability.

If any section, sentence, clause, phrase, or portion of this Ordinance is held to be invalid or unenforceable by a court of competent jurisdiction for any reason, the remaining sections, sentences, clauses, phrases, or portions of this ordinance shall nonetheless remain in full force and effect. The People of the City of Oakley hereby declare that they would have adopted each section, sentence, clause, phrase, or portion of this Ordinance, irrespective of the fact that any one or more sections, sentences, clauses, phrases, or portions of this Ordinance be declared invalid or unenforceable and, to that end, the provisions of this Ordinance are hereby declared to be severable.

SECTION 3. General Tax; Majority Approval; Effective Date

The tax imposed by this Ordinance is a general tax for general governmental purposes. If a majority of votes cast on the question favor the ballot measure regarding this Ordinance, this Ordinance shall be effective on the date the vote therefor is declared by the City Council and shall go into effect 10 days thereafter in accordance with California Elections Code section 9217.

SECTION 4. Execution of Ordinance.

The People of the City of Oakley hereby authorize the Mayor and City Clerk of the City to execute this Ordinance to reflect its adoption at the November 8, 2016 election.

I hereby certify that the foregoing ordinance was duly adopted by a majority of the voters of the City casting votes on the question on November 8, 2016.

Kevin Romick
Mayor

(date)

ATTEST:

Libby Vreonis
City Clerk

(date)