City of Pittsburg
Planning Division

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

Initial Study

October 2022

RANEY PLANNING & MANAGEMENT, INC. 20 years
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INITIAL STUDY

October 2022

A. PROJECT SUMMARY

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

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

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

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

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

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

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

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

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

10. Required Approvals from Other Public Agencies: None

11. Surrounding Land Uses and Setting:

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

12. Project Description Summary:

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

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

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

B. SOURCES

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

1. Aerodry Systems, LLC. *Aerodry – Spectral Sound Measurements (DLAA #16-131) Summary Report.* August 11, 2016.
2. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
3. Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. December 7, 2009.
4. Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.
5. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_pp_final.pdf. Accessed March 2022.
6. California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
7. California Building Standards Commission. *California Green Building Standards Code*. Available at: https://www.dgs.ca.gov/BSC/CALGreen. Accessed March 2022.
8. California Department of Conservation. *Contra Costa County Important Farmland 2016.* Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx. Accessed March 2022.

9. California Department of Forestry and Fire Protection. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 2022.
10. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://www.envirostor.dtsc.ca.gov/public/ Accessed March 2022.
11. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed March 2022.
12. California Department of Water Resources. SGMA Data Viewer. Available at: https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries. Accessed March 2022.
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15. City of Pittsburg. *City of Pittsburg 2020 Urban Water Management Plan Final Draft*. July 2021.
16. City of Pittsburg. *Pittsburg 2020: A Vision for the 21st Century City of Pittsburg General Plan.* January 2001.
17. City of Pittsburg. *Pittsburg Municipal Code.* January 22, 2019.
18. Contra Costa County Fire Protection District. *Station Address.* Available at: https://www.cccfpd.org/station-address. Accessed March 2022.
19. Contra Costa Water District. *2020 Urban Water Management Plan*. June 2021.
20. Delta Diablo Sanitation District. *Sewer System Management Plan*. October 10, 2018.
21. Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: https://www.deltadiablo.org/about-us. Accessed March 2022.
22. dk Consulting. *Preliminary Stormwater Control Plan for C-Store/Gas Station Car Wash Pittsburg, California.* December 20, 2018.
23. East Contra Costa County Conservancy. *Figure 9-1: Development Fee Zones*. Accessible at: https://www.cocohcp.org/DocumentCenter/View/782/Figure-9-1-Development-Fee-Zones-PDF. Accessed March 2022.
24. East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources* [p. 3-25]. Updated December 19, 2006.
25. East Contra Costa County Habitat Conservation Plan Association. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan.* October 2006.
26. Federal Emergency Management Agency. *Flood Insurance Rate Map 06013C0326F.* Effective June 16, 2009.
27. Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.
28. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
29. H.T. Harvey & Associates. *East Contra Costa County Habitat Conservation Plan – Assessment of Plan Effects on CEQA Species.* February 17, 2015.
30. Krazan & Associates, Inc. *Geotechnical Engineering Investigation Proposed Convenience Store, Gas Station, and Car Wash 1625 S. Buchanan Pittsburg, California.* June 5, 2017.
31. Krazan & Associates, Inc. *Phase I Environmental Site Assessment.* March 3, 2022.
32. Native American Heritage Commission. *1625 Buchanan Rd, Pittsburg, CA 94565 Project, Contra Costa County.* June 28, 2022.

33. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
34. San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
35. South Coast Air Quality Management District. 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed October 2020.
36. TJKM. *Final Traffic Impact Analysis Report: LMK Petro at 1625 Buchanan Road*. August 18, 2017.
37. Trees, Bugs, Dirt Landscaping Consulting and Training. *Arborist Report 625 Buchanan Road, Pittsburg CA – LMK Gas Station.* October 4, 2022
38. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

D. DETERMINATION

On the basis of this initial study:

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

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

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

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

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

Signature	Date
Maurice Brenyah-Addow, Senior Planner	City of Pittsburg
Printed Name	For

E. BACKGROUND AND INTRODUCTION

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

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

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

F. PROJECT DESCRIPTION

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

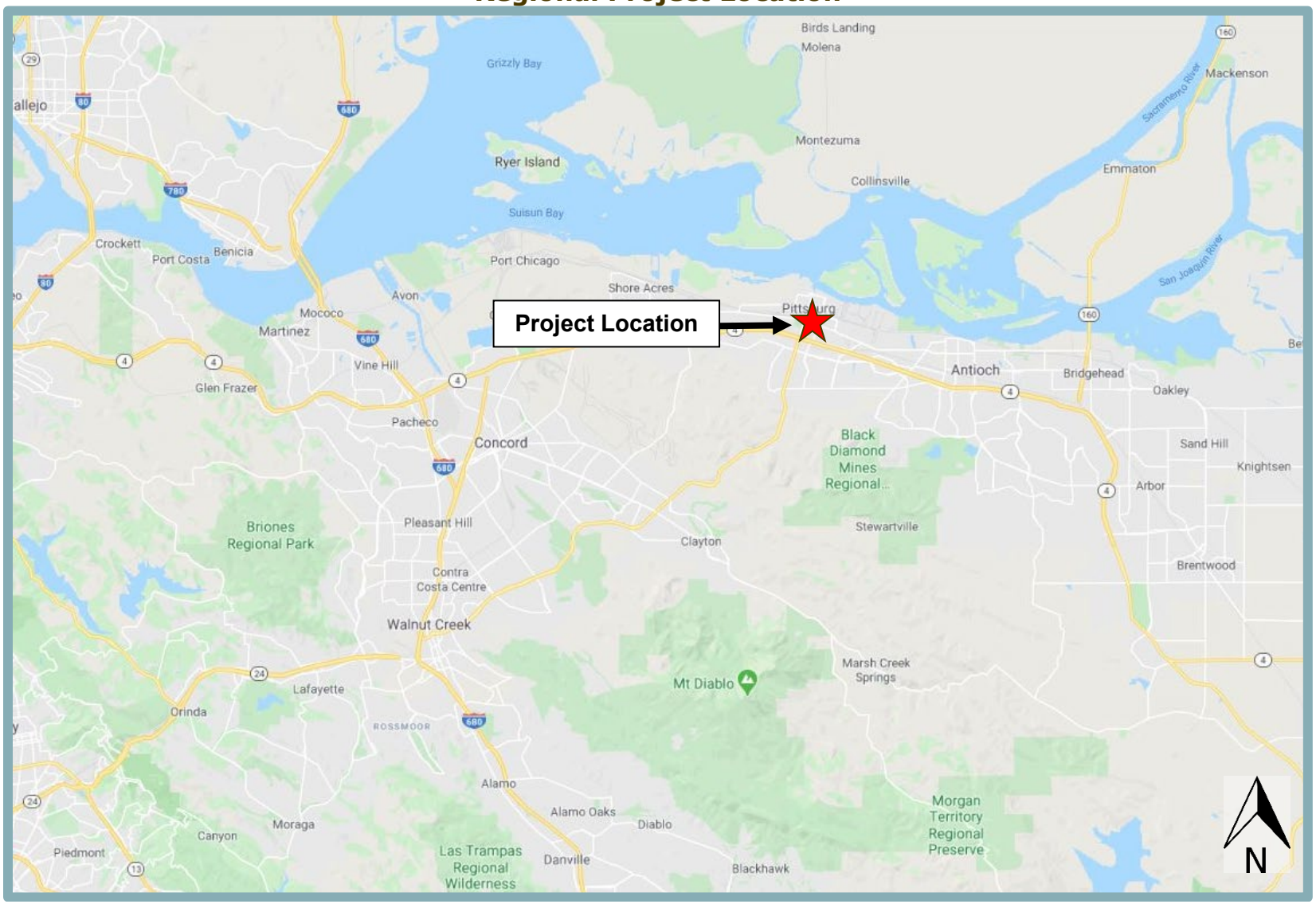
Project Location and Setting

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

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

Figure 1
Regional Project Location



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

Project Components

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

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

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

Access and Circulation

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

Utilities

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

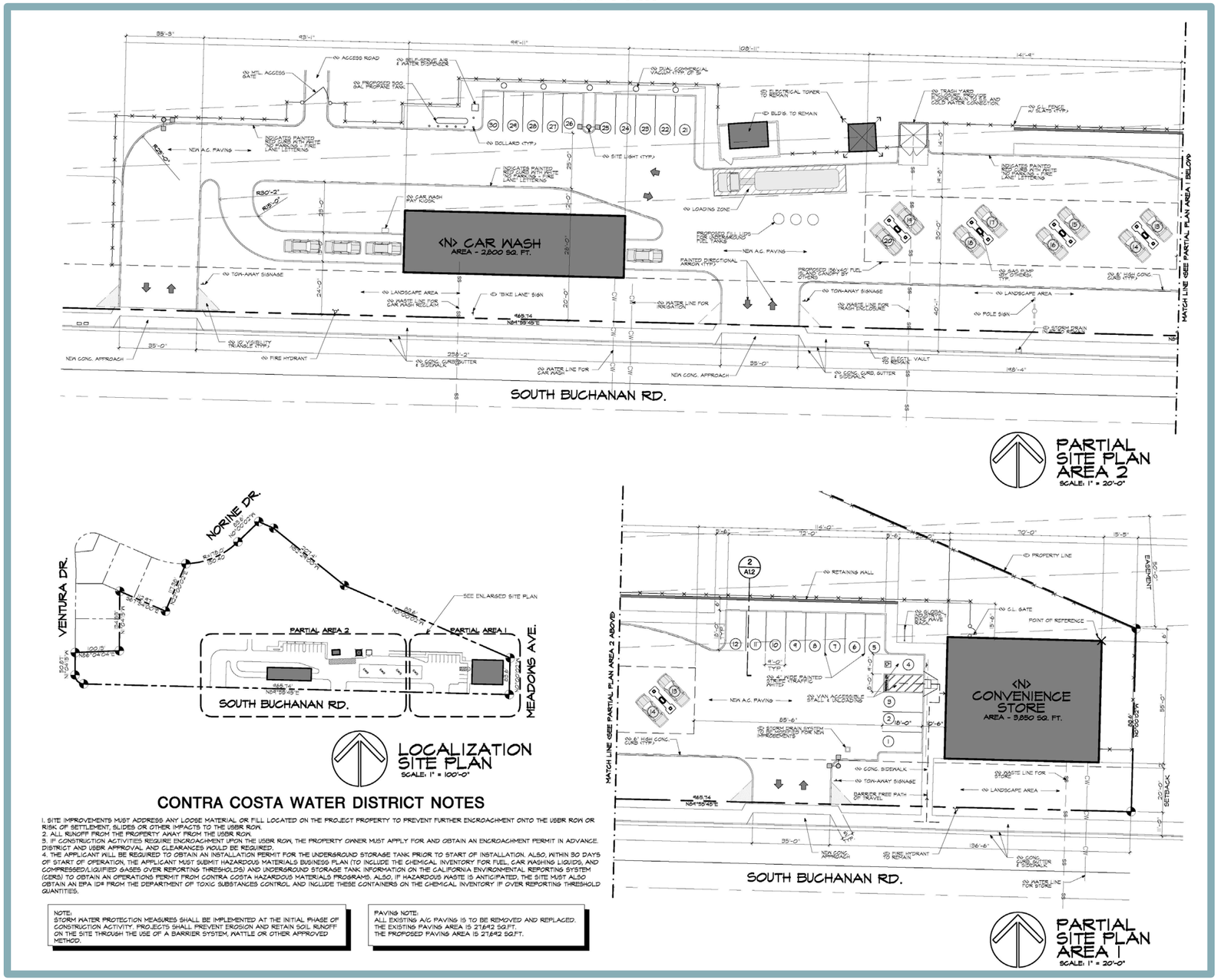
Sewer service for the proposed project would be provided by Delta Diablo, the City's wastewater provider. Existing sanitary sewer lines are located within Buchanan Road, and a new sanitary sewer line would be constructed on-site to convey wastewater generated from the proposed project to the existing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

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

Figure 2
Project Vicinity Map



Figure 3
Site Plan



CONTRA COSTA WATER DISTRICT NOTES

1. SITE IMPROVEMENTS MUST ADDRESS ANY LOOSE MATERIAL OR FILL LOCATED ON THE PROJECT PROPERTY TO PREVENT FURTHER ENCROACHMENT ONTO THE USBR ROW OR RISK OF SETTLEMENT, SLIDES OR OTHER IMPACTS TO THE USBR ROW.
2. ALL RUNOFF FROM THE PROPERTY AWAY FROM THE USBR ROW.
3. IF CONSTRUCTION ACTIVITIES REQUIRE ENCROACHMENT UPON THE USBR ROW, THE PROPERTY OWNER MUST APPLY FOR AND OBTAIN AN ENCROACHMENT PERMIT IN ADVANCE. DISTRICT AND USBR APPROVAL AND CLEARANCES WOULD BE REQUIRED.
4. THE APPLICANT WILL BE REQUIRED TO OBTAIN AN INSTALLATION PERMIT FOR THE UNDERGROUND STORAGE TANK PRIOR TO START OF INSTALLATION. ALSO, WITHIN 30 DAYS OF START OF OPERATION, THE APPLICANT MUST SUBMIT HAZARDOUS MATERIALS BUSINESS PLAN (TO INCLUDE THE CHEMICAL INVENTORY FOR FUEL, CAR WASHING LIQUIDS, AND COMPRESSED/LIQUIFIED GASES OVER REPORTING THRESHOLDS) AND UNDERGROUND STORAGE TANK INFORMATION ON THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) TO OBTAIN AN OPERATIONS PERMIT FROM CONTRA COSTA HAZARDOUS MATERIALS PROGRAMS. ALSO, IF HAZARDOUS WASTE IS ANTICIPATED, THE SITE MUST ALSO OBTAIN AN EPA ID# FROM THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL AND INCLUDE THESE CONTAINERS ON THE CHEMICAL INVENTORY IF OVER REPORTING THRESHOLD QUANTITIES.

NOTE:
STORM WATER PROTECTION MEASURES SHALL BE IMPLEMENTED AT THE INITIAL PHASE OF CONSTRUCTION ACTIVITY. PROJECTS SHALL PREVENT EROSION AND RETAIN SOIL RUNOFF ON THE SITE THROUGH THE USE OF A BARRIER SYSTEM, MATTLE OR OTHER APPROVED METHOD.

PAVING NOTE:
ALL EXISTING A/C PAVING IS TO BE REMOVED AND REPLACED.
THE EXISTING PAVING AREA IS 27,842 SQ.FT.
THE PROPOSED PAVING AREA IS 27,842 SQ.FT.

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

Landscaping

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

General Plan Amendment

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

Rezone

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

Use Permit

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

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

Design Review

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

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

Discretionary Actions

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

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

G. ENVIRONMENTAL CHECKLIST

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

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

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

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

No Impact: The project would not have any impact.

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

Discussion

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

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

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

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

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

Table 1
BAAQMD Thresholds of Significance

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

Source: BAAQMD, CEQA Guidelines, May 2017.

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

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

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

Construction Emissions

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

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

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

Source: CalEEMod, March 2022.

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

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

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

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

Operational Emissions

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

Table 3
Maximum Unmitigated Operational Emissions

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

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

Source: CalEEMod, March 2022.

Cumulative Emissions

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

Conclusion

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

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

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

Localized CO Emissions

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

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

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

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

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

TAC Emissions

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

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

Construction Emissions

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

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

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

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

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

Heavy-Duty Diesel Trucks On-site

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

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

GDF Operations

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

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

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

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

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

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

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

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

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

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
At Maximally Exposed Receptor	1.10	0.11	0.00
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**
Sources: AERMOD and HARP 2 RAST, 2020.			

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

Criteria Pollutants

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

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

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

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

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	✖	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	✖	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	✖	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	✖	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖	☐

Discussion

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

Special-status species include the following:

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

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

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

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

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

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

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

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

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

Special-Status Plants

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

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

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

Special-Status Wildlife

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

Swainson's Hawk

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

Golden Eagle

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

White-Tailed Kite

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

Nesting Raptors, Migratory Birds, and Other Protected Birds

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

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

ECCCHCP/NCCP Requirements

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

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

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mitigation Measure(s)

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

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

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

Discussion

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

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

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

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

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

Mitigation Measure(s)

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

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

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

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

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

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

Discussion

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

California Green Building Standards Code

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

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

Building Energy Efficiency Standards

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

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

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

Construction Energy Use

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

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

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

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

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

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

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

Operational Energy Use

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

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

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

Conclusion

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

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

Discussion

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

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

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

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

[27] *Ibid.*

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

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

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

Liquefaction

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

Landslide

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

Conclusion

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

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

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

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

Lateral Spreading

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

Subsidence and Expansive Soils

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

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

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

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

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

Conclusion

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

Mitigation Measure(s)

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

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

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

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

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

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

Mitigation Measure(s)

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

Consistency with 2017 Scoping Plan

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

Table 5
Project Consistency with the 2017 Scoping Plan

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

Table 5
Project Consistency with the 2017 Scoping Plan

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

Table 5
Project Consistency with the 2017 Scoping Plan

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

Table 5
Project Consistency with the 2017 Scoping Plan

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

Table 5
Project Consistency with the 2017 Scoping Plan

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

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

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

Consistency with Plan Bay Area 2050

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

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

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

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

GHG Emissions Thresholds

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

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

Compliance with AB 32

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

Table 6
Unmitigated Annual Project GHG Emissions (2024)

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

Compliance with SB 32

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

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

Table 7
Unmitigated Annual Project GHG Emissions (2030)

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

Conclusion

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

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

Discussion

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

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

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

Construction Activities

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

Existing On-Site Conditions

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

Underground Storage Tanks

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

Existing Debris Piles

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

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

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

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

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

Asbestos-Containing Materials and Lead-Based Paint

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

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

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

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

Conclusion

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

Mitigation Measure(s)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion

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

Construction

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

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

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

Operation

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

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

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

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

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

Conclusion

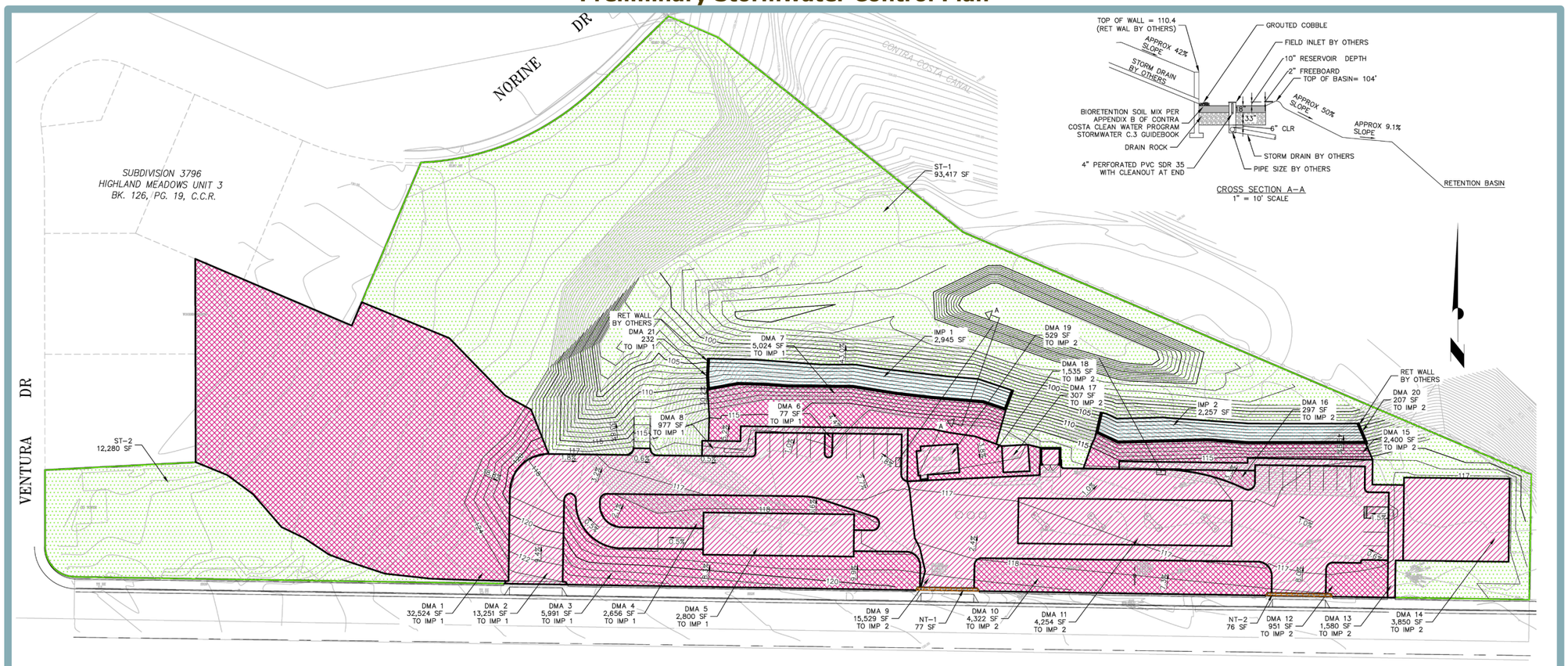
Based on the above, the proposed project would be required to comply with all applicable regulations during construction and operation, would not involve uses associated with the generation or discharge of polluted water, and would be designed to adequately treat stormwater runoff from the site prior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

Mitigation Measure(s)

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

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

Figure 4
Preliminary Stormwater Control Plan



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

IV. Areas Draining to IMPs

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

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

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

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

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

ABBREVIATIONS

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

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

C-STORE
C.3 EXHIBIT
DECEMBER 20, 2018

CONSULTING
ENGINEERING · PLANNING · SURVEYING

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

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

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

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

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

Therefore, the project would comply with the City's building standards and General Plan policies adopted for the purpose of avoiding environmental effects. Thus, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and a ***less-than-significant*** impact would occur.

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

Discussion

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

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

Discussion

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

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

Sensitive Noise Receptors

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

Significance Criteria

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

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

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

Table 8
FICON Noise Exposure Increases for Determining Level of Significance

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

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

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

Existing Noise Environment

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

Project Construction Noise

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

Table 9
Construction Equipment Noise

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

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

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

Project Operational Noise

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

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

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

Conclusion

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

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

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

Mitigation Measure(s)

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

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

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

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

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

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

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

Table 10
Effects of Vibration on People and Buildings

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

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

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

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

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

Table 11
Vibration Levels for Various Construction Equipment

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

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

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

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

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

Discussion

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

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

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

Discussion

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

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

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

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

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

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

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

Discussion

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

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

Discussion

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

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

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

Pedestrian, Bicycle, and Transit Facilities

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

Pedestrian Facilities

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

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

Bicycle Facilities

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

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

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

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

Transit Service and Facilities

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

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

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

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

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

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

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

Discussion

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

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

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

Mitigation Measure(s)

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

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

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

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

Discussion

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

Water

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

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

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

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

Sewer Service

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

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

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

Stormwater Systems

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

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

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

Other Utilities

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

Conclusions

Given that the proposed project would include standard utility improvements, the existing utility infrastructure would meet increased demand associated with the proposed project. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

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

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

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

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

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

Discussion

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

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

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

Discussion

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

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

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

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

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

APPENDIX A

CALEEMOD, AERMOD, AND HARP 2 RAST MODELING RESULTS

LMK Gas Station Project - Bay Area AQMD Air District, Annual

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

LMK Gas Station Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

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

Demolition -

Grading - Based on AQ Questionnaire.

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

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

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

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

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3654	220.3654	0.0379	7.6900e-003	223.6041
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7741	147.7741	0.0247	6.1000e-004	148.5733
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3654**	**220.3654**	**0.0379**	**7.6900e-003**	**223.6041**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3652	220.3652	0.0379	7.6900e-003	223.6039
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7739	147.7739	0.0247	6.1000e-004	148.5731
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3652**	**220.3652**	**0.0379**	**7.6900e-003**	**223.6039**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	12.1277	12.1277	1.7700e-003	2.4000e-004	12.2423
Mobile	0.4036	0.2925	2.4690	2.9900e-003	0.2903	2.8100e-003	0.2932	0.0776	2.6100e-003	0.0802	0.0000	281.0481	281.0481	0.0402	0.0233	288.9917
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0585	0.0850	2.7400e-003	7.0000e-005	0.1729
Total	**0.4528**	**0.2937**	**2.4703**	**3.0000e-003**	**0.2903**	**2.9100e-003**	**0.2933**	**0.0776**	**2.7100e-003**	**0.0803**	**0.0265**	**293.2348**	**293.2614**	**0.0447**	**0.0236**	**301.4075**

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

2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.64**	**4.78**	**4.63**	**10.00**	**11.80**	**7.22**	**11.75**	**11.81**	**7.01**	**11.65**	**0.00**	**10.21**	**10.21**	**2.95**	**4.58**	**10.06**

3.0 Construction Detail

Construction Phase

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

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

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

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

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

OffRoad Equipment

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

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

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

3.5 Paving - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

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

3.5 Paving - 2022

Mitigated Construction Off-Site

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

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8401	103.8401	0.0200	0.0000	104.3409
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8401**	**103.8401**	**0.0200**	**0.0000**	**104.3409**

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

3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

Mitigated Construction On-Site

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

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

3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6212	124.6212	0.0236	0.0000	125.2104
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6212**	**124.6212**	**0.0236**	**0.0000**	**125.2104**

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

3.6 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

Mitigated Construction On-Site

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

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

3.6 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

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

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

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

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5962	16.5962	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5962**	**16.5962**	**9.9000e-004**	**0.0000**	**16.6210**

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5961	16.5961	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5961**	**16.5961**	**9.9000e-004**	**0.0000**	**16.6210**

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

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

LMK Gas Station Project - Bay Area AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3961	0.2784	2.3546	2.6900e-003	0.2561	2.6000e-003	0.2587	0.0684	2.4200e-003	0.0708	0.0000	252.0242	252.0242	0.0391	0.0222	259.6223
Unmitigated	0.4036	0.2925	2.4690	2.9900e-003	0.2903	2.8100e-003	0.2932	0.0776	2.6100e-003	0.0802	0.0000	281.0481	281.0481	0.0402	0.0233	288.9917

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.8410	9.8410	1.5900e-003	1.9000e-004	9.9383
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.7663	10.7663	1.7400e-003	2.1000e-004	10.8727
NaturalGas Mitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
NaturalGas Unmitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

Mitigated

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

6.0 Area Detail

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Unmitigated	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

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

6.2 Area by SubCategory

Unmitigated

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

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

6.2 Area by SubCategory

Mitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

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

7.2 Water by Land Use

Unmitigated

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

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

LMK Gas Station Project - Bay Area AQMD Air District, Annual

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

LMK Gas Station Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

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

Demolition -

Grading - Based on AQ Questionnaire.

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

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

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

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

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3654	220.3654	0.0379	7.6900e-003	223.6041
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7741	147.7741	0.0247	6.1000e-004	148.5733
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3654**	**220.3654**	**0.0379**	**7.6900e-003**	**223.6041**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3652	220.3652	0.0379	7.6900e-003	223.6039
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7739	147.7739	0.0247	6.1000e-004	148.5731
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3652**	**220.3652**	**0.0379**	**7.6900e-003**	**223.6039**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	12.1277	12.1277	1.7700e-003	2.4000e-004	12.2423
Mobile	0.3080	0.2292	2.0624	2.5500e-003	0.2904	2.1500e-003	0.2926	0.0776	2.0000e-003	0.0796	0.0000	248.5146	248.5146	0.0297	0.0191	254.9520
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0585	0.0850	2.7400e-003	7.0000e-005	0.1729
Total	**0.3572**	**0.2304**	**2.0638**	**2.5600e-003**	**0.2904**	**2.2500e-003**	**0.2927**	**0.0776**	**2.1000e-003**	**0.0797**	**0.0265**	**260.7014**	**260.7279**	**0.0342**	**0.0194**	**267.3678**

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

2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.85**	**4.68**	**4.59**	**10.55**	**11.80**	**7.11**	**11.76**	**11.79**	**7.14**	**11.67**	**0.00**	**10.21**	**10.21**	**3.48**	**4.79**	**10.07**

3.0 Construction Detail

Construction Phase

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

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

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

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

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

OffRoad Equipment

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

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

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

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

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

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

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

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

LMK Gas Station Project - Bay Area AQMD Air District, Annual

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

LMK Gas Station Project - Bay Area AQMD Air District, Annual

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

3.5 Paving - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

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

3.5 Paving - 2022

Mitigated Construction Off-Site

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

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8401	103.8401	0.0200	0.0000	104.3409
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8401**	**103.8401**	**0.0200**	**0.0000**	**104.3409**

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

3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

Mitigated Construction On-Site

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

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

3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6212	124.6212	0.0236	0.0000	125.2104
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6212**	**124.6212**	**0.0236**	**0.0000**	**125.2104**

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

3.6 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

Mitigated Construction On-Site

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

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

3.6 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

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

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

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

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5962	16.5962	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5962**	**16.5962**	**9.9000e-004**	**0.0000**	**16.6210**

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

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5961	16.5961	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5961**	**16.5961**	**9.9000e-004**	**0.0000**	**16.6210**

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

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3014	0.2184	1.9678	2.2800e-003	0.2561	1.9900e-003	0.2581	0.0684	1.8500e-003	0.0703	0.0000	222.8290	222.8290	0.0287	0.0182	228.9710
Unmitigated	0.3080	0.2292	2.0624	2.5500e-003	0.2904	2.1500e-003	0.2926	0.0776	2.0000e-003	0.0796	0.0000	248.5146	248.5146	0.0297	0.0191	254.9520

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.555148	0.059467	0.187500	0.120419	0.022094	0.005825	0.011277	0.007430	0.000952	0.000505	0.025870	0.000875	0.002638
Parking Lot	0.555148	0.059467	0.187500	0.120419	0.022094	0.005825	0.011277	0.007430	0.000952	0.000505	0.025870	0.000875	0.002638

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.8410	9.8410	1.5900e-003	1.9000e-004	9.9383
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.7663	10.7663	1.7400e-003	2.1000e-004	10.8727
NaturalGas Mitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
NaturalGas Unmitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

Mitigated

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

6.0 Area Detail

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Unmitigated	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

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

6.2 Area by SubCategory

Unmitigated

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

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

6.2 Area by SubCategory

Mitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

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

7.2 Water by Land Use

Unmitigated

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

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

LMK Gas Station Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

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

Demolition -

Grading - Based on AQ Questionnaire.

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

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

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

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

2.0 Emissions Summary

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

Mitigated Construction

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

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

2.2 Overall Operational

Unmitigated Operational

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

Mitigated Operational

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

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.38**	**4.81**	**5.49**	**10.42**	**11.80**	**7.25**	**11.76**	**11.80**	**7.19**	**11.65**	**0.00**	**10.37**	**10.37**	**3.29**	**4.67**	**10.23**

3.0 Construction Detail

Construction Phase

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

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

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

OffRoad Equipment

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

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.0913	0.0200	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		37.9985	37.9985	1.2500e-003	6.0200e-003	39.8233
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0378	0.0228	0.3361	9.6000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		97.2482	97.2482	2.6500e-003	2.4200e-003	98.0371
Total	**0.0404**	**0.1141**	**0.3561**	**1.3100e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**135.2467**	**135.2467**	**3.9000e-003**	**8.4400e-003**	**137.8604**

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

3.2 Demolition - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.0913	0.0200	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		37.9985	37.9985	1.2500e-003	6.0200e-003	39.8233
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0378	0.0228	0.3361	9.6000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		97.2482	97.2482	2.6500e-003	2.4200e-003	98.0371
Total	**0.0404**	**0.1141**	**0.3561**	**1.3100e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**135.2467**	**135.2467**	**3.9000e-003**	**8.4400e-003**	**137.8604**

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6678	23.5408	5.1597	0.0900	2.4799	0.2189	2.6988	0.6797	0.2094	0.8891		9,796.7069	9,796.7069	0.3232	1.5516	10,267.1708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0175	0.2585	7.4000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		74.8063	74.8063	2.0400e-003	1.8700e-003	75.4131
Total	**0.6969**	**23.5584**	**5.4182**	**0.0907**	**2.5621**	**0.2193**	**2.7814**	**0.7015**	**0.2098**	**0.9113**		**9,871.5132**	**9,871.5132**	**0.3252**	**1.5535**	**10,342.5839**

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

3.4 Grading - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6678	23.5408	5.1597	0.0900	2.4799	0.2189	2.6988	0.6797	0.2094	0.8891		9,796.7069	9,796.7069	0.3232	1.5516	10,267.1708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0175	0.2585	7.4000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		74.8063	74.8063	2.0400e-003	1.8700e-003	75.4131
Total	**0.6969**	**23.5584**	**5.4182**	**0.0907**	**2.5621**	**0.2193**	**2.7814**	**0.7015**	**0.2098**	**0.9113**		**9,871.5132**	**9,871.5132**	**0.3252**	**1.5535**	**10,342.5839**

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0436**	**0.0263**	**0.3878**	**1.1000e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**112.2095**	**112.2095**	**3.0600e-003**	**2.8000e-003**	**113.1197**

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0436**	**0.0263**	**0.3878**	**1.1000e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**112.2095**	**112.2095**	**3.0600e-003**	**2.8000e-003**	**113.1197**

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

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4700e-003	0.1618	0.0481	6.4000e-004	0.0203	1.7200e-003	0.0220	5.8500e-003	1.6500e-003	7.5000e-003		68.0958	68.0958	1.4800e-003	0.0101	71.1396
Worker	0.0204	0.0123	0.1810	5.1000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		52.3644	52.3644	1.4300e-003	1.3100e-003	52.7892
Total	**0.0268**	**0.1741**	**0.2290**	**1.1500e-003**	**0.0778**	**2.0200e-003**	**0.0798**	**0.0211**	**1.9300e-003**	**0.0230**		**120.4602**	**120.4602**	**2.9100e-003**	**0.0114**	**123.9288**

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

3.6 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4700e-003	0.1618	0.0481	6.4000e-004	0.0203	1.7200e-003	0.0220	5.8500e-003	1.6500e-003	7.5000e-003		68.0958	68.0958	1.4800e-003	0.0101	71.1396
Worker	0.0204	0.0123	0.1810	5.1000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		52.3644	52.3644	1.4300e-003	1.3100e-003	52.7892
Total	**0.0268**	**0.1741**	**0.2290**	**1.1500e-003**	**0.0778**	**2.0200e-003**	**0.0798**	**0.0211**	**1.9300e-003**	**0.0230**		**120.4602**	**120.4602**	**2.9100e-003**	**0.0114**	**123.9288**

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

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	**0.0222**	**0.1396**	**0.2084**	**1.1100e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**116.2575**	**116.2575**	**2.6300e-003**	**0.0109**	**119.5577**

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

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	**0.0222**	**0.1396**	**0.2084**	**1.1100e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**116.2575**	**116.2575**	**2.6300e-003**	**0.0109**	**119.5577**

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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9100e-003	1.7500e-003	0.0259	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.4806	7.4806	2.0000e-004	1.9000e-004	7.5413
Total	**2.9100e-003**	**1.7500e-003**	**0.0259**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.4806**	**7.4806**	**2.0000e-004**	**1.9000e-004**	**7.5413**

LMK Gas Station Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9100e-003	1.7500e-003	0.0259	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.4806	7.4806	2.0000e-004	1.9000e-004	7.5413
Total	**2.9100e-003**	**1.7500e-003**	**0.0259**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.4806**	**7.4806**	**2.0000e-004**	**1.9000e-004**	**7.5413**

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

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	**2.7000e-003**	**1.5500e-003**	**0.0239**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.2885**	**7.2885**	**1.8000e-004**	**1.7000e-004**	**7.3446**

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

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	**2.7000e-003**	**1.5500e-003**	**0.0239**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.2885**	**7.2885**	**1.8000e-004**	**1.7000e-004**	**7.3446**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5821	1.4021	11.5462	0.0154	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,597.1143	1,597.1143	0.2069	0.1258	1,639.7677
Unmitigated	2.6222	1.4732	12.2178	0.0172	1.6580	0.0155	1.6735	0.4416	0.0144	0.4559		1,782.8057	1,782.8057	0.2140	0.1319	1,827.4737

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
NaturalGas Unmitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	69.8987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0698987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

6.0 Area Detail

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Unmitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

LMK Gas Station Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

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

Demolition -

Grading - Based on AQ Questionnaire.

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

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

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

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

2.0 Emissions Summary

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3359	51.2088	26.7761	0.1302	9.7679	1.4504	11.2183	4.1589	1.3435	5.5025	0.0000	13,678.7897	13,678.7897	1.5153	1.5576	14,180.8349
2023	2.4642	15.0784	16.2512	0.0291	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,690.4776	2,690.4776	0.4528	0.0113	2,705.1539
Maximum	**3.3359**	**51.2088**	**26.7761**	**0.1302**	**9.7679**	**1.4504**	**11.2183**	**4.1589**	**1.3435**	**5.5025**	**0.0000**	**13,678.7897**	**13,678.7897**	**1.5153**	**1.5576**	**14,180.8349**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3359	51.2088	26.7761	0.1302	9.7679	1.4504	11.2183	4.1589	1.3435	5.5025	0.0000	13,678.7897	13,678.7897	1.5153	1.5576	14,180.8349
2023	2.4642	15.0784	16.2512	0.0291	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,690.4776	2,690.4776	0.4528	0.0113	2,705.1539
Maximum	**3.3359**	**51.2088**	**26.7761**	**0.1302**	**9.7679**	**1.4504**	**11.2183**	**4.1589**	**1.3435**	**5.5025**	**0.0000**	**13,678.7897**	**13,678.7897**	**1.5153**	**1.5576**	**14,180.8349**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.1890	1.7093	15.1021	0.0164	1.6580	0.0155	1.6735	0.4416	0.0144	0.4560		1,697.4802	1,697.4802	0.2667	0.1478	1,748.1881
Total	**2.4586**	**1.7162**	**15.1110**	**0.0165**	**1.6580**	**0.0160**	**1.6740**	**0.4416**	**0.0149**	**0.4565**		**1,705.7101**	**1,705.7101**	**0.2669**	**0.1479**	**1,756.4673**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.1469	1.6279	14.4537	0.0147	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,522.6318	1,522.6318	0.2595	0.1411	1,571.1776
Total	**2.4165**	**1.6348**	**14.4625**	**0.0148**	**1.4624**	**0.0149**	**1.4772**	**0.3895**	**0.0138**	**0.4033**		**1,530.8617**	**1,530.8617**	**0.2597**	**0.1413**	**1,579.4568**

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.71**	**4.74**	**4.29**	**10.27**	**11.80**	**7.18**	**11.76**	**11.80**	**7.24**	**11.65**	**0.00**	**10.25**	**10.25**	**2.68**	**4.50**	**10.08**

3.0 Construction Detail

Construction Phase

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

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

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

OffRoad Equipment

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

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5300e-003	0.0963	0.0203	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		38.0109	38.0109	1.2500e-003	6.0200e-003	39.8363
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0386	0.0282	0.3206	8.9000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		90.3377	90.3377	3.0000e-003	2.7900e-003	91.2450
Total	**0.0412**	**0.1245**	**0.3409**	**1.2400e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**128.3486**	**128.3486**	**4.2500e-003**	**8.8100e-003**	**131.0812**

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

3.2 Demolition - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5300e-003	0.0963	0.0203	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		38.0109	38.0109	1.2500e-003	6.0200e-003	39.8363
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0386	0.0282	0.3206	8.9000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		90.3377	90.3377	3.0000e-003	2.7900e-003	91.2450
Total	**0.0412**	**0.1245**	**0.3409**	**1.2400e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**128.3486**	**128.3486**	**4.2500e-003**	**8.8100e-003**	**131.0812**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6526	24.8389	5.2426	0.0900	2.4799	0.2192	2.6991	0.6797	0.2097	0.8894		9,799.8917	9,799.8917	0.3223	1.5522	10,270.5112
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0297	0.0217	0.2466	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		69.4905	69.4905	2.3100e-003	2.1500e-003	70.1885
Total	**0.6823**	**24.8606**	**5.4891**	**0.0907**	**2.5621**	**0.2196**	**2.7817**	**0.7015**	**0.2101**	**0.9116**		**9,869.3822**	**9,869.3822**	**0.3246**	**1.5544**	**10,340.6997**

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

3.4 Grading - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6526	24.8389	5.2426	0.0900	2.4799	0.2192	2.6991	0.6797	0.2097	0.8894		9,799.8917	9,799.8917	0.3223	1.5522	10,270.5112
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0297	0.0217	0.2466	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		69.4905	69.4905	2.3100e-003	2.1500e-003	70.1885
Total	**0.6823**	**24.8606**	**5.4891**	**0.0907**	**2.5621**	**0.2196**	**2.7817**	**0.7015**	**0.2101**	**0.9116**		**9,869.3822**	**9,869.3822**	**0.3246**	**1.5544**	**10,340.6997**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0446**	**0.0325**	**0.3699**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**104.2358**	**104.2358**	**3.4600e-003**	**3.2200e-003**	**105.2827**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0446**	**0.0325**	**0.3699**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**104.2358**	**104.2358**	**3.4600e-003**	**3.2200e-003**	**105.2827**

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

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-003	0.1707	0.0497	6.4000e-004	0.0203	1.7300e-003	0.0221	5.8500e-003	1.6500e-003	7.5000e-003		68.1233	68.1233	1.4800e-003	0.0101	71.1716
Worker	0.0208	0.0152	0.1726	4.8000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		48.6434	48.6434	1.6200e-003	1.5000e-003	49.1319
Total	**0.0272**	**0.1858**	**0.2223**	**1.1200e-003**	**0.0778**	**2.0300e-003**	**0.0799**	**0.0211**	**1.9300e-003**	**0.0230**		**116.7667**	**116.7667**	**3.1000e-003**	**0.0116**	**120.3035**

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

3.6 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-003	0.1707	0.0497	6.4000e-004	0.0203	1.7300e-003	0.0221	5.8500e-003	1.6500e-003	7.5000e-003		68.1233	68.1233	1.4800e-003	0.0101	71.1716
Worker	0.0208	0.0152	0.1726	4.8000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		48.6434	48.6434	1.6200e-003	1.5000e-003	49.1319
Total	**0.0272**	**0.1858**	**0.2223**	**1.1200e-003**	**0.0778**	**2.0300e-003**	**0.0799**	**0.0211**	**1.9300e-003**	**0.0230**		**116.7667**	**116.7667**	**3.1000e-003**	**0.0116**	**120.3035**

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

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	**0.0226**	**0.1496**	**0.2028**	**1.0700e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**112.7344**	**112.7344**	**2.7900e-003**	**0.0111**	**116.1007**

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

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	**0.0226**	**0.1496**	**0.2028**	**1.0700e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**112.7344**	**112.7344**	**2.7900e-003**	**0.0111**	**116.1007**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.1700e-003	0.0247	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.9491	6.9491	2.3000e-004	2.1000e-004	7.0188
Total	**2.9700e-003**	**2.1700e-003**	**0.0247**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.9491**	**6.9491**	**2.3000e-004**	**2.1000e-004**	**7.0188**

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

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.1700e-003	0.0247	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.9491	6.9491	2.3000e-004	2.1000e-004	7.0188
Total	**2.9700e-003**	**2.1700e-003**	**0.0247**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.9491**	**6.9491**	**2.3000e-004**	**2.1000e-004**	**7.0188**

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

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	**2.7700e-003**	**1.9200e-003**	**0.0229**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.7718**	**6.7718**	**2.1000e-004**	**2.0000e-004**	**6.8364**

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

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	**2.7700e-003**	**1.9200e-003**	**0.0229**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.7718**	**6.7718**	**2.1000e-004**	**2.0000e-004**	**6.8364**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1469	1.6279	14.4537	0.0147	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,522.6318	1,522.6318	0.2595	0.1411	1,571.1776
Unmitigated	2.1890	1.7093	15.1021	0.0164	1.6580	0.0155	1.6735	0.4416	0.0144	0.4560		1,697.4802	1,697.4802	0.2667	0.1478	1,748.1881

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
NaturalGas Unmitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	69.8987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0698987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

6.0 Area Detail

LMK Gas Station Project - Bay Area AQMD Air District, Winter

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Unmitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

LMK Gas Station Project

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

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

LMK Gas Station Project

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00
Scrapers	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	8	No Change	0.00
Welders	Diesel	No Change	0	3	No Change	0.00

LMK Gas Station Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.16600E-002	1.48080E-001	1.99330E-001	3.30000E-004	8.28000E-003	8.28000E-003	0.00000E+000	2.80858E+001	2.80858E+001	1.74000E-003	0.00000E+000	2.81293E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38390E+000
Cranes	3.97300E-002	4.38140E-001	2.04680E-001	6.30000E-004	1.82500E-002	1.67900E-002	0.00000E+000	5.57653E+001	5.57653E+001	1.80400E-002	0.00000E+000	5.62162E+001
Forklifts	2.07100E-002	1.93070E-001	2.21160E-001	2.90000E-004	1.23400E-002	1.13500E-002	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	3.48500E-002	3.09350E-001	4.03960E-001	7.20000E-004	1.50400E-002	1.50400E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.83000E-003	0.00000E+000	6.22437E+001
Graders	4.15000E-003	5.25800E-002	1.72200E-002	7.00000E-005	1.67000E-003	1.54000E-003	0.00000E+000	5.81758E+000	5.81758E+000	1.88000E-003	0.00000E+000	5.86462E+000
Pavers	1.55000E-003	1.57400E-002	2.16300E-002	4.00000E-005	7.50000E-004	6.90000E-004	0.00000E+000	3.09752E+000	3.09752E+000	1.00000E-003	0.00000E+000	3.12257E+000
Paving Equipment	1.34000E-003	1.30300E-002	1.90900E-002	3.00000E-005	6.40000E-004	5.80000E-004	0.00000E+000	2.68392E+000	2.68392E+000	8.70000E-004	0.00000E+000	2.70562E+000
Rollers	2.49000E-003	2.58900E-002	2.79100E-002	4.00000E-005	1.49000E-003	1.37000E-003	0.00000E+000	3.45779E+000	3.45779E+000	1.12000E-003	0.00000E+000	3.48574E+000
Rubber Tired Dozers	1.25600E-002	1.31900E-001	5.37300E-002	1.30000E-004	6.26000E-003	5.76000E-003	0.00000E+000	1.12541E+001	1.12541E+001	3.64000E-003	0.00000E+000	1.13451E+001
Scrapers	4.10000E-003	4.47200E-002	3.18800E-002	8.00000E-005	1.75000E-003	1.61000E-003	0.00000E+000	6.66914E+000	6.66914E+000	2.16000E-003	0.00000E+000	6.72306E+000
Tractors/Loaders/Backhoes	2.13300E-002	2.16770E-001	2.97630E-001	4.10000E-004	1.13500E-002	1.04500E-002	0.00000E+000	3.63941E+001	3.63941E+001	1.17700E-002	0.00000E+000	3.66884E+001
Welders	8.73100E-002	4.75130E-001	5.56400E-001	8.40000E-004	1.95100E-002	1.95100E-002	0.00000E+000	6.21128E+001	6.21128E+001	7.07000E-003	0.00000E+000	6.22897E+001

LMK Gas Station Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.16600E-002	1.48080E-001	1.99330E-001	3.30000E-004	8.28000E-003	8.28000E-003	0.00000E+000	2.80858E+001	2.80858E+001	1.74000E-003	0.00000E+000	2.81293E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38389E+000
Cranes	3.97300E-002	4.38140E-001	2.04680E-001	6.30000E-004	1.82500E-002	1.67900E-002	0.00000E+000	5.57652E+001	5.57652E+001	1.80400E-002	0.00000E+000	5.62161E+001
Forklifts	2.07100E-002	1.93070E-001	2.21160E-001	2.90000E-004	1.23400E-002	1.13500E-002	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	3.48500E-002	3.09350E-001	4.03960E-001	7.20000E-004	1.50400E-002	1.50400E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.83000E-003	0.00000E+000	6.22436E+001
Graders	4.15000E-003	5.25800E-002	1.72200E-002	7.00000E-005	1.67000E-003	1.54000E-003	0.00000E+000	5.81758E+000	5.81758E+000	1.88000E-003	0.00000E+000	5.86462E+000
Pavers	1.55000E-003	1.57400E-002	2.16300E-002	4.00000E-005	7.50000E-004	6.90000E-004	0.00000E+000	3.09752E+000	3.09752E+000	1.00000E-003	0.00000E+000	3.12256E+000
Paving Equipment	1.34000E-003	1.30300E-002	1.90900E-002	3.00000E-005	6.40000E-004	5.80000E-004	0.00000E+000	2.68391E+000	2.68391E+000	8.70000E-004	0.00000E+000	2.70562E+000
Rollers	2.49000E-003	2.58900E-002	2.79100E-002	4.00000E-005	1.49000E-003	1.37000E-003	0.00000E+000	3.45778E+000	3.45778E+000	1.12000E-003	0.00000E+000	3.48574E+000
Rubber Tired Dozers	1.25600E-002	1.31900E-001	5.37300E-002	1.30000E-004	6.26000E-003	5.76000E-003	0.00000E+000	1.12541E+001	1.12541E+001	3.64000E-003	0.00000E+000	1.13451E+001
Scrapers	4.10000E-003	4.47200E-002	3.18800E-002	8.00000E-005	1.75000E-003	1.61000E-003	0.00000E+000	6.66913E+000	6.66913E+000	2.16000E-003	0.00000E+000	6.72306E+000
Tractors/Loaders/Backhoes	2.13300E-002	2.16770E-001	2.97630E-001	4.10000E-004	1.13500E-002	1.04500E-002	0.00000E+000	3.63941E+001	3.63941E+001	1.17700E-002	0.00000E+000	3.66883E+001
Welders	8.73100E-002	4.75130E-001	5.56400E-001	8.40000E-004	1.95100E-002	1.95100E-002	0.00000E+000	6.21127E+001	6.21127E+001	7.07000E-003	0.00000E+000	6.22896E+001

LMK Gas Station Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.06816E-006	1.06816E-006	0.00000E+000	0.00000E+000	1.42200E-006
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85739E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.25526E-006	1.25526E-006	0.00000E+000	0.00000E+000	1.24519E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16049E-006	1.16049E-006	0.00000E+000	0.00000E+000	1.15119E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12589E-006	1.12589E-006	0.00000E+000	0.00000E+000	1.12461E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.20249E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.72589E-006	3.72589E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.89202E-006	2.89202E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.77713E-006	1.77713E-006	0.00000E+000	0.00000E+000	8.81438E-007
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.49944E-006	1.49944E-006	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.37385E-006	1.37385E-006	0.00000E+000	0.00000E+000	1.09026E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.28798E-006	1.28798E-006	0.00000E+000	0.00000E+000	1.28432E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input

LMK Gas Station Project

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

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.04	0.02	0.04	0.02	0.00	0.00
Grading	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

LMK Gas Station Project

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

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.84	4.80	4.63	10.03	7.47	7.28	0.00	10.33	10.33	2.88	4.55	10.16
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.68	3.90	0.36	0.00	1.94
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.10	0.31		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.24	0.01		

LMK Gas Station Project

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

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.10			
Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.12			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	4.50			
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			

LMK Gas Station Project

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

No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	10.00			
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.12			

Area Mitigation

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

Energy Mitigation Measures

LMK Gas Station Project

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

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24	0.00	
No	Install High Efficiency Lighting	0.00	
Yes	On-site Renewable	10,000.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	

LMK Gas Station Project

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

No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

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

HARP2 - HRACalc (dated 19044) 10/12/2020 9:54:22 AM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 30

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 14
16 to 70 Years Bin: 0

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: False
Dermal: False
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

Worker adjustment factors enabled: NO

Fraction at time at home
3rd Trimester to 16 years: OFF
16 years to 70 years: ON

****
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment. Please see the input file for details.
Tier2 - What was changed: ED or start age changed
Calculating cancer risk
Cancer risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_CancerRisk.csv
Calculating chronic risk
Chronic risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_NCChronicRisk.csv
Calculating acute risk
Acute risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_NCAcuteRisk.csv
HRA ran successfully

*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Cancer Risk - Input File: C:\Users\

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	RISK_SUM
1	Loading	0	71432	Benzene	0.000450563	3.54E-08
2	Breathing	0	71432	Benzene	0.000134098	1.05E-08
3	Refueling	0	71432	Benzene	0.002434342	1.91E-07
4	Spillage	0	71432	Benzene	0.008347952	6.57E-07
5	Loading	0	100414	Ethyl Benzene	0.002403004	1.64E-08
6	Breathing	0	100414	Ethyl Benzene	0.000715188	4.89E-09
7	Refueling	0	100414	Ethyl Benzene	0.01298316	8.88E-08
8	Spillage	0	100414	Ethyl Benzene	0.01335672	9.14E-08
9	Loading	0	108883	Toluene	0.01201502	0.00E+00
10	Breathing	0	108883	Toluene	0.00357594	0.00E+00
11	Refueling	0	108883	Toluene	0.06491579	0.00E+00
12	Spillage	0	108883	Toluene	0.06678361	0.00E+00
13	Loading	0	1330207	Xylenes	0.003604507	0.00E+00
14	Breathing	0	1330207	Xylenes	0.001072782	0.00E+00
15	Refueling	0	1330207	Xylenes	0.01947474	0.00E+00
16	Spillage	0	1330207	Xylenes	0.02003508	0.00E+00

\bshea\Desktop\Baseline GDF\LMK_HRAInput.hra

SCENARIO	DETAILS	INH_RISK	SOIL_RISK	DERMAL_RISK	MMILK_RISK
30YrCancerHighEnd_Inh_FAH16to70	*	3.54E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.05E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.91E-07	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	6.57E-07	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.64E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	4.89E-09	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	8.88E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	9.14E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00

WATER_RISK	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK	PIG_RISK	CHICKEN_RISK	EGG_RISK
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1ST_DRIVER	2ND_DRIVER	PASTURE_CONC	FISH_CONC	WATER_CONC
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Chronic Risk - Input File: C:\Users\bshea\Desktop\Baselin

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO
1	Loading	0	71432	Benzene	0.000450563	NonCancerChronicHighEnd_Inh
2	Breathing	0	71432	Benzene	0.000134098	NonCancerChronicHighEnd_Inh
3	Refueling	0	71432	Benzene	0.002434342	NonCancerChronicHighEnd_Inh
4	Spillage	0	71432	Benzene	0.008347952	NonCancerChronicHighEnd_Inh
5	Loading	0	100414	Ethyl Benzene	0.002403004	NonCancerChronicHighEnd_Inh
6	Breathing	0	100414	Ethyl Benzene	0.000715188	NonCancerChronicHighEnd_Inh
7	Refueling	0	100414	Ethyl Benzene	0.01298316	NonCancerChronicHighEnd_Inh
8	Spillage	0	100414	Ethyl Benzene	0.01335672	NonCancerChronicHighEnd_Inh
9	Loading	0	108883	Toluene	0.01201502	NonCancerChronicHighEnd_Inh
10	Breathing	0	108883	Toluene	0.00357594	NonCancerChronicHighEnd_Inh
11	Refueling	0	108883	Toluene	0.06491579	NonCancerChronicHighEnd_Inh
12	Spillage	0	108883	Toluene	0.06678361	NonCancerChronicHighEnd_Inh
13	Loading	0	1330207	Xylenes	0.003604507	NonCancerChronicHighEnd_Inh
14	Breathing	0	1330207	Xylenes	0.001072782	NonCancerChronicHighEnd_Inh
15	Refueling	0	1330207	Xylenes	0.01947474	NonCancerChronicHighEnd_Inh
16	Spillage	0	1330207	Xylenes	0.02003508	NonCancerChronicHighEnd_Inh

e GDF\LMK_HRAInput.hra

CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DEVEL	RESP	SKIN	EYE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	1.20E-06	1.20E-06	1.20E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	3.58E-07	3.58E-07	3.58E-07	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	6.49E-06	6.49E-06	6.49E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	6.68E-06	6.68E-06	6.68E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.86E-05
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.51E-06
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.55E-04
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.59E-04
0.00E+00	5.15E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.15E-06	0.00E+00	5.15E-06
0.00E+00	1.53E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.53E-06	0.00E+00	1.53E-06
0.00E+00	2.78E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.78E-05	0.00E+00	2.78E-05
0.00E+00	2.86E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.86E-05	0.00E+00	2.86E-05

BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE	DERMAL_DOSE
0.00E+00	0.00E+00	1.50E-04	0.00E+00	0.00E+00	*	4.51E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	4.47E-05	0.00E+00	0.00E+00	*	1.34E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	8.11E-04	0.00E+00	0.00E+00	*	2.43E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	2.78E-03	0.00E+00	0.00E+00	*	8.35E-03	0.00E+00	0.00E+00
0.00E+00	1.20E-06	0.00E+00	0.00E+00	0.00E+00	*	2.40E-03	0.00E+00	0.00E+00
0.00E+00	3.58E-07	0.00E+00	0.00E+00	0.00E+00	*	7.15E-04	0.00E+00	0.00E+00
0.00E+00	6.49E-06	0.00E+00	0.00E+00	0.00E+00	*	1.30E-02	0.00E+00	0.00E+00
0.00E+00	6.68E-06	0.00E+00	0.00E+00	0.00E+00	*	1.34E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.20E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	3.58E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	6.49E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	6.68E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	3.60E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.07E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.95E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	2.00E-02	0.00E+00	0.00E+00

MMILK_DOSE	WATER_DOSE	FISH_DOSE	CROP_DOSE	BEEF_DOSE	DAIRY_DOSE	PIG_DOSE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

CHICKEN_DOSE	EGG_DOSE	1ST_DRIVER	2ND_DRIVER	3RD_DRIVER	PASTURE_CONC	FISH_CONC
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00

WATER_CONC
0.00E+00
0.00E+00
0.00E+00
0.00E+00
0.00E+00
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*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Acute Risk - Input File: C:\Users\bshea\Desktop\Baseline GDF\

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS
1	Loading	0	71432	Benzene	0.01919451	NonCancerAcute	0.00E+00	0.00E+00
2	Breathing	0	71432	Benzene	0.005712883	NonCancerAcute	0.00E+00	0.00E+00
3	Refueling	0	71432	Benzene	0.1680244	NonCancerAcute	0.00E+00	0.00E+00
4	Spillage	0	71432	Benzene	0.7019553	NonCancerAcute	0.00E+00	0.00E+00
5	Loading	0	100414	Ethyl Benzene	0.1023707	NonCancerAcute	0.00E+00	0.00E+00
6	Breathing	0	100414	Ethyl Benzene	0.03046871	NonCancerAcute	0.00E+00	0.00E+00
7	Refueling	0	100414	Ethyl Benzene	0.89613	NonCancerAcute	0.00E+00	0.00E+00
8	Spillage	0	100414	Ethyl Benzene	1.123128	NonCancerAcute	0.00E+00	0.00E+00
9	Loading	0	108883	Toluene	0.5118536	NonCancerAcute	0.00E+00	1.02E-04
10	Breathing	0	108883	Toluene	0.1523435	NonCancerAcute	0.00E+00	3.05E-05
11	Refueling	0	108883	Toluene	4.48065	NonCancerAcute	0.00E+00	8.96E-04
12	Spillage	0	108883	Toluene	5.615643	NonCancerAcute	0.00E+00	1.12E-03
13	Loading	0	1330207	Xylenes	0.1535561	NonCancerAcute	0.00E+00	6.98E-06
14	Breathing	0	1330207	Xylenes	0.04570306	NonCancerAcute	0.00E+00	2.08E-06
15	Refueling	0	1330207	Xylenes	1.344195	NonCancerAcute	0.00E+00	6.11E-05
16	Spillage	0	1330207	Xylenes	1.684693	NonCancerAcute	0.00E+00	7.66E-05

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IMMUN	KIDNEY	GILV	REPRO/DEVEL	RESP	SKIN	EYE	BONE/TEETH	ENDO
7.11E-04	0.00E+00	0.00E+00	7.11E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.12E-04	0.00E+00	0.00E+00	2.12E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.22E-03	0.00E+00	0.00E+00	6.22E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.60E-02	0.00E+00	0.00E+00	2.60E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.02E-04	0.00E+00	1.02E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.05E-05	0.00E+00	3.05E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.96E-04	0.00E+00	8.96E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.12E-03	0.00E+00	1.12E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.98E-06	0.00E+00	6.98E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.08E-06	0.00E+00	2.08E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.11E-05	0.00E+00	6.11E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.66E-05	0.00E+00	7.66E-05	0.00E+00	0.00E+00

BLOOD	ODOR	GENERAL
7.11E-04	0.00E+00	0.00E+00
2.12E-04	0.00E+00	0.00E+00
6.22E-03	0.00E+00	0.00E+00
2.60E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00

Gasoline Dispensing Operations VOC Calculator

Applicability	Use this spreadsheet to calculate VOC emissions from gasoline dispensing operations. Entries required in yellow areas, output in grey areas.		
Author or updater	Brie Shea (Raney)	*Last Update*	August 25, 2020
Facility:			
ID#:			
Project #:	LMK Gas Station		

Inputs	gal/day	gal/yr	**Formula**
	3.29E+03	1,200,000	
	1,000 gal /hr	1,000 gal /yr	
Gasoline Throughput	1.37E-01	1.20E+03	Enter the **change** in gas station throughput in units of gallons/day and gallons/yr. Select the Phase I and Phase II type using the drop down provided. VOC emissions are calculated by the multiplication of Throughput Rates and Emission Factors.
Application Type	Type #		
EVR Phase I and EVR Phase II Installed Underground Tank	9		

Substances	**lb VOC/ 1,000 gal**	**LB/HR**	**LB/YR**	**LB/DAY**
Vapor Tank Filling Loss VOC	0.08	0.011506849	1.01E+02	0.27616
Vehicle Refueling VOC	0.42	0.057534247	504	1.38082
Breathing Loss VOC	0.03	0.003424658	30	0.08219
Spillage VOC	0.42	0.057534247	504	1.38082
Total VOC	0.95	1.30E-01	1.14E+03	3.12000

References:

* The emission factors are derived from Appendix A in the 1997 CAPCOA Air Toxics "Hot Spots" Program document, *Gasoline Service Station Industrywide Risk Asessment Guidelines* .

	1	2	3	4	5	6	**7**
	Phase 1 and Phase II Exempt Aboveground tank	Non-EVR Phase I and Phase II Exempt Aboveground tank	EVR Phase I and Phase II Exempt Aboveground tank	Non-EVR Phase I and Non-EVR Phase II Installed Aboveground tank	EVR Phase I and Non-EVR Phase II Installed (or Phase II Exempt Due to ORVR) Aboveground tank	EVR Phase I and EVR Phase II (VR-501 only) Installed Aboveground tank	**Phase I and Phase II Exempt Underground Tank**
Process							lb VOC/1,000 gal
Tank Filling Loss	8.4	0.42	0.17	0.42	0.17	0.17	8.4
Vehicle Refueling	8.4	8.4	8.4	0.42	0.42	0.38	8.4
Breathing Loss	2.1	0.053	0.053	0.053	0.053	0.053	0.84
Vapor VOC EF	18.90	8.87	8.62	0.89	0.64	0.60	17.64
Spillage	0.61	0.42	0.42	0.42	0.42	0.42	0.61
Total VOC	19.51	9.29	9.04	1.31	1.06	1.02	18.25

8	9	10	11	12
EVR Phase I and Phase II Exempt Underground Tank	**EVR Phase I and EVR Phase II Installed Underground Tank**	**EVR Phase I and Non-EVR Phase II Installed (or Phase II Exempt Due to ORVR/E85) Underground Tank**	**Non-EVR Phase I and Phase II Exempt Underground Tank**	**Non-EVR Phase I and Non-EVR Phase II Installed Underground Tank**
0.084	0.084	0.084	0.42	0.42
8.4	0.42	0.42	8.4	0.42
0.025	0.025	0.025	0.025	0.025
8.51	0.53	0.53	8.85	0.87
0.61	0.42	0.42	0.61	0.42
9.12	0.95	0.95	9.46	1.29

APPENDIX B

ARBORIST REPORT

TREES, BUGS, DIRT

LANDSCAPE CONSULTING & TRAINING

DRAFT2

ARBORIST REPORT

625 Buchanan Road, Pittsburg CA - LMK Gas Station



October 4, 2022

Prepared For: Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento CA 95834

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SUMMARY
I located twenty trees & palms on the proposed development site, ten of which are protected trees in the city of Pittsburg. Preservation of three and removal of seventeen trees and palms is recommended. Two of the palms are good candidates for transplanting. Eight different species of trees and palms were identified. Trunk diameters range from seven to sixty six inches, averaging twenty point eight inches. Health ranges from poor to good, averaging fair. Structure and form range from very poor to good, averaging poor-fair. For trees and palms to be preserved I recommend addressing basic health and safety by mowing weeds, maintaining 3" of wood chip mulch on all bare soil surfaces, removing lower branches and fronds for fire safety, and providing supplemental irrigation as needed. I recommend protection from construction impacts with early clearance pruning, hand or air spade trenching plus root pruning, and fencing along the outside perimeter of a tree protection zone (tpz) that is not accessed during all stages of construction.

INTRODUCTION

PURPOSE AND USE
This report is intended to provide information for the Client and the City of Pittsburg as part of a development process.

ASSIGNMENT
I was hired by Raney Planning & Management(Client), to measure, map, tag, digitally image, inventory & evaluate trees at 1265 Buchanan Road, Pittsburg, CA, and to provide an Arborist Report that includes a summary of my observations, a tree location map, and other relevant information.

LIMITS OF ASSIGNMENT
- Trees were not evaluated below ground or aerially, nor were invasive or destructive methods used to assess tree health.
- Design recommendations to preserve trees are not part of this assignment.
- Evaluation of construction impacts is not possible due to the current stage of development documents
- Shrubs, defined as plants of low stature with multiple trunks are not evaluated in this report
- Trees and palms less than 6.5 inches in diameter are not evaluated in this report
- Trees with sprouting multiple stem diameters that do not include 2" diameter sprouts are not included

BACKGROUND
The City of Pittsburg requested from my Client that an arborist evaluate trees on this site to be removed, and provide a written report. My client noted that all of the trees in the "basin" will be removed.

City of Pittsburg Municipal Code protects all trees equal to or greater than 50 inches in circumference (15.6" diameter).

LOCATION
1265 Buchanan Road, Pittsburg CA; bounded by a Contra Costa Canal right of way, Ventura and Meadows Avenues.**OBSERVATIONS**

SETTING

The site includes asphalt paved driveways and parking areas around three intersecting existing structures, two utility towers, and an unpaved access road. Buchanan Road, Ventura & Meadows Avenues mark approximate property boundaries, along with a seasonal creek or dry drainage at the bottom of a basin area. Dense dry weed growth covers most of the site outside of the basin. The hillside below the structures is a tangled mixture of discarded debris, weeds, falling trees and shrubs. Groves of shrubs line the hillside next to and below the structures, and also along hillsides above and within the basin. Many of the larger trees and shrubs have been topped, resulting in stump sprouted growth that is weak, failure prone, and with very small sprouts in several cases.

METHODS

On September 28, 2022 I visited the site, identified tree, palm & shrub species, measured and estimated **trunk circumferences & diameters** at four and a half feet above existing grade, tagged trunks of trees & palms, located trees & palms on Google Earth™, digitally imaged the trees, and assessed their **health, structural quality** and **form**.

Document used:

- LMK Gas Station, 1625 Buchanan Road, Pittsburg, CA (APN 088-030-021), Project Vicinity Map, undated
- City of Pittsburg Municipal Code, Article 19, Tree Preservation & Protection

Measurements & Calculations

- Trunk circumferences measured at four and one half feet above existing grade
- Trees and palms with trunks smaller than 6.5 inches in diameter were not inventoried, nor were shrubs
- Multiple trunks combined and reported as cumulative diameter
- Trunk circumferences divided by 3.14 to calculate diameter, rounded off to one significant digit

Health Structure & Form Evaluation Standards

+numerical rating; zero (dead), one (very poor), two (poor), three (fair), four (good), five (excellent)
+ form assessed by rating specimens on their deviance from the norm for the species in this region, visual qualities such as attractiveness, and engineering functions such as screening, shading and creating views
+qualitative descriptions and items assessed for health & structure include

- rooting zone - bare, mulched, limited space, weeds, competing vegetation, moisture, debris
- root crown region (trunk & root junction) - buried, clear, pests, diseases, wet, wounds, cavities
- trunk - taper, lack of taper, wounds, lean, growth cracks, stress cracks, pests, diseases, wounds
- scaffold (major) branches - taper, distribution branches, strength of branch connections, wounds, pests
- smaller branches - distribution, size, amount, strength of connections, pests, diseases
- twigs - annual growth, color, size, distribution, dead/live
- foliage - color, size, distribution, pests, diseases, leaf fall

DATA - See Appendix A for complete data set
NUMBER OF TREES & PALMS - 20 trees & palms evaluated

NUMBER OF TREES PROTECTED IN CITY OF PITTSBURG - 10 including #426, 427, 433, 434, 435, 436, 437, 438, 440, & 441

SPECIES
8 different species of trees were identified including almond (*Prunus dulcis*), blue gum eucalyptus (*Eucalyptus globulus*), CA fan palm (*Washingtonia filifera*), Chinese elm (*Ulmus parvifolia*), olive (*Olea europaea*), red willow (*Salix laevigata*), silk tree (*Albizia julibrissin*), yellow willow (*Salix lasiandra*).

SIZES
Trunk diameters range from 7 to 66 inches, averaging 20.8 inches

HEALTH, STRUCTURE, AND FORM
- Health ranges from poor to good, averaging fair
- Structure & form ranges from very poor to good, averaging fair to poor

RECOMMENDATIONS

SEVENTEEN REMOVALS - See Appendix B for more details
- Eight trees located in the basin, or along its edge including #429, 431, 432, 433, 434, 436, 437, & 438
- Nine trees are in poor health, structure, and/or form, and are thus not suitable for preservation, including #427, 426, 430, 435, , 439, 440, 441, 442, 443

THREE TREES & PALMS THAT MAY BE PRESERVED - See Appendix C for more details
- Seven trees and palms in fair to good health including #424, 425, 428

PRESERVATION MEASURES

BASIC HEALTH & SAFETY
- *prune up to ensure fire safety at least six feet for trees & all dead fronds for palms*
- *prune up as needed to provide vehicle clearance*
- *ensure that root crown regions (trunk-root junction) is clear of soil and that water will drain away from it by performing root crown excavations where soil is burying trunks*
- *mow weeds to ground, and sheet mulch with three inches of wood chip mulch on top of corrugated cardboard*

PROTECTION OF TREES THAT ARE PRESERVED
- *establish tree protection zone (tpz) outside of tree driplines*
- *if work will occur within tree driplines then designate the limits of work with paint on the ground, irrigate & airspade trench along the edge of the limits of work, and prune roots professionally where encountered*
- *install six foot high chain link fencing around tpz, anchored in soil*

APPENDIX A - DATA

#	Locale	name	Genus species	circum-ference	diameter (inches)	health	structure	form	notes	Protected in City of Pittsburg
424	power tower, Ventura Ave.	CA fan palm	Washing-tonia filifera	31.4	10.0	good	good	good		NO
425	wall Buchanan Dr.	CA fan palm	Washing-tonia filifera	40.8	13.0	good	good	good		NO
426	fence, Buchanan Dr.	silk tree	Albizia julibrissin	11,12.6,12.6, 12.6, 12.6, 12.6, 15.7, 20.4, 22	42	fair	poor	poor	stump sprout	YES
427	top of cut for basin road	almond	Prunus dulcis	12.6, 22, 22, 25.1, 25.1	34	poor	poor	poor	multi trunk, included bark, wilting	YES
428	fence, Buchanan Dr.	silk tree	Albizia julibrissin	35.0	11.1	fair	fair	fair	trunk leaning	NO
429	basin	CA fan palm	Washing-tonia filifera	44.0	14	good	good	good		NO
430	fence, Buchanan Dr.	silk tree	Albizia julibrissin	28.3	9	poor	very poor	very poor	stump sprout	NO
431	basin	CA fan palm	Washingto nia filifera	34.5	11	fair	good	fair		NO
432	basin	yellow willow	Salix lasiandra	3.1, 6.3, 7.9, 12.6	9.5	fair	poor	poor		NO
433	basin	red willow	Salix laevigata	28.3, 25.1, 25.1, 15.7	30	good	fair	good	large scaffold broken	YES
434	basin, channel	yellow willow	Salix lasiandra	7.9,6.3,6.3,6.3, 3.14 X 8	16.5	good	poor	fair	stump sprout	YES
435	above basin, cccwd fence	almond	Prunus dulcis	9.4,12.6,12.6,12.6,6.3	17	poor	poor	poor		YES
436	basin	Chinese elm	Ulmus parvifolia	6.6,6.3,6.3,12.6,78.5	35	fair	fair	fair		YES

#	*Locale*	name	*Genus species*	circum-ference	*diameter (inches)*	health	structure	form	*notes*	*Protected in City of Pittsburg*
437	*basin*	Chinese elm	*Ulmus parvifolia*	69.1	*22*	fair	poor	good	*measured trunk at 24", multiple trunks at 30"*	*YES*
438	*edge of basin*	blue gum eucalyptus	*Eucalyptus globulus*	207.2	*66*	fair	fair	fair	*multi trunk*	*YES*
439	*hillside above basin*	Chinese elm	*Ulmus parvifolia*	22,12.6,6.3	*14*	fair	poor	fair	*multi trunk falling, root crown buried, leaning trunks*	*NO*
440	*hillside above basin*	almond	*Prunus dulcis*	15.7,15.7,12.6,12.6,7.9,7.9,7.9	*23.5*	poor	poor	poor	*smothered by wisteria vine, stump sprout*	*YES*
441	*hillside above basin*	almond	*Prunus dulcis*	15.7,15.7,15.7,12.6,12.6	*23*	poor	poor	poor	*smothered by wisteria vine*	*YES*
442	*hillside above basin*	olive	*Olea europaea*	6.3,6.3,3.1 X 8	*9*	fair	poor	fair		*NO*
443	*hillside above basin*	olive	*Olea europaea*	6.3,6.3,3.1 x3	*7*	fair	poor	fair		*NO*

APPENDIX B - TREE REMOVAL RECOMMENDATIONS

#	*Locale*	name	*Genus species*	*diameter (inches)*	health	structure	form	*notes*
426	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*42*	fair	poor	poor	*stump sprout*
427	*top of cut for basin road*	almond	*Prunus amygdalus*	*34*	poor	poor	poor	*multi trunk, included bark, wilting*
429	*basin*	CA fan palm	*Washingtonia filifera*	*14*	good	good	good	
430	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*9*	poor	very poor	very poor	*stump sprout*
431	*basin*	CA fan palm	*Washingtonia filifera*	*11*	fair	good	fair	
432	*basin*	yellow willow	*Salix lasiandra*	*9.5*	fair	poor	poor	
433	*basin*	red willow	*Salix laevigata*	*30*	good	fair	good	*large scaffold broken*
434	*basin, channel*	yellow willow	*Salix lasiandra*	*16.5*	good	poor	fair	*stump sprout*
435	*above basin, cccwd fence*	almond	*Prunus amygdalus*	*17*	poor	poor	poor	
436	*basin*	Chinese elm	*Ulmus parvifolia*	*35*	fair	fair	fair	
437	*basin*	Chinese elm	*Ulmus parvifolia*	*22*	fair	poor	good	*measured trunk at 24", multiple trunks at 30"*
438	*edge of basin*	blue gum eucalyptus	*Eucalyptus globulus*	*66*	fair	fair	fair	*multi trunk*
439	*hillside above basin*	Chinese elm	*Ulmus parvifolia*	*14*	fair	poor	fair	*multi trunk falling, root crown buried, leaning trunks*
440	*hillside above basin*	almond	*Prunus amygdalus*	*23.5*	poor	poor	poor	*smothered by wisteria vine, stump sprout*
441	*hillside above basin*	almond	*Prunus amygdalus*	*23*	poor	poor	poor	*smothered by wisteria vine*
442	*hillside above basin*	olive	*Olea europaea*	*9*	fair	poor	fair	
443	*hillside above basin*	olive	*Olea europaea*	*7*	fair	poor	fair	

APPENDIX C - TREE PRESERVATION RECOMMENDATIONS

#	*Locale*	name	*Genus species*	*diameter (inches)*	health	structure	form	*notes*
424	*power tower, Ventura Ave.*	CA fan palm	*Washingtonia filifera*	*10.0*	good	good	good	*good candidate for transplanting*
425	*wall Buchanan Dr.*	CA fan palm	*Washingtonia filifera*	*13.0*	good	good	good	*good candidate for transplanting*
428	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*11.1*	fair	fair	fair	*trunk leaning*

APPENDIX D - GLOSSARY

dripline - region underneath tree canopy

form - genetically determined appearance that includes spread, height & configuration

health - tree growth as expressed by foliage, twigs, branches & trunks including resistance to pests

root crown – region where trunk and root system meet, also called `buttress' or `butt'

rooting zone – area where roots are likely to survive, beginning at the trunk and extending up to three times the radius of a tree's dripline region

scaffold – large, structural branch

structure - physical and mechanical qualities of tree

trunk circumference – measurement of trunk, distance around

trunk diameter - trunk circumference divided by 3.14

APPENDIX E - TREE LOCATION MAP >>>>>>>>>>>>>>>>>>>>>NORTH>>>>>>>>>



APPENDIX F - DIGITAL IMAGES



#424 CA fan palm



#425 CA fan palm



#426 silk tree



#427 almond



#428 silk tree



#429 CA fan palm



#430 silk tree



#431 fan palm



#432 yellow willow



#433 red willow



#434 yellow willow



#435 almond



#436 Chinese elm



#437 Chinese elm



#438 blue gum eucalyptus



#439 Chinese elm



#440 almond #441 almond



#442 olive #443 olive

APPENDIX G - CERTIFICATE OF PERFORMANCE

I, Michael Baefsky certify:

- That I have evaluated the subject trees and palms, and stated my findings accurately. The extent of the evaluation is stated in the attached report;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions, and conclusions stated herein are my own;
- That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted professional practices;
- That no one provided significant professional assistance to the consultant, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party.

I certify that I am Registered Consulting Arborist #456, a member of the American Society of Consulting Arborists, and am Certified Arborist & Qualified Risk Assessor #WE0222A, Agricultural Pest Control Advisor #074617, Qualified Applicator #99864, Licensed Landscape Contractor (inactive) #931410, and have been involved in the practice of Arboriculture, Integrated Pest Management, Plant Health Care and Ecological Soils Management, and the study of soils and horticulture for over thirty years.

APPENDIX C

GEOTECHNICAL ENGINEERING INVESTIGATION

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED CONVENIENCE STORE, GAS STATION AND CAR WASH
1625 S. BUCHANAN
PITTSBURG, CALIFORNIA

PROJECT NO. 042-17005
JUNE 5, 2017

Prepared for:

MR. SHASHI SHARMA
LMK PETRO, INC.
82 N. MAIN STREET
MILPITAS, CALIFORNIA 95035

Prepared by:

KRAZAN & ASSOCIATES, INC.
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1061 SERPENTINE LANE, SUITE F
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Krazan & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

June 5, 2017

KA Project. No. 042-17005

Mr. Shashi Sharma
LMK Petro, Inc.
82 N. Main Street
Milpitas, California 95035

RE: Geotechnical Engineering Investigation
Proposed Convenience Store, Gas Station & Car Wash
1625 S. Buchanan Road
Pittsburg, California

Dear Mr. Sharma:

In accordance with your request, we have completed a Geotechnical Engineering Investigation for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ht

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June 5, 2017 KA Project No. 042-17005

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED CONVENIENCE STORE, GAS STATION & CARWASH
1625 S. BUCHANAN ROAD
PITTSBURG, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed Convenience Store, Gas Station and Car Wash to be located at 1625 S. Buchanan Road in Pittsburg, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity and pavement design.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs, and the boring log legend are presented in Appendix A. Appendix A contains a description of the laboratory testing phase of this study, along with the laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements, and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated March 20, 2017 (KA Proposal No. P252-17) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling 5 borings to depths ranging from approximately 10 to 50 feet for evaluation of the subsurface conditions at the project site.
- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. On a preliminary basis, it is understood that development will include the construction of an approximately 5,372 square foot store, a 2,800 square foot car wash and a 6,240 square foot gas canopy. It is anticipated the buildings will be single-story structures utilizing concrete slab-on-grade. The gas canopy may be supported on drilled piers. Foundation loads are anticipated to be light to moderate. On-site parking and landscaping are also planned to be associated with the development.

In the event, these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION AND SITE DESCRIPTION

The site is irregular in shape and encompasses approximately 6 acres. The site is located approximately 300 feet east of Ventura Drive, just north of Buchanan Road in Pittsburg, California. A park is located south of the site. An underground canal trends along the northern edge of the site. The remainder of the site is predominately surrounded by residential and commercial developments.

Presently, the site is occupied by remnants of a previous commercial development. A building is located in the south-central portion of the site. A cellular tower is located within the southern portion of the site. An approximately 18 to 22 foot deep excavation is located in the northern portion of the site. Grading activities had been performed within the site and vicinity. Several piles of fill soil are located throughout the site. Portions of the site are covered by a moderate weed growth and the surface soils have a loose consistency. Portions of the site are covered with concrete and asphaltic concrete pavements. The proposed building areas are relatively level with no changes in grade. However, downward slopes are located along the northern edges of the proposed building areas. The downward slopes range from 14 to 56 degrees and approximately 18 to 22 feet deep.

GEOLOGIC SETTING

The project area is located in the northeastern portion of the San Francisco Bay Area, south of Suisun Bay adjacent to the Sacramento-San Joaquin delta along the eastern margin and within the northern portion of the Coast Ranges Geomorphic Province of California. The Coast Ranges generally consist of an alternating series of parallel mountains and valleys located adjacent to the Pacific Coast. The bedrock units that form the range have been disrupted by intense folding, faulting, and crushing that occurred when the range was formed by the processes of plate tectonics. During the Jurassic and Cretaceous Periods (about 150 to 80 million years ago), the Pacific Oceanic Plate, which was

progressively moving towards the east, collided with the North American Continental Plate, which was moving toward the west. This collision caused the less rigid Pacific Oceanic Plate to be subducted beneath the North American Continental Plate. The colliding motion of the two plates caused portions of the Pacific Oceanic Crust and overlying marine sediments to be piled onto the North American Continental Plate along the west coast of California. The resulting chaotic jumble of bedrock units scraped off onto the North American Plate, is known as the "Franciscan Assemblage" and comprises a large portion of the Coast Range Province. Subsequent development of a series of northwest-trending fault zones has further contributed to the deformation of the Coast Range.

The near-surface deposits in the vicinity of the subject site are indicated to be comprised of Quaternary alluvium consisting of sands, silt, and clays derived from erosion of local mountain ranges. Deposits encountered on the subject site during exploratory drilling are discussed in detail in this report.

Seven major faults are located near the site: the Great Valley fault, the Greenville fault, the Concord/Green Valley fault, the Mount Diablo fault, the Calaveras fault, the Hayward fault, and the West Napa fault. The Great Valley fault is located approximately 1.6 miles east of the site and is capable of producing an earthquake event of magnitude 6.5. The Mount Diablo Thrust fault is located approximately 13 miles southwest of the site and is considered capable of producing an earthquake of magnitude of 6.7. The Greenville fault is located approximately 8.1 miles south of the site and is considered capable of producing an earthquake of magnitude of 6.7. The Concord/Green Valley fault is approximately 9.1 miles west of the site and is considered capable of producing an earthquake of magnitude 6.7. The Calaveras fault is located approximately 15 miles southwest of the site and is capable of producing an earthquake of magnitude 6.9. The West Napa fault is located approximately 24 miles northwest of the site and is capable of producing an earthquake event of magnitude 6.5. The Hayward fault is located approximately 22 miles west of the site. The Hayward fault is considered capable of producing an earthquake event of magnitude 7.0. The last recorded movement of the Hayward fault was in 1868. The San Andreas fault is located approximately 40 miles west of the site, and was the source of the 1906 San Francisco Earthquake. Although the site is in close proximity to several faults, the site is not within a State of California Earthquake Fault Zone or Special Study Zone for faulting.

The probability of one or more earthquakes of magnitude 6.7 or higher occurring in the San Francisco Bay Area within a 30-year period of time was evaluated by the U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities on a periodic basis. The result of the 2008 evaluation indicated a 63 percent likelihood that such an earthquake event will occur in the Bay Area between 2007 and 2036 (USGS 2008). The faults with the greater probability of a magnitude 6.7 or higher earthquake are the Hayward fault at 31 percent and the San Andreas fault at 21 percent.

The Alquist-Priolo Earthquake Fault Zoning Act went into effect in March, 1973. Since that time, the act has been amended 11 times (Hart, 2007). The purpose of the Act, as provided in CGS Special Publication 42 (SP 42), is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture." The act was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994, and at that time, the originally designated "Special Studies Zones" was renamed the "Earthquake Fault Zones."

The area of the subject site is not included on any Earthquake Fault Zones Map as of this report date. In addition, the site is not within a Fault-Rupture Hazard Zone. The nearest zoned faults are a portion of the Greenville fault located more than 8 miles south of the subject site.

In 1990, the California State Legislature passed the Seismic Hazard Mapping Act to protect public safety from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The Act requires that the State Geologist delineate various seismic hazards zones on Seismic Hazards Zones Maps. Specifically, the maps identify areas where soil liquefaction and earthquake-induced landslides are most likely to occur. A site-specific geotechnical evaluation is required prior to permitting most urban developments within the mapped zones. The Act also requires sellers of real property within the zones to disclose this fact to potential buyers. The area of the subject site is not included on any of the State designated Seismic Hazard Zone Maps as of this report date. In addition, the site is not included on the U.S. Geological Survey map entitled "Liquefaction Susceptibility, Central San Francisco Bay Region, California" (U.S. Geological Survey Open-File Report 2006-1037), dated 2006. However, the site is included on the U.S. Geological Survey map entitled "Preliminary Maps of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California" (U.S. Geological Survey Open-File Report 2000-444), dated 2000. The site is located within an area identified as a low susceptibility to liquefaction.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling 5 borings to depths ranging from approximately 10 to 50 feet below existing site grade, using a truck-mounted drill rig. In addition, 1 bulk subgrade sample was obtained from the site for laboratory R-value testing. The approximate boring and bulk sample locations are shown on the site plan. During drilling operations, samples were obtained at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsoils. Soil samples were retained for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, expansion potential, R-value, consolidation potential, and moisture-density relationships of the materials encountered. In addition, chemical tests were performed to evaluate the corrosivity of the soils to buried concrete and metal. Details of the laboratory test program and results of the laboratory tests are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the pavement section consisted of approximately 2 inches of asphaltic concrete underlain by 3 to 4 inches of aggregate base.

Within areas not covered by pavement, the surface soils consisted of approximately 6 to 12 inches of very loose gravelly silty sand or soft sandy clay. These soils are disturbed, have low strength characteristics, and are highly compressible when saturated.

Beneath the loose surface soils and pavement section, approximately 3 to 8 feet of fill material was encountered. The fill material predominately consisted of gravelly silty sand and sandy clay. Some of the sandy clay contained gravel. The thickness and extent of fill was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted.

Beneath the pavement section, loose surface soils and fill material, approximately 3 to 4 feet of very stiff to hard sandy clay was encountered. Field and laboratory tests suggest that these soils are moderately strong, slightly compressible and have a high swell potential. Penetration resistance ranged from 29 to 47 blows per foot. Dry densities ranged from 115 to 128 pcf. A representative soil sample consolidated approximately 1 percent under a 2 ksf load when saturated. A representative sample of the clayey soil had an expansion index of 102.

Below 6 to 12 feet, layers of sandy clay, sandy silt, clayey silt/silty clay with sand, sandy silt with clay or silty sand with gravel were encountered. Penetration resistance ranged from 29 to 54 blows per foot. Dry densities ranged from 93 to 108 pcf. These soils had slightly stronger strength characteristics than the upper soils and extended to the termination depth of our borings.

For additional information about the soils encountered, please refer to the logs of borings in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was not encountered within the depths explored. However, a historic groundwater depth of 20 feet was determined for the project site and vicinity.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use and climatic conditions, as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

SOIL LIQUEFACTION

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by seismic event.

To evaluate the liquefaction potential of the site, the following items were evaluated:

1) Soil type
2) Groundwater depth
3) Relative density
4) Initial confining pressure
5) Intensity and duration of groundshaking

The predominant soils within the project site consist of layers of gravelly silty sand, sandy clay, sandy clay with gravel, clayey silt/silty clay, sandy silt, silty sand and silty sand with gravel. Groundwater was not encountered within a depth of 50 feet during our exploratory drilling. However, groundwater has been historically encountered at depths as shallow as 20 feet below site grade within the project site and vicinity.

The potential for soil liquefaction during a seismic event was evaluated using the LIQUEFYPRO computer program (version 5.8h) developed by CivilTech Software. For the analysis, a maximum earthquake magnitude of 6.51 was used. A peak horizontal ground surface acceleration of 0.593g was considered conservative and appropriate for the liquefaction analysis within the area. A high groundwater depth of 20 feet was used for the analysis. The computer analysis indicates that soils above a depth of 20 feet are non-liquefiable due to the absence of groundwater. The soils below depths of 20 feet have a very low potential for liquefaction with factors of safety of 5.0. The analysis also indicates that the estimated total seismic induced settlement due to soil liquefaction is less than approximately ¼ inch. The estimated differential seismic settlements were less than ⅛ inch over the width of the structures. Due to the relative density of the granular soils encountered at the site, the moderate penetration resistance (N-values) measured, as well as the anticipated low to moderate seismicity of the area, warrant the conclusion that the potential for liquefaction and related settlement is low at this site and no liquefaction mitigation procedures are necessary for this project.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the loose surface soils, fill material, slopes, and existing development, appear to be conducive to the development of the project. The surface soils are disturbed, have low strength characteristics, and are highly compressible when saturated. Accordingly, it is recommended that the surface soils be recompacted. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation.

Portions of the site are covered with approximately 2 inches of asphaltic concrete underlain by 3 to 4 inches of aggregate base. Beneath the pavement section, approximately 3 to 8 feet of fill material was encountered. The fill material predominately consisted of gravelly silty sand and sandy clay. The sandy clay soils were intermixed with varying amounts of gravel. The thickness and extent of fill material was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted. Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be properly prepared. The fill material will be suitable for reuse as general Engineered Fill, provided it is cleansed of excessive organics, debris, and fragments larger than 4 inches in maximum dimension. The clayey soils will not be suitable for re-use as non-expansive Engineered Fill. Prior to backfilling the bottom of the excavation should be inspected by Krazan & Associates, Inc. to verify no additional removal is required.

The on-site clayey soils appear to have a high shrink/swell potential. To reduce potential soil movement related to shrink/swell potential of the clayey soils, it is recommended that slab-on-grade and exterior flatwork areas be supported by at least 30 inches of non-expansive Engineered Fill. The fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive soils below, which may result in soil swelling. The replacement soils and/or upper 30 inches of Imported Fill soils should meet the specifications as described under the subheading Engineered Fill. The replacement soils should extend 5 feet beyond the perimeter of slab-on-grade areas. The non-expansive replacement soils should be compacted to at least 90 percent of relative compaction based on ASTM Test Method D1557. The exposed native soils in the excavation should not be allowed to dry out and should be kept continually moist, prior to backfilling. In addition, it is recommended that slab-on-grade, continuous footings and slabs be nominally reinforced to reduce cracking and vertical off-set.

As an alternative to the use of non-expansive soils, the upper 30 inches of soil supporting slab-on-grade areas can consist of lime-treated clayey soils. The lime-treated soils should be recompacted to a minimum of 90 percent of maximum density. Preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or above optimum moisture during the mixing operations.

Several structures are located within the site. In addition, several structures previously occupied the site. Associated with these developments are buried structures, such as utility lines that may extend into portions of the site. Demolition activities should include removal of any buried structures. Any buried structures, including utilities or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled. After demolition activities, it is recommended that these disturbed soils be removed and/or recompacted. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation.

Several trees and shrubs are located throughout the site. Tree and shrub removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

The site is located on sloping ground. It is recommended that cut and fill slopes be constructed 2:1 (horizontal to vertical) or flatter. In lieu of these slopes, retaining walls may be used. Cut and fill slopes may be revised as recommended by the Soils Engineer upon review of a more definitive site plan.

After completion of the recommended site preparation, the site should be suitable for shallow footing support. The proposed structure footings may be designed utilizing an allowable bearing pressure of 2,500 psf for dead-plus-live loads. Footings should have a minimum embedment of 18 inches.

Groundwater Influence on Structures/Construction

Although we did not encounter any groundwater during our recent field investigation, seasonal perched groundwater may possibly occur during seasonal precipitation. This perched water may likely result from the infiltration of water through the upper sandy soils and perching above the underlying less permeable clayey soils. If groundwater is encountered, our firm should be consulted prior to dewatering the site. Installation of a standpipe piezometer is suggested prior to construction should groundwater levels be a concern.

In addition to the groundwater level, if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, pump, or not respond to densification techniques. Typical remedial measures include discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Site Preparation

General site clearing should include removal of vegetation; existing utilities; structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for use as Engineered Fill. However, stripped topsoil may be stockpiled and reuse in landscape or non-structural areas.

Approximately 3 to 8 feet of fill material was encountered within the borings drilled throughout the site. The fill material predominately consisted of gravelly silty sand and sandy clay. The sandy clay soils contained varying amounts of gravel. The thickness and extent of fill material was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted.

Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be properly prepared. The fill material will be suitable for reuse as general Engineered Fill, provided it is cleansed of excessive organics, debris, and fragments larger than 4 inches in maximum dimension. The clayey soils will not be suitable for re-use as non-expansive Engineered Fill. Prior to backfilling the bottom of the excavation should be inspected by Krazan & Associates, Inc. to verify no additional removal is required.

Several structures are located within the site. In addition, several structures previously occupied the site. Associated with these developments are buried structures, such as utility lines. Demolition activities should include proper removal of any buried structures. Any buried utilities encountered during construction should be properly removed and/or relocated and the resulting excavation backfilled. Disturbed areas caused by demolition activities should be removed and recompacted. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

Following stripping, fill removal operations, and demolition activities, the exposed subgrade in building pad areas should be excavated to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Prior to backfilling, the exposed subgrade should be proofrolled and observed by Krazan & Associates, Inc. to verify stability. Soft and pliant areas should be excavated to firm native ground.

Following stripping, fill removal operations, demolition activities and prior to fill placement, the exposed subgrade in pavement and exterior flatwork areas should be excavated/scarified to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. This compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

It is recommended that the upper 30 inches of soil within proposed slab-on-grade and exterior flatwork areas consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The fill placement serves two functions: 1) it provides a uniform amount of soil which will more evenly distribute the soil pressures and 2) it reduces moisture content fluctuation in the clayey material beneath the building area. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soil below, which may result in soil swelling. Imported Fill should be approved by the Soils Engineer prior to placement. The fill should be placed as specified as Engineered Fill.

It is recommended that any uncertified fill material encountered within pavement areas, be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

The site is located adjacent to sloping ground. It is recommended that any cut and fill slopes be constructed 2:1 (horizontal to vertical) or flatter. In lieu of the recommended slopes, retaining walls may be used. In addition, structures should have a minimum setback of 20 feet from the top of the reconstructed slopes.

Where fills greater than 8 feet are to be constructed on original ground that slopes at inclinations exceeding 6:1 (horizontal to vertical), benches should be cut into the natural slope as the filling operations proceed. Each bench should consist of a level terrace a minimum of 8 feet wide, with the rise to the next bench held for 4 feet or less. Where fills of comparable height will be constructed on ground that slopes at an inclination exceeding 4:1 (horizontal to vertical), a keyway should be provided in addition to the benches. Each keyway should consist of a level trench at least 8 feet wide and at least 2 feet deep, with side slopes not exceeding 1:1 (horizontal to vertical), cut into the natural slope.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Slope Construction/Reconstruction

Slopes can be reconstructed by placement of Engineered Fill utilizing a keying and benching procedure as described below. Reconstructed slopes should be constructed at an inclination not exceeding 2:1 (horizontal to vertical). Krazan and Associates, Inc. should be retained to review all slope reconstruction plans and specifications prior to initiating the repair work.

General site clearing should include removal of vegetation, any loose and/or saturated materials. Excavations or depressions extending below subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill, placed and recompacted in accordance with the recommendations stated herein.

Where fills greater than 8 feet are to be constructed on original ground that slopes at inclinations steeper than 6:1 (horizontal to vertical), benches should be cut into the existing slope as the filling operations proceed. Each bench should consist of a level terrace a minimum of 8 feet wide, with the rise to the next bench held to 4 feet or less. Where fills of comparable height will be constructed on ground that slopes at an inclination steeper than 4:1 (horizontal to vertical), a keyway should be provided in addition to the benches. Each keyway should consist of a level trench at least 8 feet wide and at least 2 feet deep, with side slopes not exceeding 1:1 (horizontal to vertical), cut into the existing slope. Where fills of comparable height will be constructed on ground that slopes at an inclination steeper than 2:1 (horizontal to vertical), geotextile fabric and retaining structures should be utilized in slope construction where subsequent specific building site investigations warrant.

Site grading near the crowns of the reconstructed slopes should be accomplished such that excessive sheet run-off is prevented.

The completed slopes should be seeded or otherwise vegetated to protect from future erosion. Well vegetated slopes at the recommended configuration should be reasonably protected from typical erosional effects. However, vegetated slopes may not be protected from unusual flow conditions, such as flood events or over-topping of the development's storm drainage system. If erosion control from unusual flow conditions is desired, more substantial erosion protection measures, such as grouted cobble slope facing or manufactured slope protection products should be considered.

Engineered Fill

The on-site, native soils are predominately gravelly silty sand, sandy clay and sandy clay with gravel. The clayey soils will not be suitable for reuse as non-expansive Engineered Fill. The clayey soils will be suitable for reuse for fill placement within the upper 30 inches of slab-on-grade and exterior flatwork areas, provided they are lime-treated. The preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or near optimum moisture content during mixing operations. Additional testing is recommended to determine the appropriate application rate of lime prior to placement. These clayey soils will be suitable for reuse as General Engineered Fill, within pavement areas and below 30 inches from finished grade in slab-on-grade areas, provided they are cleansed of excessive organics, debris, and moisture-conditioned to at least 2 percent above optimum moisture. It is recommended that additional testing be performed on the on-site soils and fill material to evaluate the physical and index properties prior to reuse as Engineered Fill. The soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics and debris.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported non-expansive Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 95 percent of maximum density based on ASTM Test Method D1557. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. In accordance with Section 1804 of the 2016 California Building Code, it is recommended that the ground surface adjacent to foundations be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage and located within 10 feet of foundations should be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 1 percent away from the structure. Drainage gradients should be maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project.

Grade the site to prevent water/run-off flow over the face of cut and fill slopes. To accomplish this, use asphalt berms, brow ditches, or other measures to intercept and slowly redirect flow. Plant all disturbed areas with erosion-resistant vegetation suited to the area. As an alternative, jute netting or geotextile erosion control mats may be considered for control of erosion. Slopes should be inspected periodically for erosion and repaired immediately if detected. Where only 1 drainage terrace is necessary, it should be located at mid-height of the slope. Brow ditches and drainage terraces should be cleaned before the start of each rainy season and, if necessary, after each rainstorm.

Slots or weep holes should be placed in drop inlets or other surface drainage devices in pavement areas to allow free drainage of adjoining base course materials. Cutoff walls should be installed at pavement edges adjacent to vehicular traffic areas; these walls should extend to a minimum depth of 12 inches below pavement subgrades to limit the amount of seepage water that can infiltrate the pavements.

Where cutoff walls are undesirable, subgrade drains can be constructed to transport excess water away from planters to drainage interceptors. If cutoff walls can be successfully used at the site, construction of subgrade drains is considered unnecessary.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practices following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and vibration adjacent to trench walls should be reduced; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

The Contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations - Conventional

The proposed structures may be supported on a shallow foundation system bearing on the undisturbed native soil or on Engineered Fill. Structures should have a minimum setback of 20 feet from the existing slopes. Spread and continuous footings can be designed for the following maximum allowable soil bearing pressures:

Load	Allowable Loading
Dead Load Only	1,875 psf
Dead-Plus-Live Load	2,500 psf
Total Load, including wind or seismic loads	3,325 psf

The footings should have a minimum embedment depth of 18 inches below pad subgrade (soil grade), adjacent exterior grade. The footings should have a minimum width of 12 inches, regardless of load.

The total soil movement is not expected to exceed 1 inch. Differential soil movement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated.

The footing excavations should not be allowed to dry out any time prior to pouring concrete. It is recommended that footings be reinforced by at least one No. 4 reinforcing bar in both top and bottom.

Resistance to lateral footing displacement can be computed using an allowable friction factor of 0.30 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 250 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A ⅓ increase in the above value may be used for short duration, wind, or seismic loads. All of the above earth pressures are unfactored and are, therefore, not inclusive of factors of safety.

Foundations - Drilled Caissons

The proposed gas canopy can be supported on drilled caissons using an allowable sidewall friction of 400 psf. This value is for dead-plus-live loads. This value may be increased ⅓ for short duration loads, such as wind or seismic. Uplift loads can be resisted by caissons using an allowable sidewall friction of 225 psf of the surface area and the weight of the pier. Caissons should have a minimum embedment depth of 6 feet below existing site grade or bottomed at least 3 feet into the firm native soil, whichever is greater. The upper 2 feet should be neglected from friction calculations. The total and differential settlement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied. If drilled piers or caissons will be utilized, no over-excavation of the fill and native soils will be required.

Lateral loads for caissons may be designed using the 2016 CBC flagpole formula with a lateral bearing capacity of 150 psf/ft. This value can be doubled for allowable deflections of up to ½ inch. The lateral loading criteria is based on the assumption that the load application is applied at the ground level and flexible cap conditions apply.

Sandy and gravelly soils were encountered at the site. These sandy and gravelly soils may be subject to caving during drilling operations. Accordingly, cased caissons may be required.

Floor Slabs and Exterior Flatwork

If conventional slab-on-grade construction will be utilized, it is recommended that the upper 30 inches of soil beneath the concrete slabs should consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The floor slab should be reinforced at a minimum with #3 reinforcing bars at 18 inches on-center each way. Thicker floor slabs with increased concrete strength and reinforcement should be designed wherever heavy concentrated loads, heavy equipment, or machinery is anticipated.

Concrete slab-on-grade floors should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with accepted engineering practice. The water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of ¾-inch maximum size. To aid in concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of damp clean sand with at least 10 to 30

percent of the sand passing the 100 sieve. The sand should be free of clay, silt or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To reduce moisture vapor intrusion, it is recommended that a vapor retarder be installed. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to reduce the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 50 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 70 pounds per square foot per foot per depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways. All of the above earth pressures are unfactored and are, therefore, not inclusive of factors of safety.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand-operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic concrete or other suitable backfill to reduce surface drainage into the wall drain system. The aggregate should conform to Class 2 permeable materials graded in accordance with Section 68-2.02F(3) of the CalTrans Standard Specifications

(2010). Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The pipes should be placed no higher than 6 inches above the heel of the wall in the centerline of the drainage blanket and should have a minimum diameter of 4 inches. Collector pipes may be either slotted or perforated. Slots should be no wider than ⅛ inch in diameter, while perforations should be no more than ¼ inch in diameter. If retaining walls are less than 6 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 4-inch diameter holes (concrete walls) or unmortared head joints (masonry walls) and not be higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to Section 88-1.02 of the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

R-Value Test Results and Pavement Design

One R-value sample was obtained from the project site at the location shown on the attached site plan. The sample was tested in accordance with the State of California Materials Manual Test Designation 301. Results of the test are as follows:

Sample	Depth	Description	R-Value at Equilibrium
1	12-24"	Sandy Clay (CL)	Less than 5

The test result is low and indicates poor subgrade support characteristics under dynamic traffic loads. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Class III Aggregate Subbase	Compacted Subgrade**
4.0	2.0"	8.5"	--	12.0"
4.0	2.0"	4.5"	4.5"	12.0"
4.5	2.5"	9.0"	--	12.0"
4.5	2.5"	4.0"	5.5"	12.0"
5.0	2.5"	11.0"	--	12.0"
5.0	2.5"	5.0"	6.5"	12.0"
5.5	3.0"	11.5"	--	12.0"
5.5	3.0"	5.0"	7.0"	12.0"
6.0	3.0"	13.5"	--	12.0"

6.0	3.0"	6.5"	8.0"	12.0"
6.5	3.5"	14.0"	--	12.0"
6.5	3.5"	6.0"	9.0"	12.0"
7.0	4.0"	15.5"	--	12.0"
7.0	4.0"	6.5"	10.0"	12.0"
7.5	4.0"	17.0"	--	12.0"
7.5	4.0"	7.5"	10.5"	12.0"

**** 95% compaction based on ASTM Test Method D1557 or CAL 216***
***** 90% compaction based on ASTM Test Method D1557 or CAL 216***

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for light automobile traffic, and an index of 7.0 may be used for light truck traffic.

The following recommendations are for light-duty and heavy-duty Portland Cement Concrete Pavement Sections based on the design procedures developed by the Portland Cement Association.

PORTLAND CEMENT PAVEMENT
LIGHT DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
4.5	6.0"	5.0"	12.0"

HEAVY DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
7.0	7.0"	6.0"	12.0"

**** 95% compaction based on ASTM Test Method D1557 or CAL 216***
***** 90% compaction based on ASTM Test Method D1557 or CAL 216***
******Minimum Compressive Strength of 3000 psi***

It is recommended that any uncertified fill material encountered within pavement areas, be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Seismic Parameters – 2016 California Building Code

The Site Class per Section 1613 of the 2016 California Building Code (2016 CBC) and Table 20.3-1 of ASCE 7-10 is based upon the site soil conditions. It is our opinion that a Site Class D is most consistent with the subject site soil conditions. For seismic design of the structures based on the seismic provisions of the 2016 CBC, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Site Class	D	Section 1613.3.2
Site Coefficient F_a	1.000	Table 1613.3.3 (1)
S_s	1.563	Section 1613.3.1
S_{MS}	1.563	Section 1613.3.3
S_{DS}	1.042	Section 1613.3.4
Site Coefficient F_v	1.500	Table 1613.3.3 (2)
S_1	0.600	Section 1613.3.1
S_{M1}	0.900	Section 1613.3.3
S_{D1}	0.600	Section 1613.3.4

Soil Cement Reactivity

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete (or stucco) and the soil. HUD/FHA and CBC have developed criteria for evaluation of sulfate levels and how they relate to cement reactivity with soil and/or water.

Soil samples were obtained from the site and tested in accordance with State of California Materials Manual Test Designation 417. The sulfate concentrations detected in these soil samples were greater than 150 ppm and are above the maximum allowable values established by HUD/FHA and CBC. Therefore, it is recommended that a Type II cement be used within the concrete to compensate for sulfate reactivity with the cement.

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill material passing the required percent compaction is a fill which has been compacted with an in situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent

of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If there are any questions or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

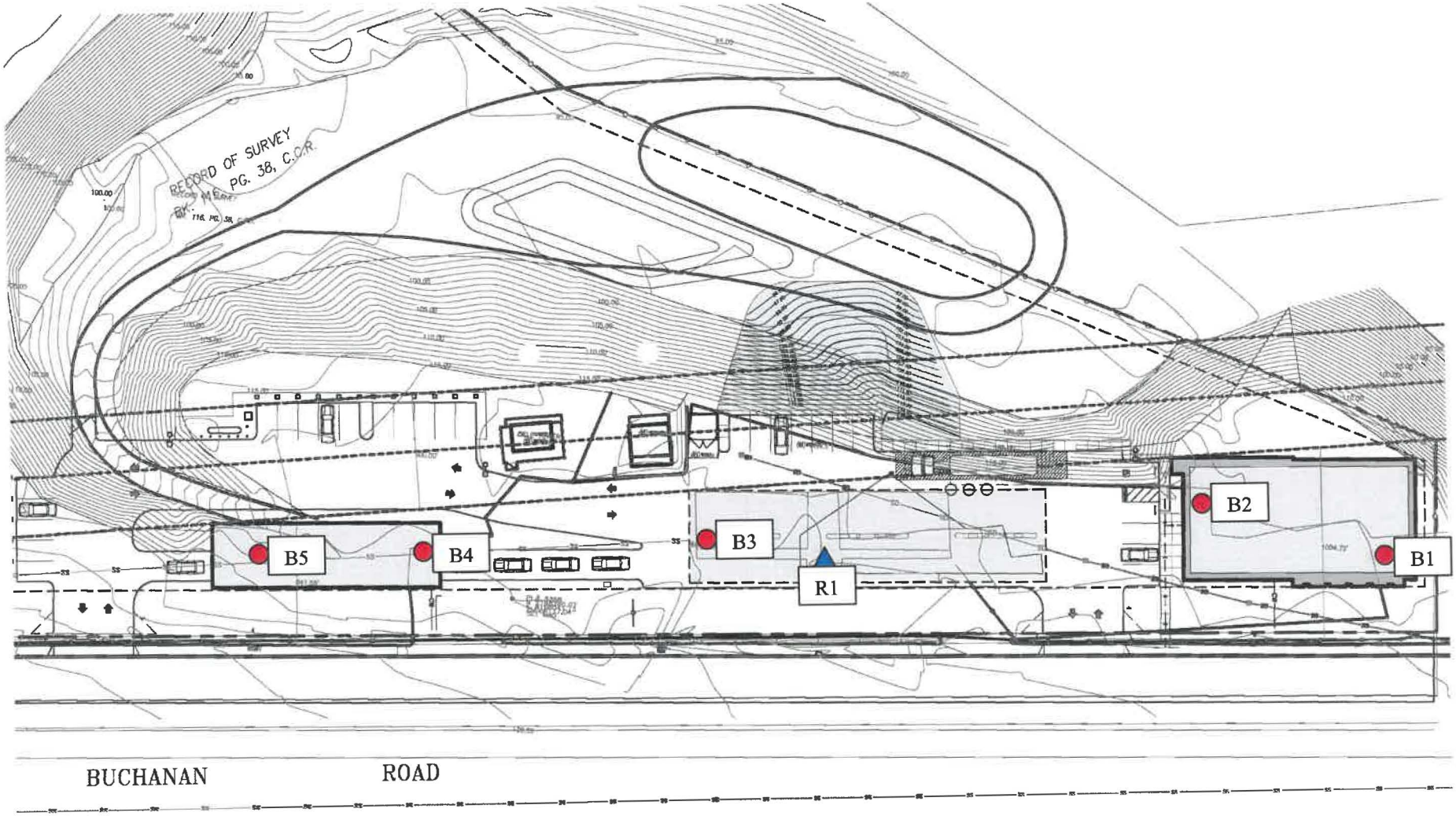
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

Steve Nelson
Project Engineer



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

SN/DRJ:ht



APPROXIMATE BORING LOCATION

APPROXIMATE R-VALUE LOCATION

N
W
E
S

SITE MAP	**Scale:** NTS	**Date:** June 2017	Krazan GEOTECHNICAL ENGINEERING
Convenience Store, Gas Station & Car Wash **1625 S. Buchanan Road** **Pittsburg, California**	**Drawn by:** HT	**Approved by:** DJ	
	Project No. 042-17005	**Figure No.** 1	

APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Five 4½-inch exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration, and with supplementary laboratory test data are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests and standard penetration tests were performed at selected depths. These tests represent the resistance to driving a 2½-inch and 1½-inch diameter split barrel sampler, respectively. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. The modified standard penetration tests are identified in the sample type on the boring logs with a full shaded in block. The standard penetration tests are identified in the sample type on the boring logs with half of the block shaded. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In-situ moisture content, dry density, consolidation, atterberg limits, and sieve analysis tests were completed for the undisturbed samples representative of the subsurface material. Expansion index and R-value tests were completed for select bag samples obtained from the auger cuttings. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

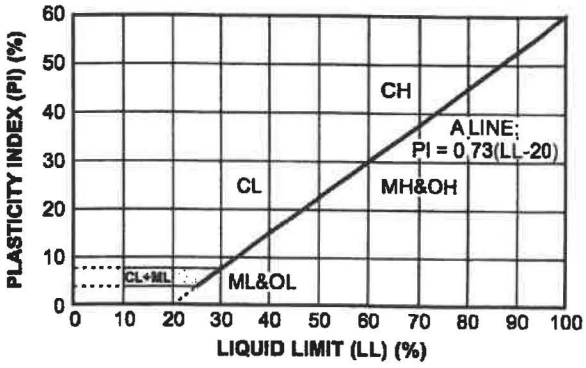
CONSISTENCY CLASSIFICATION

Description	Blows per Foot
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION

Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Boring B1

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-1

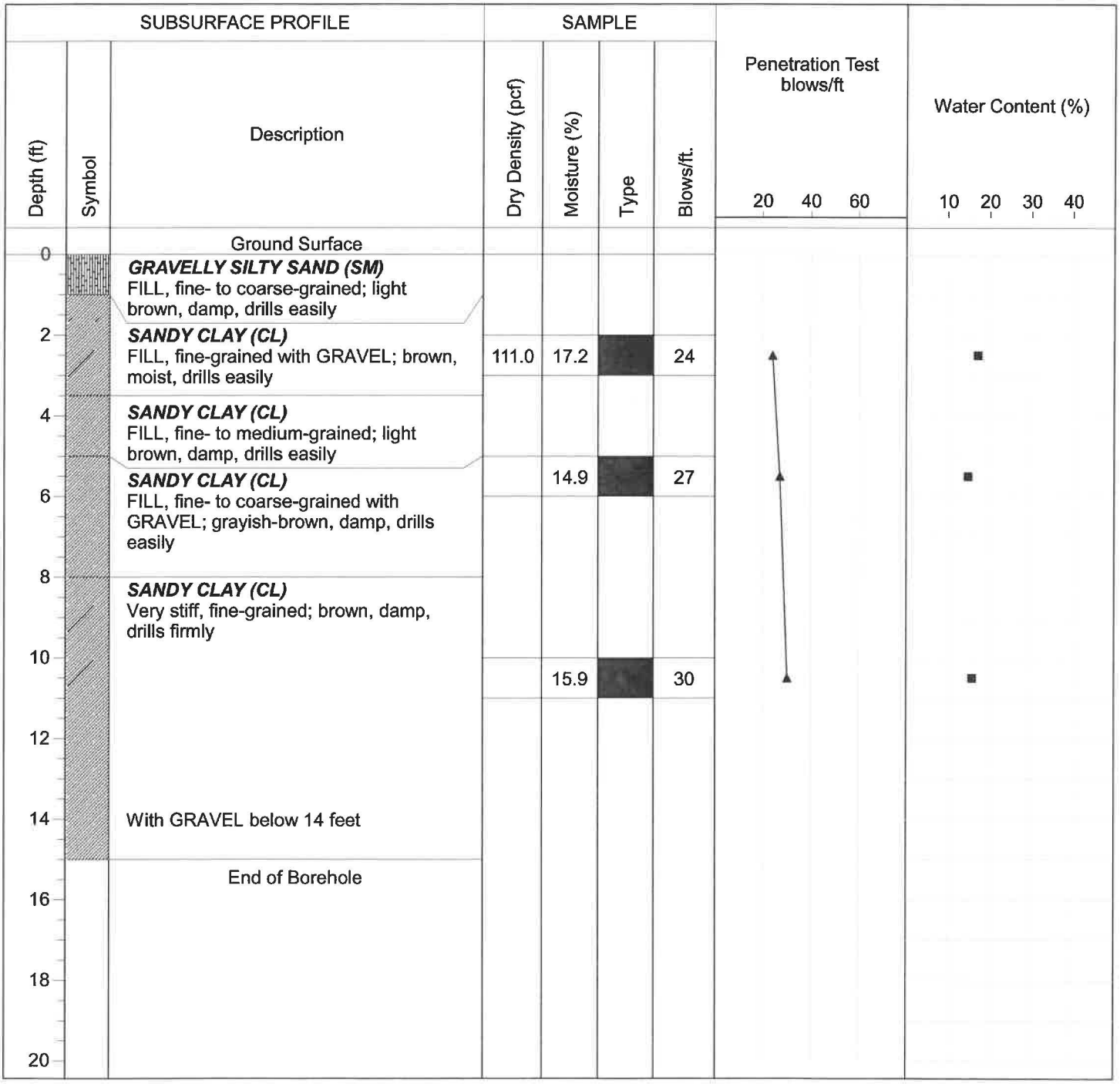
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

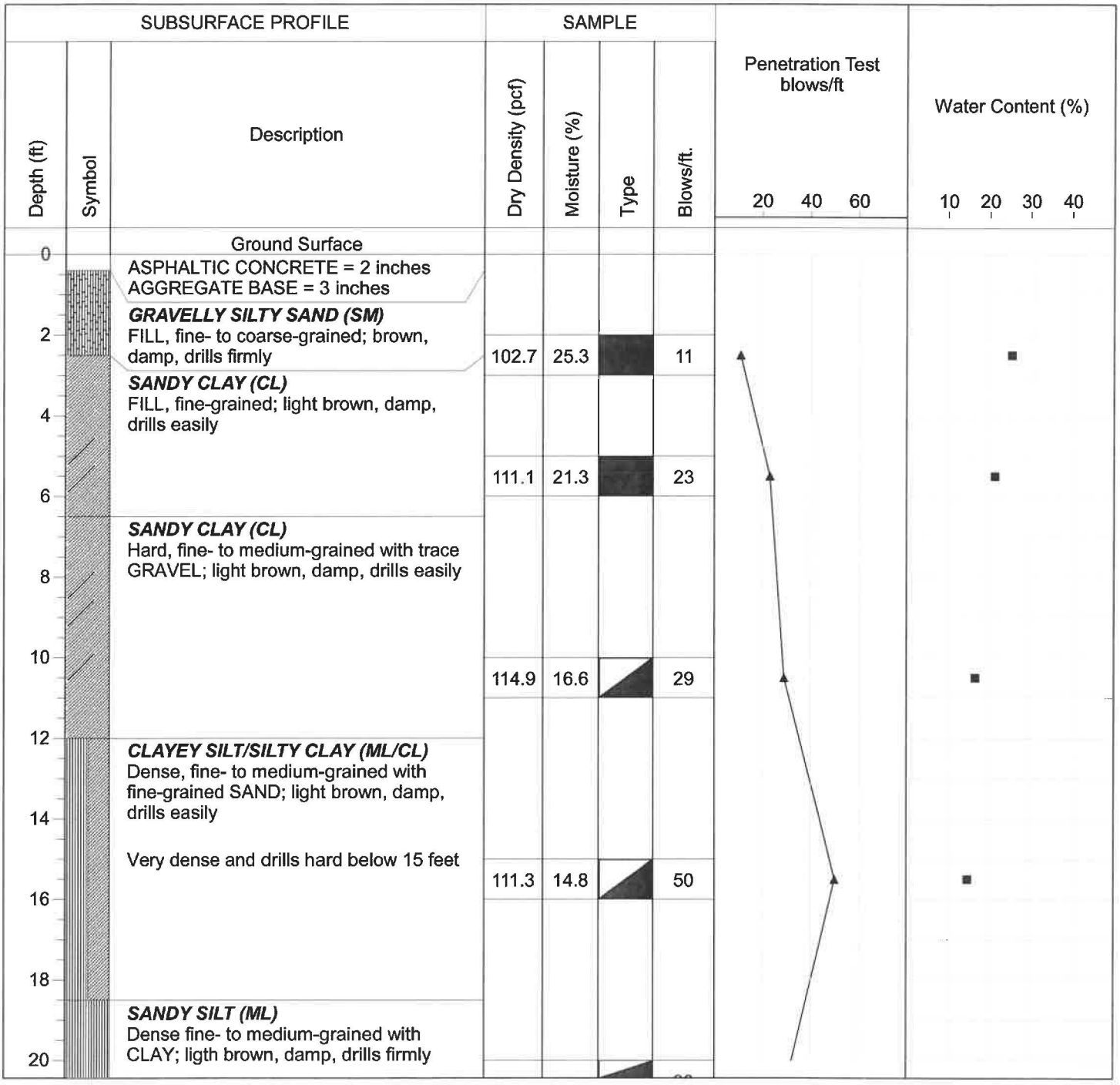
Client: LMK Petro, Inc.

Figure No.: A-2

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-2

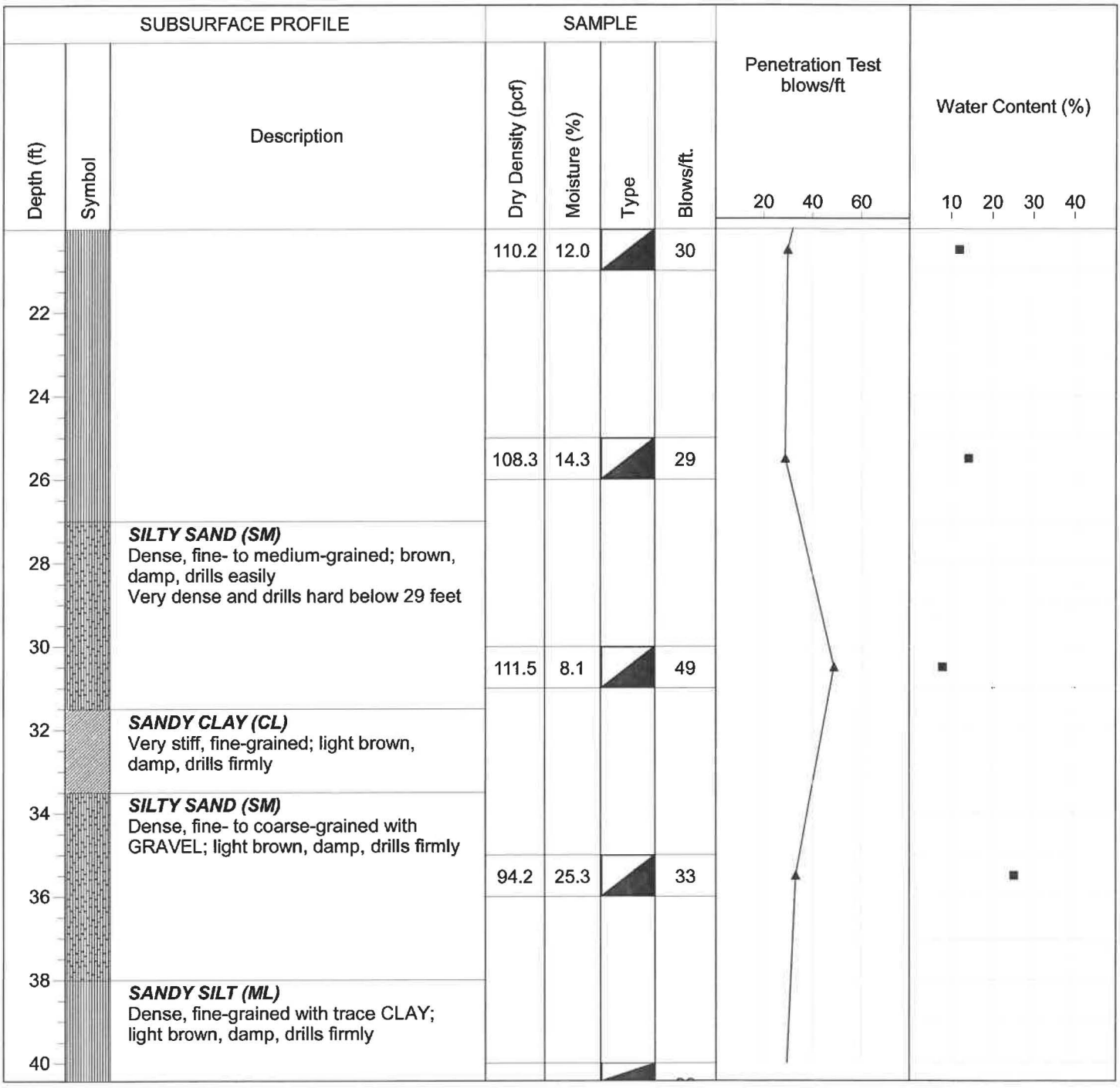
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-2

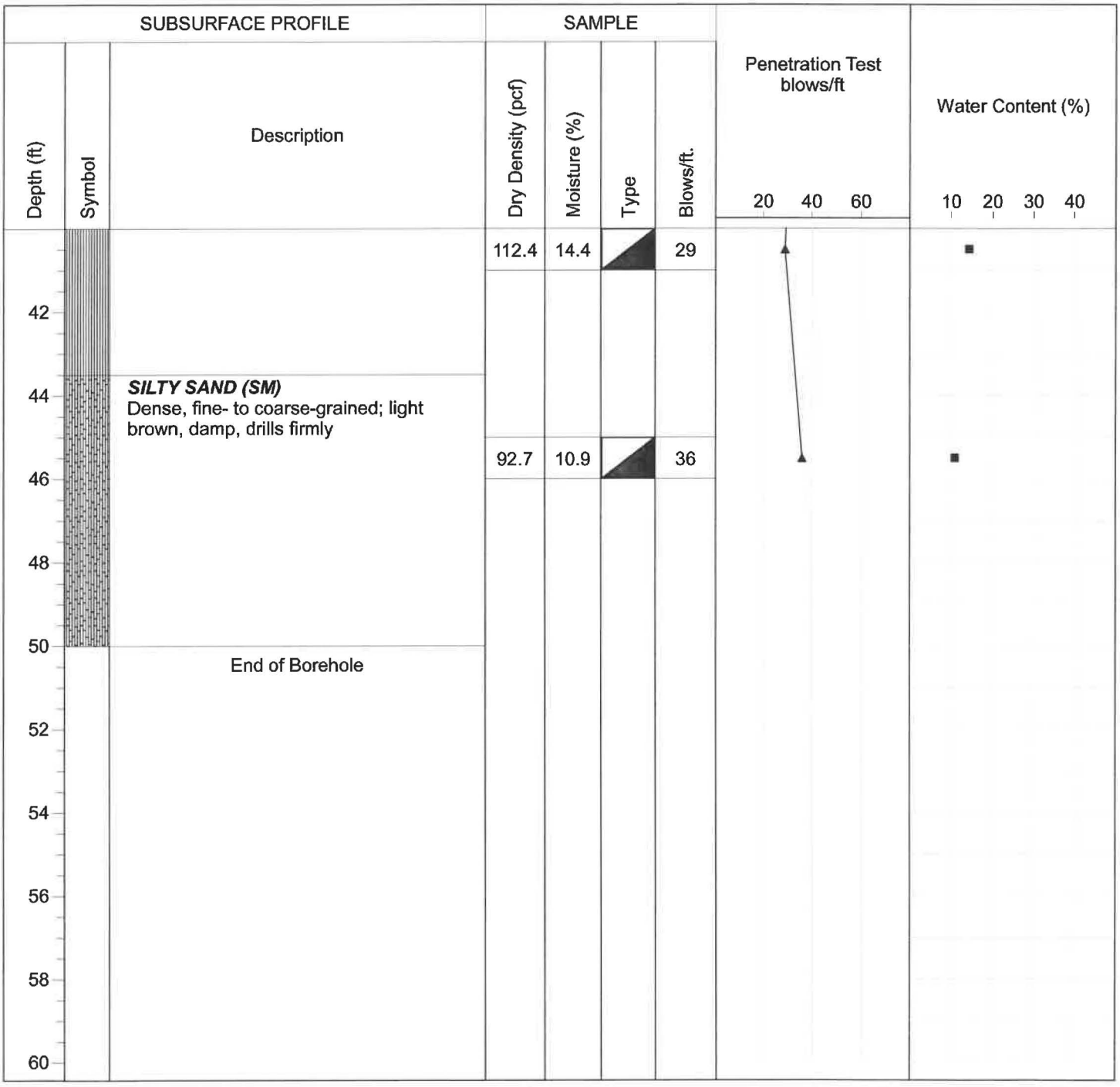
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B3

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-3

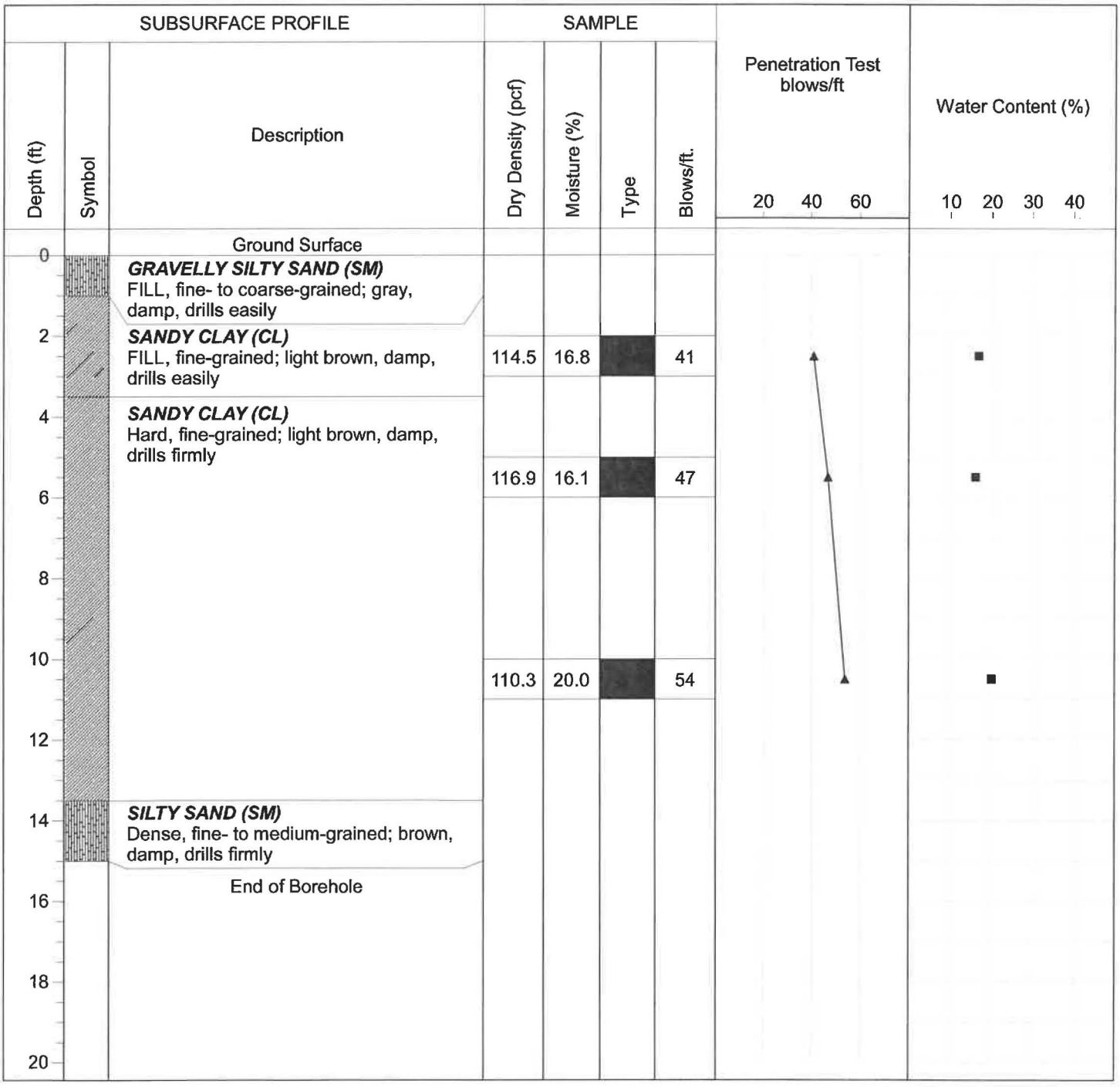
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B4

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

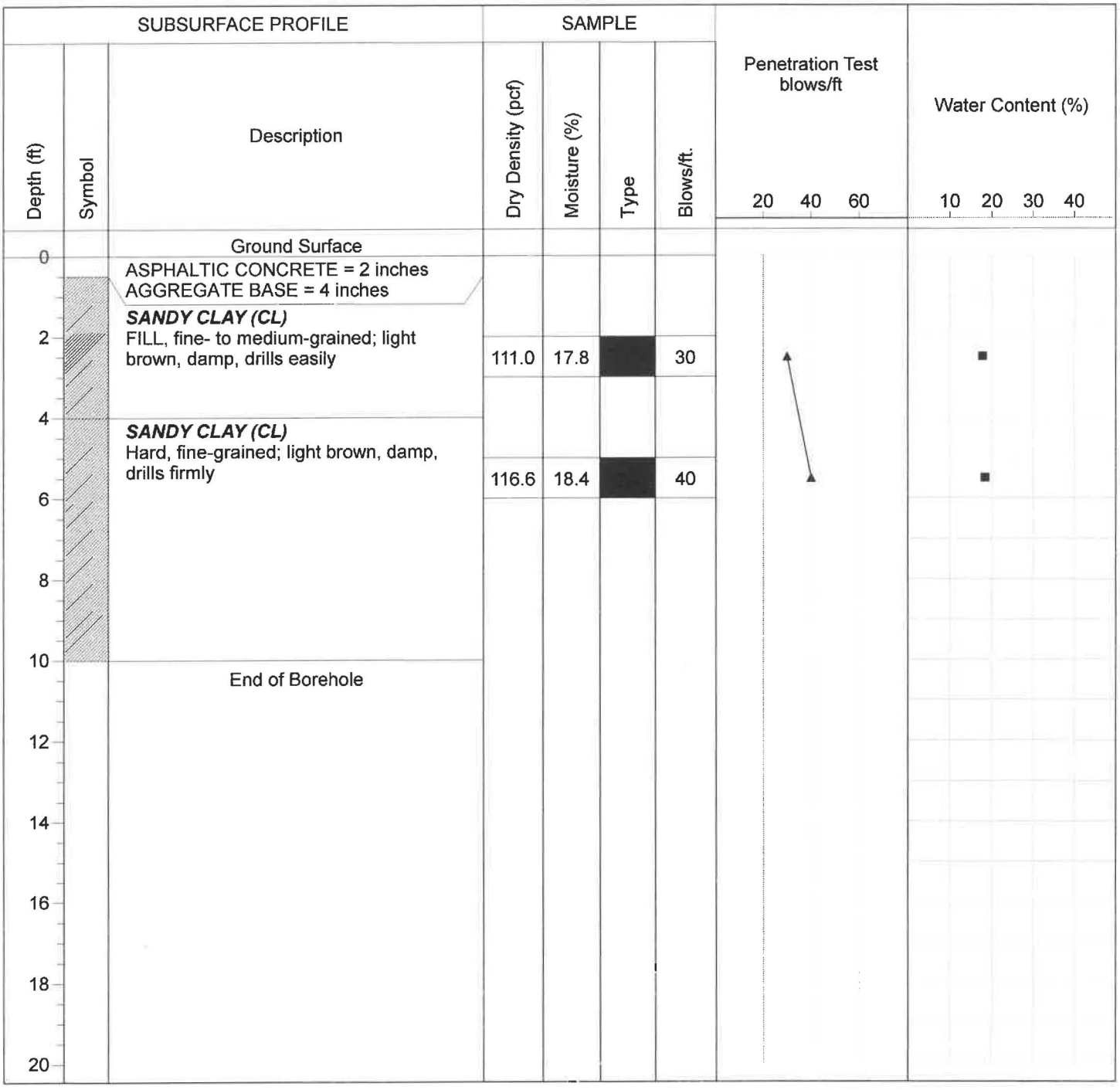
Client: LMK Petro, Inc.

Figure No.: A-4

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 10 Feet

Sheet: 1 of 1

Log of Boring B5

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-5

Location: 1625 S. Buchanan Road, Pittsburg, CA

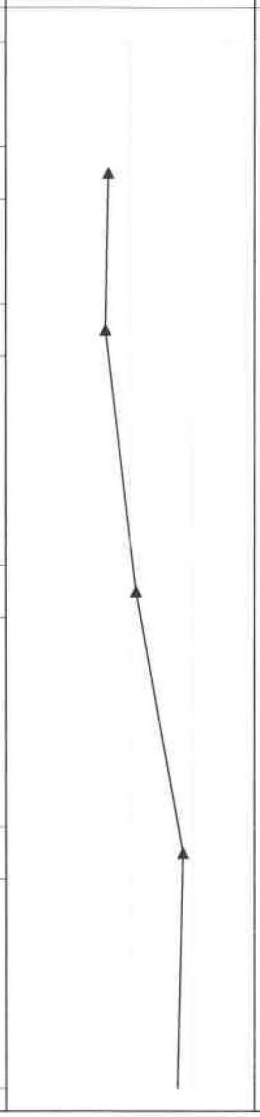
Logged By: R. Alexander

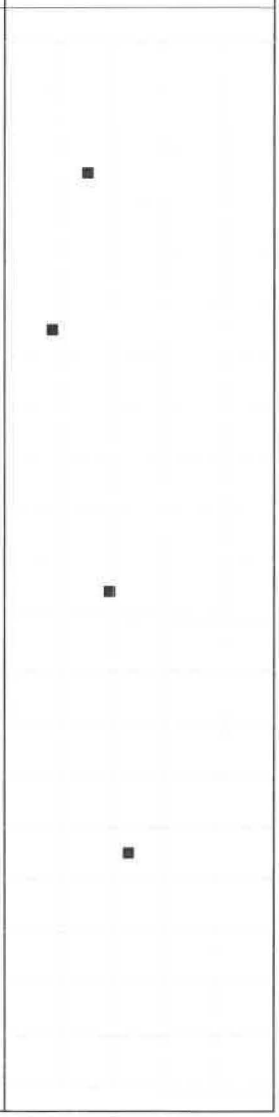
Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***GRAVELLY SILTY SAND (SM)*** FILL, fine- to coarse-grained; light brown, damp, drills easily				
2		Brown below 2½ feet	117.9	15.4		33
4						
6		***SANDY CLAY (CL)*** FILL, fine-grained; brown, damp, drills easily	127.7	8.9		32
8		***CLAYEY SILT/SILTY CLAY (ML/CL)*** Medium dense, fine-grained with fine-grained SAND; light orangish-brown, damp, drills easily				
10		Dense below 10 feet	112.4	19.4		42
12						
14		With lenses of SAND and drills firmly below 13½ feet				
16			107.9	22.9		57
18						
20						





Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 25 Feet

Log of Boring B5

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-5

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
			110.5	20.9		55	▲	■
22								
24								
		End of Borehole						
26								
28								
30								
32								
34								
36								
38								
40								

Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

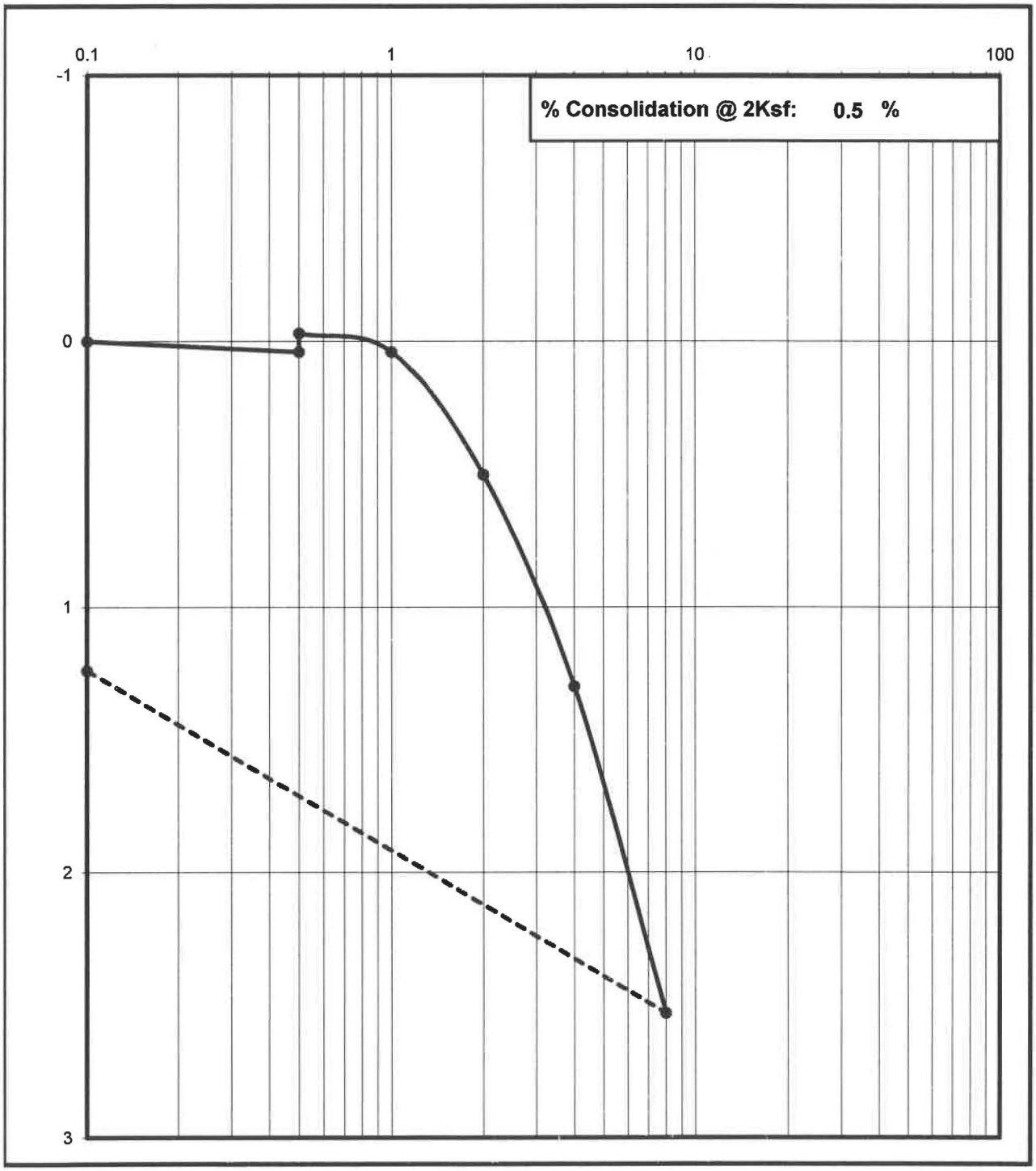
Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 25 Feet

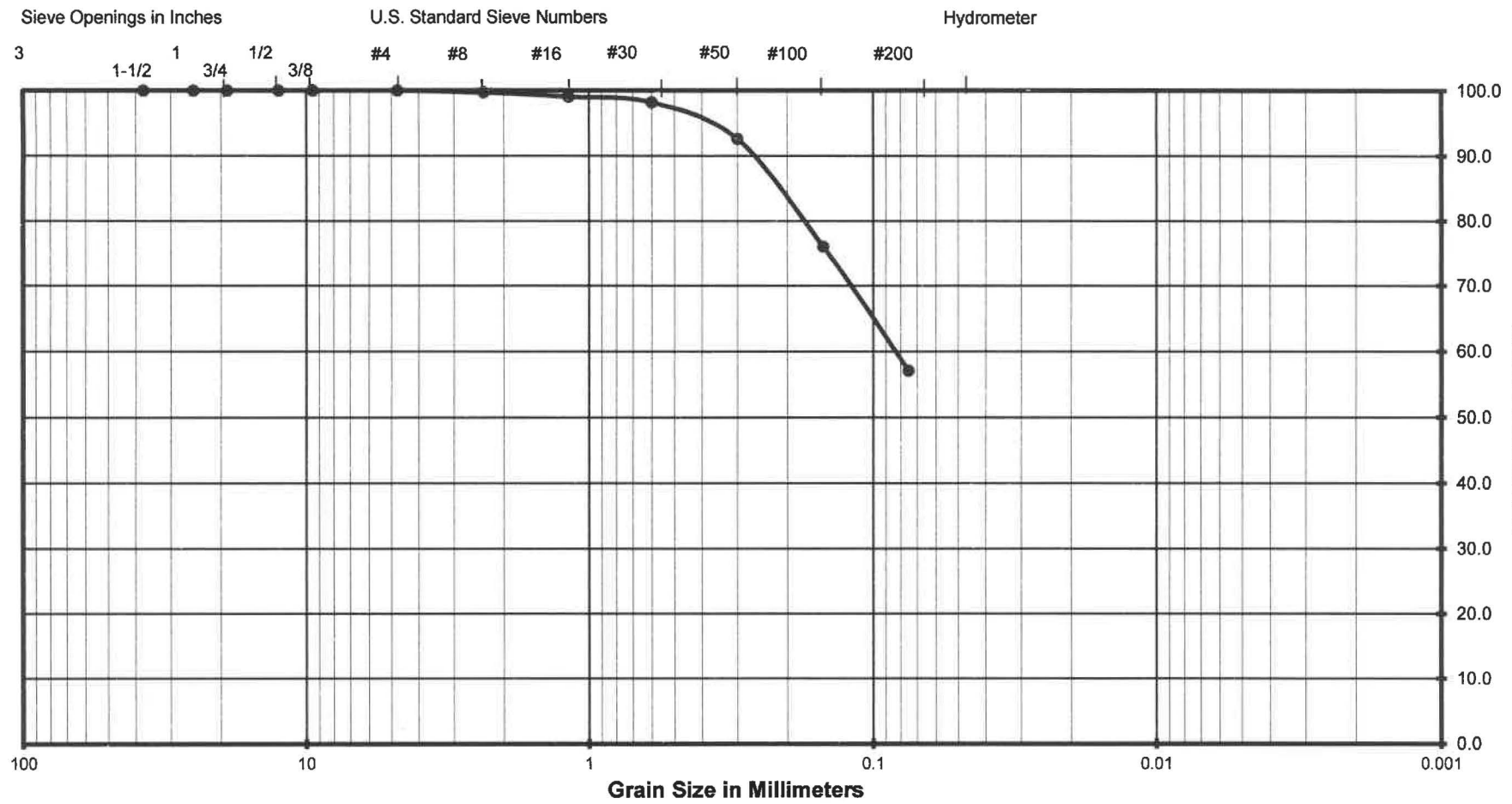
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
042-17005	B3 @ 5-6'	5/22/2017	CL



Krazan Testing Laboratory

Grain Size Analysis



(Unified Soils Classification)

Project Name	Convenience Store, Gas Station, and Car Wash
Project Number	042-17005
Soil Classification	CL
Sample Number	B3 @ 5-6'

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 042-17005
Project Name	: Convenience Store, Gas Station, and Car Wash
Date	: 5/22/2017
Sample location/ Depth	: B1 @ 3-4'
Sample Number	: X1
Soil Classification	: CL

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	616.1		
Weight of Mold, gms	206.5		
Weight of Soil, gms	409.6		
Wet Density, Lbs/cu.ft.	123.5		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	275.2		
Moisture Content, %	9.0		
Dry Density, Lbs/cu.ft.	113.3		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	50.0		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.101

Expansion Index $_{measured}$ = 101

Expansion Index = **101**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 042-17005
Project Name	: Convenience Store, Gas Station, and Car Wash
Date	: 5/22/2017
Sample location/ Depth	: 3-4'
Sample Number	: X2
Soil Classification	: CL

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	617.8		
Weight of Mold, gms	204.4		
Weight of Soil, gms	413.4		
Wet Density, Lbs/cu.ft.	124.7		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	275.5		
Moisture Content, %	8.9		
Dry Density, Lbs/cu.ft.	114.5		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	50.9		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.102

Expansion Index $_{measured}$ = 102

Expansion Index = 102

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Plasticity Index of Soils

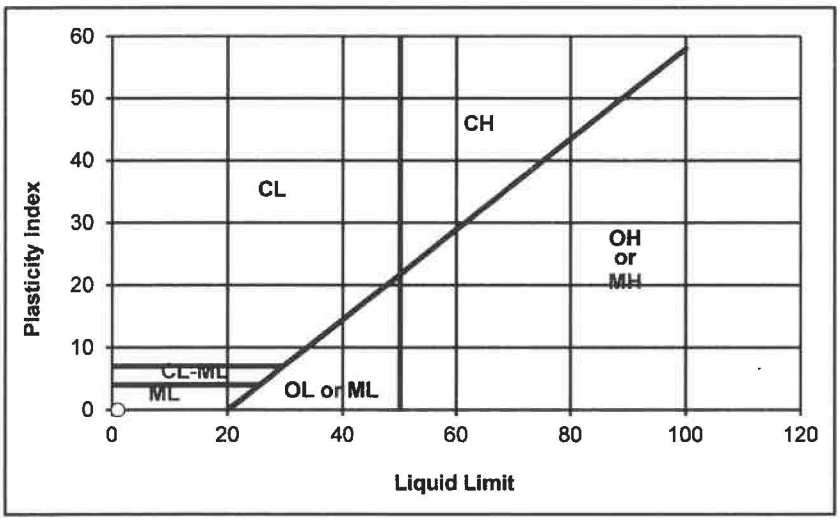
ASTM D4318/AASHTO T89 T90/CT 204

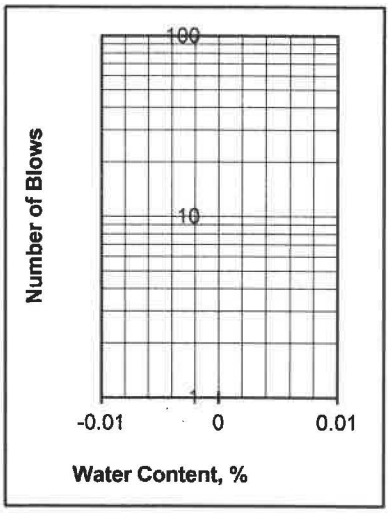
Project: **Convenience Store, Gas Station, and Car Wash**
Project Number: **042-17005**
Date Sampled: 4/27/2017 Date Tested: 5/19/2017
Sampled By: RA Tested By: J Dyer
Sample Number: Verified By: J Gruszczynski
Sample Location: B2 @ 25-26'
Sample Description: ML w/ trace of clay

	Plastic Limit			Liquid Limit		
Trial Number	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)						
Weight of Dry Soil & Tare (g)						
Weight of Tare (g)						
Weight of water (g)						
Weight of Dry Soil (g)						
Water Content (% of dry wt.)						
Number of Blows						

Plastic Limit : N/D **Liquid Limit : N/D**

Plasticity Index : NON-PLASTIC
Unified Soil Classification : NON-PLASTIC **Requirement:**
Approx. % of Material Retained on # 40 Sieve:





Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

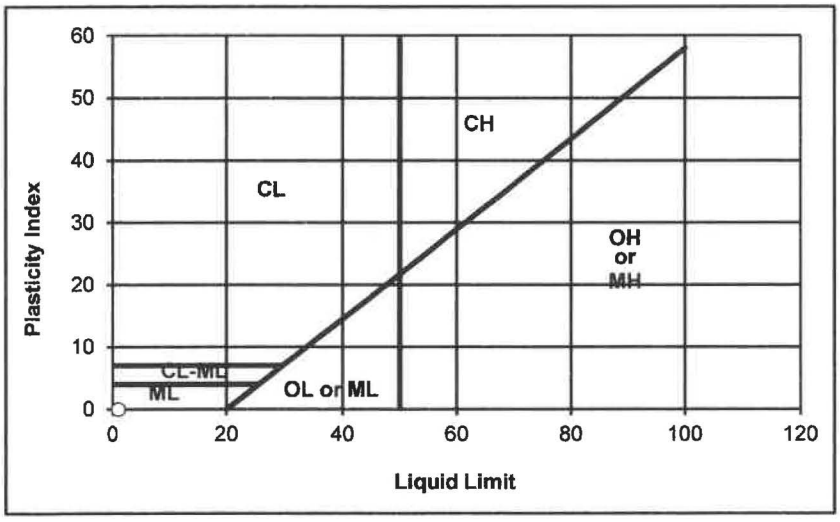
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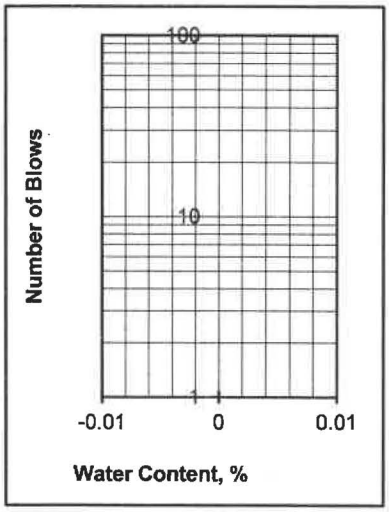
Project: **Convenience Store, Gas Station, and Car Wash**
Project Number: **042-17005**
Date Sampled: 4/27/2017 Date Tested: 5/19/2017
Sampled By: RA Tested By: J Dyer
Sample Number: Verified By: J Gruszczynski
Sample Location: B2 @ 40-41'
Sample Description: ML w/ trace of clay

	Plastic Limit			Liquid Limit		
Trial Number	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)						
Weight of Dry Soil & Tare (g)						
Weight of Tare (g)						
Weight of water (g)						
Weight of Dry Soil (g)						
Water Content (% of dry wt.)						
Number of Blows						

Plastic Limit : N/D **Liquid Limit : N/D**

Plasticity Index : NON-PLASTIC
Unified Soil Classification : NON-PLASTIC **Requirement:**
Approx. % of Material Retained on # 40 Sieve:





Departures from Outlined Procedure:

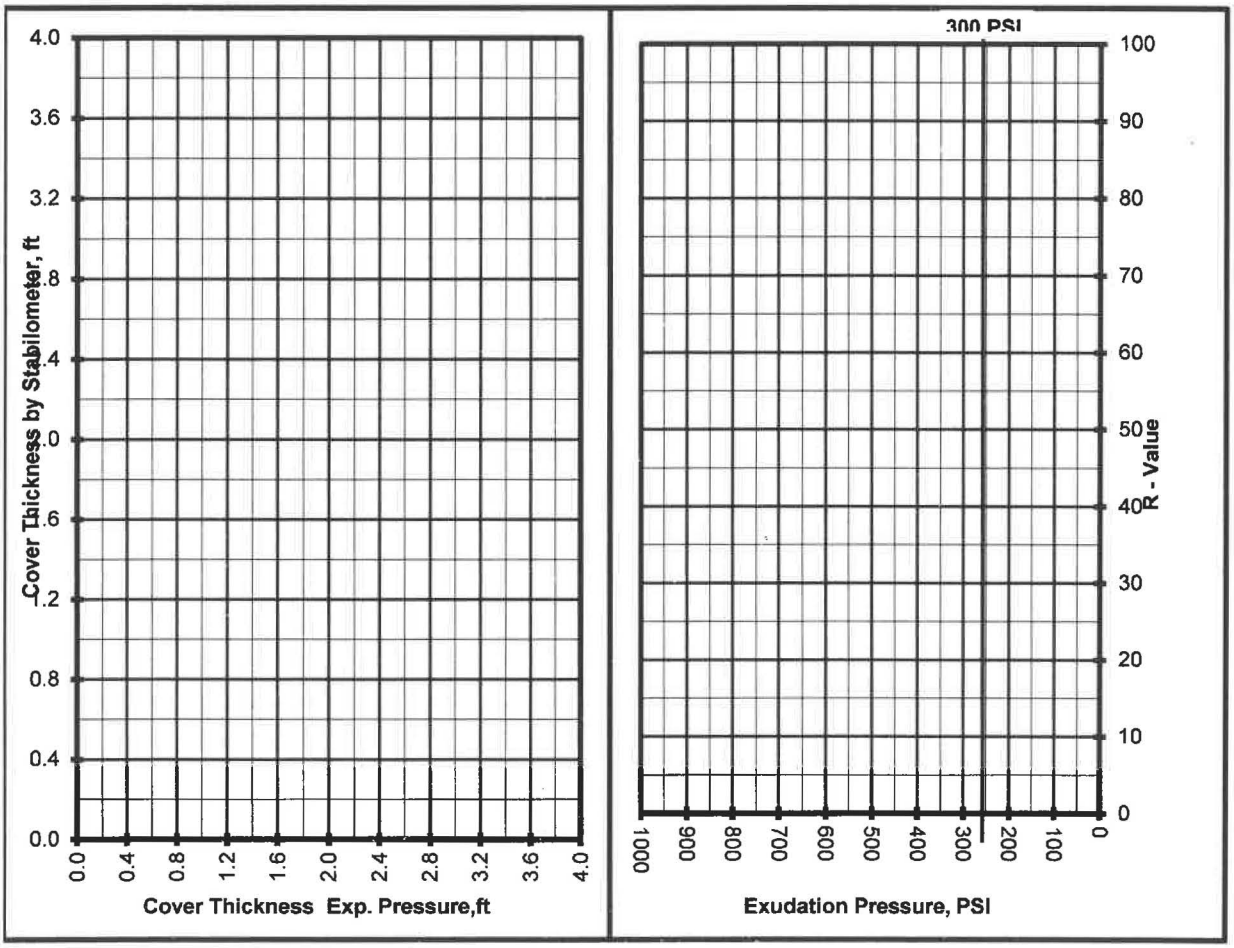
Unusual Conditions, Other Notes:

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	042-17005
Project Name	:	Convenience Store, Gas Station, and Car Wash
Date	:	5/3/2017
Sample Location/Curve Number	:	RV#1
Soil Classification	:	CL

TEST	A	B	C
Percent Moisture @ Compaction, %			
Dry Density, lbm/cu.ft.	R - Value less than 5 Sample Exuded from bottom of Mold During test		
Exudation Pressure, psi			
Expansion Pressure, (Dial Reading)			
Expansion Pressure, psf			
Resistance Value R			

R - Value at 300 PSI Exudation Pressure	**< 5**
R - Value by Expansion Pressure	



APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less than 90 percent relative compaction based on ASTM Test Method D1557 or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contract documents for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious or otherwise unsuitable. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots larger than 1 inch. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill of tree root excavations should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, building or slab loads shall be prepared as outlined above, excavated/scarified to a depth of 12 inches, moisture-conditioned as necessary, and compacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas which are to receive fill materials shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill areas shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the 2010 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically noted as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, 1½ inches maximum size. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class 2 material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment and spreading and compacting mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50° F. The surfacing shall be rolled with a combination of steel wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

APPENDIX D

PHASE I ENVIRONMENTAL SITE ASSESSMENT

March 3, 2022 Project No. 034-22008

Ms. Brenda Ramirez
Central Valley Engineering & Surveying, Inc.
2511 Logan Street
Selma, California 93622
bramirez@cveas.com

RE: Phase I Environmental Site Assessment
Proposed C-Store, Gas Station & Car Wash
1625 Buchanan Road
APN 088-030-021
Pittsburg, California 94565

Dear Ms. Ramirez:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site, summarized in a report dated February 28, 2022. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- Krazan's review of title company records and historical aerial photographs indicates that the structure located in the southeastern portion of the subject site was originally constructed in 1970 and the excavated area located in the central-northern portion of the subject site was present by at least 1972 suggesting that a former bulk rock/landscape materials and nursery business likely was operating on site in 1972. Mr. Shashi Sharma, a representative of the owner of the subject site familiar with the subject site for the past six years, and Mr. Andreas Cisneros, the occupant of the subject site for the past 10 years, indicated that they were unaware of underground storage tanks (USTs) being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, given the original development of the subject site in 1970 prior to the advent of the existing local environmental agencies that provide oversight for the installation and removal of USTs, coupled with the routine use of dump trucks and other equipment utilized for handling and transporting bulk rock/landscape materials, the potential exists for fuel USTs to have been installed on the subject site. Krazan's experience with agricultural and commercial properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered

USTs may exist in the vicinity of the on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner and occupant of the subject site is unknown.

During the planned redevelopment of the subject site, if a UST or associated piping is encountered, Krazan should be contacted for a supplemental assessment.

- During Krazan's February 17, 2022 site reconnaissance, remnants of a former on-site nursery and bulk rock/landscaping materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former bulk rock/landscape materials storage bins in the base of the depression. Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash, and a soil mound containing concrete debris were observed in this area of the subject site and/or within the vacant land located adjacent to the west and southwest of the excavation. Some of the materials/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles; however, the materials within the central portion of the larger debris piles were not visible. Furthermore, no odors, surface staining, stressed vegetation, or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath many of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance. Consequently, given these considerations and the presence of unpaved roads immediately proximate to many of these debris piles, the potential exists that some of this debris was illegally dumped thereby increasing the risk that hazardous materials may be present.

  If these materials are removed from the subject site in connection with the planned redevelopment of the subject site and hazardous materials containers, or odors/surface staining/soil discoloration indicative of the presence of hazardous materials, are noted at the time of removal, Krazan should be contacted for a supplemental assessment.

Housekeeping Issues

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and the contents properly disposed/recycled.

Krazan recommends confirmation of the removal and proper off-site disposal of this 55-gallon drum of unknown content.

ASTM Non-scope Issues

- The structure located on the subject site was reportedly originally constructed in 1970. It is unknown if the on-site structure contains asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or lead-based paint survey and sampling of the on-site structure were not included within the scope of this assessment. However, based on the date of construction, ACMs and LBP may be present at the subject site. Prior to the disturbance of any of the suspect ACMs or LBP at this facility via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

Jason R. Paul, PG 7557
Environmental Regional Manager

JRP/mlt

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY
1625 BUCHANAN ROAD
APN 088-030-021
PITTSBURG, CALIFORNIA 94565

Pursuant to ASTM E 1527-13

Project No. 034-22008
March 3, 2022

Prepared for:
Ms. Brenda Ramirez
Central Valley Engineering & Surveying, Inc.
2511 Logan Street
Selma, California 93622
(559) 891-8811

Prepared by:
Krazan & Associates, Inc.
215 West Dakota Avenue
Clovis, California 93612
(559) 348-2200

Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the Proposed C-Store, Gas Station & Car Wash property associated with Contra Costa County Assessor's Parcel Number (APN) 088-030-021 located at 1625 Buchanan Road in Pittsburg, California 94565 (subject site). It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Krazan's findings of this Phase I ESA revealed no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- The potential presence of an unregistered underground storage tank (UST) located on the subject site associated with a historical bulk rock and landscape materials supply business located on site from approximately 1970 to 2010.
- The potential presence of hazardous materials associated with piles of debris and discarded materials located in the central-northern and western portions of the subject site, some of which may be the result of illegal dumping.

Housekeeping Issues/Inaccessibility Data Gap

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. The content of the drum should be characterized and the drum should be transported off-site for proper recycling/disposal by a licensed contractor as soon as possible.

ASTM Non-scope Issues

- The structure located in the southeastern portion of the subject site was reportedly constructed in 1970. It is unknown if the on-site structures contain asbestos-containing materials (ACMs) or lead-based paint (LBP). However, based on the date of construction, asbestos-containing materials and/or lead based paint may be present at the subject site.

Please refer to Section 8.0 Conclusions/Opinions for a discussion of the findings included in this summary.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner,* or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections,* or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

2.2 Scope of Work

The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents, c) a review of historical aerial photographs, a review of pertinent building permit records, cross-reference directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR). The scope of work for this Phase I ESA conforms to ASTM E 1527-13. Krazan

was provided written authorization to conduct the Phase I ESA by Mr. Shashi Sharma with Central Valley Engineering & Surveying on January 21, 2022, in Krazan's January 21, 2022 Proposal/Cost Estimate No. P22-055.

3.0 SITE DESCRIPTION

The subject site is located northeast of Buchanan Road and Ventura Drive in the City of Pittsburg, Contra Costa County, California. The subject site consists of one irregular-shaped parcel measuring approximately five acres with the associated Contra Costa County Assessor's Parcel Number of 088-030-021. The subject site is currently developed with a commercial building with a structural footprint of 2,800 square feet which is occupied by Ricky's Cutting Edge, a lawn mower and small motor repair business. The subject site is associated with an address of 1625 Buchanan Road. The existing subject site development was reportedly originally constructed in 1970. The remainder of the eastern portion of the subject site is developed with an excavated exterior materials storage area, a high-voltage electrical transmission tower equipped with cellular communications antennae, and paved parking areas, driveways, and walkways. The western portion of the subject site is primarily vacant land. The subject site appears to have been occupied by a plant nursery and bulk rock and landscape materials supply businesses from 1970 until approximately 2010. Ricky's Cutting Edge reportedly has occupied the subject site for the past 10 years. The subject site appears to have been dry farmed land or vacant land from at least 1937 until 1970.

General property information and property use are summarized in the following table. Refer to Figures No. 1 – 3 following the Reference Section.

Subject Site Information Summary

Current Owner:	LMK Petro Inc; Harpeet & Neha
Assessor's Parcel Number:	088-030-021
Address:	1625 Buchanan Road Pittsburg, California 94565
Historical Address*:	None Identified
General Location:	Northeast of Buchanan Road and Ventura Drive
Acreage:	5.0 (approximately)
Existing Use:	Commercial – Lawn Mower Repair Shop
Number of Buildings:	One
Original Construction Date:	1970
Proposed Use:	Commercial – Convenience Store, Gasoline Station & Car Wash
Topographic Map:	U.S. Geological Survey, 7.5-minute Antioch South, California topographic quadrangle map, dated 1980
Topographic Map Location:	Southeastern quarter of Section 21, Township 02 North, Range 01 East, Mount Diablo Baseline and Meridian
Latitude/Longitude:	37.998428° / –121.866456°

Subject Site Information Summary (continued)

Topography:	Relatively flat, approximately 100 feet above mean sea level
Approximate Depth to Groundwater:	60 to 65 feet below ground surface (bgs), State of California Regional Water Quality Control Board (RWQCB), Geotracker Database, vicinity environmental investigation site located approximately 1,150 feet to the west of the subject site
Regional Groundwater Flow Direction:	Northeast, RWQCB, Geotracker Database, vicinity environmental investigation site located 1,150 feet to the west of the subject site

3.1 Geology and Hydrogeology

The subject site is located on northern sloping foothills on the northern flank of Mount Diablo, the northern extension of the Diablo Range. The geologic units comprising the north flank of Mount Diablo include a variety of Tertiary Units, including the Wolfskill Formation. The Tertiary Units strike northwest and dip between 30 and 40 degrees to the northeast. Quaternary alluvium covers these units. Subsurface material in the area of the subject site consists of sandy clay and clayey sand from the surface to a depth of approximately 45 feet bgs. Silty sand is typically present at depths between 45 and 55 feet bgs, with saturated soils initially encountered at depth ranging from 60 to 65 feet bgs. Data obtained from an environmental investigation site located 1,150 feet to the west of the subject site indicates that groundwater in the area of the subject site is first encountered at a depth of approximately 60 to 65 feet bgs. Groundwater monitoring conducted at the above-referenced site indicates that the groundwater flow direction in the vicinity of the subject site is toward the northeast.

4.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Mr. Bill Vick, Krazan's Environmental Professional, on February 17, 2022. Mr. Andres Cisneros, the subject site occupant, accompanied Krazan's Environmental Professional during a portion of the site reconnaissance. The objective of the site reconnaissance is to obtain information to assist in assessment of the likelihood of the presence of recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

4.1 Observations

The following table summarizes conditions encountered during our site reconnaissance. A discussion of observed conditions is presented following the table. Refer to the Site Map (Figure No. 2) and color photographs following the text for the locations of items discussed in this section of the report.

Summary of Site Reconnaissance

Feature	Observed	Not Observed
Structures (existing)	X	
Evidence of Past Uses (foundations, debris)	X	
Hazardous Substances and/or Petroleum Products (including containers)	X	
Aboveground Storage Tanks (ASTs)		X
Underground Storage Tanks (USTs) or Evidence of USTs		X
Evidence of Underground Pipelines		X
Strong, Pungent, or Noxious Odors		X
Pools of Liquid Likely to be Hazardous Materials or Petroleum Products		X
Drums	X	
Unidentified Substance Containers	X	
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment		X
Subsurface Hydraulic Equipment		X
Heating/Ventilation/Air conditioning (HVAC)		X
Stains or Corrosion on Floors, Walls, or Ceilings	X	
Floor Drains, Sumps, or Oil/Water Clarifiers		X
Storm Drains	X	
Pits, Ponds, or Lagoons		X
Stained Soil and/or Pavement	X	
Soil/Debris Piles	X	
Stressed Vegetation	X	
Waste or Wastewater (including stormwater) Discharges to Surface/ Surface Waters		X
Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)		X
Septic Systems		X

The subject site comprises approximately five acres of commercial property and vacant land with the associated Contra Costa County APN of 088-030-021.

- The subject site was observed to be occupied by a commercial building, two high-voltage electrical transmission towers equipped with cellular communications antennae and equipment enclosures, asphalt-paved parking areas/driveways, a former bulk rock and landscape materials storage area, and vacant land (See Photographs No. 1 - No. 9). The on-site commercial building was observed to be associated with a subject site address of 1625 Buchanan Road. The commercial building, with a structural footprint of approximately 2,800 square feet, was observed to be constructed of slump stone and wood frame on a concrete slab-on-grade foundation.

- At the time of Krazan's February 17, 2022 site reconnaissance, the on-site building was observed to be occupied by Ricky's Cutting Edge, a lawn mower and small motor repair business. The eastern portion of the building was observed to include an office/customer service area, a shop area, and new and used parts storage areas (See Photographs No. 10 – No. 13). The western portion of the building was observed to be utilized for storage of equipment, parts, and personal property (See Photograph No. 14), with the central portion of the building an open-ended canopy. The interior of the on-site building, the exterior area adjacent to the north of the building, and the exterior area adjacent to the east of the building were observed to be cluttered with used lawn mowers, chains saws, line trimmers, and/or leaf blowers, as well as used parts (See Photographs No. 13 – No. 16). Although these areas were cluttered with stored materials, housekeeping conditions related to hazardous materials impacts were generally good. Within the visible portions of the underlying building foundation and asphalt pavement only light surface staining which appeared to be lubricant-related was observed (See Photographs No. 13, No. 16, and No. 18). Mr. Cisneros stated

that he has occupied the subject site for 10 years and during that time there has not been a significant fuel or motor oil spill. No floor drains were observed within the visible portions of the building foundation and Mr. Cisneros stated that none are present.

- Several 4.5-gallon containers of compressed propane were observed in the western portion of the building, and several cans of spray lubricant, several quart-size containers of motor oil, and two partially filled five-gallon containers of gasoline were observed within the eastern portion of on-site building (See Photograph No. 17). Given the density of stored materials, small quantities of other maintenance materials may be located on site which were not visible at the time of the site reconnaissance; however, Mr. Cisneros stated that any such materials located on site would not be present in containers of five gallon or greater capacity other than the waste oil discussed below. No evidence of an environmental concern was noted in association with the above-referenced hazardous materials observed.

- A five-gallon container of waste oil and a shop rag container were observed in an asphalt-paved covered exterior area located adjacent to the north of the building (See Photograph No. 18). Light surface staining was observed adjacent to the waste oil and rag containers. Mr. Cisneros stated that very little waste oil is generated by his small motor repair business, estimating the volume of waste oil generated to be less than 10 gallons per quarter, and he indicated that waste fuel is not generated on site. Mr. Cisneros stated that he transports waste oil to Bailey's Rentals where he pays to have the waste oil recycled. Mr. Cisneros stated that other than waste motor oil, no hazardous waste is generated on the subject site. Mr. Cisneros stated that the waste mower frames, waste metal parts, and all other scrap metal generated by his business is picked up every two weeks for recycle by a contractor.

- A 55-gallon steel drum of unknown content was observed in the eastern portion of the subject site approximately 150 feet to the northeast of the building (See Photograph No. 19). No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros opened a cap on the drum and indicated that he believed it to contain waste oil. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and properly disposed/recycled.

- An air compressor was observed in an enclosure adjacent to the east of the on-site building. Light surface staining consistent with compressor oil was observed on the asphalt pavement beneath the air compressor. No evidence of environmental concerns was noted in association with the air compressor.

- Remnants of a former on-site nursery/landscape materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former rock/landscape materials storage bins in the base of the depression (See Photographs No. 20 and No. 21). Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash and/or a soil mound with concrete debris were observed in this area of the subject site as well as within the vacant land located to the west and southwest of the excavation (See Photographs No. 22 – No. 28). Some of the material/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles, however, the materials within the central portion of the larger debris piles were not visible. No odors, surface staining, stressed vegetation,

or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath some of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance.

- Discolored and stressed vegetation consistent with the application of herbicide was observed proximate to the on-site structures and roadways, along the perimeter of the excavated area, and in the central-western portion of the subject site (See Photographs No. 28 and No. 29). The apparent application of herbicide under the conditions observed at the time of the site reconnaissance does not represent an environmental concern relative to the potential for an adverse impact to the subsurface of the subject site.

- East-west trending high-voltage electrical transmission lines were observed in the southern portion of the subject site and associated towers were observed in the central and western portions of the subject site. Cellular communications antennae were observed on both towers and antenna equipment enclosures were associated with both towers (See Photographs No. 5 and No.6). The equipment enclosures were locked an inaccessible at the time of the site reconnaissance. Signage of one of the equipment enclosures indicated the presence of diesel fuel, presumed to be associated with an emergency power generator. No evidence of environmental concerns was noted in association with the towers or equipment enclosures. Please refer to Section 6.4 of this report for a discussion of regulatory records associated with the on-site cellular communication equipment.

- Stormwater drains were observed within the paved parking areas/driveways located in the southern portion of the subject site, including the asphalt-paved area located to the east and southeast of the building historically occupied by a potted plant nursery (See Photograph No. 30). Mr. Cisneros stated that the on-site stormwater drains are connected to a municipal collection system. No odors, surface staining, or other evidence of the disposal of hazardous materials or hazardous waste was observed adjacent to the on-site stormwater drains.

- During the visual observations of the subject site, exposed surface soils did not exhibit obvious signs of discoloration. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No standing water was observed on the subject site.

- No pole- or pad-mounted electrical transformers were observed on the subject site.

4.2 Utilities

Based on Krazan's research, the following companies/municipalities currently provide utility services to the subject site:

Municipal Service / Utility Providers

Service / Utility	Provider
Electricity	Pacific Gas & Electric (PG&E)
Natural Gas	PG&E
Potable Water	City of Pittsburg
Sanitary Sewer	City of Pittsburg

Water / Wells

The municipal potable water purveyor for the subject site is the City of Pittsburg. The City of Pittsburg's water quality monitoring is an on-going program with water samples obtained on a regular basis. It is the responsibility of the City of Pittsburg to provide customers with potable water in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water constituents in water supplied to the public. The City of Pittsburg's 2020 Water Quality Report posted on the City of Pittsburg's website indicates that water provided by the City of Pittsburg is in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water.

Sewer / Septic Systems

The municipal sewer service provider to the subject site is the City of Pittsburg Water Department. According to Mr. Shashi Sharma, a representative the owner of the subject site, no septic systems are located on the subject site.

4.3 Adjacent Streets and Property Usage

The following table summarizes the current adjacent roads and adjacent property uses observed during the site reconnaissance.

Adjacent Streets and Property Use

Direction	Adjacent Street	Adjacent Property Use
North	Norine Drive	Residential Irrigation canal and vacant land
South	Buchanan Road	Residential Park and recreation fields
East	None	Vacant land, beyond which are an irrigation canal and residences
West	Ventura Drive	Residential

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials are stored at the immediately adjacent properties.

4.4 ASTM Non-Scope Considerations

According to ASTM E 1527-13, environmental issues or conditions that are outside the scope of the Phase I ESA practice (non-scope considerations) are sometimes evident at assessed properties. Some substances may be present at those properties in quantities and under conditions that may lead to contamination of the assessed parcel or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM non-scope considerations are discussed below.

Asbestos-Containing Materials

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Because of its fiber strength and heat resistant properties, asbestos has been used for a wide range of manufactured goods, mostly in building materials, vehicle brakes, and heat-resistant fabrics, packaging, gaskets, and coatings. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems.

The structure located on the subject site was originally constructed in approximately 1970. It is unknown if the on-site structure contains ACMs. An asbestos survey and sampling of the on-site structure was not included within the scope of this assessment. However, based on the date of construction, ACMs may be present at the subject site. Prior to the disturbance of any of the suspect ACMs at this facility via demolition, a comprehensive asbestos survey designed to determine if the suspect ACM is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Lead-Based Paint

Although lead-based paint (LBP) was banned in 1978, many buildings constructed prior to 1978 have paint that contains lead. Lead from paint, chips, and dust can pose serious health hazards if not addressed properly.

The structure located on the subject site was originally constructed in approximately 1970. It is unknown if the on-site structure contains LBP. A lead-based paint survey and sampling of the on-site structure was not included within the scope of this assessment. However, based on the date of construction, LBP may be present at the subject site. Prior to the disturbance of any of the suspect LBP at this facility via demolition, a comprehensive LBP survey designed to determine if the suspect LBP is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Public Health (CDPH) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed

in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

Environmental Non-Compliance Issues

No obvious material environmental non-compliance issues were identified in connection with the subject site in the process of preparing this report.

Activity and Use Limitations

No environmental activity and use limitations were identified in connection with the subject site in the process of preparing this report.

Wetlands

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control. According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year.
- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content).

- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website, the subject site does not contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site.

5.1 Title Report and Environmental Lien Search

A Title Report or Environmental Lien Search was not prepared by, or provided to Krazan during the course of this assessment. The absence of a Title Report and Environmental Lien Search represents a data gap.

5.2 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.

6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.

7. The reason for preparation of this Phase I ESA.

On January 31, 2022, a completed Phase I ESA user questionnaire was received from Ms. Brenda Ramirez with Central Valley Engineering & Surveying, Krazan's client and one of the Phase I ESA users. Please refer to Appendix A for a copy of the completed Phase I ESA user questionnaire.

According to the questionnaire responses, Ms. Ramirez, to the best of her knowledge as the user of this Phase I ESA, was not aware of any environmental cleanup liens and activity or land use limitations which have been filed or recorded against the subject site; and Ms. Ramirez has no specialized knowledge or experience of the prior nature of the business or chemical utilization on the subject site. Ms. Ramirez indicated that the subject site was vacant land historically. Ms. Ramirez indicated that she did not have knowledge of the past or current presence of specific chemicals or hazardous materials, unauthorized spills or chemical releases or of any environmental cleanups in connection with the subject site. Ms. Ramirez indicated that she is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Ms. Ramirez stated that the purchase price of the subject site reasonably reflects fair market value. Additionally, Ms. Ramirez indicated that the reason for preparation of this Phase I ESA is related to a proposed development and City of Pittsburg requirements.

6.0 SITE USAGE SURVEY

The property usage survey included assessing property history, and reviewing local, state, and federal regulatory agency records.

6.1 Site History

A review of historical aerial photographs, historical USGS topographic quadrangle maps, City of Pittsburg Community Development Department records, and reasonably ascertainable cross-reference directories, a search for Sanborn Fire Insurance Maps (SFIMs), and a Phase I ESA interview were utilized to assess the history of the subject site.

Previous Environmental Assessment

No previous environmental assessments of the subject site were provided to Krazan for review during the course of this assessment.

Aerial Photograph Interpretation

Historical aerial photographs dated 1937, 1939, 1949, 1950, 1958, 1963, 1966, 1972, 1979, 1982, 1984, 1993, 1998, 2006, 2009, 2012 and 2016 were reviewed to assess the history of the subject site. These photographs were obtained from Environmental Data Resources, Inc. (EDR) and via the internet at Google Earth™. The aerial photograph summary is provided in the following table. Please refer to Appendix B for a copy of the Historical Aerial Photographs.

Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1937 1" = 500'	Agricultural\ (Dry Farming)	The subject site appears to be utilized for agricultural purposes (dry farming). No structures are visible on the subject site. The northern, eastern and western adjacent properties appear to be utilized for dry farming. The southern adjacent property appears to be vacant land. An apparent crude oil tank farm comprised of large aboveground storage tanks with surrounding berms is visible approximately 200 feet to the southeast of the subject site. Other than the crude oil tanks, no structures are visible proximate to the subject site.
1939 1" = 500'	Agricultural\ (Dry Farming)	The majority of the subject site appears to be utilized for agricultural purposes (dry farming). The eastern portion of the subject site appears to be vacant land. No structures are visible on the subject site. A linear strip of vacant land is visible adjacent to the north of the subject site, beyond which is agricultural land. Conditions on the southern and western adjacent properties appear similar to those noted in the 1937 aerial photograph. The eastern adjacent property appears to be vacant land, beyond which is agricultural land.
1949 1" = 500'	Agricultural\ (Dry Farming)	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1939 aerial photograph except: 1) the existing high-voltage electrical transmission tower have been installed in the eastern and western portions of the subject site and on the eastern and western adjacent properties, 2) irrigation canals are visible on the northwestern and eastern adjacent properties which appear to connect via an underground run on the northeastern adjacent property, and 3) the southern adjacent property appears to be vacant land being utilized as pasture. Additionally, what appears to be military housing has been developed to the northwest of the subject site.
1950 1" = 500'	Agricultural\ (Dry Farming)	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1949 aerial photograph.
1958 1" = 500'	Vacant Land	The subject site appears to be vacant land with no visible on-site structures. Conditions on the adjacent properties appear similar to those noted in the 1950 aerial photograph except: 1) the northern, eastern, and western adjacent properties do not appear to be cultivated, and 2) structures have been developed 350 feet to the west of the subject site.
1963, 1966 1" = 500'	Vacant Land	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1958 aerial photograph.

Summary of Aerial Photograph Review (continued)

Year/Scale	Site Use	Site and Adjacent Property Observation
1972 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	The eastern portion of the subject site adjacent to Buchanan Road appears to be occupied by two commercial-type buildings and an exterior area consistent with a plant nursery. The central and central-northern portions of the subject site appear to have been excavated and graded and are in use as an exterior storage area consistent with a bulk rock yard which extends onto the northern adjacent property. The remainder of the subject site appears to be vacant land. Conditions on the adjacent properties appear similar to those noted in the 1966 aerial photograph except: 1) a portion of the northern adjacent property is being utilized for storage, and 2) residential subdivisions are being and/or have been developed to the north and west of the subject site.
1979 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1972 aerial photograph except: 1) a residential subdivision has been developed on the northeastern adjacent property, and 2) additional single-family homes have been developed on the western adjacent property.
1982 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1979 aerial photograph except the exterior storage area located in the central and central-northern portions of the subject site which extends onto the northern adjacent property has been expanded, and 2) the aboveground storage tanks have been removed from the former crude oil tank farm located to the southeast of the subject site. The exterior storage area appears to contain bins of the type used for storage of bulk landscape gravel/rock. Mulch, and similar landscaping materials.
1984, 1993 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1982 aerial photograph.
1998 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1993 aerial photograph except the southern adjacent property appears to be rough graded.
2006 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1998 aerial photograph.
2009 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2006 aerial photograph except the southern adjacent property has been developed with recreation fields, a park, and a residential surface street.

Summary of Aerial Photograph Review (continued)

Year/Scale	Site Use	Site and Adjacent Property Observation
2012 1" = 500'	Commercial Buildings(2)/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2009 aerial photograph except: 1) the plant nursery is no longer visible in the eastern portion of the subject site, and 2) single-family homes have been developed on the southern adjacent property.
2016 1" = 500'	Commercial Buildings(2)/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2012 aerial photograph except only remnants of the former exterior storage area are visible in the central and central-northern portions of the subject site.

Historical Topographic Maps

Historical topographic maps dated 1896, 1898, 1907, 1912, 1916, 1943, 1953, 1968, 1973, 1980, 2012, 2015, and 2018 were reviewed to assess the history of the subject site. The topographic maps were obtained from Environmental Data Resources, Inc. The subject site is depicted as vacant land in the 1896, 1898, 1907, 1912, 1916, 1943, and 1953 topographic maps, except for high-voltage electrical transmission towers depicted in the eastern and western portions of the subject site in the referenced topographic maps dated after 1907. The adjacent properties are depicted as vacant land in the 1896 to 1953 topographic maps except for a crude oil tank farm depicted to the southeast of the subject site in maps dated 1912 and later. A commercial-type building is depicted in the eastern portion of the subject site adjacent to Buchanan Road in the 1980 topographic maps and in an undated photorevision of the 1953 topographic map. The northern, eastern, and western adjacent properties are generally depicted as urban developed and the southern adjacent property is depicted as vacant land. The 2012, 2015, and 2018 topographic maps depict the existing surface streets proximate to the subject site; however, structures are not depicted on these topographic maps. Please refer to Appendix C for a copy of the Historical Topographic Maps.

City of Pittsburg Community Development Department Records

On January 25, 2022, a building permit records request was submitted to the City of Pittsburg Community Development Department (CPCDD) for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. According to a representative of the City of Pittsburg Community Development Department, several building permits are on file with the CPCCD for the subject site. Krazan's review of permits provided by the CPCCD for the subject site, revealed: 1) a permit issued in 1970 for construction of a 2,754-square-foot sales building, 2) a permit issued in 1997 for installation of a backflow prevention device, 3) a permit issued in 2000 for development of an antennae site for Sprint PCS on an existing PG&E electrical transmission tower, and 4) six permits issued between 2003 and 2015 for various equipment replacements and upgrades to the cellular communications antennae site. No permits for items of potential environmental concern such as underground storage tanks, septic systems, or previous structures/features are on file with the CPCDD for the subject site.

City Directories

Krazan contracted with EDR to provide a review of available cross-reference directories dated 1975 through 2017 for the subject site address of 1625 Buchanan Road and for the adjacent properties utilizing approximately five-year intervals. A summary of cross-reference directory information is presented in the following table. Please refer to Appendix D for a copy of the EDR City Directory Report.

Haines Criss-Cross and/or Polk Guide Directory Summary

Address	Owner/Occupant	Years
Subject Site		
1625 Buchanan Road	Crest Dump Trucking Highland Garden Center Highland Rock City/Rock City Highland Ricky's Cutting Edge	1975 1980 to 2010 1980 to 2010 2014, 2017
Adjacent Properties		
Southwest – 1600 Buchanan Road	C. Rhone (Residential Listing) No Return M. Howard (Residential Listing) Address Not Listed Sierra Pacific RV & Boat/Sierra Pacific RV & Boat Storage	1975 1980 1985 1990, 1992 1995 to 2017

Krazan's review of cross-reference directories indicates that the subject site was occupied by a landscape rock business and a garden center/plant nursery from at least 1975 until at least 2010, and was occupied by Ricky's Cutting Edge, an apparent blade sharpening business, from at least 2014 until at least 2017. Information obtained from review of cross-reference directories is consistent with that obtained from other sources during the course of this assessment. Krazan's review of cross-reference directories did not reveal evidence of an environmental concern relative to the current or former occupants of the southwestern adjacent property.

Sanborn Fire Insurance Maps

Krazan reviews Sanborn Fire Insurance Maps (SFIMs) to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with EDR to provide copies of available SFIMs for the subject site and the adjacent properties as far back as 1867. EDR's search of SFIMs revealed no coverage for the subject site and the adjacent properties. Please refer to Appendix E for a copy of the EDR SFIM *No Maps Available* Report.

6.2 Interviews

Krazan conducts interviews with the owner of the subject site, a key site manager, subject site occupants, and/or the previous owners/occupants of the subject site. The interviews are designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

Subject Site Owner's Representative – An interview was conducted with Mr. Shashi Sharma, a representative of the owner of the subject site, via his completion of an environmental questionnaire. According to questionnaire responses, Mr. Sharma indicated that he has been familiar with the subject site for the past six years. Mr. Sharma indicated that the subject site is developed with two structures currently occupied by a lawn mower repair business. Mr. Sharma indicated that he is not aware of any other structures located on site previously. Mr. Sharma indicated that the subject site was occupied by a nursery at some point in the past. Mr. Sharma indicated that the subject site is currently connected to municipal water and sewer systems.

According to Mr. Sharma, to the best of his knowledge, no use, storage, or disposal of hazardous materials; no existing or former ASTs or USTs; no hazardous materials spills, no environmental cleanups, no on-site treatment and/or discharge of waste; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells, sumps, or disposal ponds; no buried materials; no monitoring, domestic, or irrigation wells; or any items of environmental concern are associated with the subject site. Mr. Sharma indicated that he is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Mr. Sharma indicated that the reason for preparation of this Phase I ESA is related to a City of Pittsburg requirement associated with a proposed development of the property. Please refer to Appendix F for a copy of the environmental questionnaire completed by Mr. Sharma.

Previous Subject Site Owners/Occupants – An interview with a previous owner/occupant of the subject site was not conducted as access to these contacts were not secured. Therefore, the information that would have been obtained was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap.

6.3 Agricultural Chemicals

Review of historical aerial photographs indicates that the subject site was utilized for agricultural purposes from at least 1937 until at least 1950. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to crops grown on the subject site circa 1940s and 1950s; 1) no structures were noted on historical aerial photographs of the subject site taken between 1937 and 1950,

and impacts from agricultural chemicals are most often identified in association with chemical mixing and storage areas (structures), 2) the subject site appears to have been dry farmed and dry farming generally has not been associated with the use of environmentally persistent pesticides/herbicides, 3) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, and 4) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site would have been dislocated and diluted as a result of the rough grading operations conducted in connection with the existing development of the property. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

6.4 Regulatory Agency Interface

A review of regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses.

Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

Contra Costa County Health Services, Hazardous Materials Programs

The Contra Costa County Health Services, Hazardous Materials Programs (CCCHMP) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities located in Contra Costa County. On February 7, 2022, the CCCHMP was contacted regarding potential hazardous materials records including hazardous waste generation, ASTs, USTs, leaking underground storage tanks (LUSTs), hazardous materials business plans (HMBPs), hazardous material release incidents, and/or environmental cleanup records for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. According to Ms. Alexandra McMullen, a representative of Contra Costa County Hazardous Materials Programs, hazardous materials records are on file with the CCCHMP for the subject site which are discussed below.

Verizon Wireless subject site
1625 Buchanan Road
According to records on file with the CCCHMP, this subject site occupant maintains a permit with the CCCHMP for the storage of hazardous materials associated with on-site cellular communications tower facilities which is valid through June 30, 2022. Hazardous materials business plan inspections of the on-site cell tower facility conducted by the CCCHMP in October 2016, March 2019, and July 2021 revealed only one paperwork related violation which was corrected at the time of the inspection. The October 2016 inspection report indicates that hazardous materials located on site in reportable quantity included a 132-gallon diesel fuel holding tank and 20 batteries. Krazan's review of records on file with the CCCHMP for the subject site revealed no evidence of a documented release of hazardous materials or hazardous waste to the subsurface.

Additionally, according to the California Environmental Reporting System (CERS) database available via the CalEPA Regulated Site Portal at the CalEPA website, no HMBP chemical inventory records and no CUPA compliance evaluation inspection records are included in the database for the immediately adjacent properties suggesting that hazardous materials are not stored in reportable quantity and that hazardous waste is not generated in reportable quantity at these properties. Please refer to Appendix G for a copy of the CCCHMP records.

State of California Regional Water Quality Control Board - Geotracker

Krazan's February 7, 2022 review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website indicated that no cleanup sites including LUST sites, cleanup program sites, land disposal sites, or military sites are listed for the subject site or the adjacent properties. One closed LUST site is listed in the subject site vicinity and pertinent environmental risk factors for this release site as related to the subject site are summarized in the following table.

Proximate Geotracker Release Site Listings

Site Name/Address	Distance From Subject Site/ Groundwater Flow Direction	COCs / (Media Impacted)	Investigation Status (Potential to Impact Subject Site)
Seeno Construction Company 1600 Buchanan Road	180 feet to the southwest (closest property boundary) – former USTs located 780 feet to the southwest / (Northeast) – Upgradient of the subject site	Gasoline / (Soil Only Impact)	LUST - Closed (Low)

Based on Krazan's review of information contained in the RWQCB Geotracker database, coupled with information pertaining to site location and local hydrogeology, there is no evidence that any of the above-listed sites currently represent an environmental concern in connection with the subject site.

State of California Environmental Protection Agency

Krazan's February 7, 2022 review of the State of California Environmental Protection Agency (CalEPA) – Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no records of cleanup sites including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 500 feet of the subject site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site.

State of California Office of Emergency Services – Spills Database

Krazan's February 11, 2022 review of the State of California Office of Emergency Services (Cal OES) Spill Reports database, available via the Cal OES website indicated that no hazardous materials spill reports are included in the Cal OES Spill Reports database for the subject site address of 1625 Buchanan Road or for the subject site APN of 088-030-021.

Contra Costa County Fire Protection District

The Contra Costa County Fire Protection District (CCCFPD) has jurisdiction for fire protection for the subject site and the immediate vicinity. On January 21, 2022, the Contra Costa County Fire Protection District public records request archive was searched for incident reports for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. Krazan's research of the CCCFPD public records request archive revealed no archived incident records for the subject site. Additionally, as discussed previously, Krazan's February 11, 2022 review of the Cal OES Spill Reports Website indicated that no hazardous materials spill reports are included in the Spill Reports database for the subject site.

California Department of Conservation, California Geologic Energy Management Division

Krazan's February 11, 2022 review of the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration

Krazan's February 11, 2022 review of the U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration (PHMSA) National Pipeline Mapping System database available via the U.S. Department of Transportation website indicated that no gas transmission pipelines or hazardous liquid pipelines are located on the subject site or the adjacent properties.

Local Area Tribal Records

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided government database report.

6.5 Regulatory Agency Lists Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. Refer to the following table for a summary of the listed properties considered to have the potential to impact the subject site located within the specified ASTM Search Radii. The actual distances of the listed properties (which are summarized below) are based on observations during Krazan's site reconnaissance. One EDR-listed unmapped (non-geocoded) site identified as Carmax 7264 was determined to be located on or adjacent to the subject site. Please refer to the Appendix H for a copy of the EDR Radius Map report.

Listed Properties

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	3	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	1	NR	1
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	3	3	NR	6
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	0	2	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	1	NR	NR	1
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	1	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		2	0	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	4	NR	NR	NR	4
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		1	0	2	NR	NR	3
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	2	NR	NR	3
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
CONTRA COSTA CO. SITE LIST	0.250	1	1	5	NR	NR	NR	7
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		3	8	14	13	5	0	43

NOTES:
TP = Target Property
NR = Not Requested at this Search Distance
Sites may be listed in more than one database

The subject site was listed on the following databases:

Verizon Wireless Pittsburg — subject site
1625 Buchanan Road
According to EDR, the subject site address of 1625 Buchanan Road is listed as a FINDS, Contra Costa County Site List, and CERS site associated with an on-site cellular communications tower facility. Hazardous materials records for this facility are on file with CCCHMP. CCCHMP records were previously discussed in Section 6.4 of this report.

Hazardous Materials Migration in Soils and/or Groundwater

The following facilities which are listed as sites with documented releases of hazardous materials were listed within the subject site vicinity:

Seeno Construction Company — 180 feet to the southwest
1600 Buchanan Road
According to EDR, this facility is listed as a LUST site located 54 feet to the west-southwest of the subject site. During Krazan's site reconnaissance, the closest boundary of this property was observed to be located 180 feet to the southwest of the subject site. Hazardous materials records for this facility are on file with the RWQCB. RWQCB records for this facility were previously discussed in Section 6.4 of this report.

According to the EDR report, 1530 Ventura Drive is listed as an "EDR Historical Auto" site located approximately 199 feet to the west-northwest of the subject site. The EDR-reported occupant associated with this address is "Paul Yap-Chiongco," indicated to be a gasoline service station. However, the 1530 Ventura Drive address currently is occupied by a single-family dwelling, and has been since original development. Consequently, it appears unlikely that fuel storage and dispensing activities have been conducted at this property. Given these considerations, there is no evidence to suggest that the EDR listing

of this address as an "EDR Historical Auto" site represents an environmental concern in connection with the subject site.

The remaining properties within the specified search radius of the subject site which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials or petroleum products are of sufficient distance and/or situated hydraulically cross- or downgradient from the subject site such that impact to the subject site via groundwater migration is unlikely. In general, potentially hazardous materials released from facilities located generally hydraulically upgradient within subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

Hazardous Materials Migration in Vapor

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of State and local regulatory agency records and the EDR regulatory database report, no listings of concern related to potential vapor migration were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. Review of vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in connection with the subject site. The rationale supporting this opinion includes the following:

Krazan's review of the remaining vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in connection with the subject site. The rationale supporting this opinion includes the following:

- None of the reported sites were in close proximity to the subject site.
- Relevant sites had undergone investigation and remediation sufficient to receive regulatory agency closure.
- Sites with reported releases of minor quantities of COCs or COCs of limited volatility impacting soil only were considered of minimal concern.
- The lateral migration of the COCs in groundwater is reported to be limited and COCs were not detected in groundwater samples collected downgradient of the release and several hundred feet upgradient of the subject site.
- Sites with reported releases of COCs including volatile organic compounds (VOCs) were either of sufficient distance or hydraulically down- or cross-gradient from the subject site such that they do not appear to represent a significant potential for vapor migration on the subject site.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

7.0 DISCUSSION OF FINDINGS

Summary of Conclusions

Apparent Evidence of RECs or PAOCs	Not Noted	Noted
Historical Uses		X
Current Uses	X	
Adjacent or Vicinity Property Uses	X	

Historical Uses

Based on Krazan's review of historical aerial photographs, historical topographic maps and historical cross-reference directories, a site reconnaissance, contacts with the local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no evidence that recognized environmental conditions exist in connection with the historical uses of the subject site. However, potential areas of concern (PAOCs) were identified in connection with the historical uses of the subject site which are discussed in the Conclusions/Opinions section of this report.

Current Uses

Based on Krazan's site reconnaissance, contacts with local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no evidence that recognized environmental conditions exist in connection with the current uses of the subject site. However, housekeeping issues and ASTM non-scope issues were identified in connection with the subject site which are discussed in the Conclusions/Opinions section of this report.

Adjacent or Vicinity Property Uses:

Based on Krazan's field observations, review of the EDR government database report, and consultation with local regulatory agencies, there is no evidence that recognized environmental conditions exist in connection with the subject site from adjacent property uses.

7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

- Absence of Final Title Report or Environmental Lien Search (Section 5.1)

  A Final Title Report or Environmental Lien Search was not provided by the Phase I ESA user, therefore a data gap exists. Taken in consideration with the available information obtained in the course of preparing this report in connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of a Final Title Report or Environmental Lien Search are unknown.

- Absence of Interview with Previous Property Owner/Occupant (Section 6.1)

  A Phase I ESA interview with the previous owner/occupant of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in

connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of an interview with a previous property owner/occupant are unknown.

8.0 CONCLUSIONS/OPINIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- Krazan's review of title company records and historical aerial photographs indicates that the structure located in the southeastern portion of the subject site was originally constructed in 1970 and the excavated area located in the central-northern portion of the subject site was present by at least 1972 suggesting that a former bulk rock/landscape materials and nursery business likely was operating on site in 1972. Mr. Shashi Sharma, a representative of the owner of the subject site familiar with the subject site for the past six years, and Mr. Andreas Cisneros, the occupant of the subject site for the past 10 years, indicated that they were unaware of underground storage tanks (USTs) being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, given the original development of the subject site in 1970 prior to the advent of the existing local environmental agencies that provide oversight for the installation and removal of USTs, coupled with the routine use of dump trucks and other equipment utilized for handling and transporting bulk rock/landscape materials, the potential exists for fuel USTs to have been installed on the subject site. Krazan's experience with agricultural and commercial properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner and occupant of the subject site is unknown.

- During Krazan's February 17, 2022 site reconnaissance, remnants of a former on-site nursery and bulk rock/landscaping materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former bulk rock/landscape materials storage bins

in the base of the depression. Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash, and a soil mound containing concrete debris were observed in this area of the subject site and/or within the vacant land located adjacent to the west and southwest of the excavation. Some of the materials/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles; however, the materials within the central portion of the larger debris piles were not visible. Furthermore, no odors, surface staining, stressed vegetation, or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath many of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance. Consequently, given these considerations and the presence of unpaved roads immediately proximate to many of these debris piles, the potential exists that some of this debris was illegally dumped thereby increasing the risk that hazardous materials may be present.

Housekeeping Issues

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and the contents properly disposed/recycled.

ASTM Non-scope Issues

- The structure located on the subject site was reportedly originally constructed in 1970. It is unknown if the on-site structure contains asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or lead-based paint survey and sampling of the on-site structure were not included within the scope of this assessment. However, based on the date of construction, ACMs and LBP may be present at the subject site. Prior to the disturbance of any of the suspect ACMs or LBP at this facility via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

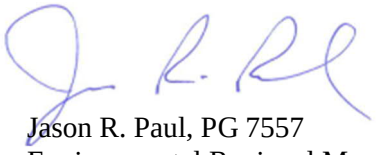
We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the

subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



William Vick, PhD
Environmental Professional



Jason R. Paul, PG 7557
Environmental Regional Manager

WHV/JRP/mlt

REFERENCES

Aerial photographs obtained from Environmental Data Resources, Inc. (EDR), Microsoft® Research Maps, and Google Earth™.

American Society for Testing and Materials (ASTM), *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process*, ASTM Designation: E 1527-13.

ASTM, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* ASTM Designation E 2600-10.

City of Pittsburg Community Development Department.

City of Pittsburg Water Department.

Contra Costa County Fire Protection District.

Contra Costa County Hazardous Materials Program.

EDR, Sanborn Fire Insurance Map *No Maps Available* Report.

EDR, City Directory Report.

EDR, Regulatory Database Report.

EDR Historical Topographic Map Report.

Ramirez, Ms. Brenda, Central Valley Engineering & Survey, Phase I ESA User Questionnaire.

Sharma, Mr. Shashi, Representative of the Owner of the Subject Site, Phase I ESA Property Owner Questionnaire.

State of California Geologic Energy Management Division (CalGEM) Maps Website: https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx.

State of California Department of Toxic Substances Control, Envirostor Website: http://www.envirostor.dtsc.ca.gov/public

State of California Environmental Protection Agency (CalEPA), California Environmental Reporting System (CERS) Database, CalEPA Regulated Site Portal.

State of California Office of Emergency Services (Cal OES), Spill Reports Database, Cal OES website.

State of California Regional Water Quality Control Board, Geotracker Website: http://geotracker.swrcb.ca.gov

State of California, Department of Water Resources, Sustainable Groundwater Management Act Portal, 2020 data.

REFERENCES (continued)

U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration, National Pipeline Mapping System.

U.S. Environmental Protection Agency (EPA) *Map of Radon Zones*.

U.S. Fish & Wildlife Service National Wetland Inventory *Wetlands Mapper:* http://www.fws.gov/wetlands/Data/Mapper.html

U.S. Geological Survey, 7.5-minute Antioch South, California topographic quadrangle map, dated 1980.

GLOSSARY OF TERMS

Subject Site: The real property being investigated under this Phase I ESA.

Adjacent Properties: Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

Subject Site Vicinity: Properties located within a 500-foot radius of the subject site.

Environmental Professional: A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

User: The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

Recognized Environmental Condition (REC): In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Controlled Recognized Environmental Condition (CREC): A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remain commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

Historical Recognized Environmental Condition (HREC): A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

GLOSSARY OF TERMS (continued)

Potential Area of Concern (PAOC): A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the user with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the user's considerations of environmental due diligence risk tolerance.

Migrate/migration: For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-13 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

De minimis condition: A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

Data Gap: A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

Data Failure: A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.



= SUBJECT SITE BOUNDARY

VICINITY MAP	Scale: NTS	Date: March 2022	Krazan
PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY 1625 BUCHANAN ROAD APN 088-030-021 PITTSBURG, CALIFORNIA 94565	Drawn By: BV	Approved by: BV	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western U. S.*
	Project No. 034-22008	Figure No. 1	



= SUBJECT SITE BOUNDARY (APPROXIMATE)
= RICKY'S CUTTING EDGE SHOP AND STORAGE AREAS – INTERIOR AND EXTERIOR STORAGE AREAS
= 55-GALLON DRUM OF UNKNOWN CONTENT
= CONCRETE DEBRIS, WOOD DEBRIS, VEGETATIVE DEBRIS, AND/OR TRASH
= CONCRETE UTILITY PIPE RESTING ON GROUND SURFACE
= SOIL MOUND
= HIGH-VOLTAGE ELECTRICAL TRANSMISSION LINES
= ELECTRICAL TRANSMISSION TOWER WITH COMMUNICATIONS ANTENNAE
= COMMUNICATIONS ANTENNAE EQUIPMENT ENCLOSURE

N

SITE MAP	Scale: NTS	Date: March 2022	Krazan
PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY 1625 BUCHANAN ROAD APN 088-030-021 PITTSBURG, CALIFORNIA 94565	Drawn By: BV	Approved by: BV	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western U. S.*
	Project No. 034-22008	Figure No. 2	



Photo 1: Northwestern-facing view of the commercial building located in the southeastern portion of the subject site.



Photo 2: Western-facing view of the asphalt-paved area located in the southeastern portion of the subject site previously utilized by a former nursery for potted plant storage.



Photo 3: Western-facing view of the asphalt-paved driveway and parking area located in the central-southern portion of the subject site.



Photo 4: Western-facing view of the central and northern portions of the subject sites utilized by a former landscape supply business for bulk storage of rock/landscape materials.

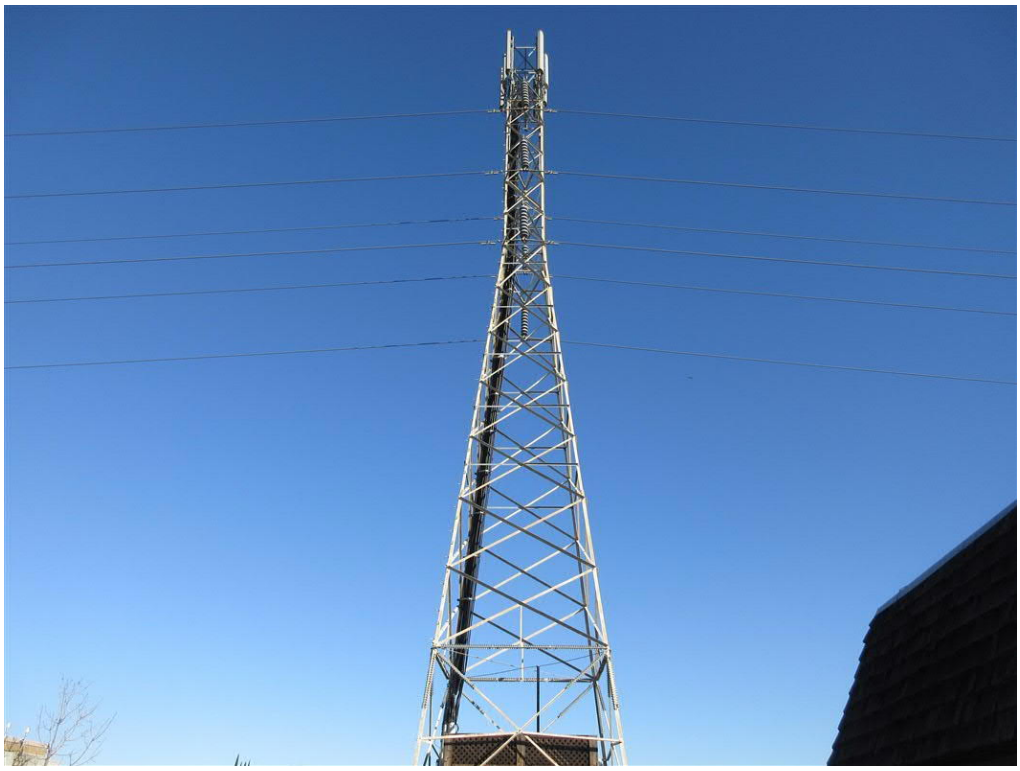


Photo 5: View of a high-voltage electrical transmission tower equipped with cellular communications antenna located in the central portion of the subject site.



Photo 6: View of a cellular communications tower equipment enclosure located in the central portion of the subject site.



Photo 7: Southwestern-facing view of the northern portion of the subject site adjacent to Norine Drive.



Photo 8: Northern-facing view of the western portion of the subject site.



Photo 9: Eastern-facing view of the western portion of the subject site adjacent to Buchanan Road and the on-site high-voltage electrical transmission lines.



Photo 10: Interior view of the Ricky's Cutting Edge customer service and parts storage area located in the eastern portion of the on-site building.

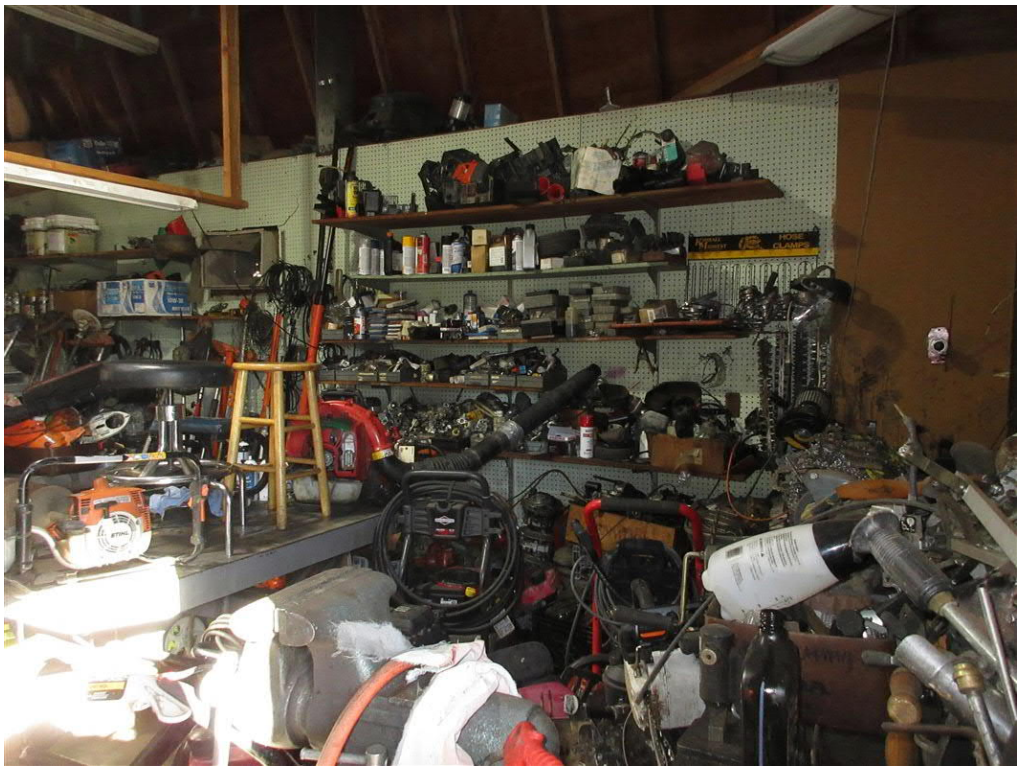


Photo 11: Interior view of the Ricky's Cutting Edge shop area located in the eastern portion of the on-site building.



Photo 12: Interior view of a Ricky's Cutting Edge parts storage area located in the eastern portion of the on-site building.



Photo 13: Interior view of a Ricky's Cutting Edge used equipment/parts storage area located in the eastern portion of the on-site building with minor surface staining pictured.

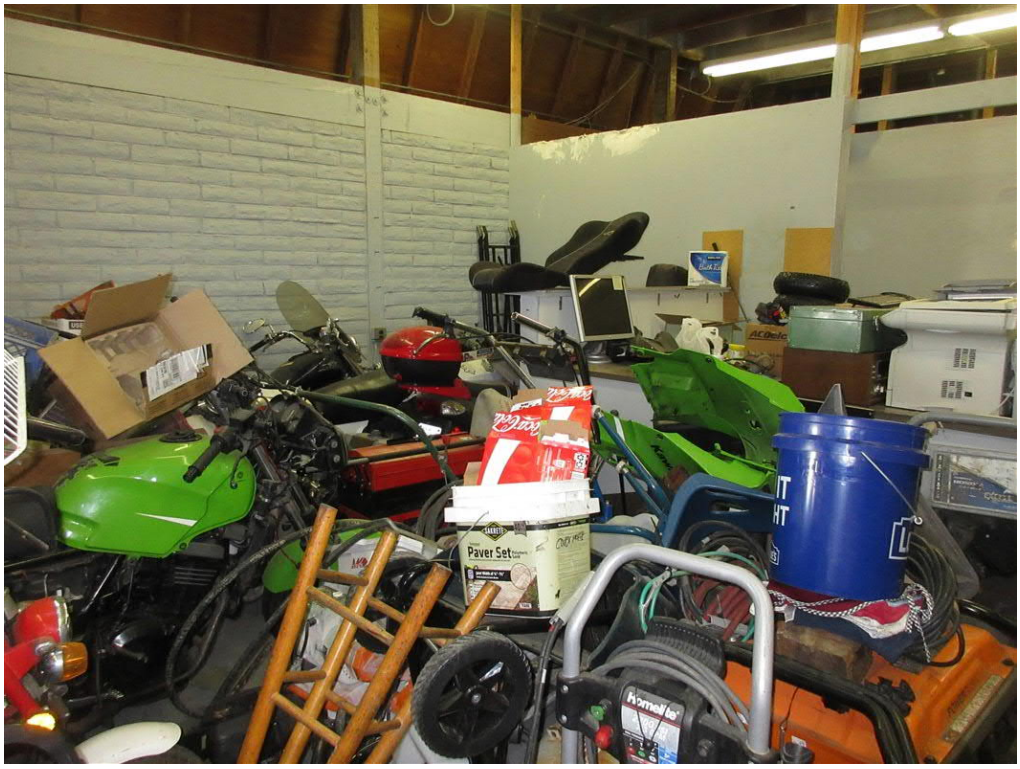


Photo 14: Interior view of the western portion of the Ricky's Cutting Edge building used equipment, parts, personal property storage.



Photo 15: View of an exterior storage area located adjacent to the east of the on-site building. Most of the materials pictured are reportedly awaiting pickup by a recycler.



Photo 16: View of an exterior storage area located adjacent to the north of the on-site building. Area of minor surface staining at photo center.



Photo 17: View of lubricants stored on steel shelving in the eastern portion of the on-site building.



Photo 18: View of a five-gallon container of waste oil and an empty rag container located in the exterior storage area adjacent to the north of the on-site building.



Photo 19: View of a 55-gallon drum of unknown content located in the eastern portion of the subject site approximately 150 feet east of the on-site building.



Photo 20: Discarded plastic pots, remnants of the former on-site nursery, located on the southern embankment of the excavated area of the subject site.



Photo 21: Remnants of the former bulk rock and landscape materials storage bins located in the southern portion of the excavated area of the subject site.



Photo 22: View of a concrete debris pile located in the excavated portion of the subject site on/near the northern property boundary.



Photo 23: View of a debris pile located in the excavated portion of the subject site on/near the northern property boundary.



Photo 24: View of a debris pile located in the southern portion of the excavated area of the subject site.



Photo 25: View of a vegetative debris piles located in the eastern portion of the excavated area of the subject site.



Photo 26: View of a concrete debris pile located west of the excavated area in the central-southern portion of the subject site.



Photo 27: View of mounded soil located in the southwestern corner of the subject site.



Photo 28: View of concrete utility pipe resting on the ground surface in the central-western portion of the subject site.



Photo 29: View of an apparent herbicide application area located in the southern portion of the subject site adjacent to the southwest of the excavated area.



Photo 30: View of a stormwater drain inlet located in the southeastern portion of the subject site adjacent to the south of the building.



Photo 31: Northwestern-facing view of the subsurface irrigation canal and associated right-of-way located adjacent to the north and east of the subject site.



Photo 32: Southeastern-facing view of Buchanan Road and the single-family homes located adjacent to the south of the western portion of the subject site.



Photo 33: Southern-facing view of Buchanan Road and the recreation fields located adjacent to the south of the eastern portion of the subject site.



Photo 34: Western-facing view of the single-family homes located adjacent to the west of the subject site.

Appendix A

Phase I ESA User Questionnaire
Proposed Store, Gasoline Station & Car Wash Property
1625 Buchanan Road; APN 088-030-021
Pittsburg, California 94565

Respondent Information:

Name: Brenda Ramirez
Company: CVEAS, INC.
Date: 01/31/2022
Phone: 559-891-8811

Introduction

"In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfield Revitalization Act of 2001 (the 'Brownfields Amendments'), the user must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that 'all appropriate inquiry' is not completed"- American Society for Testing and Materials (ASTM) E1527-05 Appendix X3: User Questionnaire

1. Are you aware of any environmental cleanup liens against the subject site that are filed or recorded under federal, tribal, state, or local law?

No.

2. Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject site and/or have been filed or recorded in a registry under federal, tribal, state, or local law?

No.

3. As the user of the Phase I Environmental Site Assessment (ESA), do you have any specialized knowledge or experience related to the subject site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject site or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No.

4. Does the purchase price being paid for the subject site reasonably reflect the fair market value of the subject site? ✓Yes No

A. If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the subject site?

5. Are you aware of commonly known or reasonably ascertainable information about the subject site that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example:

A. Do you know the past uses of the subject site? If so, briefly explain.
It is vacant land as far as I know.

B. Do you know of specific chemicals that are present or once were present at the subject site? If so, briefly explain.
No.

C. Do you know of spills or other chemical releases that have taken place at the subject site? If so, briefly explain.
No.

D. Do you know of any environmental cleanups that have taken place at the subject site? If so, briefly explain.
No.

6. As the user of the Phase I ESA, based on your knowledge and experience related to the subject site, are there any obvious indicators that point to the presence or likely presence of contamination at the subject site?
No.

7. What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)
Proposed development. Phase 1 ESA was a request from the City.

I, the user of this Phase I ESA (or authorized representative of the User), do hereby attest that I have carefully considered the questions herein and have presented answers to the best of my knowledge and ability based upon the Responsibilities of the User as required within ASTM E1527-05 guidance.

Name Brenda Ramirez Date 01/31/2022
(Please Print)

Signature N. Ramirez

Appendix B



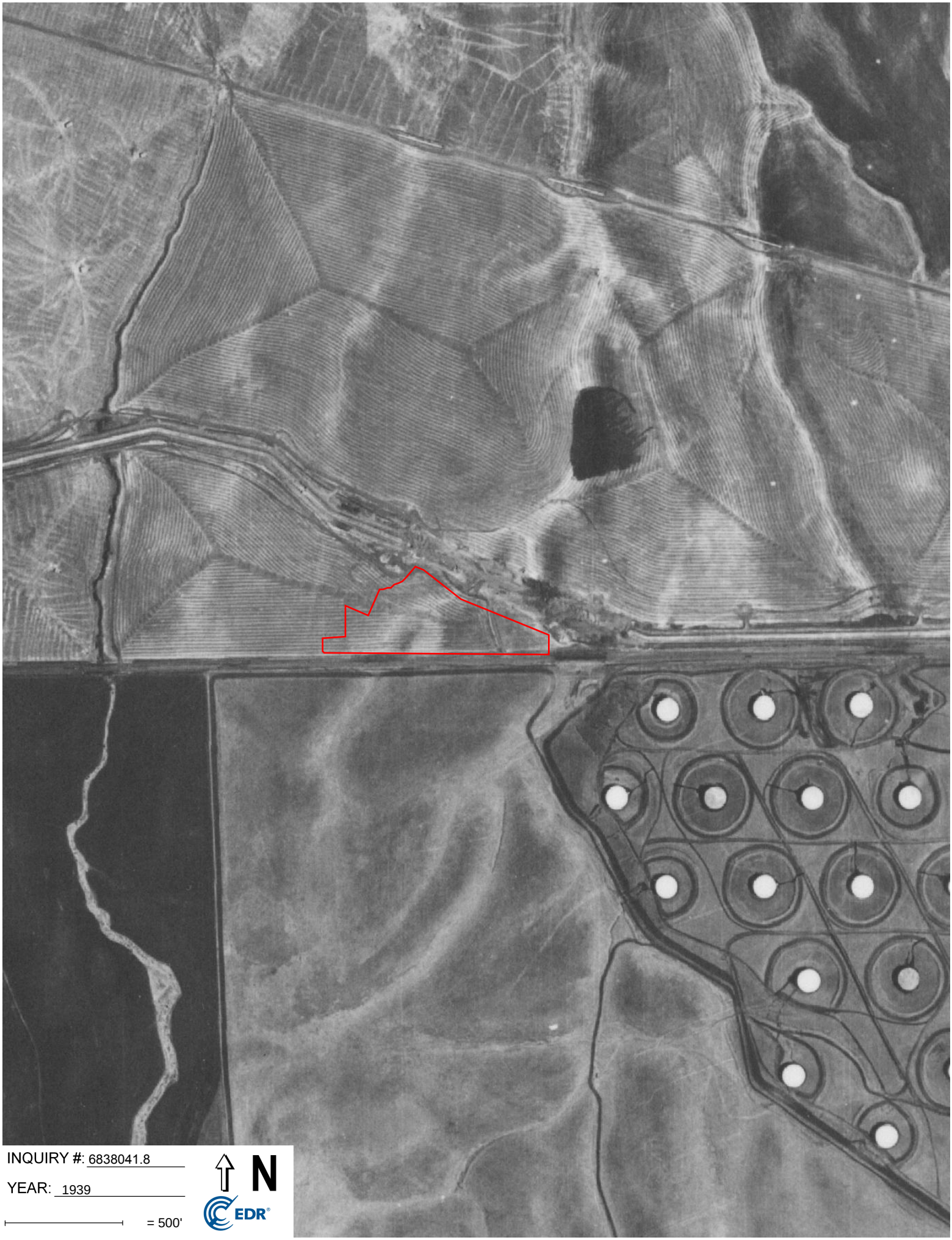
INQUIRY #: 6838041.8

YEAR: 1949

= 500'

N

EDR



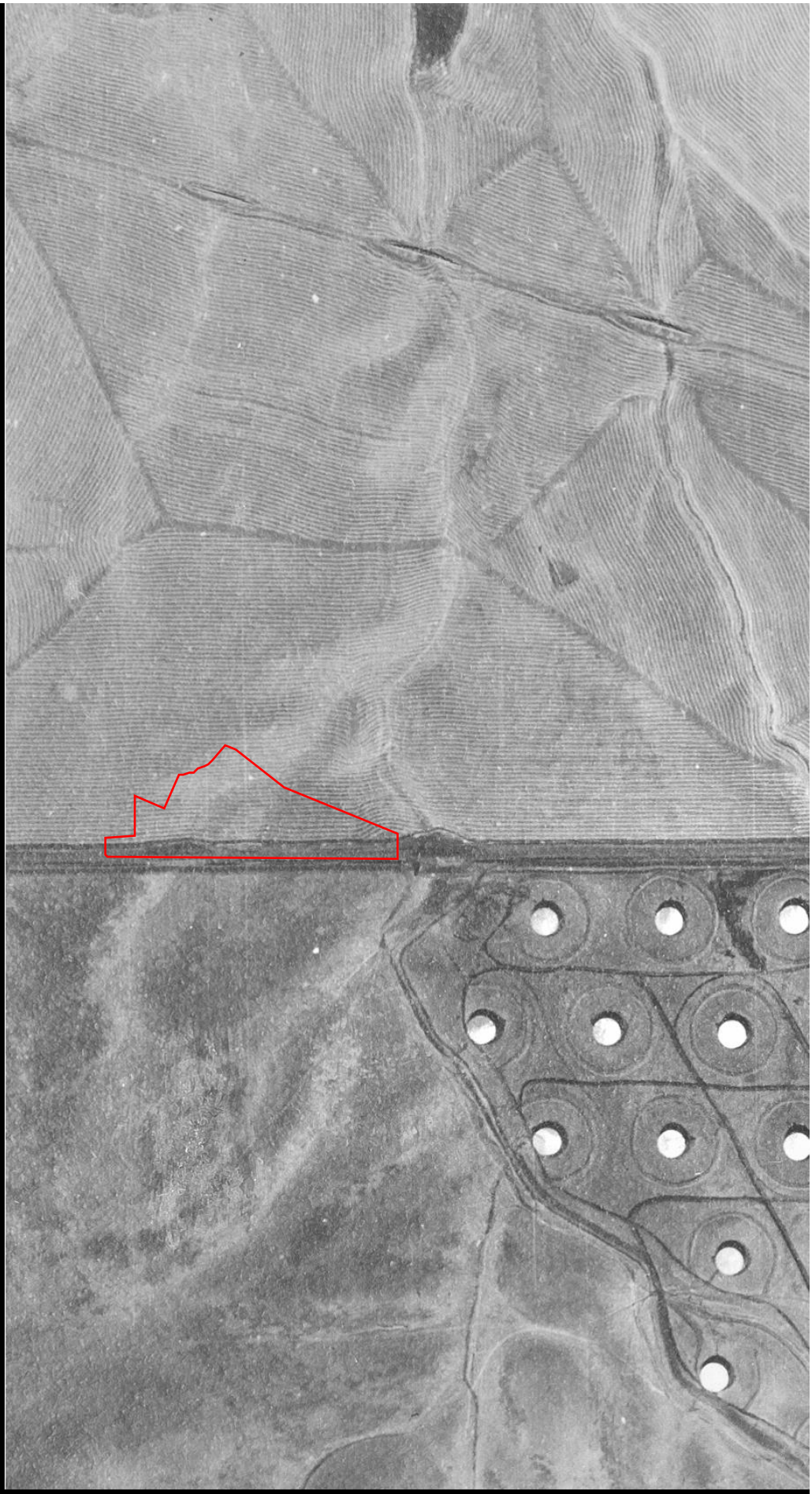
INQUIRY #: 6838041.8

YEAR: 1939

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1937

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1972

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1966

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1963

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1958

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1950

= 500'

N

EDR

Proposed Commercial Property

1625 Buchanan Road

Pittsburg, CA 94565

Inquiry Number: 6838041.8

January 28, 2022

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.8

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Flight Date: August 27, 1998	USDA
1993	1"=500'	Acquisition Date: January 01, 1993	USGS/DOQQ
1984	1"=500'	Flight Date: June 08, 1984	USDA
1982	1"=500'	Flight Date: July 05, 1982	USDA
1979	1"=500'	Flight Date: August 16, 1979	USDA
1972	1"=500'	Flight Date: July 06, 1972	USDA
1966	1"=500'	Flight Date: June 26, 1966	USDA
1963	1"=500'	Flight Date: July 15, 1963	EDR Proprietary Aerial Viewpoint
1958	1"=500'	Flight Date: August 10, 1958	USDA
1950	1"=500'	Flight Date: March 12, 1950	USDA
1949	1"=500'	Flight Date: October 13, 1949	USGS
1939	1"=500'	Flight Date: July 25, 1939	USDA
1937	1"=500'	Flight Date: August 25, 1937	USDA

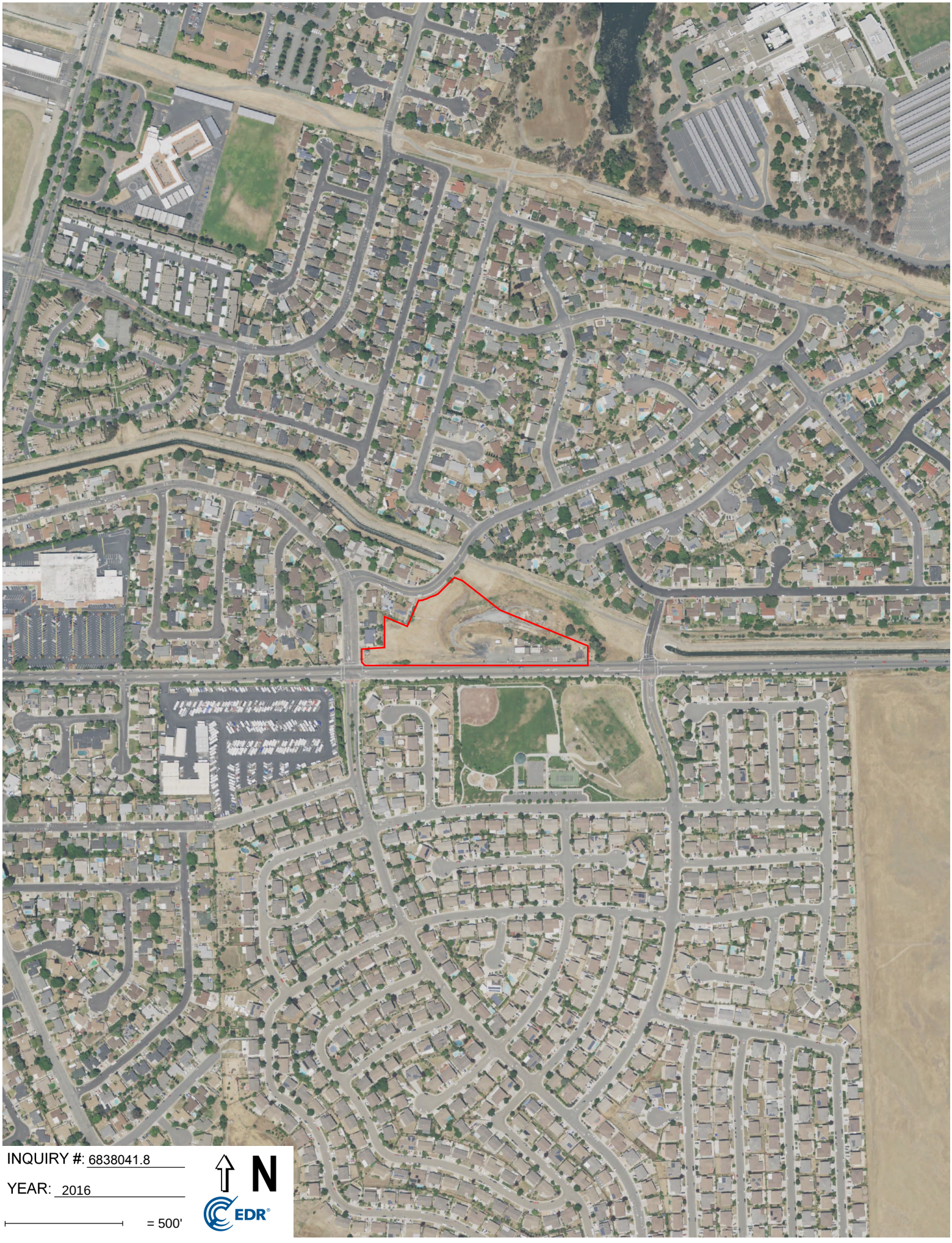
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INQUIRY #: 6838041.8
YEAR: 2016
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2012
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2009
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2006
= 500'
N
EDR



INQUIRY #: 6838041.8

YEAR: 1998

= 500'

N

EDR


INQUIRY #: 6838041.8
YEAR: 1993
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1984
= 500'
N
EDR



INQUIRY #: 6838041.8

YEAR: 1982

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1979

= 500'

N

EDR

Appendix C

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.4
January 28, 2022

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.4

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# NA

Project: 034-22Pittsburg-BV

Coordinates:

Latitude:	37.998428 37° 59' 54" North
Longitude:	-121.866456 -121° 51' 59" West
UTM Zone:	Zone 10 North
UTM X Meters:	599525.85
UTM Y Meters:	4206246.75
Elevation:	101.07' above sea level

Maps Provided:

2018	1943
2015	1916, 1918
2012	1908, 1912
1994, 1997	1907
1978, 1980	1898
1973	1896
1968	
1953	

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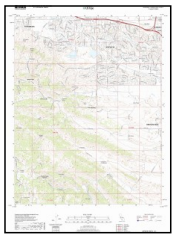
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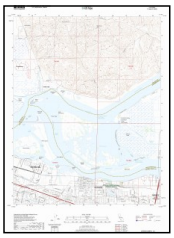
Topo Sheet Key

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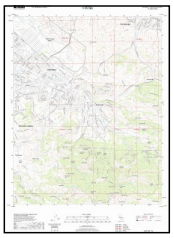
2018 Source Sheets



Antioch South
2018
7.5-minute, 24000



Antioch North
2018
7.5-minute, 24000

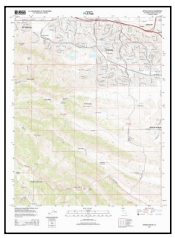


Clayton
2018
7.5-minute, 24000

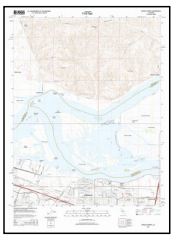


Honker Bay
2018
7.5-minute, 24000

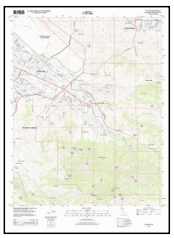
2015 Source Sheets



Antioch South
2015
7.5-minute, 24000



Antioch North
2015
7.5-minute, 24000



Clayton
2015
7.5-minute, 24000

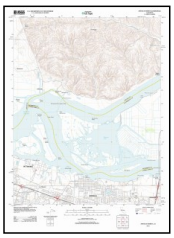


Honker Bay
2015
7.5-minute, 24000

2012 Source Sheets



Antioch South
2012
7.5-minute, 24000



Antioch North
2012
7.5-minute, 24000

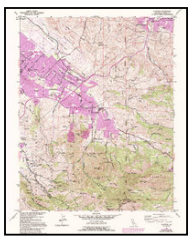


Clayton
2012
7.5-minute, 24000



Honker Bay
2012
7.5-minute, 24000

1994, 1997 Source Sheets



Clayton
1994
7.5-minute, 24000
Aerial Photo Revised 1979



Honker Bay
1997
7.5-minute, 24000
Aerial Photo Revised 1997

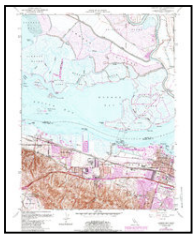
Topo Sheet Key

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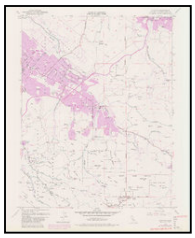
1978, 1980 Source Sheets



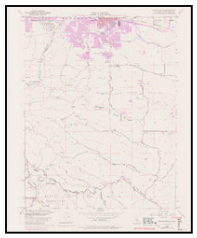
Antioch North
1978
7.5-minute, 24000
Aerial Photo Revised 1974



Honker Bay
1980
7.5-minute, 24000
Aerial Photo Revised 1979



Clayton
1980
7.5-minute, 24000
Aerial Photo Revised 1979

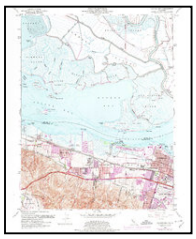


Antioch South
1980
7.5-minute, 24000
Aerial Photo Revised 1978

1973 Source Sheets



Antioch South
1973
7.5-minute, 24000
Aerial Photo Revised 1973



Honker Bay
1973
7.5-minute, 24000
Aerial Photo Revised 1973



Clayton
1973
7.5-minute, 24000
Aerial Photo Revised 1973

1968 Source Sheets



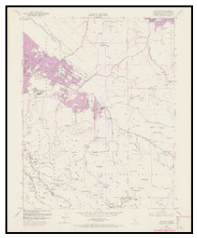
Antioch North
1968
7.5-minute, 24000
Aerial Photo Revised 1968



Antioch South
1968
7.5-minute, 24000
Aerial Photo Revised 1968

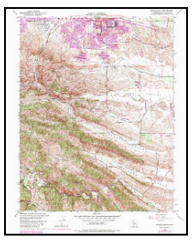


Honker Bay
1968
7.5-minute, 24000
Aerial Photo Revised 1968



Clayton
1968
7.5-minute, 24000
Aerial Photo Revised 1968

1953 Source Sheets



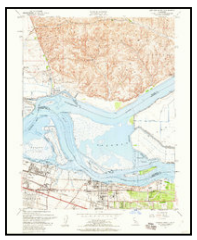
Antioch South
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Honker Bay
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Clayton
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Antioch North
1953
7.5-minute, 24000
Aerial Photo Revised 1949

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1943 Source Sheets

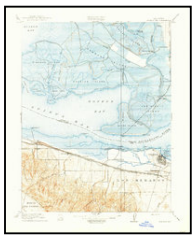


Mt. Diablo
1943
15-minute, 62500
Aerial Photo Revised 1937

1916, 1918 Source Sheets



Lone Tree Valley
1916
7.5-minute, 31680



Honker Bay
1918
7.5-minute, 31680



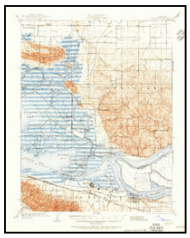
Collinsville
1918
7.5-minute, 31680

1908, 1912 Source Sheets



Antioch
1908
15-minute, 62500

1907 Source Sheets



Antioch
1907
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1898 Source Sheets



Mt. Diablo
1898
15-minute, 62500

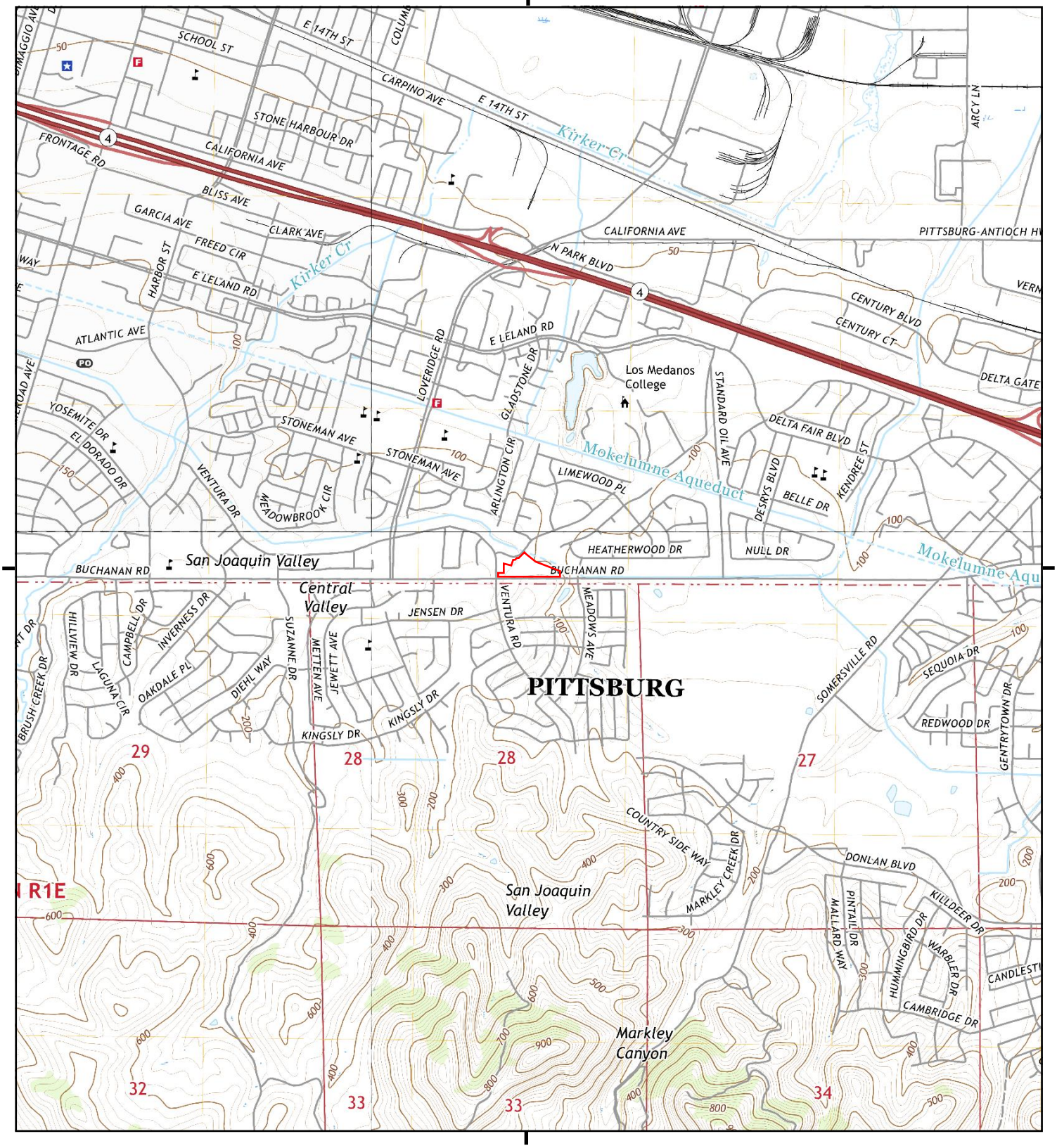
1896 Source Sheets



Mt. Diablo
1896
15-minute, 62500

Historical Topo Map

2018



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

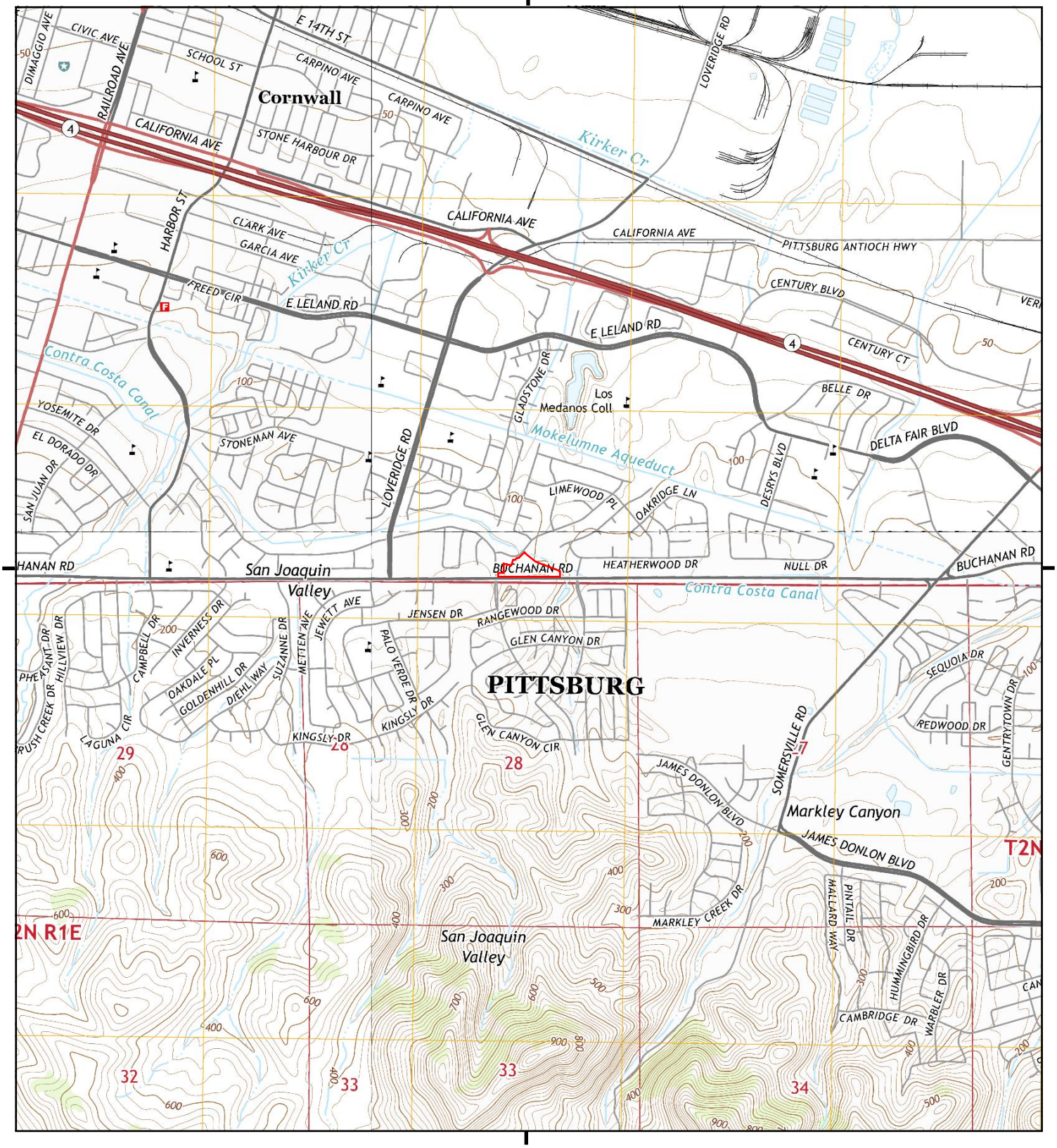
TP, Antioch South, 2018, 7.5-minute
NE, Antioch North, 2018, 7.5-minute
SW, Clayton, 2018, 7.5-minute
NW, Honker Bay, 2018, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

2015



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

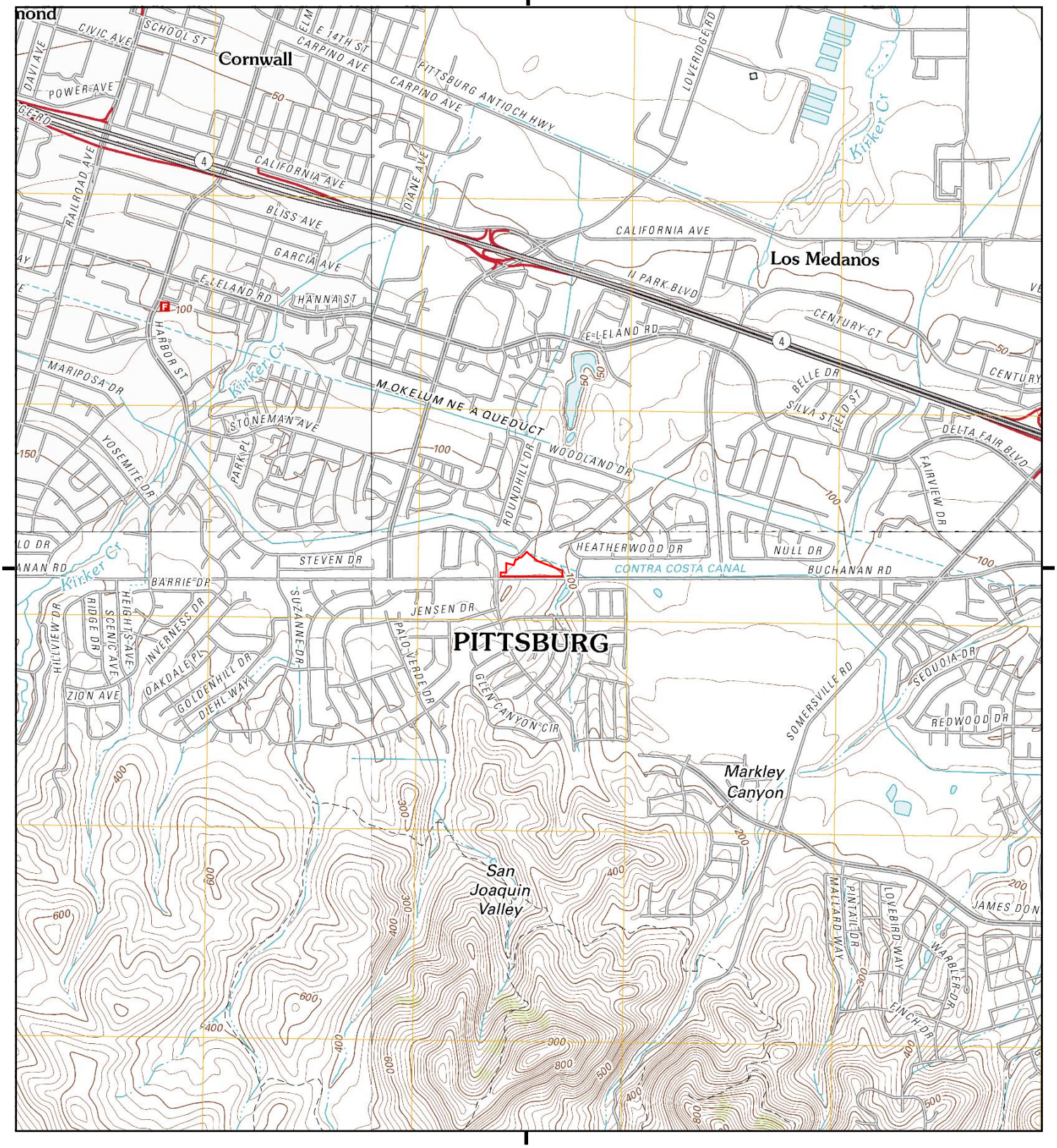
TP, Antioch South, 2015, 7.5-minute
NE, Antioch North, 2015, 7.5-minute
SW, Clayton, 2015, 7.5-minute
NW, Honker Bay, 2015, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

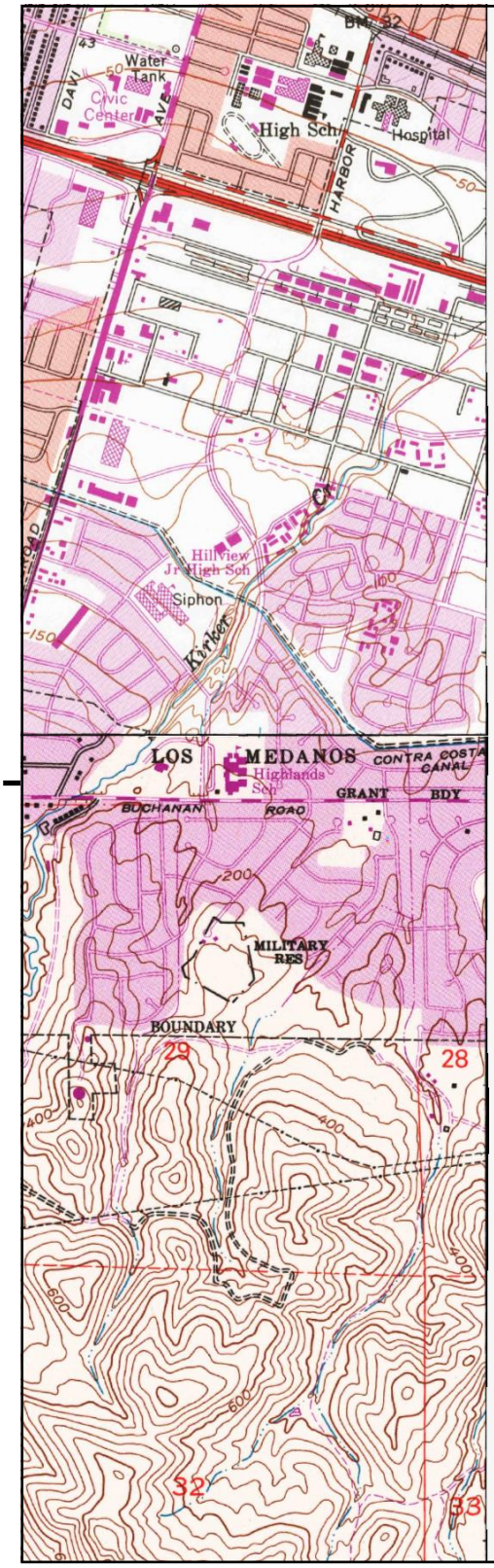
TP, Antioch South, 2012, 7.5-minute
NE, Antioch North, 2012, 7.5-minute
SW, Clayton, 2012, 7.5-minute
NW, Honker Bay, 2012, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

1994, 1997



UNMAPPED

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

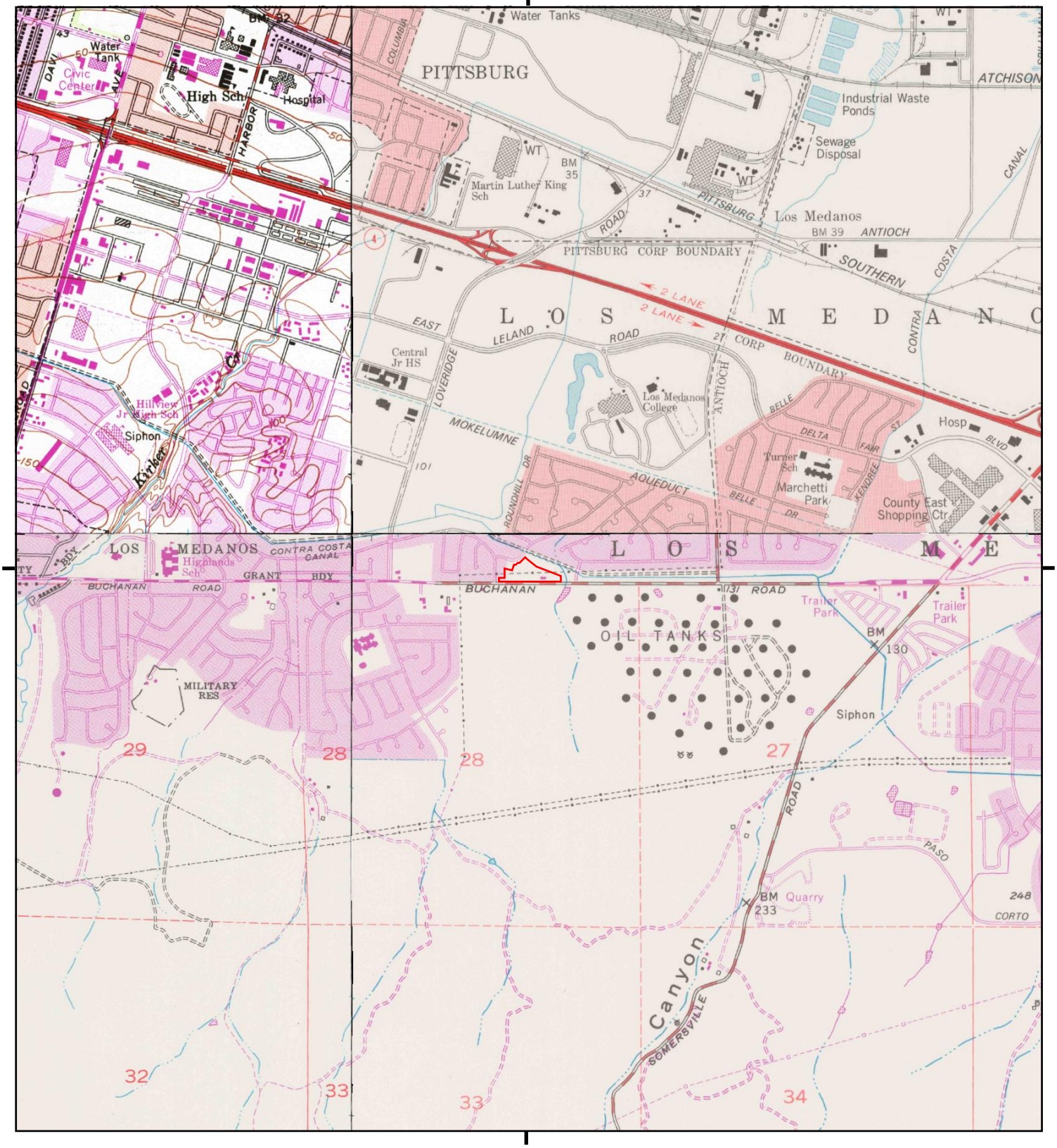
SW, Clayton, 1994, 7.5-minute
NW, Honker Bay, 1997, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

1978, 1980



This report includes information from the following map sheet(s).

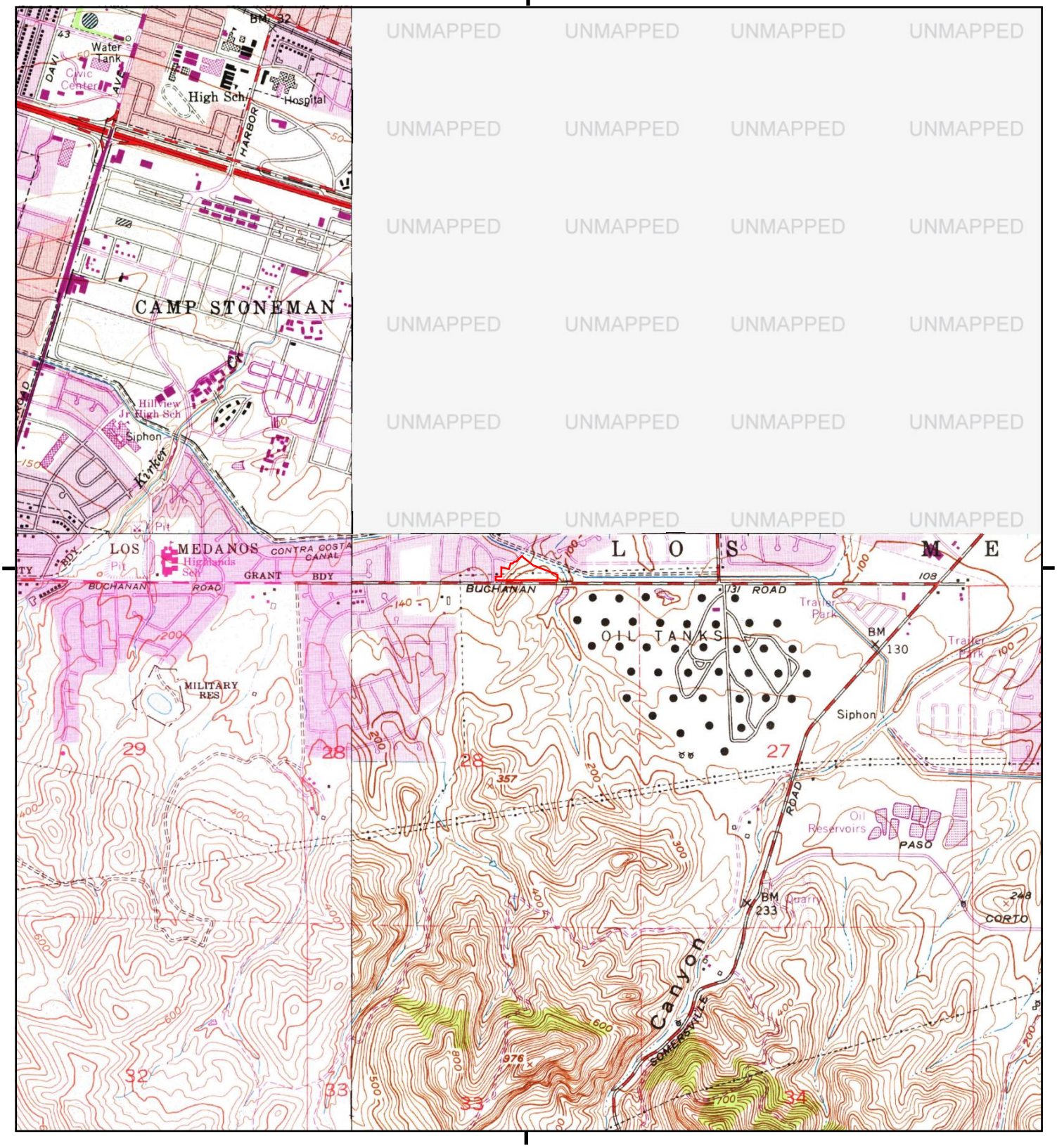
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1980, 7.5-minute
NE, Antioch North, 1978, 7.5-minute
SW, Clayton, 1980, 7.5-minute
NW, Honker Bay, 1980, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

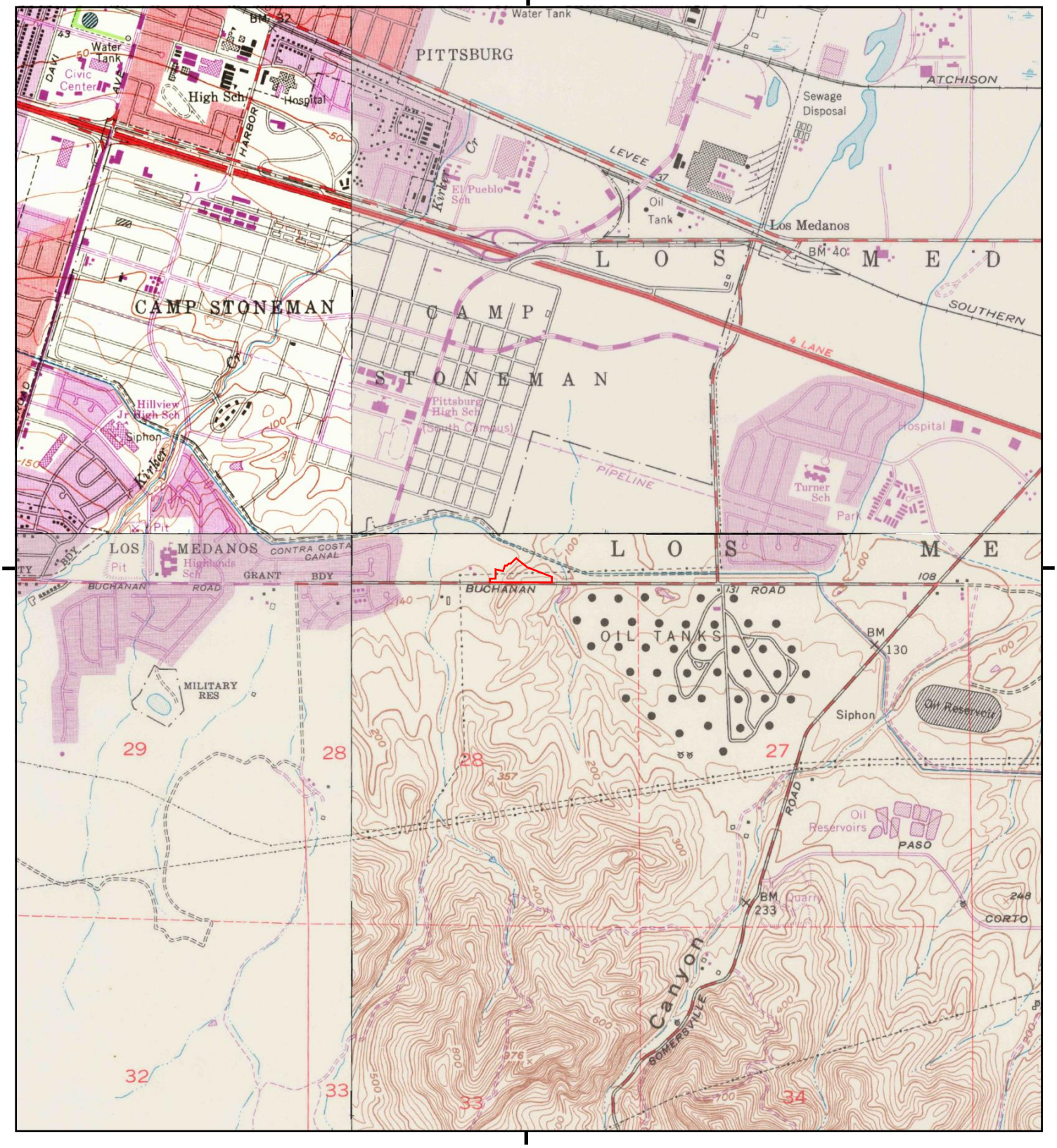
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1973, 7.5-minute
SW, Clayton, 1973, 7.5-minute
NW, Honker Bay, 1973, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

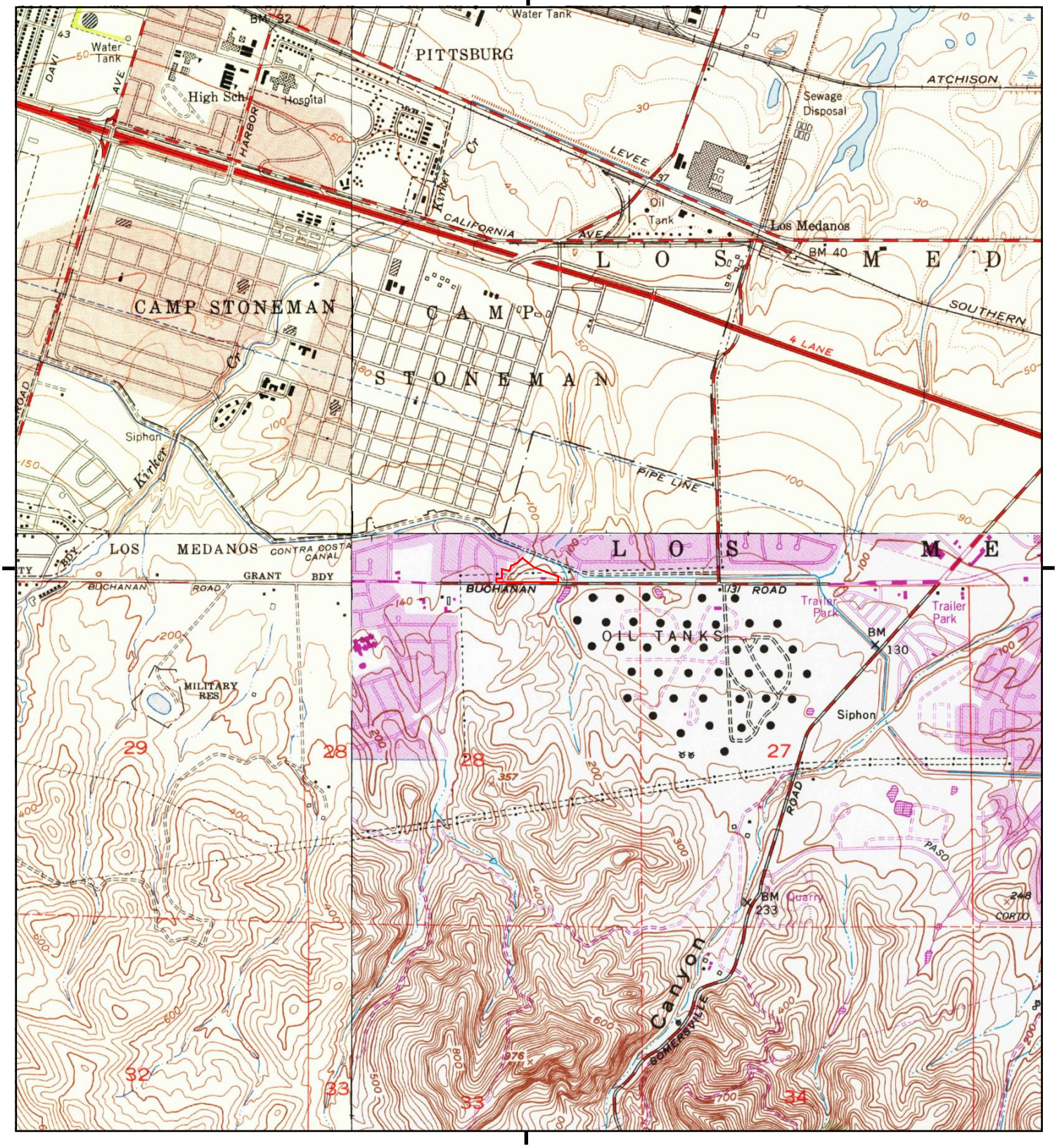
TP, Antioch South, 1968, 7.5-minute
NE, Antioch North, 1968, 7.5-minute
SW, Clayton, 1968, 7.5-minute
NW, Honker Bay, 1968, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

1953



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

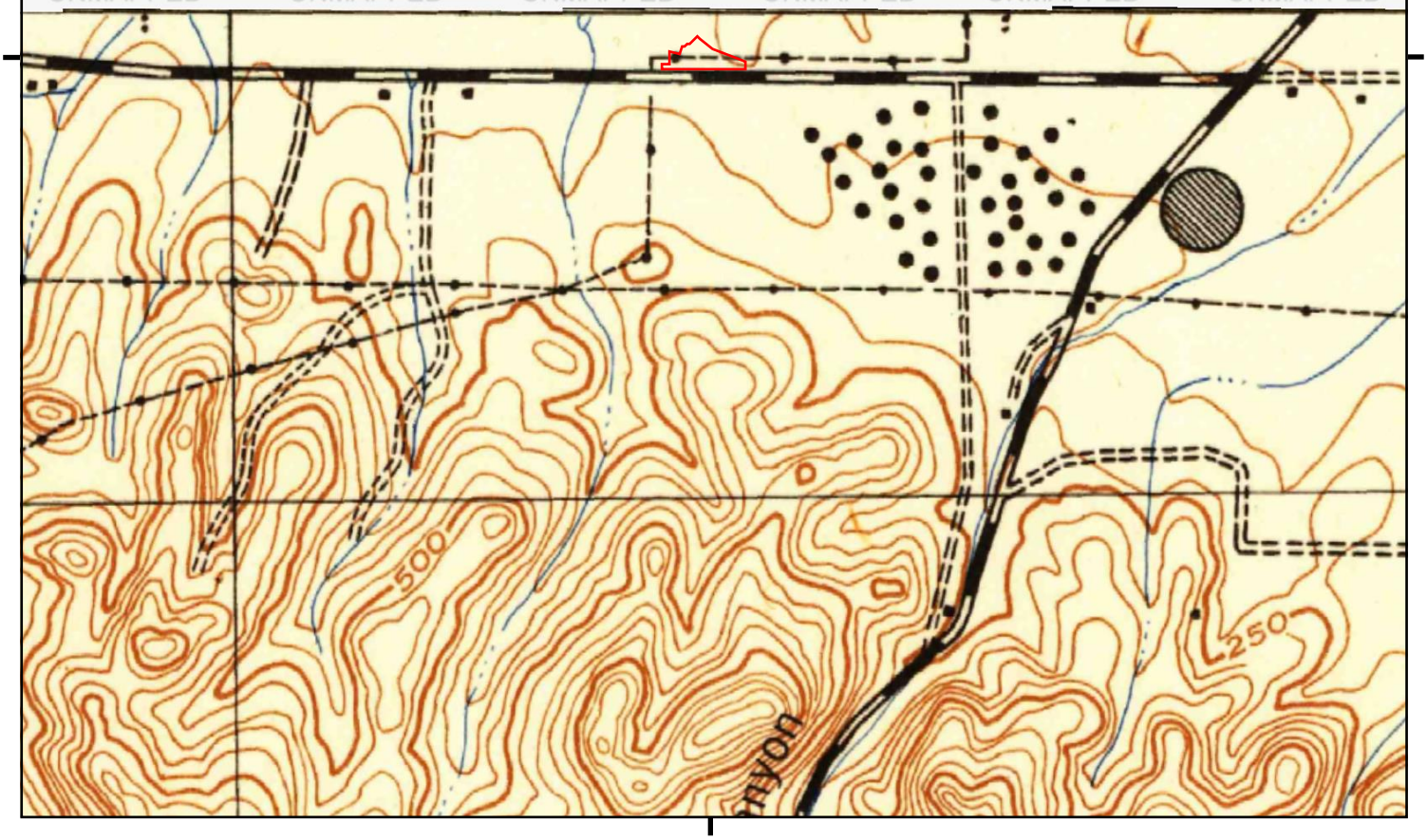
NW N NE
W E
SW S SE

TP, Antioch South, 1953, 7.5-minute
NE, Antioch North, 1953, 7.5-minute
SW, Clayton, 1953, 7.5-minute
NW, Honker Bay, 1953, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

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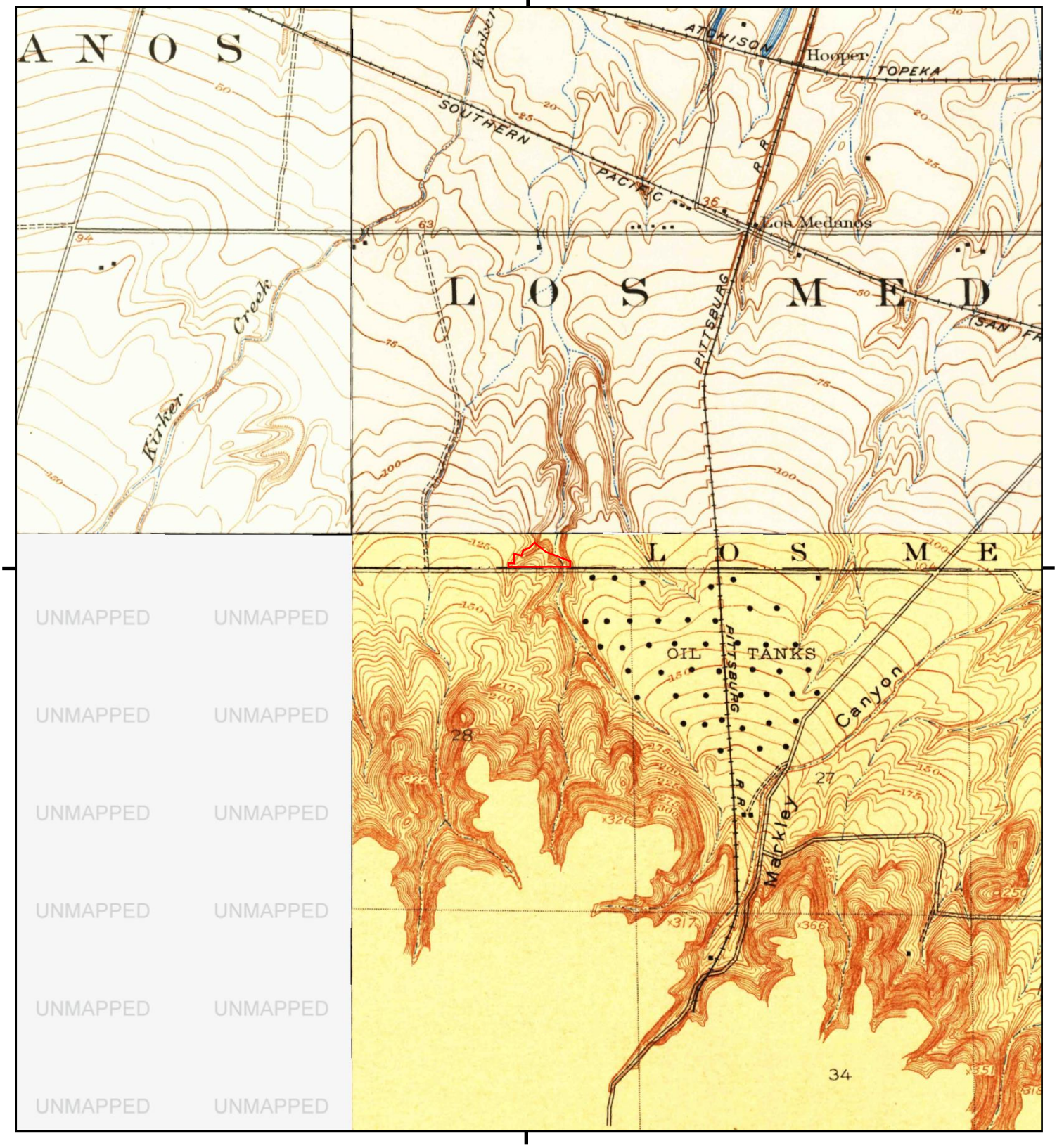
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Mt. Diablo, 1943, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

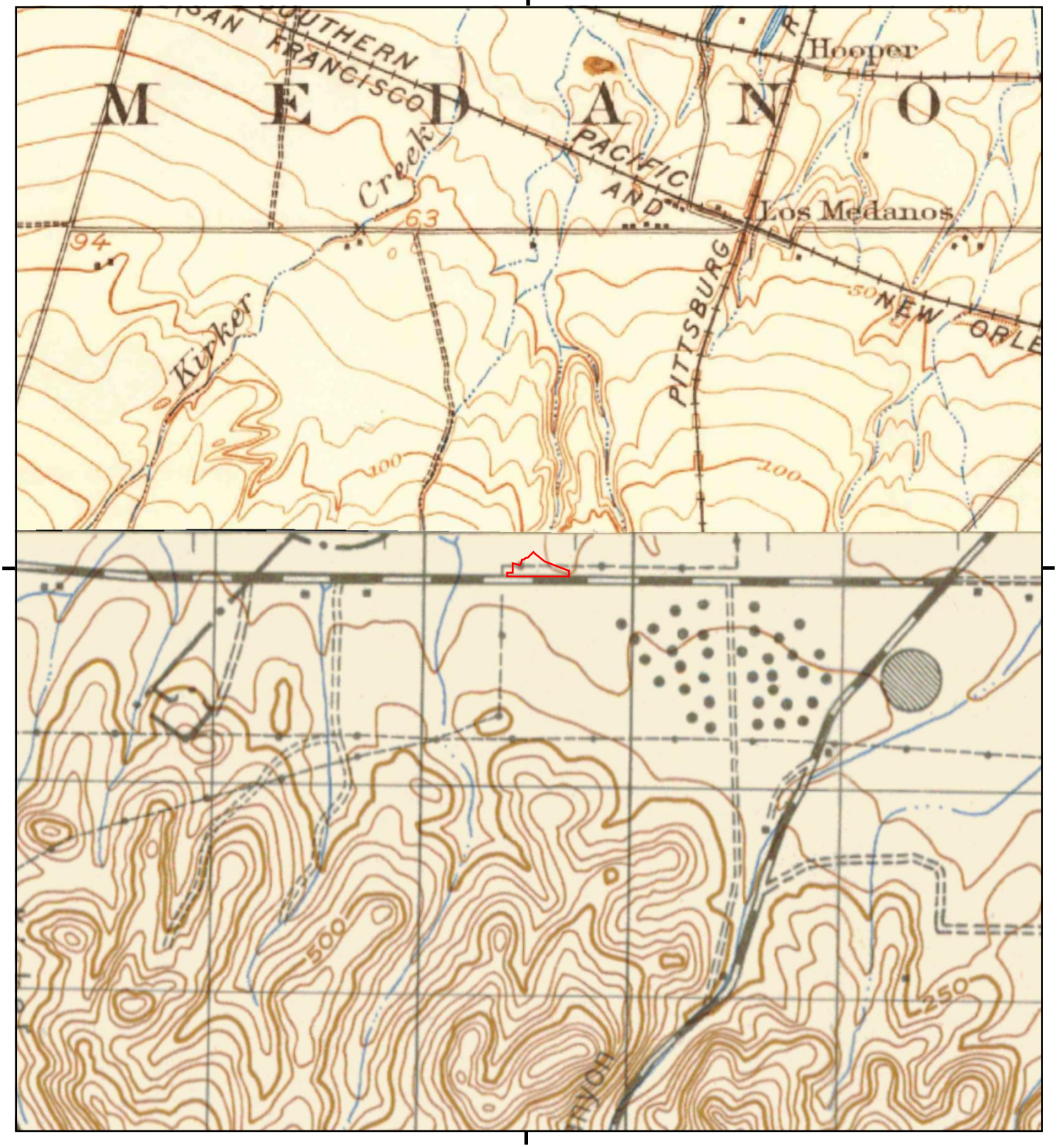
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Lone Tree Valley, 1916, 7.5-minute
NE, Collinsville, 1918, 7.5-minute
NW, Honker Bay, 1918, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

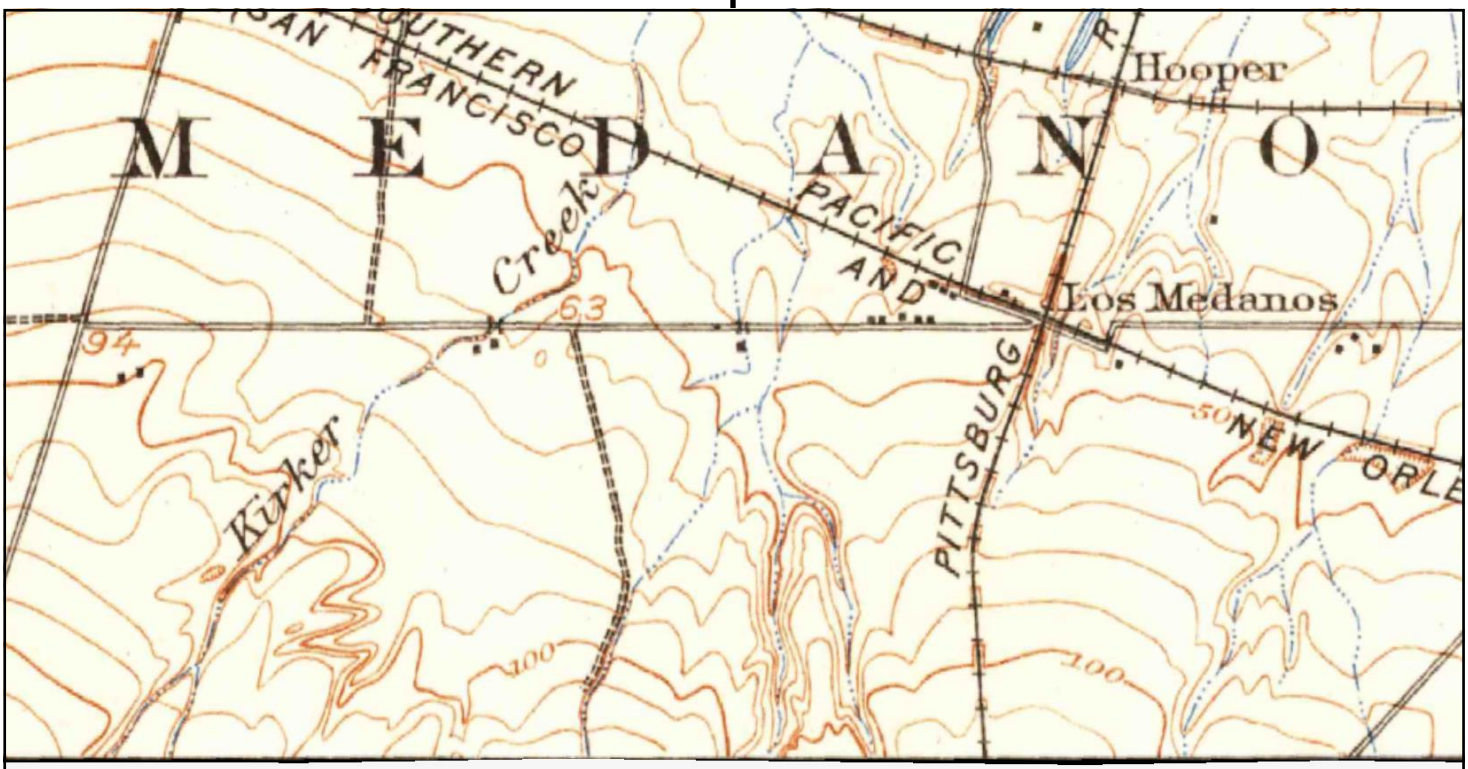
TP, MT. DIABLO, 1912, 15-minute
N, Antioch, 1908, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Historical Topo Map

1907



UNMAPPED

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

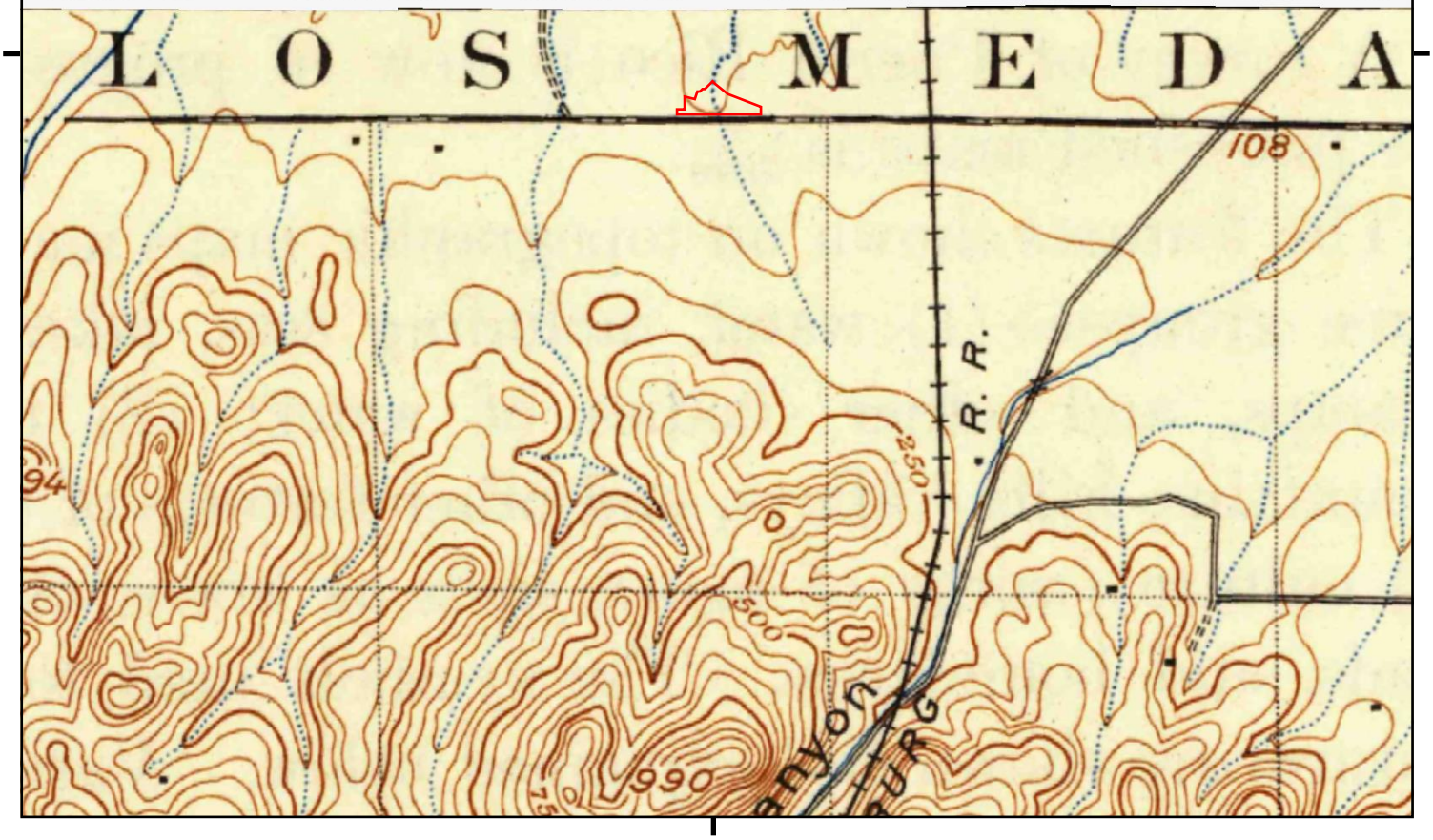
NW N NE
W E
SW S SE

N, Antioch, 1907, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

UNMAPPED



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

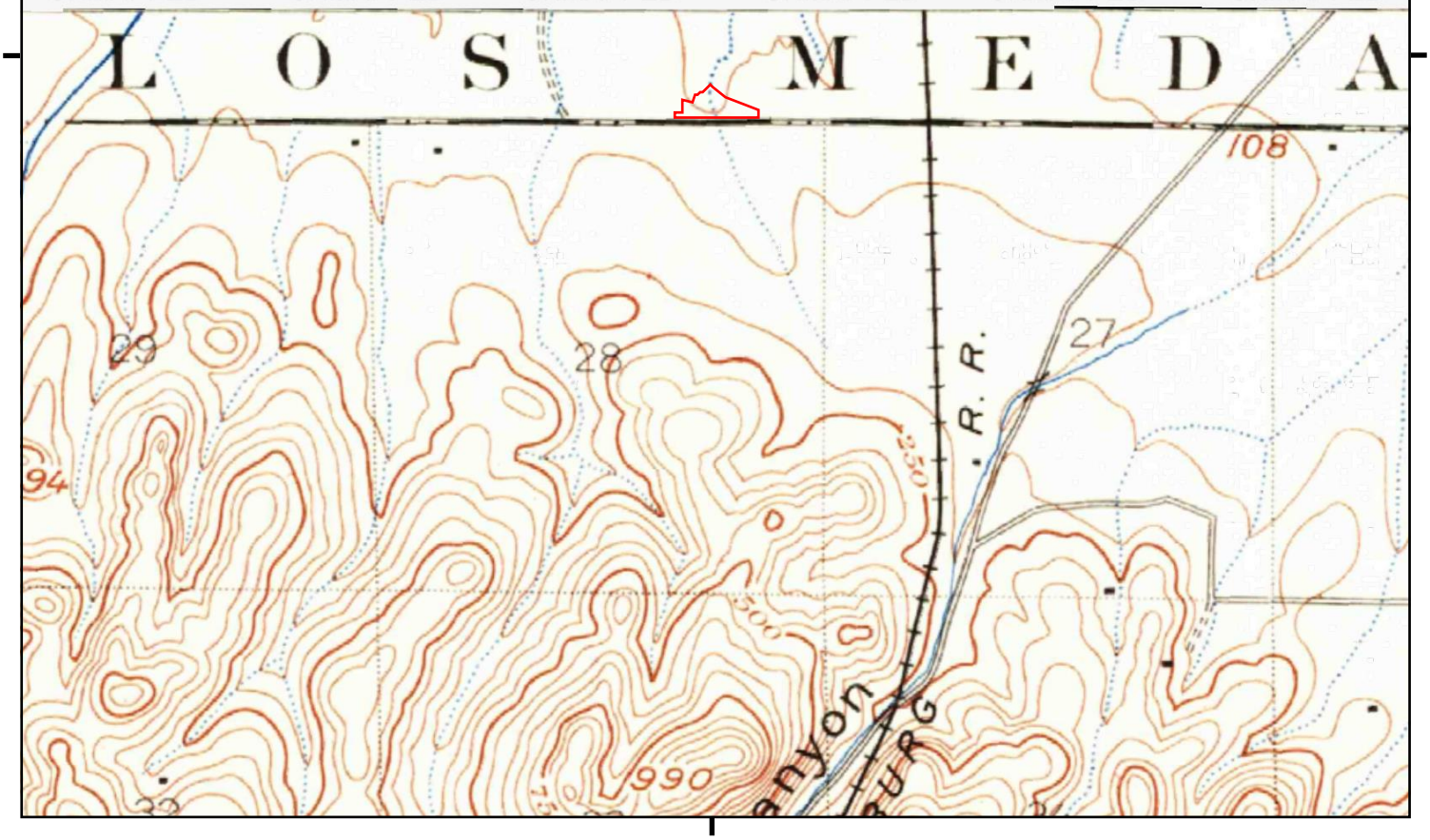
NW N NE
W E
SW S SE

TP, Mt. Diablo, 1898, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

UNMAPPED



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Mt. Diablo, 1896, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Appendix D

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.5
February 02, 2022

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2017	☑	☐	EDR Digital Archive
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1990	☑	☐	Haines Criss-Cross Directory
1985	☑	☐	Haines Criss-Cross Directory
1980	☑	☐	Haines Criss-Cross Directory
1975	☑	☐	Haines Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

1625 Buchanan Road
Pittsburg, CA 94565

Year	*CD Image*	*Source*

BUCHANAN RD

2017	pg A2	EDR Digital Archive
2014	pg A4	EDR Digital Archive
2010	pg A6	EDR Digital Archive
2005	pg A8	EDR Digital Archive
2000	pg A10	EDR Digital Archive
1995	pg A13	EDR Digital Archive
1992	pg A15	EDR Digital Archive
1990	pg A16	Haines Criss-Cross Directory
1985	pg A17	Haines Criss-Cross Directory
1980	pg A18	Haines Criss-Cross Directory
1975	pg A19	Haines Criss-Cross Directory
1975	pg A20	Haines Criss-Cross Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2017

100	MCHUGH, JOHN
105	HERNANDEZ, DAMACIO J
121	FENSTERMACHER, ANITA F
130	KRAMASZ, JESSE R
143	DESTEFANO, JOHN
170	GOLDSMITH, ROBERT D
180	DAVI, WILHELMINA
187	ALPALASI, QASEM
200	AGNIHOTRI, PRINCE
	ALGABA, ENRIQUE
	HINOJOSA, ROSALBA
	JAGGI, BAKSHO
	MCDONALD, MICHAEL R
	RAYS HAULING & JUNK REMOVAL
201	LEW, RONALD
220	MURILLO, ARNOLD
225	PARTIDA, JOSE J
240	SHORT, WILTON C
249	RUSSO, ANTHONY
260	SCHREINER, DOUGLAS J
273	EVANSON, PAIGE E
297	ROAY, DANNY A
1000	PEASE, DANIEL R
1315	PAPA MURPHYS TAKE N BAKE PIZZA
	STARBUCKS
1325	CRICKET AUTHORIZED AGENT
1329	COST U LESS
	COSTULESS INSURANCE
	COSTULESS INSURANCE CENTER
1331	ROUND TABLE PIZZA
1335	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY
1347	S & S BARGIN CENTER
1349	HAIR & NAIL CREATIONS
	LATINOS AMERICAN
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	HIGHLAND DENTISTRY INC
1365	BAY EAST KARATEDO
1369	RALEYS
	WELLS FARGO BANK
1375	FOOD SOURCE
	NOB HILL FOODS
	RALEYS
	REDBOX
1379	CUTS PLUS
1383	PEOPLE FIRST INSURANCE
1399	STATE OF CALIFORNIA
	TSR INC
1600	SIERRA R V & BOAT STORAGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2017 (Cont'd)

1625 RICKYS CUTTING EDGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2014

100	CASILLAS, JOSE
105	HERNANDEZ, DAMACIO J
120	MARSHA, ANTROBUS
121	FENSTERMACHER, ANITA F
130	KRAMASZ, JESSE R
143	BELLECI, RITA S
160	HURTADO, FRANK L
165	MOORE, MARY
170	OCCUPANT UNKNOWN,
180	DAVI, WILHELMINA
187	ABDULLA, MOHAMED N
	COLEMAN, LINA
	CRUZ, MARY
	IVERSON, JACOB
	LEMAYGREEN, KERA
	RIGGS, THENESHA
	SMITH, S
200	HINOJOSO, RODRIGO
	JAGGI, BAKSHO
	OVIEDO, SOLEDAD
201	BOLOTAOLO, JOSE
	GUTU, MICHAEL
	LEW, RONALD
	PHAM, KHOI D
	THORSON, MONIKA
	TJERAHIAN, VAHE
210	MILLER, RACHEL
220	MURILLO, ARNOLD
225	COUCH, SARAH
	PARTIDA, JOSE J
240	OCCUPANT UNKNOWN,
249	RUSSO, THOMAS S
260	SCHREINER, DOUGLAS J
273	VETRANO, CARMEN K
295	SCARROW, BRETT G
297	ROAY, DANNY A
1000	OCCUPANT UNKNOWN,
	PARENT, NANCY L
1315	PAPA MURPHYS PIZZA
	STARBUCKS COFFEE
1317	CES PREMIER REAL ESTATE SERVICES
1325	BEAUTY PARADISE
1329	COST U LESS
1331	RESTAURANT
	ROUND TABLE PIZZA
1335	VIVA MEXICO
	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY SANDWICHES
1347	S & S BARGIN CENTER

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2014 (Cont'd)

1349	LATINOS AMERICAN
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	HIGHLAND DENTISTRY INC
1365	EAST BAY KARATEDO
1369	FOOD SOURCE
	WELLS FARGO
	WELLS FARGO BANK
1379	CUTS PLUS
1383	PEOPLE 1ST INSURANCE
	PEOPLE FIRST INSURANCE SERVICES
1600	SIERRA R V & BOAT STORAGE
1625	RICKYS CUTTING EDGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2010

100	BARLOW, DAVE
105	HERNANDEZ, DAMACIO
	MLM CARE HOME
120	ANTROBUS, VIRGINIA C
121	FENSTERMACHER, ANITA F
130	OCCUPANT UNKNOWN,
143	LEFRAK, ZELDA B
160	HURTADO, FRANK L
165	MOORE, CHARLES S
170	GOLDSMITH, ROBERT D
180	DAVI, PATRICIA W
187	ABDULLA, MOHAMED N
	AMERLA, TASHARIE
200	ALFARO, SAMUEL C
	HINOJOSA, ROSALBA
	JAGGI, BAKSHO
201	HERNANDEZ, OCTAVIO M
	LEW, KENNETH N
220	OCCUPANT UNKNOWN,
225	OCCUPANT UNKNOWN,
240	SHORT, WILTON C
	WILTIN INTERNATIONAL
249	HERNANDEZ, BELINDA G
255	PARTIDA, JOSE J
260	BROWN, BONNIE N
273	VETRANO, CARMEN K
295	SCARROW, BRETT G
297	ROAY, DANNY
1000	OCCUPANT UNKNOWN,
	PARENT, NANCY L
	PEASE, DANIEL R
1315	STARBUCKS
1325	DOLLAR VALUE
1329	COSTULESS INSURANCE CTR
1331	ROUND TABLE PIZZA
1335	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY
1347	CURVES
	S & S BARGAIN CTR
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING
1365	EAST BAY KARATEDO
1369	WELLS FARGO BANK
1375	RALEYS
	RALEYS PHARMACY
1379	CUTS PLUS
1383	PEOPLE FIRST INSURANCE SVC
1600	SIERRA PACIFIC RV & BOAT
1625	HIGHLAND GARDEN CTR & ROCK

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2010 (Cont'd)

1625 HIGHLAND ROCK CITY INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2005

100	BARLOW, DAVE
105	ROSS, HANUNAH H
120	ANTROBUS, VIRGINIA C
121	FENSTERMACHER, ANITA D
123	LANEY, HEATHER
130	DAVI, WILHELMINA P
143	PARKER, CLAUDIA P
160	MCCLURE, ANN M
165	MOORE, CHARLES S
170	GOLDSMITH, ROBERT D
180	OCCUPANT UNKNOWN,
187	ABDULLA, MOHAMED N
	BROOKS, SHAMOND
	GIBBS, ROBERT L
200	BAGHA, BALBIR P
	JAGGI, BAKSHO
	OCCUPANT UNKNOWN,
	PONTE, A
201	LEW, KENNETH N
211	BROWN, CHARLENE
217	SMITH, ALYSHIA
220	MARTINEZ, LEE
225	PARTIDA, JOSE J
237	SINGH, SOHAN
240	OCCUPANT UNKNOWN,
	WILTIN INTERNATIONAL
249	HERNANDEZ, BELINDA G
260	SHORT, WILTON C
273	VETRANO, CARMEN K
297	ROAY, DANNY
1000	BUCHANAN, JOANN K
	OCCUPANT UNKNOWN,
1317	SUMMOOM RESTAURANT
1329	COST U LESS INSURANCE CENTER
	COST U LESS INSURANCE CTR
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RESTAURANT
	VIVA MEXICO
1339	VINTAGE LIQUORS
1343	PARTY FAVORS TO GO
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	BARROS CREATIVE IMAGES
1363	ENTERTAINMENT USA
1365	EAST BAY KARATE DO
1369	EVERETT, SAMUEL O
	RALEYS PHARMACY # 335
	WELLS FARGO BANK
1375	RALEYS
1379	CUTS PLUS

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2005 (Cont'd)

1383 EAST BAY INSURANCE MART INC
1399 GENERAL INFO & PITTSBURG OFC
GENERAL INFO & PITTSBURG OFFICE
1600 SIERRA PACIFIC R V & BOAT STORAGE IN
1625 HIGHLAND GARDEN CENTER & ROCK CITY
HIGHLAND ROCK CITY INC
2360 CHEVRON PIPE LINE CO

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2000

105	OCCUPANT UNKNOWN,
120	OCCUPANT UNKNOWN,
121	FENSTERMAC, OLIVER F
143	BELLECI, ZELDA A
160	MCCLURE, ANNE M
165	OCCUPANT UNKNOWN,
171	GABRIEL, DONICA
	KHALEGHI, SIMIN
	LAMAR, ALLAN
173	AHLUWALIA, M
	BELSHE, EDWIN E
	LOZANO, PATSY L
	TALLWHITEMAN, GINGER
	ZAMANI, DEBORAH A
175	HAX, DAVID B
	TRAMMELL, JAKE C
177	LASTRA, DAVID M
	THOMAS, V J
179	FOSS, CATHY L
	TROEN, KENNY M
180	DAVI, MARY L
181	BURLISON, JEFFREY S
	DUNN, MIKE L
	IPPOLITO, RICKEY L
	PASSEY, GORDON L
	RICO, DAVID M
183	GARCIA, JUAN F
	MATOS, LUIS
	TAHERIAN, ARASH
185	DEEBLE, ERIKA B
	GILBER, MICHAEL
	KENDALL, LINDA L
	STERLINO, JASON
187	BROOKS, SHAMOND
	COMO, JAMES T
	DAVIS, JAROD D
	GIVENS, MICHAEL
	GOMEZ, MIRNA
	HOLMAN, LISA C
	LARA, SERGIO
	LAXAMANA, R D
	MURILLO, CARMEN
	NETTLES, LAURA M
	STPIERRE, DEBORAH L
189	DAVI, F
	KELLY, BOBBI J
	STEAD, PAULA C
	WHITE, HITOMI
193	ALFORD, BRADLEY W
	DOVE, A

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2000 (Cont'd)

193	GEE, MARY S
	SULLIVAN, KAREN S
	TRENT, HEATHER
195	BUTTERFIELD, MARK
	HEADSTROM, M
	SANCHEZ, E
	SHANNON, MIKE W
197	IWATA, J
	KIMMEL, DEBBIE
	PEARSON, G
199	DOUGLAS, JASON
	GNIEWEK, DENNIS J
	HACK, JENNY A
	MIU, TONY
	NED, LYDIA A
	NEDJONES, LYDIA A
	ROSE, ROBERT S
	STYLA, AGNES
200	BAGHA, BALBIR P
	CLEVENGER, CHAD
	STAR, PAMELA C
201	BATES, RONALD J
	CAMPEROS, GEORGIA
	LEW, BONNIE
	WEIDEMAN, SHELLI A
209	OCCUPANT UNKNOWN,
220	MURILLO, ARNOLD
223	NAVARRO, JAMIE G
225	AMADOR, MARTHA B
	FAUSTO, PEDRO S
	GONZALEZ, KATHY M
227	OCCUPANT UNKNOWN,
231	OCCUPANT UNKNOWN,
233	OCCUPANT UNKNOWN,
237	OCCUPANT UNKNOWN,
239	GRAY, SHANNON
249	OCCUPANT UNKNOWN,
260	OCCUPANT UNKNOWN,
273	VETRANO, FRANK A
295	OCCUPANT UNKNOWN,
297	COLOMBO, CARL
1000	BUCHANAN, W G
1315	UNIVERSAL SHELL
1317	SUN ON CHINESE RESTAURANT
1331	ROUND TABLE PIZZA
1339	VINTAGE LIQUORS
1343	PARTY FAVORS TO GO
1347	MED MART
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING ESTABLISHMENT THE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2000 (Cont'd)

1357	BARROS CREATIVE IMAGES
	CREATIVE IMAGES
1363	ENTERTAINMENT USA
1369	RALEYS SUPERMARKETS & DRUG CENTERS PITTSBURG STORE
	WELLS FARGO BANK BRANCH OFFICES
1379	CUTS PLUS
1399	CALIFORNIA STATE OF MOTOR VEHICLES DEPARTMENT
1600	SIERRA PACIFIC R V & BOAT STORAGE
1625	HIGHLAND GARDEN CENTER & ROCK CITY
	HIGHLAND ROCK CITY INCORPORATED

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 1995

130	DAVI, S S
143	OCCUPANT UNKNOWNN
160	NELLIS, E
165	MOORE, OWEN C
170	MONTESINO, EDELSIO
187	MURILLO, CARMEN
200	HOYT, JACQUE
201	DELMONTE, MARY
	ELLIS, LUPE M
	WISLER, MICHAEL
203	OCCUPANT UNKNOWNN
205	CALDERON, EMILY L
207	OCCUPANT UNKNOWNN
209	BROWN, SUE M
211	OCCUPANT UNKNOWNN
215	MORGAN, D R
	VEGA, CARLOS
217	JONES, B K
219	ELCESER, MICHAEL
	NAZARETA, MONICA L
	SERRAN, PEDRO
220	MURILLO, ARNOLD
221	ABENOJA, N
	CORTEZ, RODRIGO
	GALLEGOS, S E
	SMITH, S L
	STGERMAIN, RAYMOND
223	ABRERA, LEON
	AGBAYANI, JOHN
	LEWIS, DAN
	LOGAN, MARY
225	JENNINGS, CLINTON
	LEAL, JOAQUIN JR
	TISCARENO, J
227	OCCUPANT UNKNOWNN
231	MOORE, W D
	RANEY, A
	SCHILLER, MIKE
233	HARDMAN, SHARON
	MAGUIRE, WILLIAM J
	PASTORINO, DEBBIE
	SIMPSON, RICHARD
235	DELANEY, GORDON
	FALCHETTA, DENISE
	JACKSON, PHILLIP
	MILLER, D
237	DELMONTE, KRISTIN
239	BLYTHE, J
	HATCH, CARL F
	TORRES, VICTOR

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 1995 (Cont'd)

239	URQUIZA, LAURA
	WARD, DONNA
249	PALOMINO, BELINDA G
260	IVES, LEROY P
273	VETRANO, FRANK A
297	COLOMBO, CARL
1000	BUCHANAN, WILLIAM E
	PEASE, DANIEL R
1315	SHELL BUCHANAN SVC
1317	SUN ON RESTAURANT
1321	DENNISS PET CTR
1329	MARTIES CERAMICS & DOLLS
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RESTAURANT
1339	VINTAGE LIQUORS
1343	BILL BROWN INSURANCE
1347	ELEGANT FLORIST
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING
1357	BARROS CREATIVE IMAGES
1363	JOE TONG
1375	RALEYS SUPERSTORES
1379	CUTS PLUS
1383	ROSE ANNES BEAUTY SUPPLIES
1600	SIERRA PACIFIC RV & BOAT
1625	HIGHLAND GARDEN CTR
	HIGHLAND ROCK CITY INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 1992

130	DAVI, SETTEMO
187	MURILLO, CARMEN
201	ELLIS, LUPE M
	GARBARINO, JOHN
205	DOWNEY, ROBERT P
207	IBAY, JOEL
215	ARROYO, JOSEPH M
217	JONES, B K
221	GREWAL, GURMUKH
225	HORWOOD, M
	TISCARENO, J
233	MAGUIRE, WILLIAM J
237	DELMONTE, KRISTIN
273	VETRANO, FRANK A
297	COLOMBO, CARL
1000	BUCHANAN, WILLIAM E
1100	THOMAS, WAYNE
1315	SHELL BUCHANAN SERV
1317	SUN ON RESTAURANT
1321	DENNISS PET CENTER
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RSTRNT
1339	VINTAGE LIQUORS
1343	BROWN BILL INS
1349	JAZZY LASS 2
1353	GREAT AMER DRY CLNG
1357	BARROS CRTV IMAGES
1363	VIDEO OUTLET
1369	RALEYS SPRSTRS CMRA
1379	FANTASTIC SAMS
1399	CA ST MOTOR VEHCLS
1625	HIGHLAND GRDN CTR
	ROCK CITY HIGHLAND

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1990

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	
130	DAVI Settemc	432-5356	
143	XXXX	00	
160	XXXX	00	
165	XXXX	00	
170	XXXX	00	
180	DAVI Mary L	432-2432	
187	MURILLO Carmen	439-5402	
200	ASCHERL W R	432-2511	
215	XXXX	00	
225	TISCARENO J	439-7564	+0
237	DELMONTE Kristin	427-1666	8
249	XXXX	00	
260	XXXX	00	
273	VETRANO Frank A	432-2281	
297	COLOMBO Carl	432-7589	
1800	BUCHANAN W G	432-7540	
A	BARRETT Edgar	432-7549	2
B	BUCHANAN Wm E	432-7263	
1100A	THOMAS Wayne	432-7552	9
1315	BUCHANAN Shali	427-1756	9
1317	★BUN ON RESTAURANT	439-3969	
1321	★DENNISS PET CENTER	427-7387	6
1325	XXXX	00	
1331	★ROUND TABLE PIZZA	432-1800	
1335	★ELCAZADOR RESTRNT	439-8126	4
1339	★VINTAGE LIQUORS	427-5468	1
1343	★BROWN BILL INS	432-7574	5
1349	★IMAGE DESIGNS	432-4862	9
1353	★GREAT AMER DRY CLNG	432-2402	
1357	★BARROE CRTV IMAGES	432-8000	4
	★CREATIVE IMAGES	432-8000	7
1383	★VIDEO OUTLET	427-5117	4
1365	XXXX	00	
1369	★RALEYS SPRSTRS CMRA	432-1580	6
	★RALEYS SPRSTRS GROC	432-1906	9
	★RALEYS SPRSTRS PHAR	432-1656	6
1375	XXXX	00	
1379	★FANTASTIC SAMS	427-2010	8
1383	★SCHWINN CITY	439-0664	+0
1399	★CA ST MOTOR VEHCLS	432-4744	7
1625	★HIGHLAND GRDN CTR	432-2282	
	★HIGHLAND ROCK CITY	432-0700	
	★ROCK CITY HIGHLAND	432-0709	3
★	20 BUS 25 RES	2 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1985

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	9
130	DAVI SETTEMO	432-6358	
143	XXXX	00	
160	XXXX	00	
165	XXXX	00	
170	XXXX	00	
180	DAVI MARY L	432-2432	
187	MURILLO AUGUSTINE	439-5402	
200	ASCHERL W R	432-2511	
225	MCGLASHAN H J	432-2619	
249	XXXX	00	
260	HARE DAVID M	439-8911	+5
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
A	BARRETT EDGAR	432-7549	2
B	BUCHANAN WM E	432-7263	
1315	XXXX	00	
1317	SUN&MGON	439-3959	0
1321	XXXX	00	
1325	UNITD RODL SVS INC	432-8000	1
1329	WOODS RERCY STUDIOS	427-9433	4
1331	ROUND TABLE PIZZA	432-1080	0
1335	ELCAZADOR RESTRNT	439-8128	4
1339	VINTAGE WINE&SPIRIT	427-5466	1
1343	BROWN SILL INS	432-7574	+5
1347	CENTURY 21	432-4721	2
	PAC FUNDING	432-4730	+5
1349	HIGHLAND HAIR WORKS	432-4882	0
1353	GPEAT AM DRY CLNG	432-2402	0
1357	BARROS CRTV IMAGES	432-8000	4
	MATSON HAL PHOTO	432-8000	0
1363	VIDEO OUTLET	427-5117	4
1365	RALEYS DPUG CNTR 75	432-1856	0
	RALEYS DRUG CNTS 75	432-1580	0
1369	XXXX	00	
1375	RALEYS SUPERMKTS 35	432-1960	0
1399	XXXX	00	
1600	MORGAN HOWARD N	427-1569	3
1625	HIGNLAND GRDN CTR	432-2262	
	HIGHLAND ROCK CITY	432-0700	
	RODK CITY HIGHLAND	432-0700	3

★ 20 BUS 23 RES 3 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1980

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	9
130	DAVI SETTEMO	432-6356	
143	XXXX	00	
160	CLAWSON VERNOR	432-2447	
	PETER CHAS J	432-2447	
165	XXXX	00	
170	HANGES GEO	432-4415	
180	DAVI ANGELO V	432-2432	
	DAVI V A	432-2432	4
187	MURILLO AUGUSTINE	439-5402	5
200	ASCHERL W R	432-2511	
225	MCGLASHAN H J	432-2619	
249	MCCORMICK FRANK A	439-9392	6
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
B	BUCHANAN WM E	432-7263	
1100A	THOMAS WAYNE	432-7552	
1315★	ALLSTATE ROAD SERV	432-0145	8
1317★	SUN&MOON	439-3959	+0
1329★	AHHS BATHH BOUTIQUE	432-0423	+0
1331★	ROUHD TABLE PIZZA	432-1000	+0
1349★	HIGHLAHD HAIR WORKS	432-4862	+0
1353★	GREAT AM DRY CLNG	432-2402	+0
1357★	MATSON HAL PHOTO	432-6000	+0
1365★	RALEY8 DRUG CNTR 75	432-1656	+0
★	RALEYS DRUG CNTR 75	432-1680	+0
1375★	RALEYS SUPERMKT8 35	432-1900	+0
1600	XXXX	00	
1625★	HIGHLAHD GRDH CTR	432-2262	2
★	HIGHLAND ROCK CITY	432-0700	3
★	12 BUS 20 RES	9 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

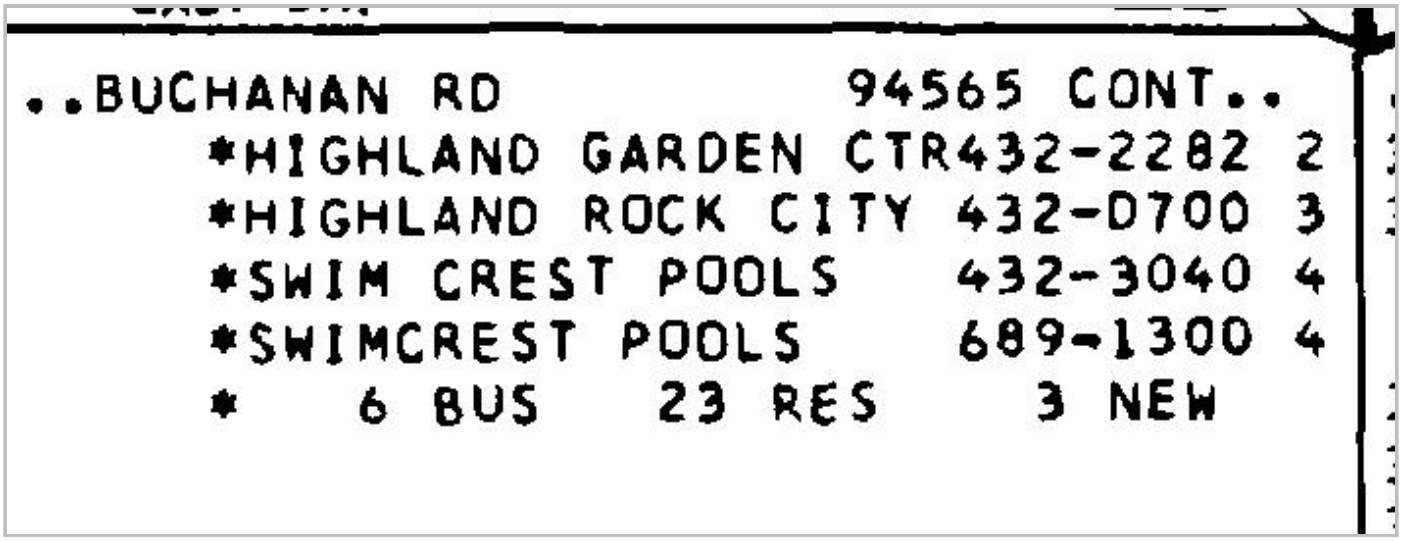
BUCHANAN RD 1975

BUCHANAN RD 94565 PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	
130	DAVI SETTEMO	432-6356	
143	BELLECI GERALO A	432-7192	3
160	CLAWSON VERNOR	432-2447	
	PETER CHAS J	432-2447	
165	HUNZINGER FRED	432-2059	
170	HANGES GEO	432-4415	
180	DAVI ANGELO V	432-2432	
	DAVI V A	432-2432	4
187	MURILLO AUGUSTINE	439-5402	+5
200	ASCHERL W R	432-2511	
201	LEW KENNETH	432-3695	
220	HANSEN RUSSELL D	432-0502	2
225	MCGLASHAN H J	432-2619	
249	XXXX	00	
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
A	BARRETT EDGAR	432-7549	
B	BUCHANAN WM E	432-7263	
1100A	THOMAS WAYNE	432-7552	
1315*	BUCHANAN ROAD SHELL	439-9200	+5
1600	RHONE CARL	432-0731	+5
1625*	CREST DUMP TRUCKING	689-1300	4

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1975



..BUCHANAN RD 94565 CONT..

*HIGHLAND GARDEN CTR	432-2282	2
*HIGHLAND ROCK CITY	432-0700	3
*SWIM CREST POOLS	432-3040	4
*SWIMCREST POOLS	689-1300	4

* 6 BUS 23 RES 3 NEW

Appendix E

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.3
January 28, 2022

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.3

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # B93E-4C5D-9DDC

PO # NA

Project 034-22Pittsburg-BV

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: B93E-4C5D-9DDC

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Appendix F

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPERTY OWNER INTERVIEW QUESTIONNAIRE

Date: January 28, 2022 Krazan Project Manager: Bill Vick

Project No: 034-22008 Project Name: Proposed Commercial Redevelopment Property

Site Address: 1625 Buchanan Road, Pittsburg, California 94565; APN 088-030-021

Interview With: Shashi Sharma

Telephone No: 408.569.3396 Fax No:

Knowledge of Previous Owner(s) and Phone Number? No

How are you associated with the subject property? Property Owner / Property Owner's Representative

How long have you been associated with the subject property? Approximate 6 years

What is the subject property currently used for? Lawn Moers Repair

Are there structures on the subject property? Yes How Many? Two

Do you know of any previous structures on the subject property? No

Do you have knowledge of the presence of underground storage tanks being located on the subject property either historically or currently? No

Do you have knowledge of the presence of aboveground storage tanks being located on the subject property either historically or currently? No

Do you have knowledge of the presence of imported soil on the subject property? If so, please indicate the origin/location of the imported soil. No

Do you know of any chemicals, hazardous materials, and/or environmentally persistent pesticides/herbicides being used, stored or discharged on the subject property? No

Do you know of any buried materials such as garbage dumps or burn pits located on the subject property?
No

Do you know of any septic systems located on the subject property (current or historical)? Yes ~~No~~
If yes, how many currently? No If yes, how many historically?

Do you know of any water wells located on the subject property (current or historical)? Yes ~~No~~
If yes, how many currently? No If yes, how many historically?

Do you know of any dry wells located on the subject property (current or historical)? Yes ~~No~~

Do you know of any environmental monitoring wells located on the subject property (current or historical)? **Yes** No ✓

Do you know of any drainage or disposal ponds located on the subject property? No

Is the subject property connected to municipal water and sewer systems? Yes

Do you know of obvious indications pointing to the presence or likely presence of contamination of the subject property?
No

Do you have any concerns about adjacent property usage such as gasoline stations, industrial uses, or USTs/ASTs on adjacent properties? No

Are you aware of any environmental cleanup liens against the subject property that are filed or recorded under federal, tribal, state, or local law? No

Please list previous commercial and/or industrial (non-residential) tenants/occupants of the subject site/on-site buildings:
It was a nursery at one point.

Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject property and/or have been filed or recorded in a registry under federal, tribal, state, or local law?

No

Do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No

Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property?
Yes **No**

Do you know the past uses of the subject property? If so, briefly explain.

It was a nursery at one point.

Do you have knowledge of the current or historical presence of vehicle repair-related features (i.e., sumps, oil/water clarifiers, subsurface hydraulic vehicle hoists, etc.)?
If so, briefly explain.

No

Do you know of specific chemicals that are present or once were present at the subject property?
If so, briefly explain.

No

Do you know of spills or other chemical releases that have taken place at the subject property?
If so, briefly explain.

No

Do you know of spills or other chemical releases that have taken place at the subject property?

No

Are you aware of, or have you been notified of, any contamination issues to soil or groundwater either at the subject site or in the vicinity of the subject site?
If so, briefly explain.

No

What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)

We have applied for permit to the city and city requires it.

Name: Shashi Sharma
(Please Print)

Date: 02/01/2022

Signature: Shashi Sharma

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

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If yes, how many currently? No If yes, how many historically?

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If so, briefly explain.

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No

Are you aware of, or have you been notified of, any contamination issues to soil or groundwater either at the subject site or in the vicinity of the subject site?
If so, briefly explain.

No

What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)

We have applied for permit to the city and city requires it.

Name: Shashi Sharma (Please Print)

Date: 02/01/2022

Signature: Shashi Sharma

Appendix G

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 07/01/12 thru 06/30/13

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0058687	YES

IMMEDIATELY NOTIFY HAZARDOUS MATERIALS IF THERE ARE CHANGES IN FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES) BY CALLING (925) 335-3200.

THIS IS NOT AN INVOICE

VERIZON WIRELESS
DEBRA VOTH
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., **HEALTH SERVICES DIRECTOR** • RANDALL L. SAWYER, **DIRECTOR**

Hazardous Materials Business Plan Inspection/Compliance Checklist

FACILITY NAME	SITE ID	INSPECTION DATE
Verizon Wireless - Pittsburg Buchanan	774583	12/15/12

INSPECTION TYPE: Routine / Follow-Up / Other	VIOLATION CLASSIFICATIONS: M = Minor Cl I = Major Cl II = Medium / Repeat Minor

[redacted]

Viol Code	Authority	Requirement	Viol Class	Violation Due Date/ Violation Corrected
BP01	19CCR 2729.2	**Adequate submission / completion of Business Activities & Owner / Operator Identification Forms.** OK		
BP02	19CCR 2729.2	Adequate submission / completion of chemical inventory forms. OK		
BP03	19CCR 2729.4	**Maximum quantity of all hazardous materials stored on site in reportable quantities are listed in the HMBP.**		
BP04	19CCR 2729.5	Original signature on inventory forms for acutely hazardous materials ≥ Threshold Planning Quantities.		
BP05	19CCR 2729.2	**Adequate submission / completion of site map.** OK		
BP06	H&SC 25504	Adequate submission / completion / retention of written Emergency Response Plan. OK		
BP07	27CCR 15210 & H&SC 25404	**Full and timely payment of the HMBP program annual fee.**		
BP08	H&SC 25503.5	HMBP is maintained on-site or is accessible.		
BP09	H&SC 25504(c) & 19CCR 2732	**Initial employee training program for hazardous materials/emergency response implemented and adequate.**		
BP10	H&SC 25504(c) & 19CCR 2732	Annual hazardous materials/emergency response refresher component of the employee training program implemented and adequate.		
BP11	19CCR 2731(c) & H&SC 25503(e)(1)	**Procedures in place to mitigate, prevent or abate hazards to persons, property or the environment from a release or threatened release of hazardous materials. See back for Best Management Practices (BMP).**		
BP12	—	Other:		

See back for Best Management Practices (BMP)

Observation:

Verizon cell site that is under construction.
No hazardous materials on site yet

Business Plan, Chemical inventory, site map and response plan submitted 12/14/12.
Construction should start Spring 2013

No violations.

Total Time for Review and Inspection (in 15 minute increments): 4	☐ Notice to Comply	☐ Notice of Violation	☐ No Violations Observed
Facility Rep Initials Michael	CC Hazmat Initials WP	Date 12/15/12	

CONTRA COSTA
HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., **HEALTH SERVICES DIRECTOR** • RANDALL L. SAWYER, **DIRECTOR**

INSPECTION COVER SHEET

FACILITY NAME	FACILITY ADDRESS	INSPECTION DATE
Verizon Wireless Pittsburg Buchanan	1625 Buchanan Rd	12/19/12
Contact Name Armand Delgado	**EPA ID**	**SITE ID**
Contact Telephone 866-694-2415	NA	774583

Program(s): (check all that apply)

☑ Hazardous Materials Release Response Plan / Business Plan (BP)	☐ Tiered Permitting (TP)
☐ Hazardous Waste Generator (HW)	☐ Green Business (GB)
☐ Underground Storage Tank (UST)	☐ Storm Water Program (SWP)
☐ Aboveground Petroleum Storage Act (APSA)	☐ California Accidental Release Prevention Program (CalARP)

CUPA Permit Current: Yes ☑ No ☐

REPRESENTATIVES PRESENT:

Name	Title	Organization
Neal Price	HMS	CCHSD-HMP

Facility Description/Comments:

Verizon cell site that is under construction.
No Hazardous Materials on site yet.

Construction should start Spring 2013

ISSUANCE OF NOTICES:

A **NOTICE TO COMPLY** or **NOTICE OF VIOLATION** is issued to identify conditions observed this day that are alleged to be violations of one or more sections of the California Health and Safety Code (HSC), the California Code of Regulations (CCR), Code of Federal Regulations (CFR), or Contra Costa County Code (CCC). The facility may be subject to reinspection at any time by Contra Costa Health Services Hazardous Materials Programs (CCHSHMP) to ensure that observed violations cited on the Notices are corrected. Failure to correct violations within the scheduled period provided may result in CCHSHMP citing the facility for continuing or additional violations. Issuances of Notices do not preclude CCHSHMP from taking any administrative, civil, or criminal action as a result of the violations noted. (See back)

CONSENT:

Consent includes inspecting hazardous material/waste handling areas, taking photographs, reviewing and copying documents, questioning personnel and sampling activities to determine compliance with applicable laws and regulations.

Facility Rep Mailed (Consent to inspect given by)	Facility Rep Signature Mailed	Date
CC Hazmat Rep Neal Price	CC Hazmat Signature Neal	Date 12/19/12

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 07/01/13 thru 06/30/14

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 20+ EMPLOYEES	PT0029619	PR0058587	YES

IMMEDIATELY NOTIFY HAZARDOUS MATERIALS IF THERE ARE CHANGES IN FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES) BY CALLING (925) 335-3200.

THIS IS NOT AN INVOICE

VERIZON WIRELESS
DEBRA VOTH
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

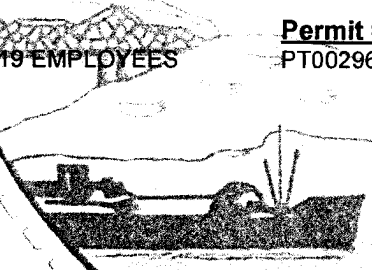
Permit Valid 07/01/14 thru 06/30/15

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0053687	YES





FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

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ENVIRONMENTAL COMPLIANCE
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 7/1/2015 thru 6/30/2016

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REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0058687	PAID

FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

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ENVIRONMENTAL COMPLIANCE
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 7/1/2016 thru 6/30/2017

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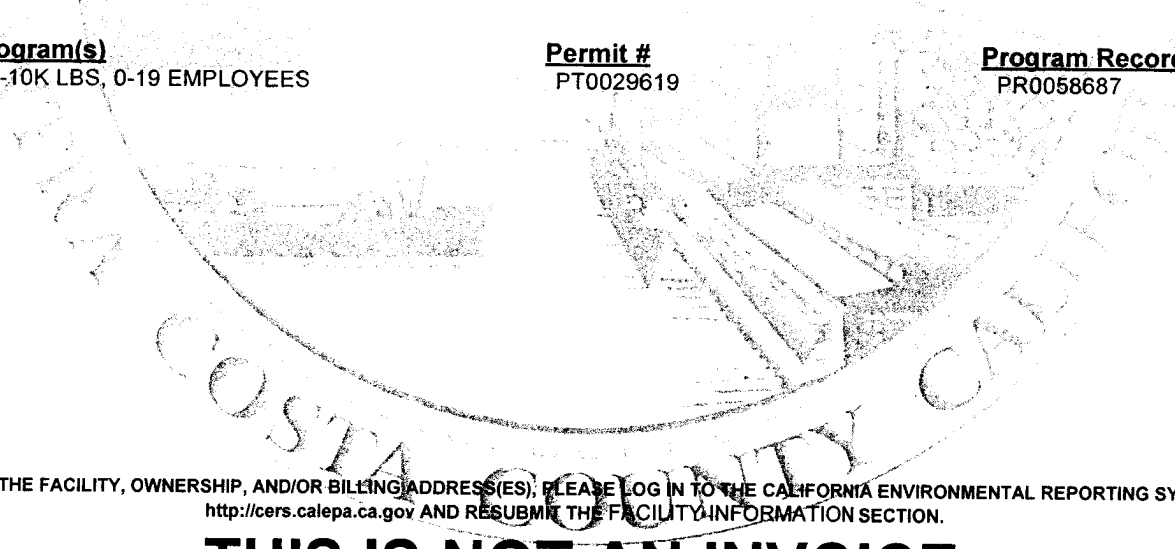
REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Permit #
PT0029619

Program Record #
PR0058687



FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

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ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., **HEALTH SERVICES DIRECTOR** • RANDALL L. SAWYER, **DIRECTOR**

Hazardous Materials Business Plan Inspection/Compliance Checklist

FACILITY NAME	SITE ID	INSPECTION DATE
VERIZON WIRELESS PITTSBURG BUCHANAN	774583	10-25-2016

INSPECTION TYPE: (Routine) / Follow-Up / Other

VIOLATION CLASSIFICATIONS: M = Minor Cl I = Major Cl II = Medium / Repeat Minor

California Code of Regulations, Title 19, Division 2, Chapter 4, §2620 et al; Title 27, Div 1, Subdiv. 2, Chap. 1, Part II
California Health and Safety Code, Division 20, Chapter 6.95, §25404, §25500-25520

Viol Code	Authority	Requirement	Viol Class	Violation Due Date/ Violation Corrected
BP01	19CCR 2729.2	Adequate submission / completion of Business Activities & Owner / Operator Identification Forms. OK		
BP02	19CCR 2729.2	Adequate submission / completion of chemical inventory forms. OK		
BP03	19CCR 2729.4	Maximum quantity of all hazardous materials stored on site in reportable quantities are listed in the HMBP. OK		
BP04	19CCR 2729.5	Original signature on inventory forms for acutely hazardous materials ≥ Threshold Planning Quantities.		
(BP05)	19CCR 2729.2	Adequate submission / completion of site map. corrected	M	10-25-2016
BP06	H&SC 25504	Adequate submission / completion / retention of written Emergency Response Plan. OK		
BP07	27CCR 15210 & H&SC 25404	Full and timely payment of the HMBP program annual fee. OK		
BP08	H&SC 25503.5	HMBP is maintained on-site or is accessible. OK		
BP09	H&SC 25504(c) & 19CCR 2732	Initial employee training program for hazardous materials/emergency response implemented and adequate.		
BP10	H&SC 25504(c) & 19CCR 2732	Annual hazardous materials/emergency response refresher component of the employee training program implemented and adequate.		
BP11	19CCR 2731(c) & H&SC 25503(e)(1)	Procedures in place to mitigate, prevent or abate hazards to persons, property or the environment from a release or threatened release of hazardous materials. **See back for Best Management Practices (BMP).**		
BP12	—	Other:		

See back for Best Management Practices (BMP)

Observation:

CCHSHMP observed 1x 132 Gallon above ground storage tank holding diesel, 20 x North Star batteries, fire extinguisher, spill kit, broom and eye wash bottle. CCHSHMP reviewed the HMBP. The HMBP is maintained on site. Employee was provided training in 02/2016.

NOTICE TO COMPLY

1) BP05: THE FACILITY SITE MAPS DID NOT INCLUDE NORTH ORIENTATION.
OBSERVATION: CCHSHMP observed that the existing site maps did not include the north orientation. The cell technician corrected the violation during the inspection.
CORRECTIVE ACTION: No further action is required.

ENTERED

Total Time for Review and Inspection (in 15 minute increments): 120 min ☒ Notice to Comply ☐ Notice of Violation ☐ No Violations Observed

Facility Rep Initials M.R CC Hazmat Initials J.P. Date 10-25-2016

CONTRA COSTA HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
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Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., HEALTH SERVICES DIRECTOR • RANDALL L. SAWYER, DIRECTOR

INSPECTION COVER SHEET

FACILITY NAME	FACILITY ADDRESS	INSPECTION DATE
VERIZON WIRELESS PITTSBURG BUCHANAN	1625 BUCHANAN RD PITTSBURG, CA	10-25-2016
Contact Name JUAN (MANNY) ROMO	**EPA ID**	**SITE ID** 774583
Contact Telephone 707-775-7205		

Program(s): (check all that apply)

☒ Hazardous Materials Release Response Plan / Business Plan (BP)	☐ Tiered Permitting (TP)
☐ Hazardous Waste Generator (HW)	☐ Green Business (GB)
☐ Underground Storage Tank (UST)	☐ Storm Water Program (SWP)
☐ Aboveground Petroleum Storage Act (APSA)	☐ California Accidental Release Prevention Program (CalARP)

CUPA Permit Current: Yes ☒ No ☐

REPRESENTATIVES PRESENT:

Name	Title	Organization
JOHN PHAM	HMS	CCHSHMP
MANNY ROMO	CELL TECHNICIAN	VERIZON WIRELESS

Facility Description/Comments:

CCHSHMP WAS ON SITE TO CONDUCT THE HAZARDOUS MATERIALS BUSINESS PLAN (HMBP) PROGRAM INSPECTION. THE FACILITY IS A CELL SITE FOR VERIZON WIRELESS.

ISSUANCE OF NOTICES:

A **NOTICE TO COMPLY** or **NOTICE OF VIOLATION** is issued to identify conditions observed this day that are alleged to be violations of one or more sections of the California Health and Safety Code (HSC), the California Code of Regulations (CCR), Code of Federal Regulations (CFR), or Contra Costa County Code (CCC). The facility may be subject to reinspection at any time by Contra Costa Health Services Hazardous Materials Programs (CCHSHMP) to ensure that observed violations cited on the Notices are corrected. Failure to correct violations within the scheduled period provided may result in CCHSHMP citing the facility for continuing or additional violations. Issuances of Notices do not preclude CCHSHMP from taking any administrative, civil, or criminal action as a result of the violations noted. (See back)

CONSENT:

Consent includes inspecting hazardous material/waste handling areas, taking photographs, reviewing and copying documents, questioning personnel and sampling activities to determine compliance with applicable laws and regulations.

Facility Rep	MANNY ROMO (Consent to inspect given by)	Facility Rep Signature	Manny Romo	Date	10/25/2016
CC Hazmat Rep	JOHN PHAM	CC Hazmat Signature		Date	10-25-2016

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@HSD.CCCOUNTY.US

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2017 thru 6/30/2018

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REGULATED FACILITY:
ID # FA0033620
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1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
PR0058687

FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

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295 PARKSHORE DR
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CONTRA COSTA COUNTY
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CCCHAZMAT@CCHEALTH.ORG

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
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ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
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CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
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PHONE: (925)655-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@CCHEALTH.ORG

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

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1625 BUCHANAN RD
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Regulated Program(s)
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ENVIRONMENTAL COMPLIANCE
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FOLSOM, CA 95630

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HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
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CERS ID: 10396993
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Permit Valid 7/1/2021 thru 6/30/2022

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Program Record #
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Telephone: (925)335-3200 Fax: (925)646-2073
WWW.CCHEALTH.ORG/HAZMAT
cchazmat@hsd.cccounty.us
RANDALL L. SAWYER, CHIEF ENVIRONMENTAL HEALTH AND HAZARDOUS MATERIALS OFFICER

HAZARDOUS MATERIALS BUSINESS PLAN INSPECTION REPORT

California Health and Safety Code (HSC), Division 20, Chapter 6.95
California Code of Regulations (CCR), Title 19, Division 2, Chapter 4

FACILITY INFORMATION

BUSINESS NAME:	VERIZON WIRELESS PITTSBURG BUCHANAN	**CUPA FACILITY ID:**	774583
BUSINESS ADDRESS:	1625 BUCHANAN RD PITTSBURG, CA 94565	**CERS ID:**	10396993
		FACILITY ID:	FA0033620
BUSINESS PHONE:	(866)694-2415	**SENT TO:**	ARMAND.DELGADO@VERIZONWIRELESS.COM
BUSINESS OWNER:	VERIZON WIRELESS		
BUSINESS OPERATOR:	VERIZON WIRELESS		

INSPECTION INFORMATION

DATE OF INSPECTION:	MARCH 05, 2019	**INSPECTOR:**	MICHAEL DUNCAN
INSPECTION TYPE:	ROUTINE - ONGOING	**TITLE:**	HAZARDOUS MATERIALS SPECIALIST I
PROGRAM:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES	**CONTACT:**	(925)335-3207
SERIAL NUMBER:	DAOEYSZX0		MICHAEL.DUNCAN@CCHEALTH.ORG

REPRESENTATIVES PRESENT

NAME	TITLE	ORGANIZATION
MANNY ROMO	FIELD TECH	VERIZON

GENERAL OBSERVATIONS

GENERAL OBSERVATIONS

ROUTINE HMBP INSPECTION OF AN UNMANNED CELL TOWER

REVIEWED CERS
ADEQUATE SITE MAP
ADEQUATE EMERGENCY RESPONSE PLAN
TRAINING OF MAINTENANCE TECHNICIANS UP TO DATE
INVENTORY ACCURATELY REPRESENTS WHAT WAS SEEN ON SITE

CONSENT: VERBAL AND OR WRITTEN CONSENT INCLUDES INSPECTING HAZARDOUS MATERIAL/WASTE HANDLING AREAS, TAKING PHOTOGRAPHS, REVIEWING AND COPYING DOCUMENTS, QUESTIONING PERSONNEL AND SAMPLING ACTIVITIES TO DETERMINE COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS.

MICHAEL DUNCAN, HAZARDOUS MATERIALS SPECIALIST I

MANNY ROMO, FIELD TECH

Contra Costa Health Services - Hazardous Materials Programs
4585 Pacheco Blvd., Suite 100, Martinez, CA 94553
Telephone: (925)655-3200 Fax: (925)646-2073
WWW.CCHEALTH.ORG/HAZMAT
cchazmat@cchealth.org
MATTHEW S. KAUFMANN, DIRECTOR OF HAZARDOUS MATERIALS PROGRAMS

HAZARDOUS MATERIALS BUSINESS PLAN INSPECTION REPORT

California Health and Safety Code (HSC), Division 20, Chapter 6.95
California Code of Regulations (CCR), Title 19, Division 2, Chapter 4

FACILITY INFORMATION

BUSINESS NAME:	VERIZON WIRELESS PITTSBURG BUCHANAN	**CUPA FACILITY ID:**	774583
BUSINESS ADDRESS:	1625 BUCHANAN RD	**CERS ID:**	10396993
	PITTSBURG, CA 94565	**FACILITY ID:**	FA0033620
BUSINESS PHONE:	(866)694-2415	**SENT TO:**	JUAN.ROMO@VERIZONWIRELESS.COM
BUSINESS OWNER:	VERIZON WIRELESS		
BUSINESS OPERATOR:	VERIZON WIRELESS		

INSPECTION INFORMATION

DATE OF INSPECTION:	JULY 22, 2021	**INSPECTOR:**	MICHAEL DUNCAN
INSPECTION TYPE:	ROUTINE - ONGOING	**TITLE:**	HAZARDOUS MATERIALS SPECIALIST II
PROGRAM:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES	**CONTACT:**	(925)655-3207
SERIAL NUMBER:	DARFKH3ES		MICHAEL.DUNCAN@CCHEALTH.ORG

GENERAL OBSERVATIONS

ON SITE TO CONDUCT A ROUTINE HMBP INSPECTION OF A CELL TOWER

REVIEWED CERS
ADEQUATE SITE MAP
ADEQUATE EMERGENCY RESPONSE PLAN
TRAINING UP TO DATE
INVENTORY ACCURATELY REPRESENTS WHAT WAS SEEN ON SITE

CONSENT: VERBAL AND OR WRITTEN CONSENT INCLUDES INSPECTING HAZARDOUS MATERIAL/WASTE HANDLING AREAS, TAKING PHOTOGRAPHS, REVIEWING AND COPYING DOCUMENTS, QUESTIONING PERSONNEL AND SAMPLING ACTIVITIES TO DETERMINE COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS.

MICHAEL DUNCAN, HAZARDOUS MATERIALS SPECIALIST II

Appendix H

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.2s
January 28, 2022

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1625 BUCHANAN ROAD
PITTSBURG, CA 94565

COORDINATES

Latitude (North):	37.9984280 - 37ˆ 59' 54.34''
Longitude (West):	121.8664560 - 121ˆ 51' 59.24''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	599528.3
UTM Y (Meters):	4206041.0
Elevation:	101 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	12008686 ANTIOCH SOUTH, CA
Version Date:	2018
Northeast Map:	12021565 ANTIOCH NORTH, CA
Version Date:	2018
Southwest Map:	12008696 CLAYTON, CA
Version Date:	2018
Northwest Map:	12021611 HONKER BAY, CA
Version Date:	2018

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140606
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1625 BUCHANAN ROAD
PITTSBURG, CA 94565

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	VERIZON WIRELESS PIT	1625 BUCHANAN RD	CONTRA COSTA CO. SITE LIST		TP
A2	VERIZON WIRELESS PIT	1625 BUCHANAN ROAD (	CERS		TP
A3	VERIZON WIRELESS PIT	1625 BUCHANAN ROAD	FINDS		TP
B4	ALBERT D. SEENO CONS	1600 BUCHANAN RD	SWEEPS UST, HIST UST	Higher	54, 0.010, WSW
B5	SEENO CONSTRUCTION C	1600 BUCHANAN RD	LUST, HIST UST, Cortese, HIST CORTESE, CONTRA...	Higher	54, 0.010, WSW
6	YAP-CHIONGCO PAUL	1530 VENTURA DR	EDR Hist Auto	Higher	199, 0.038, WNW
C7	FOOD SOURCE #708	1375 BUCHANAN RD	RCRA NonGen / NLR	Higher	1047, 0.198, West
C8	FOOD SOURCE #708	1375 BUCHANAN RD	CONTRA COSTA CO. SITE LIST	Higher	1047, 0.198, West
C9	RALEY'S	1369 BUCHANAN RD	CONTRA COSTA CO. SITE LIST	Higher	1056, 0.200, West
C10	RALEY 375	1369 BUCHANAN RD	RCRA-SQG, FINDS, ECHO	Higher	1056, 0.200, West
C11	GREAT AMERICAN DRY C	1353 BUCHANAN RD	RCRA-SQG	Higher	1100, 0.208, West
C12	GREAT AMERICAN DRY C	1353 BUCHANAN RD	DRYCLEANERS, HAZNET, CONTRA COSTA CO. SITE LIST,...	Higher	1100, 0.208, West
C13	GREAT AMERICAN CLEAN	1353 BUCHANAN RD	RCRA NonGen / NLR	Higher	1100, 0.208, West
C14	SEENO ENTERPRISES LL	1353 BUCHAMAN	RCRA-LQG	Higher	1100, 0.208, West
C15	GREAT AMERICAN CLEAN	1353 BUCHANAN RD	RCRA-SQG	Higher	1100, 0.208, West
16	ESTEVEN CORTES	1382 VENTURA DRIVE	RCRA NonGen / NLR	Higher	1169, 0.221, WNW
C17	BUCHANAN	1331 BUCHANAN RD	CONTRA COSTA CO. SITE LIST, CERS	Higher	1204, 0.228, West
D18	MICHAEL CAIN	1884 HEATHERWOOD DRI	RCRA NonGen / NLR	Higher	1309, 0.248, East
D19	AT&T CORP. - WF1PT	1700 BUCHANAN RD	CONTRA COSTA CO. SITE LIST, CERS	Higher	1312, 0.248, East
E20	GREAT AMERICAN CLEAN	1317-1399 BUCHANAN R	CPS-SLIC, ENF, CERS	Higher	1321, 0.250, West
E21	SHELL	1315 BUCHANAN RD	LUST, SWEEPS UST, Cortese, HIST CORTESE, CONTRA...	Higher	1564, 0.296, West
22	STONEMAN ELEMENTARY	2929 LOVERIDGE ROAD	ENVIROSTOR, SCH	Lower	2318, 0.439, NW
F23	CHEVRON USA	2360 BUCHANON RD	SEMS-ARCHIVE, RCRA-LQG	Higher	2408, 0.456, East
F24	HIGHLANDS RANCH PHAS	2360 BUCHANAN ROAD	ENVIROSTOR, LUST, CPS-SLIC, VCP, CERS HAZ WASTE,...	Higher	2408, 0.456, East
25	PITTSBURG RIVERSIDE	1151 STONEMAN AVENUE	ENVIROSTOR, SCH	Lower	2623, 0.497, NW
G26	THE DOW CHEMICAL CO.	FOOT OF LOVERIDGE RO	ENVIROSTOR	Lower	5110, 0.968, North
G27	UNION CARBIDE, PITTS	2000 LOVERIDGE ROAD	HIST Cal-Sites	Lower	5126, 0.971, North
G28	PRAXAIR, INC - 935	2000 LOVERIDGE RD	RESPONSE, ENVIROSTOR, LUST, AST, CERS HAZ WASTE,...	Lower	5126, 0.971, North
29	G & K SERVICES, INC	1229 CALIFORNIA AVE	ENVIROSTOR, VCP, CERS HAZ WASTE, EMI, HIST...	Lower	5150, 0.975, North

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
VERIZON WIRELESS PIT 1625 BUCHANAN RD PITTSBURG, CA 94565	CONTRA COSTA CO. SITE LIST Facility Id: FA0033620	N/A
VERIZON WIRELESS PIT 1625 BUCHANAN ROAD (PITTSBURG, CA 94565	CERS	N/A
VERIZON WIRELESS PIT 1625 BUCHANAN ROAD PITTSBURG, CA 94565	FINDS Registry ID:: 110055810252	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

EXECUTIVE SUMMARY

Lists of Federal RCRA generators

RCRA-VSQG ---- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---- Land Use Control Information System
US ENG CONTROLS ---- Engineering Controls Sites List
US INST CONTROLS ---- Institutional Controls Sites List

Federal ERNS list

ERNS ---- Emergency Response Notification System

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF ---- Solid Waste Information System

Lists of state and tribal leaking storage tanks

INDIAN LUST ---- Leaking Underground Storage Tanks on Indian Land

Lists of state and tribal registered storage tanks

FEMA UST ---- Underground Storage Tank Listing
UST ---- Active UST Facilities
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

EXECUTIVE SUMMARY

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL	Delisted National Clandestine Laboratory Register
SCH	School Property Evaluation Program
CDL	Clandestine Drug Labs
CERS HAZ WASTE	CERS HAZ WASTE
Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register
PFAS	PFAS Contamination Site Location Listing
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing

Local Lists of Registered Storage Tanks

CA FID UST	Facility Inventory Database
CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database

HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
FUSRAP ---- Formerly Utilized Sites Remedial Action Program
UMTRA ---- Uranium Mill Tailings Sites
LEAD SMELTERS ---- Lead Smelter Sites
US AIRS ---- Aerometric Information Retrieval System Facility Subsystem
US MINES ---- Mines Master Index File
ABANDONED MINES ---- Abandoned Mines
ECHO ---- Enforcement & Compliance History Information
UXO ---- Unexploded Ordnance Sites
DOCKET HWC ---- Hazardous Waste Compliance Docket Listing
FUELS PROGRAM ---- EPA Fuels Program Registered Listing
CA BOND EXP. PLAN ---- Bond Expenditure Plan
CUPA Listings ---- CUPA Resources List
EMI ---- Emissions Inventory Data
ENF ---- Enforcement Action Listing
Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
ICE ---- ICE
HWP ---- EnviroStor Permitted Facilities Listing
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
NPDES ---- NPDES Permits Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
Notify 65 ---- Proposition 65 Records
UIC ---- UIC Listing
UIC GEO ---- UIC GEO (GEOTRACKER)
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
WIP ---- Well Investigation Program Case List
MILITARY PRIV SITES ---- MILITARY PRIV SITES (GEOTRACKER)
PROJECT ---- PROJECT (GEOTRACKER)
WDR ---- Waste Discharge Requirements Listing
CIWQS ---- California Integrated Water Quality System
NON-CASE INFO ---- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ---- PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT ---- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ ---- Well Stimulation Project (GEOTRACKER)
MINES MRDS ---- Mineral Resources Data System
HWTS ---- Hazardous Waste Tracking System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---- EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner ---- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---- Recovered Government Archive Solid Waste Facilities List

EXECUTIVE SUMMARY

RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 10/20/2021 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON USA Site ID: 0900053 EPA Id: CAD000629170	***2360 BUCHANON RD***	***E 1/4 - 1/2 (0.456 mi.)***	***F23***	***107***

Lists of Federal RCRA generators

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 09/13/2021 has revealed that there is 1

RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO ENTERPRISES LL EPA ID:: CAC002639538	1353 BUCHAMAN	W 1/8 - 1/4 (0.208 mi.)	C14	78

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/13/2021 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RALEY 375 EPA ID:: CA0000991190	***1369 BUCHANAN RD***	***W 1/8 - 1/4 (0.200 mi.)***	***C10***	***23***
GREAT AMERICAN DRY C EPA ID:: CAD981617970	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C11	26
GREAT AMERICAN CLEAN EPA ID:: CAR000215087	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C15	81

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, has revealed that there is 1 RESPONSE site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PRAXAIR, INC - 935 Database: RESPONSE, Date of Government Version: 10/25/2021 Facility Id: 7290042 Status: Certified	***2000 LOVERIDGE RD***	***N 1/2 - 1 (0.971 mi.)***	***G28***	***131***

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where

environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/25/2021 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HIGHLANDS RANCH PHAS Facility Id: 7290001 Status: Refer: RWQCB	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

Lower Elevation	Address	Direction / Distance	Map ID	Page
STONEMAN ELEMENTARY Facility Id: 7820009 Status: Certified	***2929 LOVERIDGE ROAD***	***NW 1/4 - 1/2 (0.439 mi.)***	***22***	***105***
PITTSBURG RIVERSIDE Facility Id: 60001298 Status: No Further Action	***1151 STONEMAN AVENUE***	***NW 1/4 - 1/2 (0.497 mi.)***	***25***	***125***
THE DOW CHEMICAL CO. Facility Id: 71002583 Status: Refer: Other Agency	FOOT OF LOVERIDGE RO	N 1/2 - 1 (0.968 mi.)	G26	128
PRAXAIR, INC - 935 Facility Id: 7290042 Status: Certified	***2000 LOVERIDGE RD***	***N 1/2 - 1 (0.971 mi.)***	***G28***	***131***
G & K SERVICES, INC Facility Id: 60003032 Status: Active	***1229 CALIFORNIA AVE***	***N 1/2 - 1 (0.975 mi.)***	***29***	***174***

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C Database: LUST REG 2, Date of Government Version: 09/30/2004 Database: LUST, Date of Government Version: 09/07/2021 date9: 7/23/1998 Status: Completed - Case Closed Facility Id: 07-0550 Facility Status: Case Closed Global Id: T0601300508	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
SHELL Database: LUST REG 2, Date of Government Version: 09/30/2004 Database: LUST, Date of Government Version: 09/07/2021	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***

date9: 1/21/1997
Status: Completed - Case Closed
Facility Id: 07-0279
Facility Status: Case Closed
Global Id: T0601300260

HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 09/07/2021
date9: 3/21/1997
Status: Completed - Case Closed
Facility Id: 07-0084
Facility Status: Case Closed
Global Id: T0601300080

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GREAT AMERICAN CLEAN	***1317-1399 BUCHANAN R***	***W 1/4 - 1/2 (0.250 mi.)***	***E20***	***94***

Database: SLIC REG 2, Date of Government Version: 09/30/2004
Database: CPS-SLIC, Date of Government Version: 09/07/2021
Global Id: SL601392685
Facility Id: 07S0140
Facility Status: Open - Assessment & Interim Remedial Action

HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

Database: CPS-SLIC, Date of Government Version: 09/07/2021
Global Id: SL0601316107
Facility Status: Open - Remediation

Lists of state and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 10/25/2021 has revealed that there is 1 VCP site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

Status: Refer: RWQCB
Facility Id: 7290001

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNION CARBIDE, PITTS	2000 LOVERIDGE ROAD	N 1/2 - 1 (0.971 mi.)	G27	129

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALBERT D. SEENO CONS Comp Number: 609	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B4***	***12***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALBERT D. SEENO CONS Facility Id: 00000000609	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B4***	***12***
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 09/13/2021 has revealed that

there are 4 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FOOD SOURCE #708 EPA ID:: CAL000379236	1375 BUCHANAN RD	W 1/8 - 1/4 (0.198 mi.)	C7	20
GREAT AMERICAN CLEAN EPA ID:: CAR000210971	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C13	75
ESTEVEN CORTES EPA ID:: CAC003056611	1382 VENTURA DRIVE	WNW 1/8 - 1/4 (0.221 mi.)	16	84
MICHAEL CAIN	1884 HEATHERWOOD DRI	E 1/8 - 1/4 (0.248 mi.)	D18	90

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/20/2021 has revealed that there are 3 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C Cleanup Status: COMPLETED - CASE CLOSED	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
SHELL Cleanup Status: COMPLETED - CASE CLOSED	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***
HIGHLANDS RANCH PHAS Cleanup Status: COMPLETED - CASE CLOSED	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GREAT AMERICAN DRY C Database: DRYCLEANERS, Date of Government Version: 08/27/2021 EPA Id: CAR000215087 EPA Id: CAD981617970	***1353 BUCHANAN RD***	***W 1/8 - 1/4 (0.208 mi.)***	***C12***	***33***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***

Reg Id: 07-0550				
SHELL	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***
Reg Id: 07-0279				
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***
Reg Id: 07-0084				

CONTRA COSTA CO. SITE LIST: Lists includes sites from the Underground Tank Program, Hazardous Waste Generator Program & Business Plan 12185 Program

A review of the CONTRA COSTA CO. SITE LIST list, as provided by EDR, and dated 10/22/2021 has revealed that there are 6 CONTRA COSTA CO. SITE LIST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
Facility Id: FA0043078				
Facility Id: FA0030707				
FOOD SOURCE #708	1375 BUCHANAN RD	W 1/8 - 1/4 (0.198 mi.)	C8	23
Facility Id: FA0030140				
RALEY'S	1369 BUCHANAN RD	W 1/8 - 1/4 (0.200 mi.)	C9	23
Facility Id: FA0031544				
GREAT AMERICAN DRY C	***1353 BUCHANAN RD***	***W 1/8 - 1/4 (0.208 mi.)***	***C12***	***33***
Facility Id: FA0033522				
BUCHANAN	***1331 BUCHANAN RD***	***W 1/8 - 1/4 (0.228 mi.)***	***C17***	***86***
Facility Id: FA0042920				
AT&T CORP. - WF1PT	***1700 BUCHANAN RD***	***E 1/8 - 1/4 (0.248 mi.)***	***D19***	***92***
Facility Id: FA0043364				

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

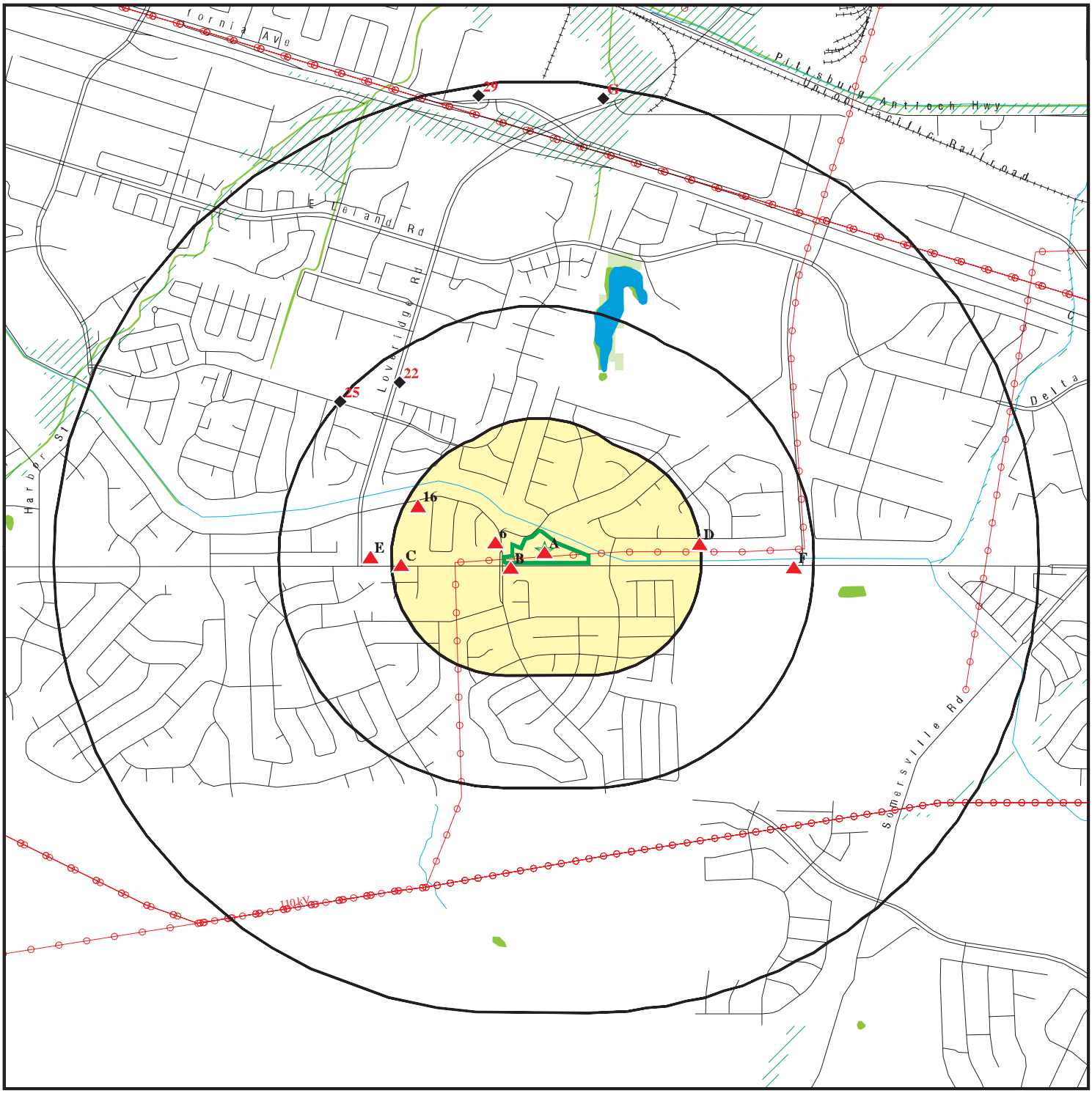
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YAP-CHIONGCO PAUL	1530 VENTURA DR	WNW 0 - 1/8 (0.038 mi.)	6	20

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
US STEEL-POSCO INDUSTRIES-PITTSBUR	SWF/LF
PG&E FORMER CORPORATION YARD, ANTI	CPS-SLIC
PACIFIC GAS AND ELECTRIC - JWP	CA BOND EXP. PLAN

OVERVIEW MAP - 6838041.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

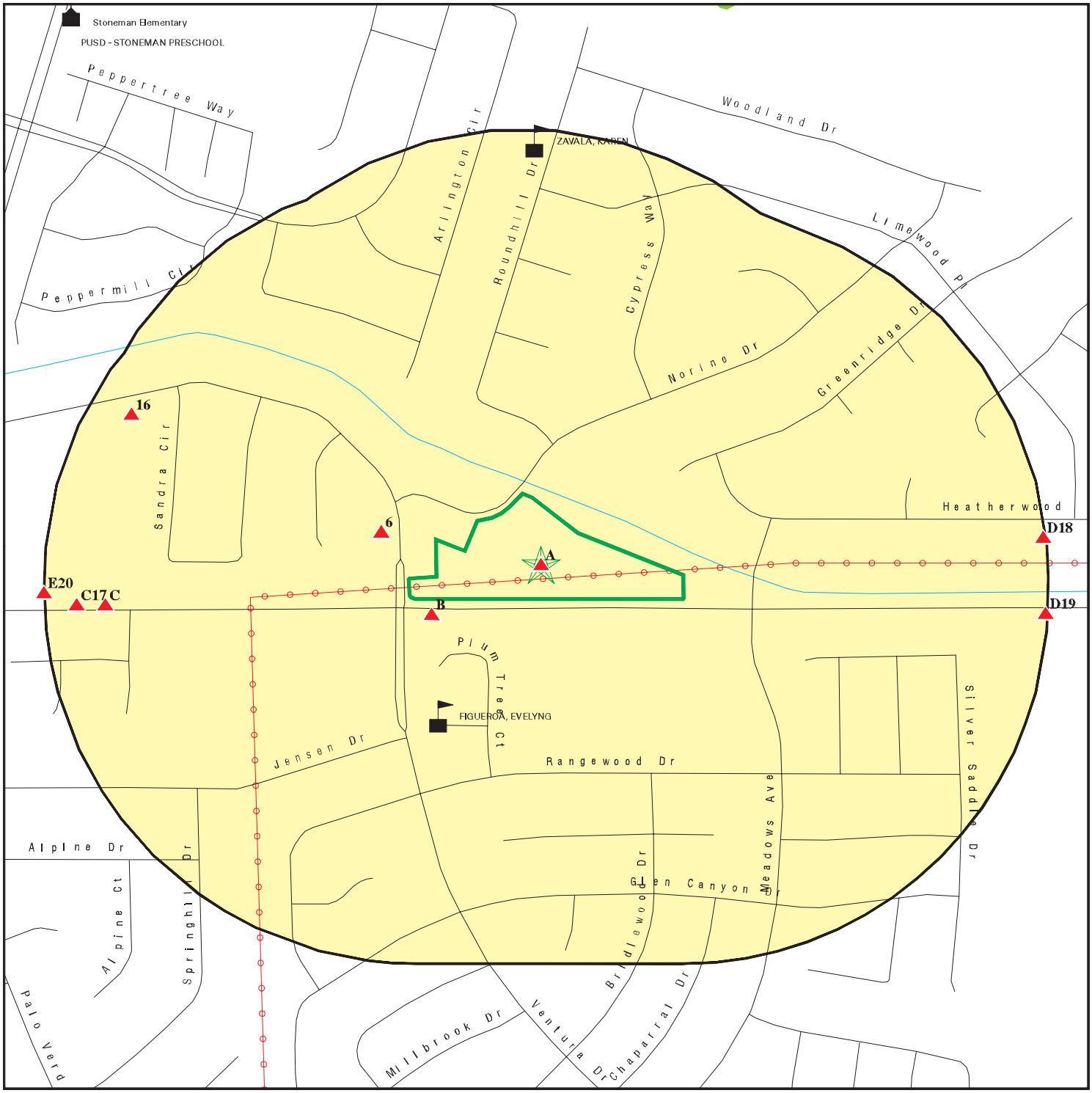
N

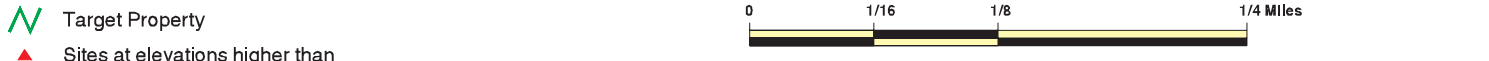
This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Proposed Commercial Property ADDRESS: 1625 Buchanan Road Pittsburg CA 94565 LAT/LONG: 37.998428 / 121.866456	CLIENT: Krazan & Associates, Inc. CONTACT: William Vick INQUIRY #: 6838041.2s DATE: January 28, 2022 3:27 pm

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DETAIL MAP - 6838041.2S





- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Proposed Commercial Property	CLIENT: Krazan & Associates, Inc.
ADDRESS: 1625 Buchanan Road Pittsburg CA 94565	CONTACT: William Vick
LAT/LONG: 37.998428 / 121.866456	INQUIRY #: 6838041.2s DATE: January 28, 2022 3:27 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	3	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	1	NR	1
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	3	3	NR	6
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	0	2	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	1	NR	NR	1
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	1	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		2	0	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	4	NR	NR	NR	4
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		1	0	2	NR	NR	3
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	2	NR	NR	3
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
CONTRA COSTA CO. SITE LIST	0.250	1	1	5	NR	NR	NR	7
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		3	8	14	13	5	0	43

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **VERIZON WIRELESS PITTSBURG BUCHANAN** **CONTRA COSTA CO. SITE LIST** **S113407795**
Target **1625 BUCHANAN RD** **N/A**
Property **PITTSBURG, CA 94565**

Site 1 of 3 in cluster A

Actual: **101 ft.**

CONTRA COSTA CO. SITE LIST:

Name:	VERIZON WIRELESS PITTSBURG BUCHANAN
Address:	1625 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0033620
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	774583
CERS ID:	10396993

A2 **VERIZON WIRELESS PITTSBURG BUCHANAN** **CERS** **S121792512**
Target **1625 BUCHANAN ROAD (PG&E TOWER)** **N/A**
Property **PITTSBURG, CA 94565**

Site 2 of 3 in cluster A

Actual: **101 ft.**

CERS:

Name:	VERIZON WIRELESS PITTSBURG BUCHANAN
Address:	1625 BUCHANAN ROAD (PG&E TOWER)
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	81660
CERS ID:	10396993
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	81660
Site Name:	Verizon Wireless Pittsburg Buchanan
Violation Date:	10-25-2016
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 10/25/2016.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-05-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-22-2021
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department

VERIZON WIRELESS PITTSBURG BUCHANAN (Continued) **S121792512**

Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-25-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 81660
Site Name: Verizon Wireless Pittsburg Buchanan
Site Address: 1625 BUCHANAN ROAD (PG&E TOWER)
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 10-25-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: Environmental Compliance
Entity Title: Not reported
Affiliation Address: 295 Parkshore Drive
Affiliation City: Folsom
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95630
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: Verizon Wireless [Northern California]
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

VERIZON WIRELESS PITTSBURG BUCHANAN (Continued) **S121792512**

Affiliation Type Desc:	Document Preparer
Entity Name:	Steve Skanderson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	armand delgado
Entity Title:	environmental compliance mgr
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	295 Parkshore Drive
Affiliation City:	Folsom
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95630
Affiliation Phone:	(866) 694-2415,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	295 Parkshore Drive
Affiliation City:	Folsom
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95630
Affiliation Phone:	,

Affiliation Type Desc:	Operator
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(866) 694-2415,

A3
Target
Property

VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN ROAD (PG&E TOWER)
PITTSBURG, CA 94565

FINDS **1016430124**
N/A

Site 3 of 3 in cluster A

Actual:
101 ft.

FINDS:
Registry ID: 110055810252

Click Here:

Environmental Interest/Information System:
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B4
WSW
< 1/8
0.010 mi.
54 ft.

ALBERT D. SEENO CONSTRUCTION C
1600 BUCHANAN RD
PITTSBURG, CA 94565

SWEEPS UST **U001597889**
HIST UST **N/A**

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
121 ft.

SWEEPS UST:

Name:	ALBERT D. SEENO CONSTRUCTION C
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	609
Number:	Not reported
Board Of Equalization:	44-002159
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-000609-000001
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	8

Name:	ALBERT D. SEENO CONSTRUCTION C
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	609
Number:	Not reported
Board Of Equalization:	44-002159
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-000609-000002
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000004
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000005
Tank Status: Not reported
Capacity: 1000

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000006
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000007
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

SWRCB Tank Id: 07-000-000609-000008
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000000609
Facility Type: Other
Other Type: CONSTRUCTION CO.
Contact Name: JOE BRUNO
Telephone: 4154391086
Owner Name: ALBERT D. SEENO CONSTRUCTION C
Owner Address: 4300 RAILROAD AVE.
Owner City,St,Zip: PITTSBURG, CA 94565
Total Tanks: 0008

Tank Num: 001
Container Num: 8
Year Installed: 1977
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 7
Year Installed: 1977
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 5
Year Installed: 1974
Tank Capacity: 00008000

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	005
Container Num:	4
Year Installed:	1980
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	006
Container Num:	3
Year Installed:	1980
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	007
Container Num:	2
Year Installed:	1979
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	008
Container Num:	1
Year Installed:	1979
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

B5 **SEENO CONSTRUCTION COMPANY** **LUST** **S102436667**
WSW **1600 BUCHANAN RD** **HIST UST** **N/A**
< 1/8 **PITTSBURG, CA 94565** **Cortese**
0.010 mi. **HIST CORTESE**
54 ft. **Site 2 of 2 in cluster B** **CONTRA COSTA CO. SITE LIST**
CERS

Relative:
Higher

Actual:
121 ft.

LUST:

Name:	SEENO CONSTRUCTION COMPANY
Address:	1600 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300508
Global Id:	T0601300508
Latitude:	37.9979655
Longitude:	-121.8687268

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Status: Completed - Case Closed
Status Date: 07/23/1998
Case Worker: Not reported
RB Case Number: 07-0550
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 00609
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300508
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us
Phone Number: Not reported

LUST:
Global Id: T0601300508
Action Type: Other
Date: 01/27/1992
Action: Leak Reported

Global Id: T0601300508
Action Type: Other
Date: 09/03/1991
Action: Leak Stopped

Global Id: T0601300508
Action Type: ENFORCEMENT
Date: 07/23/1998
Action: Closure/No Further Action Letter

Global Id: T0601300508
Action Type: ENFORCEMENT
Date: 07/23/1998
Action: Closure/No Further Action Letter

Global Id: T0601300508
Action Type: Other
Date: 09/03/1991
Action: Leak Discovery

LUST:
Global Id: T0601300508
Status: Open - Case Begin Date
Status Date: 09/03/1991

Global Id: T0601300508
Status: Open - Site Assessment
Status Date: 07/20/1994

Global Id: T0601300508

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Status: Completed - Case Closed
Status Date: 07/23/1998

LUST REG 2:
Region: 2
Facility Id: 07-0550
Facility Status: Case Closed
Case Number: 00609
How Discovered: Tank Closure
Leak Cause: Overfill
Leak Source: Piping
Date Leak Confirmed: 7/20/1994
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST UST:
Name: ALBERT D SEENO CONSTRUCTION C
Address: 1600 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
File Number: 0002278B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002278B.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CORTESE:
Name: SEENO CONSTRUCTION COMPANY
Address: 1600 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300508

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	SEENO CONSTRUCTION COMPAN
edr_fadd1:	1600 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	07-0550

CONTRA COSTA CO. SITE LIST:

Name:	T-MOBILE WEST, LLC SF70807M
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0043078
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: LESS THAN 1000 LBS
Region:	CONTRA COSTA
Cupa Number:	776474
CERS ID:	10804828

Name:	SEENO CONSTRUCTION/PITTSBURG
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030707
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	UNDERGROUND STORAGE TANK SITE
Region:	CONTRA COSTA
Cupa Number:	700609
CERS ID:	10004266

CERS:

Name:	SEENO CONSTRUCTION COMPANY
Address:	1600 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	200579

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

CERS ID: T0601300508
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: SUE LOYD - CONTRA COSTA COUNTY
Entity Title: Not reported
Affiliation Address: 4333 PACHECO BLVD.
Affiliation City: MARTINEZ
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

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6 **YAP-CHIONGCO PAUL** **EDR Hist Auto** **1020425974**
WNW **1530 VENTURA DR** **N/A**
< 1/8 **PITTSBURG, CA 94565**
0.038 mi.
199 ft.

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
133 ft. 1996 YAP-CHIONGCO PAUL Gasoline Service Stations

C7 **FOOD SOURCE #708** **RCRA NonGen / NLR** **1024836201**
West **1375 BUCHANAN RD** **CAL000379236**
1/8-1/4 **PITTSBURG, CA 94565**
0.198 mi.
1047 ft. **Site 1 of 10 in cluster C**

Relative: RCRA NonGen / NLR:
Higher

Actual:
139 ft.

Date Form Received by Agency: 20121025
Handler Name: FOOD SOURCE #708
Handler Address: 1375 BUCHANAN RD
Handler City,State,Zip: PITTSBURG, CA 94565
EPA ID: CAL000379236
Contact Name: GLENN BAKER
Contact Address: PO BOX 15618
Contact City,State,Zip: SACRAMENTO, CA 95852-1618
Contact Telephone: 916-373-6318
Contact Fax: 916-376-6899
Contact Email: GBAKER@RALEYS.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: PO BOX 15618
Mailing City,State,Zip: SACRAMENTO, CA 95852-1618
Owner Name: RALEY'S CABLE COMM. MANAGEMENT, LLC

FOOD SOURCE #708 (Continued) **1024836201**

Owner Type:	Other
Operator Name:	GLENN BAKER
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No

FOOD SOURCE #708 (Continued) **1024836201**

Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: GLENN BAKER
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 15618
Owner/Operator City,State,Zip: SACRAMENTO, CA 95852-1618
Owner/Operator Telephone: 916-373-6318
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RALEY'S CABLE COMM. MANAGEMENT, LLC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 500 W CAPITOL AVE
Owner/Operator City,State,Zip: WEST SACRAMENTO, CA 95605-2624
Owner/Operator Telephone: 916-373-6318
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20121025
Handler Name: FOOD SOURCE #708
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 45291
NAICS Description: WAREHOUSE CLUBS AND SUPERCENTERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C8 **FOOD SOURCE #708** **CONTRA COSTA CO. SITE LIST** **S102803365**
West **1375 BUCHANAN RD** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.198 mi.
1047 ft. **Site 2 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

CONTRA COSTA CO. SITE LIST:

Name:	FOOD SOURCE #708
Address:	1375 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030140
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: LESS THAN 1000 LBS
Region:	CONTRA COSTA
Cupa Number:	773471
CERS ID:	10484560

Name:	FOOD SOURCE #708
Address:	1375 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030140
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HWG: LESS THAN 5 TONS/YEAR
Region:	CONTRA COSTA
Cupa Number:	773471
CERS ID:	10484560

C9 **RALEY'S** **CONTRA COSTA CO. SITE LIST** **S103629285**
West **1369 BUCHANAN RD** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.200 mi.
1056 ft. **Site 3 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

CONTRA COSTA CO. SITE LIST:

Name:	RALEY'S
Address:	1369 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0031544
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HWG: REPORTED ZERO
Region:	CONTRA COSTA
Cupa Number:	774432
CERS ID:	Not reported

C10 **RALEY 375** **RCRA-SQG** **1000978245**
West **1369 BUCHANAN RD** **FINDS** **CA0000991190**
1/8-1/4 **PITTSBURG, CA 94565** **ECHO**
0.200 mi.
1056 ft. **Site 4 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

RCRA-SQG:

Date Form Received by Agency:		19941220
Handler Name:	RALEY 375	
Handler Address:		1369 BUCHANAN RD
Handler City,State,Zip:		PITTSBURG, CA 94565

RALEY 375 (Continued) **1000978245**

EPA ID:	CA0000991190
Contact Name:	MARY RUSSO
Contact Address:	1639 BUCHANAN RD
Contact City,State,Zip:	PITTSBURG, CA 94565
Contact Telephone:	510-432-1880
Contact Fax:	Not reported
Contact Email:	Not reported
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1369 BUCHANAN RD
Mailing City,State,Zip:	PITTSBURG, CA 94565
Owner Name:	RALEYS CORP
Owner Type:	Private
Operator Name:	Not reported
Operator Type:	Not reported
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No

RALEY 375 (Continued) **1000978245**

TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	RALEYS CORP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 15618
Owner/Operator City,State,Zip:	SACRAMENTO, CA 95852
Owner/Operator Telephone:	916-373-3333
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19941220
Handler Name: RALEY 375	
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Codes:	No NAICS Codes Found

Facility Has Received Notices of Violations:

Violations:	No Violations Found

RALEY 375 (Continued) **1000978245**

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110002622092

Click Here:

Environmental Interest/Information System:
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000978245
Registry ID:	110002622092
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002622092
Name:	RALEY 375
Address:	1369 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565

C11 **GREAT AMERICAN DRY CLEANERS** **RCRA-SQG** **1014386614**
West **1353 BUCHANAN RD** **CAD981617970**
1/8-1/4 **PITTSBURG, CA 94565**
0.208 mi.
1100 ft. **Site 5 of 10 in cluster C**

Relative:
Higher

Actual:
139 ft.

RCRA-SQG:

Date Form Received by Agency:	20100511
Handler Name:	GREAT AMERICAN DRY CLEANERS
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAD981617970
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS RD
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	PROPERTY MGR
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS RD
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENTERPRISES LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	Yes
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20100524
Recognized Trader-Importer:	No

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENTERPRISES, LLC
Legal Status:	Private
Date Became Current:	19790101
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENTERPRISES LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Owner/Operator Indicator:	Owner
Owner/Operator Name:	GADE INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	NOT REQUIRED
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	SEENO ENTERPRISES, LLC
Legal Status:	Private
Date Became Current:	19790101
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19960901
Handler Name:	GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	19861208
Handler Name:	GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20030512
Handler Name: GREAT AMERICAN CLEANERS
Federal Waste Generator Description: Small Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20100511
Handler Name: GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: Yes
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violation:
Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - General
Date Violation was Determined: 19930518
Actual Return to Compliance Date: 19930519
Return to Compliance Qualifier: Unverifiable
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - General
Date Violation was Determined:	19901015
Actual Return to Compliance Date:	19930518
Return to Compliance Qualifier:	Unverifiable
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Evaluation Action Summary:

Evaluation Date:	19930518
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	19930519
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	19930519
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	No
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	19901015
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	19930518
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

C12 **GREAT AMERICAN DRY CLEANERS** **DRYCLEANERS** **S105265857**
West **1353 BUCHANAN RD** **HAZNET** **N/A**
1/8-1/4 **PITTSBURG, CA 94565** **CONTRA COSTA CO. SITE LIST**
0.208 mi. **CERS**
1100 ft. **Site 6 of 10 in cluster C** **HWTS**

Relative: **Higher**

Actual: **139 ft.**

DRYCLEANERS:

Name:	GREAT AMERICAN CLEANERS GW
Address:	1353 BUCHANAN RD STE GW
City,State,Zip:	PITTSBURG, CA 945656406
EPA Id:	CAR000215087
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/28/2010
Facility Active:	No
Inactive Date:	06/30/2013
Facility Addr2:	Not reported
Owner Name:	SEENO ENTERPRISES LLC
Owner Address:	1800 WILLOW PASS RD
Owner Address 2:	Not reported
Owner Telephone:	9256096200
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS RD
Contact Address 2:	Not reported
Contact Telephone:	9256096200
Contact Fax:	0
Mailing Name:	Not reported
Mailing Address 1:	1800 WILLOW PASS RD
Mailing Address 2:	Not reported
Mailing City:	CONCORD

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Mailing State: CA
Mailing Zip: 945200000
Owner Fax: 0
Region Code: 2
Latitude: 37.998
Longitude: -121.87269

Name: GREAT AMERICAN DRY CLEANERS
Address: 1353 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 945656406
EPA Id: CAD981617970
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 04/10/1987
Facility Active: No
Inactive Date: 06/30/2010
Facility Addr2: Not reported
Owner Name: GREAT AMERICAN DRY CLEANING
Owner Address: 1353 BUCHANAN RD
Owner Address 2: Not reported
Owner Telephone: 9254322402
Contact Name: SUSAN KIM
Contact Address: 1353 BUCHANAN RD
Contact Address 2: Not reported
Contact Telephone: 9254322402
Contact Fax: 0
Mailing Name: Not reported
Mailing Address 1: 1353 BUCHANAN RD
Mailing Address 2: Not reported
Mailing City: PITTSBURG
Mailing State: CA
Mailing Zip: 945656406
Owner Fax: 9254322402
Region Code: 2
Latitude: 37.998
Longitude: -121.87269

HAZNET:
Name: GREAT AMERICAN DRY CLEANERS
Address: 1353 BUCHANAN RD
Address 2: Not reported
City,State,Zip: PITTSBURG, CA 945656406
Contact: SUSAN KIM
Telephone: 9254322402
Mailing Name: Not reported
Mailing Address: 1353 BUCHANAN RD

Year: 2004
Gepaid: CAD981617970
TSD EPA ID: CAT000646117
CA Waste Code: 611 - Contaminated soil from site clean-up
Disposal Method: D80 - Disposal, Land Fill
Tons: 21.056

Year: 2004

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Gepaid:	CAD981617970
TSD EPA ID:	CAT000646117
CA Waste Code:	135 - Unspecified aqueous solution
Disposal Method:	T01 - Treatment, Tank
Tons:	2.4
Year:	2003
Gepaid:	CAD981617970
TSD EPA ID:	CAT000646117
CA Waste Code:	611 - Contaminated soil from site clean-up
Disposal Method:	D80 - Disposal, Land Fill
Tons:	13.4848
Year:	2003
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.1251
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.35274
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	-
Tons:	0
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	751 - Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	Not reported
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	0
Year:	2001
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.3858
Year:	2001

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	0.1251

Click this hyperlink while viewing on your computer to access
22 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:

Year:	1999
Gen EPA ID:	CAD981617970
Shipment Date:	19991014
Creation Date:	5/1/2000 0:00:00
Receipt Date:	19991028
Manifest ID:	99309738
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991014
Creation Date:	5/1/2000 0:00:00
Receipt Date:	19991028
Manifest ID:	99309738
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990706
Creation Date:	4/4/2000 0:00:00
Receipt Date:	19990709
Manifest ID:	99093445
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD063547996
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0458
Waste Quantity:	11
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990706
Creation Date:	4/4/2000 0:00:00
Receipt Date:	19990709
Manifest ID:	99093445
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD063547996
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990219
Creation Date:	6/3/1999 0:00:00

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Receipt Date:	19990308
Manifest ID:	98829590
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000030841
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0542
Waste Quantity:	13
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990219
Creation Date:	6/3/1999 0:00:00
Receipt Date:	19990308
Manifest ID:	98829590
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000030841
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2001
Gen EPA ID:	CAD981617970

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	H01 - Transfer Station
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011001
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011019
Manifest ID:	20975910
Trans EPA ID:	CAR000052803
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	WAD991281767
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	2.1
Waste Quantity:	4200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011001
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011019
Manifest ID:	20975910
Trans EPA ID:	CAR000052803
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	WAD991281767
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 5:	Not reported
Shipment Date:	20010706
Creation Date:	10/1/2001 0:00:00
Receipt Date:	20010710
Manifest ID:	21184456
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010706
Creation Date:	10/1/2001 0:00:00
Receipt Date:	20010710
Manifest ID:	21184456
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010410
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010416
Manifest ID:	20780297
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010410
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010416
Manifest ID:	20780297
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010104
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20010108
Manifest ID:	20780077
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2003
Gen EPA ID:	CAD981617970
Shipment Date:	20030604
Creation Date:	6/22/2004 9:47:57
Receipt Date:	20030604
Manifest ID:	21978008
Trans EPA ID:	CAT000624247
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	13.4848
Waste Quantity:	16
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20030515
Creation Date:	9/2/2003 18:30:58
Receipt Date:	20030519
Manifest ID:	22007909
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1994
Gen EPA ID:	CAD981617970
Shipment Date:	19941215
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941215
Manifest ID:	95077759
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941215
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941215
Manifest ID:	95077759
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941118
Creation Date:	3/28/1996 0:00:00

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Receipt Date:	19941118
Manifest ID:	93765161
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19941118
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941118
Manifest ID:	93765161
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19941020
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941020
Manifest ID:	95079352
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940921
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940921
Manifest ID:	95070060
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940822
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940822
Manifest ID:	93466502
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940725
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940725
Manifest ID:	93676948
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940630
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940630
Manifest ID:	93513495
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940602
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940602
Manifest ID:	93646498
Trans EPA ID:	ILD984908202

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2004
Gen EPA ID:	CAD981617970
Shipment Date:	20040806
Creation Date:	1/4/2005 18:32:14
Receipt Date:	20040806
Manifest ID:	21347701
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	4.2
Waste Quantity:	8400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040806
Creation Date:	11/5/2004 18:30:59
Receipt Date:	20040806
Manifest ID:	21347704
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040806
Creation Date:	1/4/2005 18:32:14
Receipt Date:	20040806
Manifest ID:	21347701
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	135 - Unspecified aqueous solution
RCRA Code:	F002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.4
Waste Quantity:	4800
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1996
Gen EPA ID:	CAD981617970
Shipment Date:	19961121
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961121
Manifest ID:	96461588
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961028
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19961028
Manifest ID:	96491666
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961001
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19961001
Manifest ID:	96479021
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19961001
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19961001
Manifest ID:	96479021
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960904
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960904
Manifest ID:	96505840
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960710
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19960710
Manifest ID:	96102378
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960618
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960618
Manifest ID:	96141845
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960618
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960618
Manifest ID:	96141845
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960425
Creation Date:	10/29/1996 0:00:00
Receipt Date:	19960425
Manifest ID:	96077747
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960314
Creation Date:	10/16/1996 0:00:00
Receipt Date:	19960314
Manifest ID:	96257478
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1993
Gen EPA ID:	CAD981617970

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19931215
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931215
Manifest ID:	93029348
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19931118
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931118
Manifest ID:	93134291
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19931021
Creation Date:	9/12/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	93095224
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1275
Waste Quantity:	255
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930920
Creation Date:	9/12/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	93082619
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1575
Waste Quantity:	315
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930824
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930824
Manifest ID:	93037172
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930629
Creation Date:	9/9/1995 0:00:00
Receipt Date:	19930629
Manifest ID:	92568170
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930603
Creation Date:	9/8/1995 0:00:00
Receipt Date:	19930603
Manifest ID:	92609139
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1575
Waste Quantity:	315
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD981617970

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19951128
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951128
Manifest ID:	95814960
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19951101
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951101
Manifest ID:	95766625
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19951005
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951005
Manifest ID:	95481485
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950905
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950905
Manifest ID:	95564413
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950807
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950807
Manifest ID:	95641929
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950720
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950720
Manifest ID:	95625933
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950614
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950614
Manifest ID:	95424925
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950614
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950614

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Manifest ID:	95424925
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950523
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950523
Manifest ID:	95413193
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950428
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950428
Manifest ID:	95508025
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2000
Gen EPA ID:	CAD981617970
Shipment Date:	20000802
Creation Date:	9/11/2000 0:00:00
Receipt Date:	Not reported
Manifest ID:	20150620
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000802
Creation Date:	9/11/2000 0:00:00
Receipt Date:	Not reported
Manifest ID:	20150620
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	- Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Quantity Tons:	0.0625
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000120
Creation Date:	8/9/2000 0:00:00
Receipt Date:	20000207
Manifest ID:	99705000
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076548635
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000120
Creation Date:	8/9/2000 0:00:00
Receipt Date:	20000207
Manifest ID:	99705000
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076548635
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.05
Waste Quantity:	12
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Info:

Year:	2002
Gen EPA ID:	CAD981617970
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	751 - Solids or sludge with halogenated organic comp. > 1000 mg/kg
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06672
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06672
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0275
Waste Quantity:	55
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020131
Creation Date:	3/7/2002 0:00:00
Receipt Date:	20020204
Manifest ID:	21712589
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0667
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1997
Gen EPA ID:	CAD981617970
Shipment Date:	19971027
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971027
Manifest ID:	96847104
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970804
Creation Date:	12/4/1997 0:00:00
Receipt Date:	19970804
Manifest ID:	96846605
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970515
Creation Date:	7/17/1997 0:00:00
Receipt Date:	19970515
Manifest ID:	96637488
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970515
Creation Date:	7/17/1997 0:00:00
Receipt Date:	19970515
Manifest ID:	96637488
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19970212
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970212
Manifest ID:	96365304
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970212
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970212
Manifest ID:	96365304
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1998
Gen EPA ID:	CAD981617970

Shipment Date:	19980929
Creation Date:	1/21/1999 0:00:00
Receipt Date:	19981008
Manifest ID:	98442538
Trans EPA ID:	CAR000030841

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980929
Creation Date:	1/21/1999 0:00:00
Receipt Date:	19981008
Manifest ID:	98442538
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980701
Creation Date:	9/3/1998 0:00:00
Receipt Date:	19980707
Manifest ID:	98174582
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980407
Creation Date:	6/26/1998 0:00:00
Receipt Date:	19980409
Manifest ID:	97389228
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	CA0000084517
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980407
Creation Date:	6/26/1998 0:00:00
Receipt Date:	19980409
Manifest ID:	97389228
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	CA0000084517
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 5:	Not reported
Shipment Date:	19980113
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19980113
Manifest ID:	97353624
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980113
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19980113
Manifest ID:	97353624
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

CONTRA COSTA CO. SITE LIST:

Name:	GREAT AMERICAN DRY CLEANERS
Address:	1353 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0033522
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 771013
CERS ID: 10011094

CERS:
Name: GREAT AMERICAN DRYCLEANING EST
Address: 1353 BUCHANAN ST
City,State,Zip: PITTSBURG, CA 94565-6406
Site ID: 470858
CERS ID: 110009538090
CERS Description: US EPA Air Emission Inventory System (EIS)

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: MIKE WISLER
Entity Title: SITE MGR
Affiliation Address: 1800 WILLOW PASS CT
Affiliation City: CONCORD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Facility Owner
Entity Name: TAE AND SUSAN KIM
Entity Title: OWNER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: DENNIS KIM
Entity Title: OWNER'S SON
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: DOUGLAS W MESSNER
Entity Title: PRESIDENT
Affiliation Address: 1800 WILLOW PASS CT
Affiliation City: CONCORD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: SUSAN KIM
Entity Title: ENVIRONMENTAL CONTACT

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Affiliation Address:	1353 BUCHANAN RD
Affiliation City:	PITTSBURG
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Facility Owner
Entity Name:	GREAT AMER DRY CLNR
Entity Title:	OWNER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

HWTS:

Name:	GREAT AMERICAN DRY CLEANERS
Address:	1353 BUCHANAN RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945656406
EPA ID:	CAD981617970
Inactive Date:	06/30/2010
Create Date:	04/10/1987
Last Act Date:	04/05/2011
Mailing Name:	Not reported
Mailing Address:	1353 BUCHANAN RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	PITTSBURG, CA 945656406
Owner Name:	GREAT AMERICAN DRY CLEANING
Owner Address:	1353 BUCHANAN RD
Owner Address 2:	Not reported
Owner City,State,Zip:	PITTSBURG, CA 945650000
Contact Name:	SUSAN KIM
Contact Address:	1353 BUCHANAN RD
Contact Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945650000

NAICS:

EPA ID:	CAD981617970
Create Date:	2002-03-14 16:36:26.000
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
Issued EPA ID Date:	1987-04-10 00:00:00
Inactive Date:	2010-06-30 00:00:00
Facility Name:	GREAT AMERICAN DRY CLEANERS
Facility Address:	1353 BUCHANAN RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	945656406

C13
West
1/8-1/4
0.208 mi.
1100 ft.

GREAT AMERICAN CLEANERS GW
1353 BUCHANAN RD
CONCORD, CA 94565

Site 7 of 10 in cluster C

RCRA NonGen / NLR | **1014387544** / **CAR000210971**

Relative:
Higher

Actual:
139 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	CONCORD, CA 94565
EPA ID:	CAR000210971
Contact Name:	DOUGLAS W MESSNER
Contact Address:	1800 WILLOW PASS CT
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	PRESIDENT
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS CT
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENT LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20110126
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20100803
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C14 **SEENO ENTERPRISES LLC** **RCRA-LQG** **1014386524**
West **1353 BUCHAMAN** **CAC002639538**
1/8-1/4 **PITTSBURG, CA 94530**
0.208 mi.
1100 ft. **Site 8 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

RCRA-LQG:
Date Form Received by Agency: 20100225
Handler Name: SEENO ENTERPRISES LLC
Handler Address: 1353 BUCHAMAN
Handler City,State,Zip: PITTSBURG, CA 94530
EPA ID: CAC002639538
Contact Name: MIKE WISLER
Contact Address: WILLOW PASS COURT
Contact City,State,Zip: CONCORD, CA 94520
Contact Telephone: 925-609-6200
Contact Fax: Not reported
Contact Email: MWISLER@SIERRAPACIFICPROP.COM
Contact Title: FACILITIES MANAGER
EPA Region: 09
Land Type: Private
Federal Waste Generator Description: Large Quantity Generator
Non-Notifier: Not reported
Biennial Report Cycle: 2009
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: WILLOW PASS COURT
Mailing City,State,Zip: CONCORD, CA 94520
Owner Name: SEENO ENTERPRISES LLC
Owner Type: Private
Operator Name: MIKE WISLER
Operator Type: Private
Short-Term Generator Activity: Yes
Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility Activity: No

SEENO ENTERPRISES LLC (Continued) **1014386524**

Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20101006
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2009

Click Here for Biennial Reporting System Data:

SEENO ENTERPRISES LLC (Continued) **1014386524**

Hazardous Waste Summary:
Waste Code: F002
Waste Description: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: MIKE WISLER
Legal Status: Private
Date Became Current: 20000823
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SEENO ENTERPRISES LLC
Legal Status: Private
Date Became Current: 20000823
Date Ended Current: Not reported
Owner/Operator Address: 4021 PORT CHICAGA HIGHWAY
Owner/Operator City,State,Zip: CONCORD, CA 94520
Owner/Operator Telephone: 925-671-7711
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20100225
Handler Name: SEENO ENTERPRISES LLC
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

SEENO ENTERPRISES LLC (Continued) **1014386524**

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C15 **GREAT AMERICAN CLEANERS GW** **RCRA-SQG** **1014387891**
West **1353 BUCHANAN RD** **CAR000215087**
1/8-1/4 **PITTSBURG, CA 94565**
0.208 mi.
1100 ft. **Site 9 of 10 in cluster C**

Relative:
Higher

Actual:
139 ft.

RCRA-SQG:

Date Form Received by Agency:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAR000215087
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS COURT
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	SITE MGR
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS COURT
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENT LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387891**

Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20101223
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER

GREAT AMERICAN CLEANERS GW (Continued) **1014387891**

Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS COURT
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	81232
NAICS Description:	DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

16 WNW 1/8-1/4 0.221 mi. 1169 ft. | **ESTEVEN CORTES**
1382 VENTURA DRIVE
PITTSBURG, CA 94565 | **RCRA NonGen / NLR** | **1026049809**
CAC003056611

Relative: Higher

Actual: 129 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20200219
Handler Name:	ESTEVEN CORTES	
Handler Address:		1382 VENTURA DRIVE
Handler City,State,Zip:		PITTSBURG, CA 94565
EPA ID:		CAC003056611
Contact Name:		ESTEVEN CORTES
Contact Address:		1382 VENTURA DRIVE
Contact City,State,Zip:		PITTSBURG, CA 94565
Contact Telephone:		925-852-8439
Contact Fax:		Not reported
Contact Email:		JCOOK@RMC.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		1382 VENTURA DRIVE
Mailing City,State,Zip:		PITTSBURG, CA 94565
Owner Name:		ESTEVEN CORTES
Owner Type:		Other
Operator Name:		ESTEVEN CORTES
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

ESTEVEN CORTES (Continued) **1026049809**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200306
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	ESTEVEN CORTES
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1382 VENTURA DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	925-852-8439
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	ESTEVEN CORTES
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1382 VENTURA DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	925-852-8439
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

ESTEVEN CORTES (Continued) **1026049809**

Historic Generators:
Receive Date: 20200219
Handler Name: ESTEVEN CORTES
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C17 **BUCHANAN** **CONTRA COSTA CO. SITE LIST** **S123815525**
West **1331 BUCHANAN RD** **CERS** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.228 mi.
1204 ft. **Site 10 of 10 in cluster C**

Relative: Higher

Actual: 138 ft.

CONTRA COSTA CO. SITE LIST:
Name: BUCHANAN
Address: 1331 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0042920
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: LESS THAN 1000 LBS
Region: CONTRA COSTA
Cupa Number: 776396
CERS ID: 10882375

CERS:
Name: BUCHANAN
Address: 1331 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 595534
CERS ID: 10882375
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 595534
Site Name: buchanan
Violation Date: 09-10-2021
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

BUCHANAN (Continued) **S123815525**

6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: OBSERVATION: The business failed to complete and electronically submit initially, annually, or triennially, a business plan when handling hazardous materials at or above the reportable threshold quantities. Business failed to complete and submit a business plan on CERS. CORRECTIVE ACTION: Complete and electronically submit a business plan.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 595534
Site Name: buchanan
Violation Date: 09-10-2021
Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: OBSERVATION: The business failed to establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material. CORRECTIVE ACTION: Establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material within 30 days.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 595534
Site Name: buchanan
Violation Date: 09-10-2021
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: OBSERVATION: The business failed to establish and implement a business plan when handling hazardous materials at or above the reportable threshold quantities. Reportable quantity of carbon dioxide observed in use/stored at the business during the inspection. CORRECTIVE ACTION: Establish and implement a business plan for the facility. Submit documentation of correction to the unified program agency.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 595534
Site Name: buchanan
Violation Date: 09-10-2021
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training

BUCHANAN (Continued) **S123815525**

records for a minimum of three years.
Violation Notes: OBSERVATION: The business failed to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material including familiarity with the emergency response plan or failure to document and maintain training records for a minimum of three years. CORRECTIVE ACTION: Establish and electronically submit an employee training program containing provisions to ensure initial and annual training for all employees in safety procedures in the event of a release or threatened release of a hazardous material and document and maintain training records for a minimum of three years.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-10-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 595534
Site Name: buchanan
Site Address: 1331 BUCHANAN RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 09-10-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: John Boyle
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: Round Table Pizza
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported

BUCHANAN (Continued) **S123815525**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Environmental Contact
Entity Name: Joe meusburger
Entity Title: Not reported
Affiliation Address: PO Box 1646
Affiliation City: Rancho Cordova
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95741
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1331 Buchanan Rd.
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: Circle Pizza LLC
Entity Title: Not reported
Affiliation Address: PO Box 1646
Affiliation City: Rancho Cordova
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95741
Affiliation Phone: (530) 895-8140,

Affiliation Type Desc: Operator
Entity Name: Circle Pizza LLC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (916) 305-0144,

Affiliation Type Desc: Identification Signer
Entity Name: John Boyle
Entity Title: CEO

BUCHANAN (Continued) **S123815525**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

D18 **MICHAEL CAIN** **RCRA NonGen / NLR** **1026802233**
East **1884 HEATHERWOOD DRIVE** **CAC003114224**
1/8-1/4 **PITTSBURG, CA 94565**
0.248 mi.
1309 ft. **Site 1 of 2 in cluster D**

Relative: **Higher**
Actual: **103 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20210409
Handler Name:	MICHAEL CAIN	
Handler Address:		1884 HEATHERWOOD DRIVE
Handler City,State,Zip:		PITTSBURG, CA 94565
EPA ID:		CAC003114224
Contact Name:		MICHAEL CAIN
Contact Address:		1884 HEATHERWOOD DRIVE
Contact City,State,Zip:		PITTSBURG, CA 94565
Contact Telephone:		510-672-5870
Contact Fax:		Not reported
Contact Email:		MC_TROYCAIN@YAHOO.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		1884 HEATHERWOOD DRIVE
Mailing City,State,Zip:		PITTSBURG, CA 94565
Owner Name:		MICHAEL CAIN
Owner Type:		Other
Operator Name:		MICHAEL CAIN
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported

MICHAEL CAIN (Continued) **1026802233**

Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210415
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MICHAEL CAIN
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1884 HEATHERWOOD DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	510-672-5870
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	MICHAEL CAIN
Legal Status:	Other

MICHAEL CAIN (Continued) **1026802233**

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1884 HEATHERWOOD DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	510-672-5870
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210409
Handler Name: MICHAEL CAIN	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	56299
NAICS Description:	ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

D19 **AT&T CORP. - WF1PT** **CONTRA COSTA CO. SITE LIST** **S124446071**
East **1700 BUCHANAN RD** **CERS** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.248 mi.
1312 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
109 ft.

CONTRA COSTA CO. SITE LIST:

Name:	AT&T CORP. - WF1PT
Address:	1700 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0043364
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	776530
CERS ID:	10811905

CERS:

Name:	AT&T CORP. - WF1PT
Address:	1700 BUCHANAN RD

AT&T CORP. - WF1PT (Continued) **S124446071**

City,State,Zip: PITTSBURG, CA 94565
Site ID: 554431
CERS ID: 10811905
CERS Description: Chemical Storage Facilities

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: AT&T EH&S Hotline - Option #1
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Document Preparer
Entity Name: Peter Burnell, Sigma Consultants, Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Identification Signer
Entity Name: Jeremy McGrue

AT&T CORP. - WF1PT (Continued) **S124446071**

Entity Title: National EPCRA Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75202
Affiliation Phone: (214) 464-1712,

Affiliation Type Desc: Operator
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (800) 566-9347,

E20 **GREAT AMERICAN CLEANERS** **CPS-SLIC S106234931**
West **1317-1399 BUCHANAN ROAD** **ENF N/A**
1/4-1/2 **PITTSBURG, CA 94565** **CERS**
0.250 mi.
1321 ft. **Site 1 of 2 in cluster E**

Relative:
Higher

Actual:
135 ft.

SLIC REG 2:
Region: 2
Facility ID: 07S0140
Facility Status: Pollution Characterization
Date Closed: Not reported
Local Case #: Not reported
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: Not reported
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

CPS-SLIC:
Name: GREAT AMERICAN CLEANERS
Address: 1317-1399 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Region: STATE

GREAT AMERICAN CLEANERS (Continued) **S106234931**

Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	04/29/2009
Global Id:	SL601392685
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number:	Not reported
Latitude:	37.998416
Longitude:	-121.872507
Case Type:	Cleanup Program Site
Case Worker:	MYM
Local Agency:	Not reported
RB Case Number:	07S0140
File Location:	Regional Board
Potential Media Affected:	Other Groundwater (uses other than drinking water), Soil
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Multiple investigations have been completed since PCE impacts were first detected in 2001. Additional soil and groundwater characterization is underway.

Click here to access the California GeoTracker records for this facility:

ENF:

Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN
City,State,Zip:	PITTSBURG, CA
Region:	2
Facility Id:	229222
Agency Name:	Sierra Pacific Properties
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS

GREAT AMERICAN CLEANERS (Continued) **S106234931**

Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 07S0140
Reg Measure Id:	169447
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240720
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	04/02/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 07S0140
Description:	Request for technical report - four soil borings and grab GW sampling
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN

GREAT AMERICAN CLEANERS (Continued) **S106234931**

City,State,Zip:	PITTSBURG, CA
Region:	2
Facility Id:	229222
Agency Name:	Sierra Pacific Properties
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 07S0140
Reg Measure Id:	169447
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

GREAT AMERICAN CLEANERS (Continued) **S106234931**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240097
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	01/28/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 07S0140
Description:	Request for a Remedial Action Plan
Program:	UNREGS
Latest Milestone Completion Date:	2/21/2002
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

CERS:

Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN ROAD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	196603
CERS ID:	SL601392685
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MARTIN MUSONGE - SAN FRANCISCO BAY RWQCB (REGION 2)
Entity Title:	Not reported
Affiliation Address:	1515 CLAY STREET
Affiliation City:	OAKLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

E21
West
1/4-1/2
0.296 mi.
1564 ft.

Relative:
Higher

Actual:
134 ft.

SHELL
1315 BUCHANAN RD
PITTSBURG, CA 94565

Site 2 of 2 in cluster E

Database(s): LUST, SWEEPS UST, Cortese, HIST CORTESE, CONTRA COSTA CO. SITE LIST, CERS

EDR ID Number: S100925496
EPA ID Number: N/A

LUST:

Name:	SHELL
Address:	1315 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300260
Global Id:	T0601300260
Latitude:	37.998268
Longitude:	-121.873545
Status:	Completed - Case Closed
Status Date:	01/21/1997
Case Worker:	Not reported
RB Case Number:	07-0279
Local Agency:	CONTRA COSTA COUNTY
File Location:	Not reported
Local Case Number:	60614
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0601300260
Contact Type:	Local Agency Caseworker
Contact Name:	SUE LOYD
Organization Name:	CONTRA COSTA COUNTY
Address:	4333 PACHECO BLVD.
City:	MARTINEZ
Email:	sloyd@hsd.co.contra-costa.ca.us
Phone Number:	Not reported

LUST:

Global Id:	T0601300260
Action Type:	RESPONSE
Date:	09/30/1996
Action:	Correspondence
Global Id:	T0601300260
Action Type:	Other
Date:	10/17/1989
Action:	Leak Reported
Global Id:	T0601300260
Action Type:	Other
Date:	11/01/1995
Action:	Leak Stopped
Global Id:	T0601300260
Action Type:	ENFORCEMENT
Date:	01/21/1996
Action:	Closure/No Further Action Letter

SHELL (Continued) **S100925496**

Global Id: T0601300260
Action Type: Other
Date: 11/01/1985
Action: Leak Discovery

LUST:
Global Id: T0601300260
Status: Open - Case Begin Date
Status Date: 11/01/1985

Global Id: T0601300260
Status: Open - Site Assessment
Status Date: 10/03/1989

Global Id: T0601300260
Status: Completed - Case Closed
Status Date: 01/21/1997

LUST REG 2:
Region: 2
Facility Id: 07-0279
Facility Status: Case Closed
Case Number: 60614
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 10/3/1989
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SWEEPS UST:
Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000001
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 8

SHELL (Continued) **S100925496**

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000002
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000003
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000004
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT

SHELL (Continued) **S100925496**

Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000006
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000007
Tank Status: Not reported
Capacity: 10000

SHELL (Continued) **S100925496**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000008
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

CORTESE:
Name: SHELL
Address: 1315 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300260
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:
edr_fname: SHELL
edr_fadd1: 1315 BUCHANAN
City,State,Zip: PITTSBURG, CA

SHELL (Continued) **S100925496**

Region: CORTESE
Facility County Code: 7
Reg By: LTNKA
Reg Id: 07-0279

CONTRA COSTA CO. SITE LIST:
Name: ANDY'S AUTO REPAIR SERVICE
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0029799
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: REPORTED ZERO
Region: CONTRA COSTA
Cupa Number: 773128
CERS ID: 10017112

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >100K-250K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG GENERAL
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

CERS:
Name: SHELL
Address: 1315 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 197474
CERS ID: T0601300260

SHELL (Continued) **S100925496**

CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: SUE LOYD - CONTRA COSTA COUNTY
Entity Title: Not reported
Affiliation Address: 4333 PACHECO BLVD.
Affiliation City: MARTINEZ
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

22
NW
1/4-1/2
0.439 mi.
2318 ft.

STONEMAN ELEMENTARY SCHOOL
2929 LOVERIDGE ROAD
PITTSBURG, CA 94565

ENVIROSTOR SCH **S105840717 N/A**

Relative: Lower

Actual: 97 ft.

ENVIROSTOR:
Name: STONEMAN ELEMENTARY SCHOOL
Address: 2929 LOVERIDGE ROAD
City,State,Zip: PITTSBURG, CA 94565
Facility ID: 7820009
Status: Certified
Status Date: 07/11/2003
Site Code: 204116
Site Type: School Cleanup
Site Type Detailed: School
Acres: 13
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Northern California Schools & Santa Susana
Assembly: 11
Senate: 07
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.00423
Longitude: -121.8709
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Dioxin (as 2,3,7,8-TCDD TEQ Chromium VI
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: Not reported
Alias Type: Not reported

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

STONEMAN ELEMENTARY SCHOOL (Continued) **S105840717**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	STONEMAN ELEMENTARY SCHOOL
Address:	2929 LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7820009
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	13
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Northern California Schools & Santa Susana
Site Code:	204116
Assembly:	11
Senate:	07
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/11/2003
Restricted Use:	NO
Funding:	School District
Latitude:	38.00423
Longitude:	-121.8709
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Dioxin (as 2,3,7,8-TCDD TEQ, Dioxin (as 2,3,7,8-TCDD TEQ, Chromium VI Not reported
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

STONEMAN ELEMENTARY SCHOOL (Continued) **S105840717**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

F23 **CHEVRON USA** **SEMS-ARCHIVE** **1015732609**
East **2360 BUCHANON RD** **RCRA-LQG** **CAD000629170**
1/4-1/2 **PITTSBURG, CA 94565**
0.456 mi.
2408 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
123 ft.

SEMS Archive:
Site ID: 0900053
EPA ID: CAD000629170
Name: CHEVRON USA
Address: 2360 BUCHANON RD
Address 2: Not reported
City,State,Zip: PITTSBURG, CA 94565
Cong District: 07
FIPS Code: 06013
FF: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:
Region: 09
Site ID: 0900053
EPA ID: CAD000629170
Site Name: CHEVRON USA
NPL: N
FF: N
OU: 00
Action Code: VS
Action Name: ARCH SITE
SEQ: 1
Start Date: Not reported
Finish Date: 1988-11-04 05:00:00
Qual: Not reported
Current Action Lead: EPA Perf In-Hse

Region: 09
Site ID: 0900053
EPA ID: CAD000629170
Site Name: CHEVRON USA
NPL: N
FF: N
OU: 00
Action Code: PA
Action Name: PA
SEQ: 1
Start Date: Not reported
Finish Date: 1988-11-04 05:00:00
Qual: N
Current Action Lead: St Perf

Region: 09
Site ID: 0900053

CHEVRON USA (Continued) **1015732609**

EPA ID:	CAD000629170
Site Name:	CHEVRON USA
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1987-12-01 05:00:00
Finish Date:	1987-12-01 05:00:00
Qual:	Not reported
Current Action Lead:	St Perf

RCRA-LQG:

Date Form Received by Agency:	20170509
Handler Name:	CHEVRON PIPE LINE COMPANY
Handler Address:	2360 BUCHANAN ROAD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAD000629170
Contact Name:	SARAH BRAGG-FLAVAN
Contact Address:	CAMINO MEDIA "E" WING
Contact City,State,Zip:	BAKERSFIELD, CA 93311
Contact Telephone:	661-654-7988
Contact Fax:	Not reported
Contact Email:	SBRAGGFLAVAN@CHEVRON.COM
Contact Title:	HES SPECIALIST-ENVIRONMENTAL
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Large Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	CAMINO MEDIA "E" WING
Mailing City,State,Zip:	BAKERSFIELD, CA 93311
Owner Name:	CHEVRON USA
Owner Type:	Private
Operator Name:	CHEVRON PIPE LINE COMPANY
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported

CHEVRON USA (Continued) **1015732609**

Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20170519
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2011

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:
Waste Code: D001
Waste Description: IGNITABLE WASTE

Waste Code: D005
Waste Description: BARIUM

Waste Code: D008
Waste Description: LEAD

CHEVRON USA (Continued) **1015732609**

Waste Code: D009
Waste Description: MERCURY

Waste Code: D018
Waste Description: BENZENE

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 2380 BUCHANAN ROAD
Owner/Operator City,State,Zip: PITTSBURG, CA 94565
Owner/Operator Telephone: 925-753-2000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 2380 BUCHANAN ROAD
Owner/Operator City,State,Zip: PITTSBURG, CA 94565
Owner/Operator Telephone: 925-753-2000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON U.S.A. INC.
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: NOT REQUIRED
Owner/Operator City,State,Zip: NOT REQUIRED, ME 99999
Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 9100 MING AVE
Owner/Operator City,State,Zip: BAKERSFIELD, CA 93311
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHEVRON PIPE LINE COMPANY

CHEVRON USA (Continued) **1015732609**

Legal Status:	Private
Date Became Current:	19450715
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHEVRON PIPE LINE COMPANY
Legal Status:	Private
Date Became Current:	19450715
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	NOT REQUIRED
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20130220
Handler Name:	CHEVRON PIPE LINE PITTSBURG (LOS MEDANOS PUMP STN)
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	19960901
Handler Name:	CHEVRON USA INC LOS MEDANOS STA
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No

CHEVRON USA (Continued) **1015732609**

Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19800818
Handler Name: CHEVRON USA INC LOS MEDANOS STA
Federal Waste Generator Description: Large Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20170509
Handler Name: CHEVRON PIPE LINE COMPANY
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 213112
NAICS Description: SUPPORT ACTIVITIES FOR OIL AND GAS OPERATIONS

NAICS Code: 486110
NAICS Description: PIPELINE TRANSPORTATION OF CRUDE OIL

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

F24 **HIGHLANDS RANCH PHASE II** **ENVIROSTOR** **S101479941**
East **2360 BUCHANAN ROAD** **LUST** **N/A**
1/4-1/2 **PITTSBURG, CA 94565** **CPS-SLIC**
0.456 mi. **VCP**
2408 ft. **Site 2 of 2 in cluster F** **CERS HAZ WASTE**
SWEEPS UST
Relative: **HIST UST**
Higher **Cortese**
Actual: **ENF**
123 ft. **HIST CORTESE**
CONTRA COSTA CO. SITE LIST
CIWQS
CERS

ENVIROSTOR:

Name:	LOS MEDANOS TANK FARM
Address:	2360 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290001
Status:	Refer: RWQCB
Status Date:	05/08/2020
Site Code:	201340
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	162
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mera Golo
Supervisor:	Fernando A. Amador
Division Branch:	Cleanup Sacramento
Assembly:	11
Senate:	07
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	37.99396
Longitude:	-121.8552
APN:	089-150-013, 089150013
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	Lead TPH-diesel TPH-gas n-Butylbenzene sec-Butylbenzene Ethylbenzene Naphthalene Isopropylbenzene (see Cumene n-Propylbenzene
Confirmed COC:	Naphthalene Isopropylbenzene (see Cumene n-Propylbenzene TPH-diesel TPH-gas n-Butylbenzene sec-Butylbenzene Ethylbenzene Lead
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300080
Global Id: T0601300080
Latitude: 37.9979
Longitude: -121.8558
Status: Completed - Case Closed
Status Date: 03/21/1997
Case Worker: Not reported
RB Case Number: 07-0084
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 07-10592
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300080
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us
Phone Number: Not reported

LUST:
Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Reported

Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Stopped

Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Discovery

LUST:
Global Id: T0601300080
Status: Open - Case Begin Date

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Status Date: 05/18/1986

Global Id: T0601300080
Status: Open - Site Assessment
Status Date: 04/06/1994

Global Id: T0601300080
Status: Completed - Case Closed
Status Date: 03/21/1997

LUST REG 2:
Region: 2
Facility Id: 07-0084
Facility Status: Case Closed
Case Number: 07-10592
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: 4/6/1994
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

CPS-SLIC:
Name: HIGHLANDS RANCH PHASE II
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Region: STATE
Facility Status: **Open - Remediation**
Status Date: 09/01/2009
Global Id: SL0601316107
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.997985
Longitude: -121.858989
Case Type: Cleanup Program Site
Case Worker: ADF
Local Agency: Not reported
RB Case Number: 2119.1251
File Location: Regional Board
Potential Media Affected: Soil
Potential Contaminants of Concern: Crude Oil
Site History: Los Medanos Tank Farm was built around 1913 and contained 40 aboveground storage tanks, each with a capacity of 35,000 barrels. The site was owned and operated by Chevron, USA, and the tanks were used to store crude oil prior to refining. The site was used until 1980. In 1981, all of the tanks and associated piping were dismantled and removed, with the exception of one tank still used by Chevron at its pump station on Buchanan Road. The current property owner, West Coast Home Builders, is cleaning up the site for proposed residential development. As part of Phase I (2001-2003), an adjacent 50-acre

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

parcel in the western part of the former tank farm was cleaned up and redeveloped. Phase II of the project consists of excavating petroleum-contaminated soils from a 140-acre parcel and on-site treatment of excavated soils through bioremediation. 24 former tanks are entirely or partially located within the limits of Phase II. Highlands Ranch Phase II also includes four former wax ponds. The Remedial Action Plan was conditionally approved by the Regional Water Board in 2007 and remediation began on 9/22/2008. Remediation is still underway.

Click here to access the California GeoTracker records for this facility:

VCP:

Name:	LOS MEDANOS TANK FARM
Address:	2360 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290001
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	162
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Mera Golo
Supervisor:	Fernando A. Amador
Division Branch:	Cleanup Sacramento
Site Code:	201340
Assembly:	11
Senate:	07
Special Programs Code:	Voluntary Cleanup Program
Status:	Refer: RWQCB
Status Date:	05/08/2020
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	37.99396 / -121.8552
APN:	089-150-013, 089150013
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	30013, 30024, 30025, 30103, 30104, 30272, 30484, 30498, 30499
Confirmed COC:	30484,30498,30499,30024,30025,30103,30104,30272,30013
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS HAZ WASTE:
Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 389855
CERS ID: 10005628
CERS Description: Hazardous Waste Generator

SWEEPS UST:
Name: CHEVRON USA - LOS MEDANOS STA
Address: 2360 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 10592
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

HIST UST:
Name: LOS MEDANOS METERING FACILITY
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
File Number: 0002279E
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002279E.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CORTESE:
Name: CHEVRON PIPELINE
Address: 2360 BUCHANAN
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: Not reported
Site/Facility Type: Not reported
Cleanup Status: Not reported
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: CORTESE
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: 2
WID Id: 2 078347N01
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Cease Desist Orders & Cleanup Abatement Orders

Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300080
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

ENF:

Name:	CHEVRON PIPELINE
Address:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Region:	2
Facility Id:	217537
Agency Name:	Chevron Pipeline Company Pittsburg
Place Type:	All Other
Place Subtype:	Dredge/Fill Site
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	37.998002
Place Longitude:	-121.858956
SIC Code 1:	4612
SIC Desc 1:	Crude Petroleum Pipelines
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	Not reported
Program Category1:	Not reported
Program Category2:	UNREGS
# Of Programs:	Not reported
WDID:	2 078347N01
Reg Measure Id:	167325
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	236019
Region:	2
Order / Resolution Number:	R2-2000-0104
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	10/13/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 078347N01
Description:	Not reported
Program:	ENFCAO
Latest Milestone Completion Date:	12/7/2001
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	CHEVRON
edr_fadd1:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	07-0084

CONTRA COSTA CO. SITE LIST:

Name:	CHEVRON PIPELINE CO/LOS MEDANOS
Address:	2360 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0031582
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: >10K-100K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	710592
CERS ID:	10005628

Name: CHEVRON PIPELINE CO/LOS MEDANOS

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Address: 2360 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0031582
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 710592
CERS ID: 10005628

Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0031582
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA
Cupa Number: 710592
CERS ID: 10005628

CIWQS:
Name: CHEVRON PIPELINE
Address: 2360 BUCHANAN
City,State,Zip: PITTSBURG, CA 94565
Agency: Chevron Pipeline Company Pittsburg
Agency Address: 2360 Buchanan Road, Pittsburg, CA 94565
Place/Project Type: Dredge/Fill Site
SIC/NAICS: 4612
Region: 2
Program: CERFILLEXC
Regulatory Measure Status: Historical
Regulatory Measure Type: 401 Certification
Order Number: Not reported
WDID: C-07-0510
NPDES Number: Not reported
Adoption Date: Not reported
Effective Date: Not reported
Termination Date: Not reported
Expiration/Review Date: Not reported
Design Flow: Not reported
Major/Minor: Not reported
Complexity: Not reported
TTWQ: Not reported
Enforcement Actions within 5 years: 0
Violations within 5 years: 0
Latitude: 37.998002
Longitude: -121.858956

CERS:
Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 389855
CERS ID: 10005628
CERS Description: Chemical Storage Facilities

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-15-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Looked up remote site consolidation requirements, discussed with KA
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-07-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-15-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-07-2016

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Affiliation:
Affiliation Type Desc: Identification Signer
Entity Name: Nathan Heller
Entity Title: Environmental Specialist
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: CHEVRON PIPE LINE CO. - LOS MEDANOS
Entity Title: Not reported
Affiliation Address: PO Box 81438
Affiliation City: Bakersfield
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93380
Affiliation Phone: (661) 615-4614,

Affiliation Type Desc: Parent Corporation
Entity Name: CPLCAAsset
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Document Preparer
Entity Name: Nathan Heller
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Affiliation Type Desc: Operator
Entity Name: CHEVRON PIPE LINE CO. - LOS MEDANOS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (925) 753-2000,

Affiliation Type Desc: Environmental Contact
Entity Name: Michael McDonald
Entity Title: Not reported
Affiliation Address: P.O. Box 81438
Affiliation City: BAKERSFIELD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93380
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 2360 BUCHANAN ROAD
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Name: HIGHLANDS RANCH PHASE II
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 257507
CERS ID: SL0601316107
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: ALAN FRIEDMAN - SAN FRANCISCO BAY RWQCB (REGION 2)
Entity Title: Not reported
Affiliation Address: 1515 CLAY ST., SUITE 1400
Affiliation City: OAKLAND
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 225687
CERS ID: T0601300080
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	SUE LOYD - CONTRA COSTA COUNTY
Entity Title:	Not reported
Affiliation Address:	4333 PACHECO BLVD.
Affiliation City:	MARTINEZ
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Name:	CHEVRON PIPELINE
Address:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	311072
CERS ID:	217537
CERS Description:	Wetlands - Fill and Dredge Material

Enforcement Action:

Site ID:	311072
Site Name:	Chevron Pipeline
Site Address:	2360 BUCHANAN
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	10-13-2000
Enf Action Type:	Clean-up and Abatement Order
Enf Action Description:	Clean-up and Abatement Order
Enf Action Notes:	Not reported
Enf Action Division:	Water Boards
Enf Action Program:	UNSPEC
Enf Action Source:	CIWQS,

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25 **PITTSBURG RIVERSIDE SITE** **ENVIROSTOR** **S110326396**
NW **1151 STONEMAN AVENUE** **SCH** **N/A**
1/4-1/2 **PITTSBURG, CA 94565**
0.497 mi.
2623 ft.

Relative:
Lower

Actual:
100 ft.

ENVIROSTOR:

Name:	PITTSBURG RIVERSIDE SITE
Address:	1151 STONEMAN AVENUE
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	60001298
Status:	No Further Action
Status Date:	07/15/2010
Site Code:	204241
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mellan Songco
Supervisor:	Mark Malinowski
Division Branch:	Northern California Schools & Santa Susana
Assembly:	11
Senate:	07

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.00461
Longitude: -121.8744
APN: 088-131-009
Past Use: RESIDENTIAL AREA
Potential COC: Arsenic Chlordane DDD DDE DDT Lead
Confirmed COC: 30001-NO 30004-NO 30013-NO 30006-NO 30007-NO 30008-NO No Contaminants found
Potential Description: SOIL
Alias Name: 088-131-009
Alias Type: APN
Alias Name: Camp Stoneman
Alias Type: Former Project ID
Alias Name: 204241
Alias Type: Project Code (Site Code)
Alias Name: 60001298
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/21/2010
Comments: DTSC sent a CRU to the accounting unit to summarize costs associated with the Phase 1 and Phase 1 addendum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 06/09/2010
Comments: DTSC approved the Phase 1 addendum with a no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/03/2010
Comments: Conducted a site walkthrough on June 3, 2010.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: PITTSBURG RIVERSIDE SITE
Address: 1151 STONEMAN AVENUE
City,State,Zip: PITTSBURG, CA 94565

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Facility ID:	60001298
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Mellan Songco
Supervisor:	Mark Malinowski
Division Branch:	Northern California Schools & Santa Susana
Site Code:	204241
Assembly:	11
Senate:	07
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	07/15/2010
Restricted Use:	NO
Funding:	School District
Latitude:	38.00461
Longitude:	-121.8744
APN:	088-131-009
Past Use:	RESIDENTIAL AREA
Potential COC:	Arsenic, Arsenic, Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30001-NO, 30004-NO, 30013-NO, 30006-NO, 30007-NO, 30008-NO, No Contaminants found
Potential Description:	SOIL
Alias Name:	088-131-009
Alias Type:	APN
Alias Name:	Camp Stoneman
Alias Type:	Former Project ID
Alias Name:	204241
Alias Type:	Project Code (Site Code)
Alias Name:	60001298
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/21/2010
Comments:	DTSC sent a CRU to the accounting unit to summarize costs associated with the Phase 1 and Phase 1 addendum
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	06/09/2010
Comments:	DTSC approved the Phase 1 addendum with a no further action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	06/03/2010
Comments:	Conducted a site walkthrough on June 3, 2010.

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G26 **THE DOW CHEMICAL CO.** **ENVIROSTOR** **S110494380**
North **FOOT OF LOVERIDGE ROAD** **N/A**
1/2-1 **PITTSBURG, CA 94565**
0.968 mi.
5110 ft. **Site 1 of 3 in cluster G**

Relative:
Lower

Actual:
43 ft.

ENVIROSTOR:

Name:	THE DOW CHEMICAL CO.
Address:	FOOT OF LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	71002583
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Berkeley
Assembly:	14
Senate:	07
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	38.01293
Longitude:	-121.8635
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD076528678
Alias Type:	EPA Identification Number
Alias Name:	110000602544
Alias Type:	EPA (FRS #)
Alias Name:	71002583
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported

THE DOW CHEMICAL CO. (Continued) **S110494380**

Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G27 **UNION CARBIDE, PITTSBURG** **HIST Cal-Sites** **S102008337**
North **2000 LOVERIDGE ROAD** **N/A**
1/2-1 **PITTSBURG, CA 94565**
0.971 mi.
5126 ft. **Site 2 of 3 in cluster G**

Relative: **Lower**

Actual: **42 ft.**

Calsite:

Name:	UNION CARBIDE, PITTSBURG
Address:	2000 LOVERIDGE ROAD
City:	PITTSBURG
Region:	BERKELEY
Facility ID:	07290042
Facility Type:	RP
Type:	RESPONSIBLE PARTY
Branch:	NC
Branch Name:	NORTH COAST
File Name:	Not reported
State Senate District:	06011984
Status:	CERTIFIED AS HAVING BEEN REMEDIED SATISFACTORILY UNDER DTSC OVERSIGHT
Status Name:	CERTIFIED
Lead Agency:	N/A
NPL:	Not reported
SIC Code:	29
SIC Name:	MANU - PETROLEUM & COAL PRODUCTS
Access:	Not reported
Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Not reported
Staff Member Responsible for Site:	XBRYANT
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	Not reported
Region Water Control Board Name:	Not reported
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	11
State Senate District Code:	07
Facility ID:	07290042
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported

UNION CARBIDE, PITTSBURG (Continued) **S102008337**

Comments Date:	06011984
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	CERT
Definition of Status:	CERTIFIED
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	2000 LOVERIDGE ROAD
Alternate City,St,Zip:	PITTSBURG, CA 94565

Background Info: The site is located in Pittsburg on Loveridge Road, north of Highway 4. The facility produces oxygen, nitrogen, and argon through reduction of atmospheric air. Air is compressed, liquified, and the Component gases separated in a fracionating column. The site was operated by Union Carbide Industrial Gases, Inc. until 1992, when the Industrial Gases division spun off to create Praxair, Inc. Currently the site is owned by Praxair and operates as the company's Northern Califonria (San Francicsco Region) manufacturing plant. Praxair continues to produce industrial gases at this location. In 1983, the California Department of Fish and Game (CDFG) filed a complaint against Union Carbide for dumping sludge in a drainage ditch. A sample was collected from the drainage ditch and the soil was found to be high in metals: zinc (2,190 ppm), chromium (1,740 ppm), copper (1,100 ppm), lead (370 ppm), nickel (120 ppm). A Fish Bioassay was conducted and the fish died at a 500 mg/l concentration of the sludge. The sludge was created when Union Carbide eliminated its water cooling system. The sediment accumulated from teh system was dumped in a drainage ditch. Due to the results of the sampling data and the Fish Bioassay, the CDFG ordered the soil removed from the drainage ditch. On March 7, 1984, 48 cubic yards of contaminated soil, from the North Field, was hauled off-site to IT Transportation Corporation Class I landfill in Benicia, California. Confirmation samples were collected after the excavations of the drainage ditch and the soil piles March 21, 1984. The remaining concentrations of contaminants were still elevated. On June 14, 1984, Union Carbide excavated 11 more cubic yards of soil from the drainage ditch, approximately the top eight inches of soil, and hauled it off-site to the same Class I landfill. In a letter dated July 19, 1984, DTSC informed Union Carbide, the proper disposal of all the contaminated soil from the drainage ditch and the soil piles was carried out in accordance with the Department's requirements. Praxair is operating under the oversight of the County of Contra Costa Environmental Health Department, Hazardous Materials Program (HMP). the HMP provides oversight, guidance, investigation and enforcement of the laws involving the handling storage and processing of hazardous materials.

UNION CARBIDE, PITTSBURG (Continued) **S102008337**

Contra Costa Hazardous Materials Program is the Certified Unified Program Agency (CUPA) for all of Contra Costa County. The Praxair is a Small Quantity Generator. According to Mr. Paul Andrews an Environmental Health Inspector for the County of Contra Costa, Praxair is currently operating without any violations.

Comments Date: 06011984
Comments: Certified Site. Certification was confirmed by a report
Comments Date: 06011984
Comments: prepared by the Auditor General.
ID Name: CALSTARS CODE
ID Value: 200033
ID Name: HWIS IDENTIFICATION CODE
ID Value: CAD009128471
ID Name: BEP DATABASE PCODE
ID Value: P21025
ID Name: EPA IDENTIFICATION NUMBER
ID Value: CAD009128471
Alternate Name: UNION CARBIDE, PITTSBURG
Alternate Name: Not reported
Special Programs Code: Not reported
Special Programs Name: Not reported

G28 **PRAXAIR, INC - 935** **RESPONSE** **1000336443**
North **2000 LOVERIDGE RD** **ENVIROSTOR** **N/A**
1/2-1 **PITTSBURG, CA 94565** **LUST**
0.971 mi. **AST**
5126 ft. **Site 3 of 3 in cluster G** **CERS HAZ WASTE**
SWEEPS UST
Relative: Lower **HIST UST**
CERS TANKS
Actual: 42 ft. **Cortese**
HIST CORTESE
NPDES
CONTRA COSTA CO. SITE LIST
WDS
CIWQS
CERS
HWTS

RESPONSE:
Name: UNION CARBIDE, PITTSBURG
Address: 2000 LOVERIDGE ROAD
City,State,Zip: PITTSBURG, CA 94565
Facility ID: 7290042
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 31.45
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Denise Tsuji
Division Branch: Cleanup Berkeley
Site Code: Not reported
Site Mgmt. Req.: NONE SPECIFIED
Assembly: 14
Senate: 07

PRAXAIR, INC - 935 (Continued) **1000336443**

Special Program Status:	Not reported
Status:	Certified
Status Date:	06/01/1984
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	38.01438
Longitude:	-121.8646
APN:	073190003
Past Use:	OIL/WATER SEPARATORS
Potential COC :	Total Chromium (1:6 ratio Cr VI:Cr III Lead Copper and compounds Zinc Not reported
Confirmed COC:	Copper and compounds Total Chromium (1:6 ratio Cr VI:Cr III Lead Zinc Not reported
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Name:	UNION CARBIDE, PITTSBURG
Address:	2000 LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290042
Status:	Certified
Status Date:	06/01/1984
Site Code:	Not reported
Site Type:	State Response
Site Type Detailed:	State Response or NPL
Acres:	31.45
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Denise Tsuji
Division Branch:	Cleanup Berkeley
Assembly:	14
Senate:	07
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party

PRAXAIR, INC - 935 (Continued) **1000336443**

Latitude: 38.01438
Longitude: -121.8646
APN: 073190003
Past Use: OIL/WATER SEPARATORS
Potential COC: Total Chromium (1:6 ratio Cr VI:Cr III Lead Copper and compounds Zinc Not reported
Confirmed COC: Copper and compounds Total Chromium (1:6 ratio Cr VI:Cr III Lead Zinc Not reported
Potential Description: SOIL
Alias Name: Not reported
Alias Type: Not reported

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: UNION CARBIDE CORP
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300320
Global Id: T0601300320
Latitude: 38.014486
Longitude: -121.864448
Status: Completed - Case Closed
Status Date: 07/10/1997
Case Worker: Not reported
RB Case Number: 07-0342
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 04622
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300320
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us

PRAXAIR, INC - 935 (Continued) **1000336443**

Phone Number: Not reported

LUST:
Global Id: T0601300320
Action Type: ENFORCEMENT
Date: 07/10/1997
Action: Closure/No Further Action Letter

Global Id: T0601300320
Action Type: Other
Date: 06/05/1988
Action: Leak Reported

Global Id: T0601300320
Action Type: Other
Date: 11/16/1989
Action: Leak Stopped

Global Id: T0601300320
Action Type: Other
Date: 06/26/1988
Action: Leak Discovery

LUST:
Global Id: T0601300320
Status: Open - Case Begin Date
Status Date: 06/05/1988

Global Id: T0601300320
Status: Open - Site Assessment
Status Date: 01/11/1990

Global Id: T0601300320
Status: Completed - Case Closed
Status Date: 07/10/1997

LUST REG 2:
Region: 2
Facility Id: 07-0342
Facility Status: Case Closed
Case Number: 04622
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 1/11/1990
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

AST:

PRAXAIR, INC - 935 (Continued) **1000336443**

Name:	PRAXAIR, INC - 935
Address:	2000 LOVERIDGE RD
City/Zip:	PITTSBURG,94565
Certified Unified Program Agencies:	Not reported
Owner:	Praxair, Inc.
Total Gallons:	Not reported
CERSID:	10004470
Facility ID:	07-000-704622
Business Name:	Praxair, Inc.
Phone:	(925) 427-3955
Fax:	(925) 427-3922
Mailing Address:	2000 Loveridge Road
Mailing Address City:	Pittsburg
Mailing Address State:	CA
Mailing Address Zip Code:	94565
Operator Name:	Praxair, Inc.
Operator Phone:	(203) 794-2000
Owner Phone:	(203) 794-2000
Owner Mail Address:	39 Old Ridgebury Road
Owner State:	CT
Owner Zip Code:	6810
Owner Country:	United States
Property Owner Name:	Praxair, Inc
Property Owner Phone:	(203) 794-2000
Property Owner Mailing Address:	39 Old Ridgebury Road
Property Owner City:	Danbury
Property Owner Stat :	CT
Property Owner Zip Code:	6810
Property Owner Country:	United States
EPAID:	CAD009122961

CERS HAZ WASTE:

Name:	LINDE INC - 935
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	399852
CERS ID:	10004470
CERS Description:	Hazardous Waste Generator

Name:	PRAXAIR DISTRIBUTION INC. ANNEX
Address:	2000 LOVERIDGE RD # A
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	572599
CERS ID:	10864501
CERS Description:	Hazardous Chemical Management

SWEEPS UST:

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000001
Tank Status: Not reported
Capacity: 500
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: 8

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000002
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000003
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000004
Tank Status: Not reported
Capacity: 15000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000006
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG

PRAXAIR, INC - 935 (Continued) **1000336443**

Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-004622-000007
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-004622-000008
Tank Status:	Not reported
Capacity:	15000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

HIST UST:

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000004622
Facility Type:	Other
Other Type:	MFG. INDUSTRIAL GASE
Contact Name:	C. TALMORE, GEN. SUPT. PROD.
Telephone:	4154399171
Owner Name:	UNION CARBIDE CORPORATION
Owner Address:	OLD RIDGEBURY RD.
Owner City,St,Zip:	DANBURY, CT 06817
Total Tanks:	0009

Tank Num:	001
Container Num:	08
Year Installed:	1979

PRAXAIR, INC - 935 (Continued) **1000336443**

Tank Capacity:	00002300
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	6
Leak Detection:	None

Tank Num:	002
Container Num:	07
Year Installed:	1959
Tank Capacity:	00171000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	None

Tank Num:	003
Container Num:	06
Year Installed:	1959
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	004
Container Num:	05
Year Installed:	1976
Tank Capacity:	00004000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	005
Container Num:	04
Year Installed:	1978
Tank Capacity:	00012000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	006
Container Num:	03
Year Installed:	1980
Tank Capacity:	00020000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	007
Container Num:	02
Year Installed:	1959
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL

PRAXAIR, INC - 935 (Continued) **1000336443**

Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 008
Container Num: 01
Year Installed: 1959
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 009
Container Num: #09
Year Installed: 1962
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

CERS TANKS:
Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 399852
CERS ID: 10004470
CERS Description: Underground Storage Tank

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 399852
CERS ID: 10004470
CERS Description: Aboveground Petroleum Storage

CORTESE:
Name: UNION CARBIDE CORP
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300320
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	UNION CARBIDE CORP
edr_fadd1:	2000 LOVERIDGE
City,State,Zip:	PITTSBURG, CA 94565
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	07-0342

NPDES:

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Facility Status:	Active
NPDES Number:	CAS000001
Region:	2
Agency Number:	0
Regulatory Measure ID:	181909
Place ID:	Not reported
Order Number:	97-03-DWQ
WDID:	2 07I013786
Regulatory Measure Type:	Enrollee
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/10/1998
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	2000 Loveridge Road
Discharge Name:	Linde Inc
Discharge City:	Pittsburg
Discharge State:	California
Discharge Zip:	94565
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	2
Regulatory Measure ID:	181909
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	05/09/2008
Processed Date:	03/10/1998
Status:	Active
Status Date:	03/10/1998
Place Size:	31
Place Size Unit:	Acres
Contact:	Jerad Stager
Contact Title:	Not reported
Contact Phone:	925-427-3955
Contact Phone Ext:	Not reported
Contact Email:	jerad_stager@praxair.com
Operator Name:	Praxair Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California
Operator Zip:	94565
Operator Contact:	Jerad Stager
Operator Contact Title:	Associate Director
Operator Contact Phone:	925-427-3955
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	jerad_stager@praxair.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	925-427-3955
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Dir Discharge Uswater Ind:	N
Receiving Water Name:	Kirker Creek
Certifier:	Jerad Stager
Certifier Title:	Facility Manager
Certification Date:	15-MAY-15
Primary Sic:	2813-Industrial Gases
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	2
Regulatory Measure ID:	181909
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/10/1998
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Praxair Inc
Discharge Address:	2000 Loveridge Road
Discharge City:	Pittsburg
Discharge State:	California
Discharge Zip:	94565
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	2 07I013786
Regulatory Measure Type:	Industrial
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	03/10/1998
Operator Name:	Linde Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California

PRAXAIR, INC - 935 (Continued) **1000336443**

Operator Zip:	94565
NPDES as of 03/2018:	
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	2
Regulatory Measure ID:	181909
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	05/09/2008
Processed Date:	03/10/1998
Status:	Active
Status Date:	03/10/1998
Place Size:	31
Place Size Unit:	Acres
Contact:	Jerad Stager
Contact Title:	Not reported
Contact Phone:	925-427-3955
Contact Phone Ext:	Not reported
Contact Email:	jerad_stager@praxair.com
Operator Name:	Praxair Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California
Operator Zip:	94565
Operator Contact:	Jerad Stager
Operator Contact Title:	Associate Director
Operator Contact Phone:	925-427-3955
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	jerad_stager@praxair.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	925-427-3955
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Kirker Creek
Certifier:	Jerad Stager
Certifier Title:	Facility Manager
Certification Date:	15-MAY-15
Primary Sic:	2813-Industrial Gases
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	2
Regulatory Measure ID:	181909
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/10/1998
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Praxair Inc
Discharge Address:	2000 Loveridge Road
Discharge City:	Pittsburg
Discharge State:	California
Discharge Zip:	94565
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CONTRA COSTA CO. SITE LIST:

Name:	LOGEX INC
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Facility ID:	FA0029800
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP GENERAL
Region:	CONTRA COSTA
Cupa Number:	773129
CERS ID:	10017115

Name:	LOGEX INC
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Facility ID:	FA0029800

PRAXAIR, INC - 935 (Continued) **1000336443**

Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: REPORTED ZERO
Region: CONTRA COSTA
Cupa Number: 773129
CERS ID: 10017115

Name: RYDER TRUCK RENTAL #2105
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030434
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 773765
CERS ID: 10019020

Name: RYDER TRUCK RENTAL #2105
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030434
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 773765
CERS ID: 10019020

Name: RUAN TRANSPORT CORPORATION
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0034538
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: 1K-10K LBS, 20+ EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 774711
CERS ID: 10456051

Name: RUAN TRANSPORT CORPORATION
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0034538
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 774711
CERS ID: 10456051

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD A
City: PITTSBURG
Facility ID: FA0045199
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST

PRAXAIR, INC - 935 (Continued) **1000336443**

Program/Elements: CALARP RMP
Region: CONTRA COSTA
Cupa Number: 776978
CERS ID: 10864501

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD A
City: PITTSBURG
Facility ID: FA0045199
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10K-100K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 776978
CERS ID: 10864501

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: APSA: <10K GALLONS
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10M-100M LBS
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: 12 - <25 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA

PRAXAIR, INC - 935 (Continued) **1000336443**

Cupa Number: 704622
CERS ID: 10004470

WDS:
Name: PRAXAIR INCORPORATED
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: San Francisco Bay 07I013786
Facility Type: Not reported
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 2
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: PRAXAIR
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Not reported
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:
Name: LINDE INC
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Agency: Linde Inc
Agency Address: 2000 Loveridge Road, Pittsburg, CA 94565
Place/Project Type: Industrial - Industrial Gases
SIC/NAICS: 2813

PRAXAIR, INC - 935 (Continued) **1000336443**

Region:	2
Program:	INDSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	2 07I013786
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/10/1998
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.01296
Longitude:	-121.86359

CERS:

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	539853
CERS ID:	249059
CERS Description:	Industrial Facility Storm Water

Violations:

Site ID:	539853
Site Name:	Linde Inc
Violation Date:	07-02-1999
Citation:	2014-0057-DWQ - Industrial General Permit
Violation Description:	SW - Deficient Report
Violation Notes:	Non-submittal of Annual Report. Due 7//1/1999
Violation Division:	Water Boards
Violation Program:	INDSTW
Violation Source:	SMARTS,

Affiliation:

Affiliation Type Desc:	Owner/Operator
Entity Name:	Linde Inc
Entity Title:	Operator
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,

Name:	UNION CARBIDE CORP
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	260281
CERS ID:	T0601300320
CERS Description:	Leaking Underground Storage Tank Cleanup Site

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	SUE LOYD - CONTRA COSTA COUNTY
Entity Title:	Not reported
Affiliation Address:	4333 PACHECO BLVD.
Affiliation City:	MARTINEZ
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Name:	LINDE INC - 935
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	399852
CERS ID:	10004470
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	07-11-2017
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Hazardous Waste Generator Program - Operations/Maintenance - General
Violation Notes:	Returned to compliance on 08/02/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Release/Leaks/Spills - General
Violation Notes:	Returned to compliance on 07/26/2019. OBSERVATION: CCHSHMP observed a pressure release valve associated with the separator column iced over. The pressure release valve must be operating properly to prevent the release of a hazardous material. CCHSHMP observed a hose that released liquid nitrogen to the ground next to the rail line offloading area. It appeared this was done because of a potential issue with the system. CORRECTIVE ACTION: By July 27, 2019, provide an update to CCHSHMP regarding the iced over pressure release valve and line associated with the release of nitrogen along with procedures implemented to prevent releases of hazardous materials.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	"Failure to prepare an SPCC Plan which fulfills all basic requirements

PRAXAIR, INC - 935 (Continued) **1000336443**

that include: 1. The SPCC Plan must be prepared in accordance with good engineering practices. 2. Have full approval of management at a level of authority to commit the necessary resources to fully implement the SPCC Plan. 3. Prepare the SPCC Plan in writing. 4. Follow the sequence of the SPCC rule or include a cross-reference. 5. If the SPCC Plan calls for additional procedures, methods, or equipment not yet fully operational, discuss the items in separate paragraphs."

Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The SPCC Plan does not include a cross reference and does not follow the order of 40 CFR part 112. CORRECTIVE ACTION: By July 27, 2019, include a cross reference in the SPCC Plan or prepare a SPCC Plan that follows the order of 40 CFR Part 112.
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 07-11-2017
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 07/11/2017.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-01-2018
Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: Returned to compliance on 06/27/2018. OBSERVATION: Monitoring certification test could not be completed today due to a problem with the keypad and is now overdue. CORRECTIVE ACTION: reschedule and repeat monitoring certification. Also begin annual cathodic protection testing.
Violation Division: Contra Costa County Health Services Department
Violation Program: UST
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-26-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 07/25/2018. OBSERVATION: The business failed to complete and electronically submit a business plan when handling hazardous materials at or above the reportable threshold quantities in

PRAXAIR, INC - 935 (Continued) **1000336443**

correct untis. CORRECTIVE ACTION: Complete and electronically submit a business plan by listing sodium hypochlorite in cooling tower area in gallons rather than pounds. Also in chemical inventory the acid in lead acid batteries in gallons as well. Make changes in CERS by 7/

Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 05-30-2019
Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(1)
Violation Description: Failure of the leak detection equipment to have an audible and visual alarm as required.
Violation Notes: Returned to compliance on 05/30/2019. OBSERVATION: The 208 sensor for the turbine sump did not initially pass. After retest, the sensor when placed in water activated the audible/visual alarm. The technician stated he would replace the 208 sensor. CORRECTIVE ACTION: The violation was corrected on site during the inspection.
Violation Division: Contra Costa County Health Services Department
Violation Program: UST
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-27-2019
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to describe in the SPCC Plan facility security measures including: 1. How access to the oil handling, processing, and storage areas is secured and controlled. 2. How master flow and drain valves are secured. 3. How unauthorized access to starter controls on oil pumps is prevented. 4. How out-of-service and loading/unloading connections of oil pipelines is secured. 5. The appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharges.
Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The SPCC Plan discusses security measures but discussing the fence topped with barbed wire and a controlled entry gate. The SPCC Plan does not discuss appropriateness of security lighting to prevent vandalism & assist in discovery of a discharge. CORRECTIVE ACTION: By July 27, 2019, update the SPCC Plan to include security measures that addressing lighting.
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 05-31-2016
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 05/31/2016.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-21-2021
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to describe in the SPCC Plan facility security measures including: 1. How access to the oil handling, processing, and storage areas is secured and controlled. 2. How master flow and drain valves are secured. 3. How unauthorized access to starter controls on oil pumps is prevented. 4. How out-of-service and loading/unloading connections of oil pipelines is secured. 5. The appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharges.
Violation Notes:	Returned to compliance on 07/20/2021. OBSERVATION: The facility SPCC Plan addresses security to include the gate and gate closed, but does not include lighting to prevent acts of vandalism or to detect petroleum discharges. CORRECTIVE ACTION: By July 21, 2021, either provide the updated section of the SPCC Plan to CCHSHMP for review or schedule a follow up inspection for CCHSHMP to review the SPCC Plan.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	40 CFR 1 265.31 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.31
Violation Description:	Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water which could threaten human health or the environment.
Violation Notes:	Returned to compliance on 07/26/2019. OBSERVATION: Used oil was observed in the scupper system/trenches around the Feed Compressor. Used oil collected in the scupper system should drain to the oil water separator system as designed and not collect in the trenches. CORRECTIVE ACTION: Submit photos/documentation to the CUPA demonstrating the used oil has been removed/flushed through the trenches to the oil water separator. Provide information to CCHSHMP on how the scupper system will be maintained in the future to prevent standing oil.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	08-02-2017
Citation:	HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7, Section(s) Multiple
Violation Description:	UST Program - Administration/Documentation - General - Must include violation description, proper statute and regulation citation in the "comment" section.
Violation Notes:	Returned to compliance on 08/10/2017.

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	05-09-2016
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Haz Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 05/20/2016.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	04-14-2017
Citation:	HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7, Section(s) Multiple
Violation Description:	UST Program - Administration/Documentation - General - Must include violation description, proper statute and regulation citation in the "comment" section.
Violation Notes:	Returned to compliance on 05/03/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 07/17/2019. OBSERVATION: During the site walk, CCHSHMP observed 2 - 55 gallon drums storing oily water in the truck garage and a 55 gallon drum and various compressed gases in the cryogenic garage. The SPCC plan references compressors in the facility that store less than 55 gallons, but should be reported in the hazardous materials inventory. In the "Central Hazardous Waste Storage Area" - verify that the largest container of oil rags and absorbents is 55 pounds and verify the temperature and pressure of the waste ethylene glycol. In the "Cooling Tower Treatment Chemicals", the maximum daily amount should at least be the amount of the largest container - 550 gallons. In the "In Use Cylinder Storage" - verify that the cylinders of hydrogen are below ambient temperature. In the "LR-25 Tank" - verify that the liquid argon is ambient pressure. CORRECTIVE ACTION: By July 27, 2019, update and submit the hazardous materials inventory in CERS to report the oily water in the truck [Truncated]
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	399852

PRAXAIR, INC - 935 (Continued) **1000336443**

Site Name:	Linde Inc - 935
Violation Date:	06-21-2021
Citation:	40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Description:	Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.
Violation Notes:	Returned to compliance on 07/20/2021. OBSERVATION: A drip pan storing liquid was observed next to the used oil storage tank. The drip pan was storing a dark colored liquid which appeared to be used oil. Staff were not present in the truck garage at the time of the site walk, therefore it did not appear that staff were working to transfer the liquid to proper hazardous waste storage. The drip pan did not have a lid to be able to close the container for proper storage of a hazardous waste. CORRECTIVE ACTION: By July 21, 2021, provide documentation the drip pan is no longer used for storage of hazardous waste and staff have been trained on proper hazardous waste storage.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	08-30-2013
Citation:	HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter 6.7, Section(s) Multiple Sections
Violation Description:	UST Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 09/21/2013.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-01-2017
Citation:	23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description:	Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 06/22/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to adequately describe in the SPCC Plan, overfill prevention methods, including a description of the systems or procedures used to prevent overfills for each container.

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The facility has 3 tanks (2 used oil tanks, 1 new oil tank) and 2 - 55 gallon drums for oily water storage that are filled. All other drums are brought in with petroleum already stored. The SPCC Plan addresses overfill for the used oil tank associated with the oil water separator system, stating it is checked daily. There is no other overfill prevention discussion in the SPCC Plan. CORRECTIVE ACTION: By July 27, 2019, include a description of overfill prevention procedures or devices for all applicable SPCC aboveground tanks in the SPCC Plan in accordance with 40 CFR part 112.8(c)(8).
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-31-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-03-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 06-26-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-26-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-11-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-19-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-30-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-07-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-24-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-05-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-21-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-21-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-11-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-21-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-30-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-07-2014
Violations Found: No

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-01-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-11-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-21-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-30-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-30-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 04-14-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-03-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-09-2016
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-01-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-21-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-11-2017
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	07-27-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-30-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-02-2017
Violations Found:	Yes
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	UST
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-06-2019
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-10-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-30-2013
Violations Found:	No

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Enforcement Action:
Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-30-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 07-11-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-21-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-01-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST

PRAXAIR, INC - 935 (Continued) **1000336443**

Enf Action Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	04-14-2017
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	UST
Enf Action Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	07-11-2017
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HW
Enf Action Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-27-2019
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	APSA
Enf Action Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-01-2018
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	UST
Enf Action Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD

PRAXAIR, INC - 935 (Continued) **1000336443**

Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-26-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 08-30-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-27-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-31-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 08-02-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection

PRAXAIR, INC - 935 (Continued) **1000336443**

Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-21-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-09-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-27-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 399852
Facility Name: Linde Inc - 935
Env Int Type Code: APSA
Program ID: 10004470
Coord Name: Not reported
Ref Point Type Desc: Unknown,
Latitude: 38.014393
Longitude: -121.864601

Affiliation:
Affiliation Type Desc: Document Preparer

PRAXAIR, INC - 935 (Continued) **1000336443**

Entity Name:	Diana West
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Linde Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	UST Tank Operator
Entity Name:	Linde Inc
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94565
Affiliation Phone:	(925) 427-3955,
Affiliation Type Desc:	CUPA District
Entity Name:	Contra Costa County Health Services Department
Entity Title:	Not reported
Affiliation Address:	4585 Pacheco BlvdSuite 100
Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Laura Markman
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Claire Featherston
Entity Title:	Associate Director of Operations, NorCal
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation Phone: ,

Affiliation Type Desc: UST Property Owner Name
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 10 Riverview Road
Affiliation City: Danbury
Affiliation State: CT
Affiliation Country: United States
Affiliation Zip: 06810
Affiliation Phone: (716) 879-4077,

Affiliation Type Desc: UST Tank Owner
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 2000 Loveridge Road
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (925) 427-3955,

Affiliation Type Desc: Legal Owner
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 10 Riverview Drive
Affiliation City: Danbury
Affiliation State: CT
Affiliation Country: United States
Affiliation Zip: 06810
Affiliation Phone: (203) 312-1500,

Affiliation Type Desc: UST Permit Applicant
Entity Name: Jerad Stager
Entity Title: Facility Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (925) 427-3955,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 2000 Loveridge Road
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Affiliation Type Desc: Operator
Entity Name: Linde Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (203) 312-1500,

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD # A
City,State,Zip: PITTSBURG, CA 94565
Site ID: 572599
CERS ID: 10864501
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Violation Date: 05-26-2021
Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 06/18/2021. OBSERVATION: The following compressed gases were observed in reportable quantities but not reported in CERS: 1) hydrogen (about 13,000 standard cubic feet (cf); 2) propane (about 40 gallons - 5 - 8 gallon cylinders); 3) Trifluoromethane R23 (700 pounds that needs to be converted to cf); 4) helium/oxygen mixture (about 6,400 cf); 5) sayake or trifluoroiodomethane (about 1,600 cf); 6) Helium/argon mixture (about 2,400 cubic feet); 7) helium/nitrogen mixture (about 5,000 cf); 8) silicon tetrachloride (about 1,400 pounds that needs to be converted to cf); and 9) halocarbon 41/fluoromethane/methyl fluoride (about 144 pounds that needs to be converted to cf). CORRECTIVE ACTION: By June 25, 2021, add all hazardous materials stored on site in a reportable quantity to the hazardous materials inventory in CERS, including the 9 listed above.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Violation Date: 05-26-2021
Citation: HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler’s operations that requires modification to any portion of the business plan.
Violation Notes: Returned to compliance on 06/18/2021. OBSERVATION: The following hazardous materials were observed with a 100% or more increase than what is reported in CERS: 1) propylene (455 gallons reported but about 5,460 pounds were observed - which needs to be converted to gallons) - also verify that 52 gallons is the largest container because 420 pound container was observed; 2) helium (1,650 standard cubic feet (CF)

PRAXAIR, INC - 935 (Continued) **1000336443**

reported but about 4,800 cf observed); and 3) krypton xenon neon mixture (reported as 400 cf total, but about 1,200 cf was observed). CORRECTIVE ACTION: By June 25, 2021, update the total amounts and largest container for all hazardous materials reported in CERS, including the 3 listed above.

Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 06-21-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-17-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CalARP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-26-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:

Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Site Address: 2000 LOVERIDGE RD # A
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-26-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Nathaniel Lonergan
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Baird Reynolds
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	Praxair INC
Entity Title:	Not reported
Affiliation Address:	10 Riverview Drive
Affiliation City:	Danbury
Affiliation State:	CT
Affiliation Country:	United States
Affiliation Zip:	06810
Affiliation Phone:	(203) 837-2000,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	Praxair Distribution Inc
Entity Title:	Not reported
Affiliation Address:	10 Riverview Drive
Affiliation City:	Danbury
Affiliation State:	CT
Affiliation Country:	United States
Affiliation Zip:	06810
Affiliation Phone:	(203) 837-2000,
Affiliation Type Desc:	Document Preparer

PRAXAIR, INC - 935 (Continued) **1000336443**

Entity Name:	Baird Reynolds
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Operator
Entity Name:	Praxair Distrubution Inc. Electronics Annex
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(925) 783-7254,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Praxair Distribution, Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

HWTS:

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945650000
EPA ID:	CAD009122961
Inactive Date:	Not reported
Create Date:	07/23/1982
Last Act Date:	09/09/2020
Mailing Name:	Not reported
Mailing Address:	2000 LOVERIDGE RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	PITTSBURG, CA 945654114
Owner Name:	LINDE INC
Owner Address:	2000 LOVERIDGE RD
Owner Address 2:	Not reported
Owner City,State,Zip:	PITTSBURG, CA 945654114
Contact Name:	CLAIRE FEATHERSTON
Contact Address:	2000 LOVERIDGE ROAD
Contact Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 94565

NAICS:

EPA ID:	CAD009122961
Create Date:	2002-03-14 16:36:26.000
NAICS Code:	32512
NAICS Description:	Industrial Gas Manufacturing

PRAXAIR, INC - 935 (Continued) **1000336443**

Issued EPA ID Date:	1982-07-23 00:00:00
Inactive Date:	Not reported
Facility Name:	LINDE INC
Facility Address:	2000 LOVERIDGE RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	945650000

Name:	RUAN TRANSPORT CORPORATION
Address:	2000 LOVERIDGE RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAL000400584
Inactive Date:	06/30/2019
Create Date:	09/19/2014
Last Act Date:	02/24/2020
Mailing Name:	Not reported
Mailing Address:	666 GRAND AVE
Mailing Address 2:	SUITE 3100
Mailing City,State,Zip:	DES MOINES, IA 503092506
Owner Name:	RUAN TRANSPORT CORP
Owner Address:	666 GRAND AVE
Owner Address 2:	SUITE 3100
Owner City,State,Zip:	DES MOINES, IA 503092506
Contact Name:	ERIC MEIDENBAUER
Contact Address:	666 GRAND AVE
Contact Address 2:	SUITE 3100
City,State,Zip:	DES MOINES, IA 50309

NAICS:

EPA ID:	CAL000400584
Create Date:	2014-09-19 11:34:43.350
NAICS Code:	48849
NAICS Description:	Other Support Activities for Road Transportation
Issued EPA ID Date:	2014-09-19 11:34:43.34700
Inactive Date:	2019-06-30 00:00:00
Facility Name:	RUAN TRANSPORT CORPORATION
Facility Address:	2000 LOVERIDGE RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	94565

29
North
1/2-1
0.975 mi.
5150 ft.

Relative:
Lower

Actual:
53 ft.

G & K SERVICES, INC **ENVIROSTOR** **1000309414**
1229 CALIFORNIA AVE **VCP** **N/A**
PITTSBURG, CA 94565 **CERS HAZ WASTE**
EMI
HIST CORTESE
CONTRA COSTA CO. SITE LIST
CERS

ENVIROSTOR:

Name:	CINTAS PITTSBURG

G & K SERVICES, INC (Continued) **1000309414**

Address: 1229 CALIFORNIA AVENUE
City,State,Zip: PITTSBURG, CA 94565
Facility ID: 60003032
Status: Active
Status Date: 07/23/2020
Site Code: 202323
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 3.21
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Isabella Roman
Supervisor: Kimberly Walsh
Division Branch: Cleanup Berkeley
Assembly: 14
Senate: 07
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 38.01599
Longitude: -121.8663
APN: 073-190-025
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 073-190-025
Alias Type: APN
Alias Name: 202323
Alias Type: Project Code (Site Code)
Alias Name: 60003032
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/25/2021
Comments: Letter notifying RP of projected costs for DTSC oversight over fiscal year 2021-2022.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/20/2021
Comments: Letter providing contact information for project manager.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 04/12/2021
Comments: Activity completed. RP and DTSC signed. Delay was owing to mail delivery.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

G & K SERVICES, INC (Continued) **1000309414**

Completed Document Type:	Technical Report
Completed Date:	07/23/2020
Comments:	Review of Existing documents completed in Nov. 2020. RP and consultant plan to submit WP for a Supplemental Site Investigation as agreed upon in the scoping meeting. No correspondence generated.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	10/07/2020
Comments:	Map and analytical results
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Application
Completed Date:	06/12/2020
Comments:	Request for Agency Oversight Application signed 6/12/2020.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	11/26/2018
Comments:	Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	09/10/2018
Comments:	Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	12/11/2019
Comments:	Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2023
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Supplemental Site Investigation Report
Future Due Date:	2022
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Remedial Action Completion Report
Future Due Date:	2023
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Preliminary Endangerment Assessment Report

G & K SERVICES, INC (Continued) **1000309414**

Future Due Date:	2023
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Supplemental Site Investigation Report
Future Due Date:	2022
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Remedial Action Plan
Future Due Date:	2022
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Name:	CINTAS PITTSBURG
Address:	1229 CALIFORNIA AVENUE
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	60003032
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.21
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Isabella Roman
Supervisor:	Kimberly Walsh
Division Branch:	Cleanup Berkeley
Site Code:	202323
Assembly:	14
Senate:	07
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	07/23/2020
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	38.01599 / -121.8663
APN:	073-190-025
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	073-190-025
Alias Type:	APN
Alias Name:	202323
Alias Type:	Project Code (Site Code)
Alias Name:	60003032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	08/25/2021

G & K SERVICES, INC (Continued) **1000309414**

Comments: Letter notifying RP of projected costs for DTSC oversight over fiscal year 2021-2022.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/20/2021
Comments: Letter providing contact information for project manager.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 04/12/2021
Comments: Activity completed. RP and DTSC signed. Delay was owing to mail delivery.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/23/2020
Comments: Review of Existing documents completed in Nov. 2020. RP and consultant plan to submit WP for a Supplemental Site Investigation as agreed upon in the scoping meeting. No correspondence generated.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/07/2020
Comments: Map and analytical results

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 06/12/2020
Comments: Request for Agency Oversight Application signed 6/12/2020.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/26/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/10/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/11/2019
Comments: Completed without DTSC oversight. Once entered into VCA program,

G & K SERVICES, INC (Continued) **1000309414**

submitted previous investigations/reports (VCA Task 1- Document Review).

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Supplemental Site Investigation Report
Future Due Date: 2022
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Completion Report
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Preliminary Endangerment Assessment Report
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Supplemental Site Investigation Report
Future Due Date: 2022
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Plan
Future Due Date: 2022
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS HAZ WASTE:
Name: CINTAS
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 94565
Site ID: 393624
CERS ID: 10152485
CERS Description: Hazardous Waste Generator

EMI:
Name: G & K SERVICES, INC
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 945650000
Year: 1987
County Code: 7
Air Basin: SF
Facility ID: 3140
Air District Name: BA
SIC Code: 7218
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0

G & K SERVICES, INC (Continued) **1000309414**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: G & K SERVICES, INC
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 945650000
Year: 1990
County Code: 7
Air Basin: SF
Facility ID: 3140
Air District Name: BA
SIC Code: 7218
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: G & K SERVICES, INC
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 945650000
Year: 1993
County Code: 7
Air Basin: SF
Facility ID: 3140
Air District Name: BA
SIC Code: 7218
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: G & K SERVICES, INC
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 945650000
Year: 1995
County Code: 7
Air Basin: SF
Facility ID: 3140
Air District Name: BA
SIC Code: 7218
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported

G & K SERVICES, INC (Continued) **1000309414**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1996
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1997
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1998
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA

G & K SERVICES, INC (Continued) **1000309414**

SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1999
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2000
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2001
County Code:	7

G & K SERVICES, INC (Continued) **1000309414**

Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2002
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	38
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	44
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2003
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	38
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	44
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE

G & K SERVICES, INC (Continued) **1000309414**

City,State,Zip:	PITTSBURG, CA 945650000
Year:	2004
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44.435
Reactive Organic Gases Tons/Yr:	37.6386578
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.277
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	44.478
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40.031

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2005
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.021
Reactive Organic Gases Tons/Yr:	.011117
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2006
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.476
Reactive Organic Gases Tons/Yr:	4.3988465
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

G & K SERVICES, INC (Continued) **1000309414**

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 93306
Year:	2007
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.034
Reactive Organic Gases Tons/Yr:	.0221306
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2008
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.033
Reactive Organic Gases Tons/Yr:	.0191584
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.278
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2009
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.5000000000000003E-2
Reactive Organic Gases Tons/Yr:	2.0852800000000001E-2
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.27800000000000002
SOX - Oxides of Sulphur Tons/Yr:	0.002

G & K SERVICES, INC (Continued) **1000309414**

Particulate Matter Tons/Yr:	6.4000000000000001E-2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5.8400000000000001E-2
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2010
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.3000000000000002E-2
Reactive Organic Gases Tons/Yr:	1.9020700000000001E-2
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.27800000000000002
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	6.4000000000000001E-2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5.8400000000000001E-2
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2011
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.033
Reactive Organic Gases Tons/Yr:	0.0190207
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2012
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.033
Reactive Organic Gases Tons/Yr:	0.0190207

G & K SERVICES, INC (Continued) **1000309414**

Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0.051333333333
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.047

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2013
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.025
Reactive Organic Gases Tons/Yr:	0.0122431
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.047

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2014
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.031728712
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.08355476
NOX - Oxides of Nitrogen Tons/Yr:	0.42386198
SOX - Oxides of Sulphur Tons/Yr:	0.002167189
Particulate Matter Tons/Yr:	0.067441427
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.050641427

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2015
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

G & K SERVICES, INC (Continued) **1000309414**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.786449562
Reactive Organic Gases Tons/Yr:	4.764502914
Carbon Monoxide Emissions Tons/Yr:	0.34020861
NOX - Oxides of Nitrogen Tons/Yr:	1.4774072
SOX - Oxides of Sulphur Tons/Yr:	0.006563748
Particulate Matter Tons/Yr:	0.09065258
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.07385258

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2016
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.063706995
Reactive Organic Gases Tons/Yr:	0.038618588312
Carbon Monoxide Emissions Tons/Yr:	0.201822407
NOX - Oxides of Nitrogen Tons/Yr:	0.957533364
SOX - Oxides of Sulphur Tons/Yr:	0.004631632
Particulate Matter Tons/Yr:	0.080452187
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.063652187

HIST CORTESE:

edr_fname:	Super-7 / Southland #17847
edr_fadd1:	1229 CALIFORNIA
City,State,Zip:	PITTSBURG, CA 94565
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	3140

CONTRA COSTA CO. SITE LIST:

Name:	CINTAS
Address:	1229 CALIFORNIA AVE
City:	PITTSBURG
Facility ID:	FA0033336
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: >10K-100K LBS, 20+ EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	770824
CERS ID:	10152485

Name:	CINTAS
Address:	1229 CALIFORNIA AVE
City:	PITTSBURG
Facility ID:	FA0033336
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST

G & K SERVICES, INC (Continued) **1000309414**

Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: APSA: <10K GALLONS
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10K-100K LBS, 20+ EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: 25 - <50 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: TP: CONDITIONALLY EXEMPT COMMERCIAL LAUNDRY
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

CERS:
Name: CINTAS
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 94565
Site ID: 393624
CERS ID: 10152485
CERS Description: Chemical Storage Facilities

G & K SERVICES, INC (Continued) **1000309414**

Violations:

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-20-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 04/24/2018. OBSERVATION: Current emergency response plan has old owners information. CORRECTIVE ACTION: Update emergency response plan to reflect new owner information. Submit electronically.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-20-2018
Citation:	HSC 6.11 25404(e)(4) - California Health and Safety Code, Chapter 6.11, Section(s) 25404(e)(4)
Violation Description:	Failure to report program data electronically.
Violation Notes:	Returned to compliance on 04/27/2018. OBSERVATION: Facility has not checked that they generate hazardous waste on the business activities form. Facility is a hazardous waste generator and must be in the hazardous waste generator program. CORRECTIVE ACTION: Resubmit business activities page. You must check yes to the statement facility generates hazardous waste. The facility is a hazardous waste generator and all applicable regulations wil apply.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-23-2021
Citation:	HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/28/2021. OBSERVATION: Inventory is not accurate. Many chemicals are not listed on the current inventory. CORRECTIVE ACTION: Submit a complete and accurate inventory on CERS.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	10-09-2014
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Haz Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 11/12/2014. 66265.15 AND 66265.33
Violation Division:	Contra Costa County Health Services Department

G & K SERVICES, INC (Continued) **1000309414**

Violation Program: HW
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-03-2017
Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description: Tiered Permitting - Administration/Documentation - General
Violation Notes: Returned to compliance on 03/20/2017. TP24 25201.56(d)(8)(B) - Failure to notify the CUPA about closure of treatment unit.
Violation Division: Contra Costa County Health Services Department
Violation Program: CE
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 10-09-2014
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 11/12/2014.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-03-2017
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 03/20/2017.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 04-30-2008
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: RCRA Large Quantity Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 07/31/2008.
Violation Division: Contra Costa County Health Services Department
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-27-2008
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: RCRA Large Quantity Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 04/30/2008.

G & K SERVICES, INC (Continued) **1000309414**

Violation Division:	Contra Costa County Health Services Department
Violation Program:	HWLQG
Violation Source:	CERS,
Site ID:	393624
Site Name:	CINTAS
Violation Date:	03-27-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/27/2018.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-23-2021
Citation:	HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)
Violation Description:	Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.
Violation Notes:	OBSERVATION: Sulfuric Acid is no longer used in the facility. Sulfuric Acid tank is partially full. CORRECTIVE ACTION: Have a registered hauler dispose of the sulfuric acid. Have sulfuric acid tank properly cleaned and closed. Submit tank closure certificate and hazardous waste manifests to CCHSHMP
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-08-2011
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Name: Matt Kaufmann Adam Springer; No violations observed
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HWLQG
Eval Source:	CERS,
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-27-2008
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Name: Kaufmann
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HWLQG

G & K SERVICES, INC (Continued) **1000309414**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 04-07-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-30-2008
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Kaufmann
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 06-23-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-03-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CE
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

G & K SERVICES, INC (Continued) **1000309414**

Eval Date: 03-03-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-27-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-23-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-12-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-12-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency

G & K SERVICES, INC (Continued) **1000309414**

Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-03-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-27-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-23-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-03-2008
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Sonny Khoo & Matt Kaufman; No violations observed
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-27-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP

G & K SERVICES, INC (Continued) **1000309414**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-01-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CE
Eval Source: CERS,

Enforcement Action:
Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-30-2008
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HWLQG
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UNSPEC
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-20-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department

G & K SERVICES, INC (Continued) **1000309414**

Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 10-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-03-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: CE
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-23-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS

G & K SERVICES, INC (Continued) **1000309414**

Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-03-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 10-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
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Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2008
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HWLQG
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-23-2021
Enf Action Type: Notice of Violation (Unified Program)

G & K SERVICES, INC (Continued) **1000309414**

Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 393624
Facility Name: CINTAS
Env Int Type Code: HMBP
Program ID: 10152485
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 38.015910
Longitude: -121.866420

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Environmental Contact
Entity Name: Stephen Koehler
Entity Title: Not reported
Affiliation Address: 27 Whitney Dr
Affiliation City: Milford
Affiliation State: OH
Affiliation Country: Not reported
Affiliation Zip: 45150
Affiliation Phone: ,

Affiliation Type Desc: Property Owner
Entity Name: CINTAS CORPORATION
Entity Title: Not reported
Affiliation Address: 1229 CALIFORNIA AVE
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (513) 459-1200,

Affiliation Type Desc: Legal Owner
Entity Name: CINTAS CORPORATION
Entity Title: Not reported
Affiliation Address: 1229 CALIFORNIA AVE
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (513) 459-1200,

G & K SERVICES, INC (Continued) **1000309414**

Affiliation Type Desc:	Operator
Entity Name:	CINTAS
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(925) 427-4401,

Affiliation Type Desc:	Onsite Treatment Unit Owner Operator
Entity Name:	Jaspreet Narr
Entity Title:	Senior Cooporate Compliance Engineer
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Document Preparer
Entity Name:	Colton Peshek
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1229 California Ave
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Colton Sisler
Entity Title:	Plant Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Cintas #464
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

G & K SERVICES, INC (Continued) **1000309414**

Affiliation Zip: Not reported
Affiliation Phone: ,

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ANTIOCH	S106230282	PG&E FORMER CORPORATION YARD, ANTI	SOMERSVILLE AND BUCHANAN RDS		CPS-SLIC
ANTIOCH	S100833470	PACIFIC GAS AND ELECTRIC - JWP	SOMERSVILLE AND BUCHANAN ROADS	94509	CA BOND EXP. PLAN
PITTSBURG	S126982903	US STEEL-POSCO INDUSTRIES-PITTSBUR	900 LOVERIDGE RD SPC &	94565	SWF/LF

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 07/12/2021
Date Data Arrived at EDR: 08/06/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 77

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/08/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/18/2021
Next Scheduled EDR Contact: 03/06/2022
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/19/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 85

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/09/2021
Date Data Arrived at EDR: 08/10/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 87

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/09/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30
Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29
Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22
Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/29/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 33
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/20/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/03/2021
Number of Days to Update: 86

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/30/2021
Number of Days to Update: 84

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/20/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/08/2021
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/10/2021
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 68

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 82

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 09/14/2021
Date Data Arrived at EDR: 11/11/2021
Date Made Active in Reports: 11/23/2021
Number of Days to Update: 12

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 10/28/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/20/2021
Date Made Active in Reports: 04/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Quarterly

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 12/01/2019
Date Data Arrived at EDR: 08/19/2021
Date Made Active in Reports: 10/28/2021
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 12/10/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/25/2021
Date Data Arrived at EDR: 09/03/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/12/2021
Date Data Arrived at EDR: 09/13/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 15

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/17/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 66

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/14/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/08/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 82

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 40
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/19/2020
Date Data Arrived at EDR: 01/08/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 73
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/24/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 87
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 12/01/2020
Date Made Active in Reports: 02/09/2021
Number of Days to Update: 70
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 12/27/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/08/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/13/2021
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 89

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/03/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 90

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 12/09/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/09/2021
Date Data Arrived at EDR: 08/24/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 87

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/14/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 91

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/05/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 91

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/01/2022
Date Data Arrived at EDR: 01/04/2022
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 07/02/2020
Date Made Active in Reports: 09/17/2020
Number of Days to Update: 77

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/11/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 70

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/20/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/08/2021
Number of Days to Update: 78

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/19/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/27/2021
Date Data Arrived at EDR: 09/01/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/24/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 78

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/16/2021
Date Data Arrived at EDR: 04/20/2021
Date Made Active in Reports: 07/07/2021
Number of Days to Update: 78

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 10/05/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 84

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/05/2021
Date Made Active in Reports: 12/22/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/09/2021
Date Data Arrived at EDR: 11/09/2021
Date Made Active in Reports: 01/27/2022
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/09/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/04/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/12/2021
Date Data Arrived at EDR: 03/16/2021
Date Made Active in Reports: 06/01/2021
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/25/2021
Number of Days to Update: 83

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55
Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29
Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 84
Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/01/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 75

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 11/01/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 10/22/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 85

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 10/01/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/09/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 12/21/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 84

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 10/07/2021
Number of Days to Update: 56

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 6

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 12/22/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 10/08/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 82

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/11/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2021
Date Data Arrived at EDR: 02/18/2021
Date Made Active in Reports: 05/10/2021
Number of Days to Update: 81

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 10/13/2021
Date Made Active in Reports: 01/04/2022
Number of Days to Update: 83

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 06/28/2021
Number of Days to Update: 11

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/14/2021
Number of Days to Update: 89

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/24/2022
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 02/02/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/26/2021
Date Data Arrived at EDR: 10/27/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 85

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 11/04/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 81

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/29/2021
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/09/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 81

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 09/30/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 75

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 09/30/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 76
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/18/2021
Date Data Arrived at EDR: 09/28/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 77
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 11/02/2021
Number of Days to Update: 90
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80
Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 02/08/2021
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/11/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 89

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/10/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/04/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/18/2021
Next Scheduled EDR Contact: 02/27/2022
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/17/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 78

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/13/2021
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 04/06/2021
Number of Days to Update: 82

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 04/26/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 79
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 10/21/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 84
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 82
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/23/2021
Date Data Arrived at EDR: 09/28/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 78
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 10/26/2021
Date Data Arrived at EDR: 10/27/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 85

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/23/2021
Date Data Arrived at EDR: 08/10/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 90

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/12/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 82

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 02/24/2021
Number of Days to Update: 13

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/06/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PROPOSED COMMERCIAL PROPERTY
1625 BUCHANAN ROAD
PITTSBURG, CA 94565

TARGET PROPERTY COORDINATES

Latitude (North):	37.998428 - 37ˆ 59' 54.34''
Longitude (West):	121.866456 - 121ˆ 51' 59.24''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	599528.3
UTM Y (Meters):	4206041.0
Elevation:	101 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	12008686 ANTIOCH SOUTH, CA
Version Date:	2018
Northeast Map:	12021565 ANTIOCH NORTH, CA
Version Date:	2018
Southwest Map:	12008696 CLAYTON, CA
Version Date:	2018
Northwest Map:	12021611 HONKER BAY, CA
Version Date:	2018

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

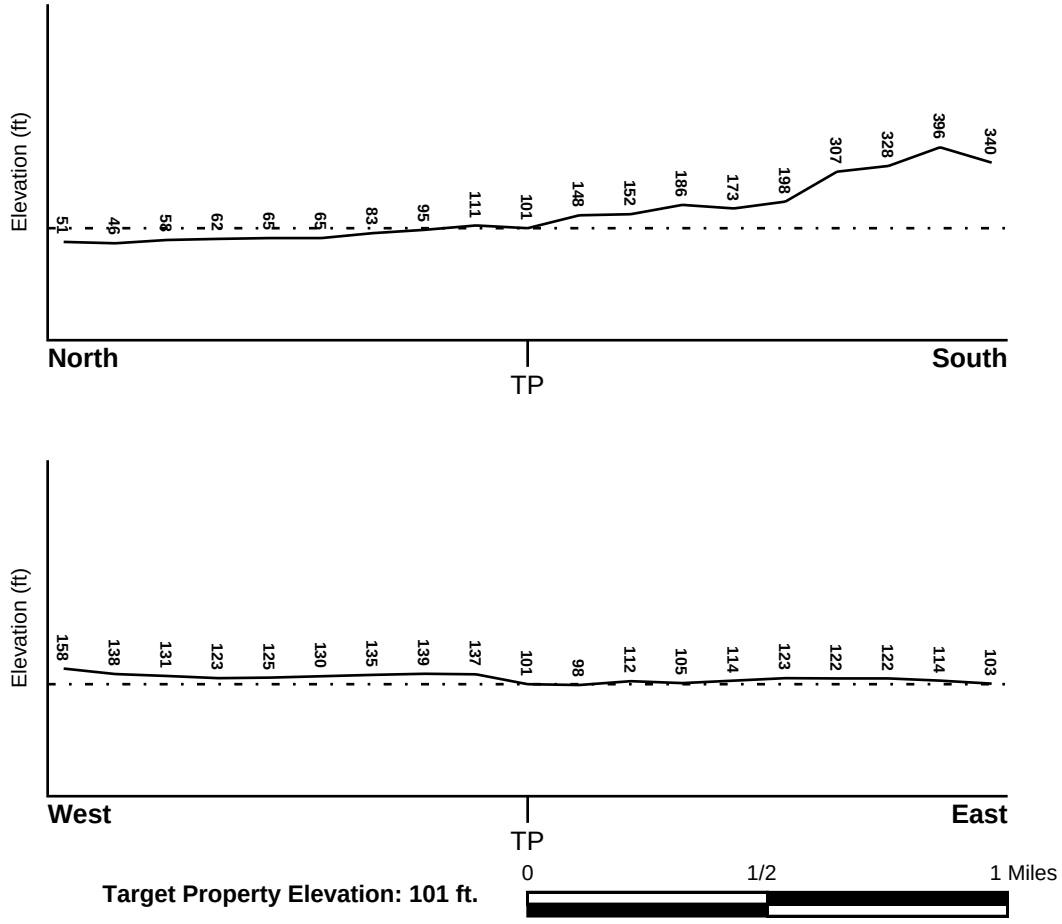
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06013C0326F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06013C0119G	FEMA FIRM Flood data
06013C0138G	FEMA FIRM Flood data
06013C0307F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
ANTIOCH SOUTH	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/4 - 1/2 Mile West	NW
2	1/2 - 1 Mile NE	NW
1G	1/2 - 1 Mile NE	NW
2G	1/4 - 1/2 Mile West	NW

For additional site information, refer to Physical Setting Source Map Findings.

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

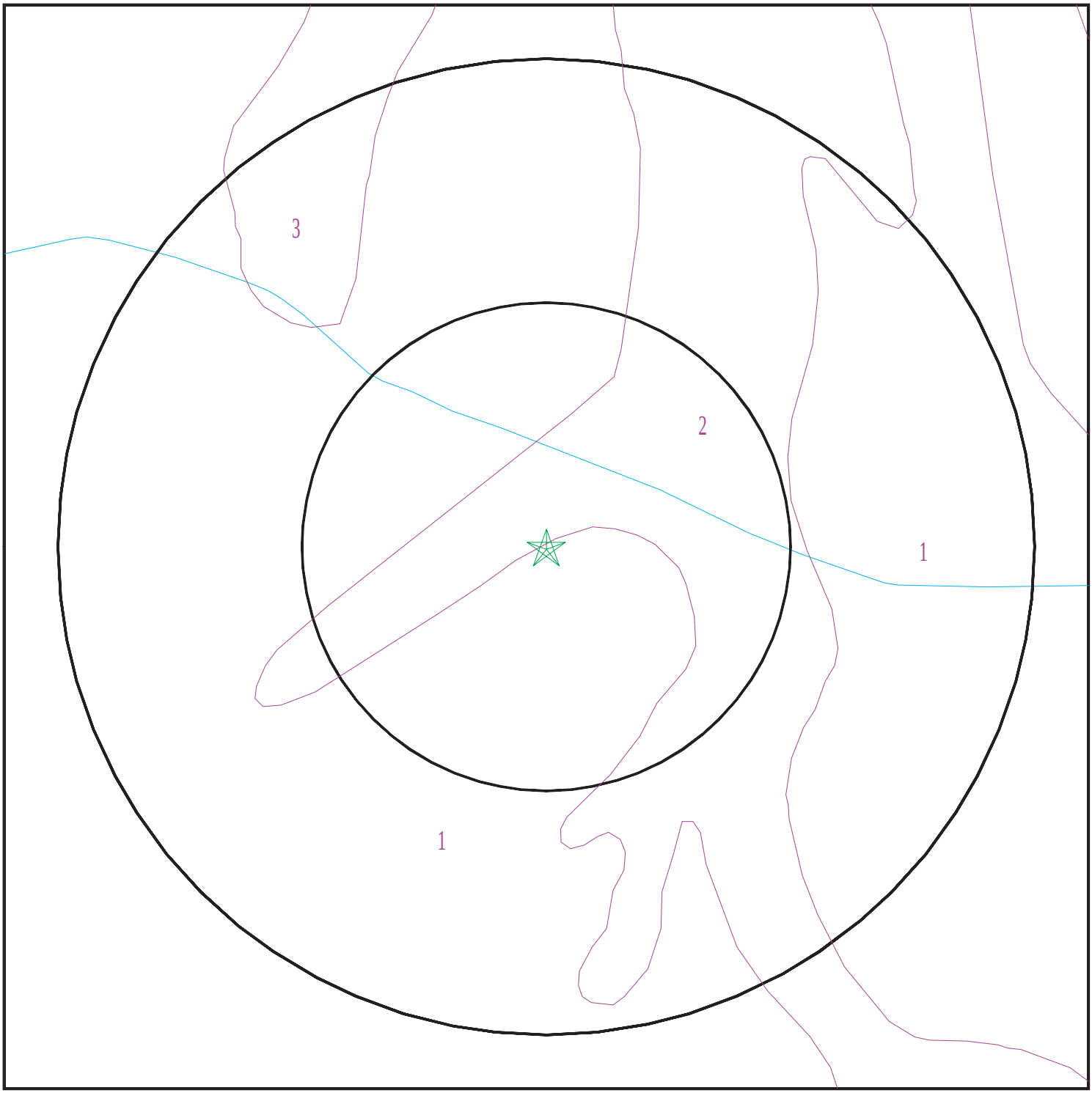
Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6838041.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
LAT/LONG:	37.998428 / 121.866456	INQUIRY #:	6838041.2s
		DATE:	January 28, 2022 3:28 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: RINCON

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
2	11 inches	29 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
3	29 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9

Soil Map ID: 2

Soil Component Name: RINCON

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information

	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
2	11 inches	29 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
3	29 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9

Soil Map ID: 3

Soil Component Name: CAPAY

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	35 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
2	35 inches	51 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
3	51 inches	72 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 6838041.2s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
		INQUIRY #:	6838041.2s
LAT/LONG:	37.998428 / 121.866456	DATE:	January 28, 2022 3:28 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **West** **1/4 - 1/2 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	60614 NW Not Reported Not Reported Not Reported 10/13/1985	**AQUIFLOW**	**64743**
2 **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	12263 NW 24.12 26.16 Not Reported 01/29/1988	**AQUIFLOW**	**64771**
1G **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	12263 NW 24.12 26.16 Not Reported 01/29/1988	**AQUIFLOW**	**64771**
2G **West** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	60614 NW Not Reported Not Reported Not Reported 10/13/1985	**AQUIFLOW**	**64743**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
94565	29	2

Federal EPA Radon Zone for CONTRA COSTA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 94565

Number of sites tested: 4

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.375 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX E

PRELIMINARY STORMWATER CONTROL PLAN

PRELIMINARY STORMWATER CONTROL PLAN

for

C-STORE/GAS STATION CAR WASH

PITTSBURG, CALIFORNIA

December 20, 2018

Owner:

LMK PETRO INC.
82 N. MAIN ST.
MILPITAS, CA. 95035
PHONE: (408) 569-3396
CONTACT: SHASHI SHARMA

Prepared by:

dk Consulting
1931 San Miguel Drive, Suite 100
Walnut Creek, CA 94596
(925) 932-6868

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Attachments

Stormwater Control Plan Exhibit

IMP Sizing Calculator Output

I. PROJECT DATA

Table 1. Project Data

Project Name/Number	C-Store/Gas Station Car Wash
Application Submittal Date	To be submitted by applicant
Project Location	1625 Buchanan Road, Pittsburg, CA 94565 (088-030-021)
Name of Developer	TBD
Project Phase No.	NA
Project Type and Description	Gas station, car wash, and convenience store with parking lot
Project Watershed	Willow and Kirker Creek
Total Project Site Area (acres)	± 4.8 acres
Total Area of Land Disturbed (acres)	± 2.71 acres
Total New Impervious Surface Area (sq. ft.)	22,259 sf (0.51 acres)
Total Replaced Impervious Surface Area	20,421 sf (0.47 acres)
Total Pre-Project Impervious Surface Area	29,470 sf (0.68 acres)
Total Post-Project Impervious Surface Area	43,516 sf (1 acre)
50% Rule	Applies
Project Density	Per Applicant
Applicable Special Project Categories	None
Percent LID and non-LID treatment	100% LID
HM Compliance	Applies

II. SETTING

II.A. Project Location and Description

This project is located on the northwest corner of Buchanan Road and Meadows Avenue intersection within the City of Pittsburg, Contra Costa County, California. Residential units and Norine Drive are to the west of the project. To the north of the project is Contra Costa Canal. Open space is to the east of the project. The proposed development will consist of a convenience store, gas station, car wash, and parking lot. Two existing structures, a cell tower and building, will remain in their original locations.

II.B. Existing Site Features and Conditions

The property is approximately 4.8 acres and has elevations ranging from 134' to 95'. The slopes within the site vary, as high as 60% and as little as 3%. Most of the surface runoff drains north off-site. Another portion of the surface runoff is collected by an existing storm drain inlet before outfalling into the existing storm drain system east of the property along Buchanan Road.

Half of the property is undeveloped and consists of brush and trees. The rest of the property includes an auto repair service, parking lot, cell tower, and several structures. The soil type is hydrologic soil group C based on United States Department of Agriculture National Resources Conservation Service.

II.C. Opportunities and Constraints for Stormwater Control

Primary stormwater control constraints for this project consist of:

- Potential oil spills, preventing the use of pervious pavement;
- Heavy vehicular traffic; and
- Steep slopes in several areas, preventing treatment areas in those locations

During the planning stages, stormwater treatment and hydromodification have been integrated within the project site. Two bioretention facilities, for stormwater treatment, and one retention pond, for hydromodification, have been designed across the site, centrally located north of the parking lot. Approximately 80% of the site will remain as either existing pervious area or proposed landscaped areas, which helps to reduce the amount of C.3 treatment required.

The minor areas throughout the site that are not treated consist of less than 160 square feet and are limited within the frontage area along Buchanan Road.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The proposed development is centrally located within the site and utilizes mostly the existing flat areas. Proposed site minimizes the disturbance of existing vegetation and soils.

III.A.2. Preservation of natural drainage features

There are no natural drainage features within the project boundary.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

There are no creeks, wetlands, and riparian habitats within the project site.

III.A.4. Minimization of imperviousness

The proposed development limits potential impervious areas. Approximately 80% of the site will remain as existing pervious area or proposed landscaped areas.

III.A.5. Use of drainage as a design element

The buildings and parking lot, within the site, drain north to the bioretention facilities, resulting in the preservation of the site's natural drainage patterns and the enhancement of the site's natural character.

III.B. Use of Permeable Pavements

Since the proposed development includes a car wash and gas station, there may be potential oil spills, preventing the use of pervious pavement.

III.C. Dispersal of Runoff to Pervious Areas

Runoff from the buildings and parking lot will be directed to bioretention basins prior to entering the large retention pond.

III.D. Bioretention or other Integrated Management Practices

Bioretention Facilities

Bioretention facilities will be designed and constructed in accordance with the criteria included within the Guidebook. A cross section of the bioretention area is included on the preliminary Stormwater Control Plan Exhibit. Bioretention facilities have the following characteristics:

- Ponding depth will be 10" min.
- 18" depth "loamy sand" soil mix with minimum long-term percolation rate of 5"/hour.
- Area of soil mix meets or exceeds minimum.
- Perforated pipe (PVC SDR 35 or approved equivalent) underdrain bedded in "Class 2 perm" with connection and sufficient head to storm drain or discharge point.
- No filter fabric between sandy loam and class 2 perm layer.
- Underdrain has a clean-out port consisting of a vertical, rigid, non-perforated PVC pipe, with a minimum diameter of 4 inches and a watertight cap.
- Location and footprint of facility are shown on site plan, landscaping, and grading plan.
- Bioretention area is designed as a basin (level edges), and final grading plan will be consistent with these elevations.
- Curb inlets are 12" wide, have a 4"-6" reveal and an apron or other provision to prevent blockage when vegetation grows in, and energy dissipation as needed.
- Overflow connected to a downstream storm drain or approved discharge point.
- Emergency spillage will be safely conveyed overland.
- Plantings are suitable to the climate, exposure, and a well-drained soil, and occasional inundation during large storm events.
- Irrigation system with connection to water supply, on a separate zone.
- Vaults, utility boxes, and light standards are located outside the minimum soil mix surface area.
- When excavating, avoid smearing of the soils on bottom and side slopes. Minimize compaction of native soils and "rip" soils if clayey and/or compacted. Protect the area from construction site runoff.
- Volume of subsurface storage meets or exceeds minimum.
- Underdrain is connected to discharge through an appropriately sized orifice or other flow-limiting device.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas for LID Facilities

Table 2

DMA Name	*Area (SF)*	*Surface Type/Description*	*DMA Type/Drains to*
DMA 1	*32,524*	*Landscape*	*IMP 1*
DMA 2	*13,251*	*Entry Drive/Parking Lot*	*IMP 1*
DMA 3	*5,991*	*Landscape*	*IMP 1*
DMA 4	*2,656*	*Landscape*	*IMP 1*
DMA 5	*2,800*	*Roof*	*IMP 1*
DMA 6	*77*	*Landscape*	*IMP 1*
DMA 7	*5,024*	*Landscape*	*IMP 1*
DMA 8	*977*	*Sidewalk*	*IMP 1*
DMA 9	*15,529*	*Entry Drive/Parking Lot*	*IMP 2*
DMA 10	*4,322*	*Landscape*	*IMP 2*
DMA 11	*4,254*	*Roof*	*IMP 2*
DMA 12	*951*	*Landscape*	*IMP 2*
DMA 13	*1,580*	*Sidewalk*	*IMP 2*
DMA 14	*3,850*	*Roof*	*IMP 2*
DMA 15	*2,400*	*Landscape*	*IMP 2*
DMA 16	*297*	*Landscape*	*IMP 2*
DMA 17	*307*	*Existing Concrete Pad*	*IMP 2*
DMA 18	*1,535*	*Landscape*	*IMP 2*
DMA 19	*529*	*Existing Roof/Sidewalk*	*IMP 2*
DMA 20	*207*	*Wall*	*IMP 2*

DMA 21	*232*	*Wall*	*IMP 1*

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 32,524 square feet, drains a portion of the existing pervious area/landscaping. DMA 1 drains to bioretention facility IMP 1.

DMA 2, totaling 13,251 square feet, drains a portion of the entry drive/parking lot. DMA 2 drains to bioretention facility IMP 1.

DMA 3, totaling 5,991 square feet, drains a portion of the landscaping. DMA 3 drains to bioretention facility IMP 1.

DMA 4, totaling 2,656 square feet, drains a portion of the landscaping. DMA 4 drains to bioretention facility IMP 1.

DMA 5, totaling 2,800 square feet, drains the roof. DMA 5 drains to bioretention facility IMP 1.

DMA 6, totaling 77 square feet, drains a portion of the landscaping. DMA 6 drains to bioretention facility IMP 1.

DMA 7, totaling 5,024 square feet, drains a portion of the landscaping. DMA 7 drains to bioretention facility IMP 1.

DMA 8, totaling 977 square feet, drains a portion of the sidewalk. DMA 8 drains to bioretention facility IMP 1.

DMA 9, totaling 15,529 square feet, drains a portion of the entry drive/parking lot. DMA 9 drains to bioretention facility IMP 2.

DMA 10, totaling 4,322 square feet, drains a portion of the landscaping. DMA 10 drains to bioretention facility IMP 2.

DMA 11, totaling 4,254 square feet, drains the roof. DMA 11 drains to bioretention facility IMP 2.

DMA 12, totaling 951 square feet, drains a portion of the landscaping. DMA 12 drains to bioretention facility IMP 2.

DMA 13, totaling 1,580 square feet, drains a portion of the sidewalk. DMA 13 drains to bioretention facility IMP 2.

DMA 14, totaling 3,850 square feet, drains the roof. DMA 14 drains to bioretention facility IMP 2.

DMA 15, totaling 2,400 square feet, drains a portion of the landscaping. DMA 15 drains to bioretention facility IMP 2.

DMA 16, totaling 297 square feet, drains a portion of the landscaping. DMA 16 drains to bioretention facility IMP 2.

DMA 17, totaling 307 square feet, drains the existing concrete pad. DMA 17 drains to bioretention facility IMP 2.

DMA 18, totaling 1,535 square feet, drains a portion of the landscaping. DMA 18 drains to bioretention facility IMP 2.

DMA 19, totaling 529 square feet, drains the existing roof/sidewalk. DMA 19 drains to bioretention facility IMP 2.

DMA 20, totaling 207 square feet, drains the wall. DMA 20 drains to bioretention facility IMP 2.

DMA 21, totaling 232 square feet, drains the wall. DMA 21 drains to bioretention facility IMP 1.

IV.B. Integrated Management Practice Descriptions

IV.B.1. Information Summary for IMP Design

Table 3

Total Project Area Requiring Treatment (Square Feet)	104,499
Mean Annual Precipitation	14.5
IMPs Designed For:	Treatment Plus Flow Control

IV.B.2. Self-Treating Areas

Table 4

DMA Name	*Area (square feet)*
ST 1	93,417
ST 2	12,280
Total	105,697

IV.B.3. Areas Not Treated

Table 5

Area Name	*Area (square feet)*	*Post-project Surface Type*
NT 1	77	Frontage
NT 2	76	Frontage
Total	153	

IV.B.4. Areas Draining to IMPs

Table 6

IMP Name: IMP1 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

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

Table 7

IMP Name: IMP2 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

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

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

The project will create potential sources of stormwater pollutants. Sources to be controlled include:

- Potential dumping of wash-water or other liquids into storm drains inlets.
- Oil spills
- Need for future indoor or structural pest control.
- Fertilizers and pesticides used in yard maintenance.
- Fire sprinkler test water
- Miscellaneous drain or wash water
- Refuse will be handled by owner. Owner will be required to store their cans in a covered area.
- Convenience store

V.B. Source Control Table

Table 8

Potential source of runoff pollutants	*Permanent source control BMPs*	*Operational source control BMPs*
On-site dumping into storm drain inlets	All accessible on-site inlets will be marked with the words "No Dumping! Flows to Creek"	Markings will be periodically repainted or replaced. Inlets and pipes conveying stormwater to BMPs will be inspected and maintained as part of BMP Operation and Maintenance Plan.
Need for future indoor or structural pest control		Integrated Pest Management (IPM) information will be provided to property owners.
Landscape/outdoor pesticide use	Final landscape plans will: Be designed to minimize irrigation and runoff and to minimize use of fertilizers and pesticides that can contribute to stormwater pollution. Specific plantings within bioretention areas and swales that are tolerant of the sandy loam soil and periodic inundation. Include pest-resistant plants.	Landscape will be maintained using minimum or no pesticides. IPM information will be provided to property owners.

	Include plantings appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency and plant interactions.	
Fire sprinkler test water	Fire sprinkler test valves will be equipped with a means to divert test water to the sanitary sewer.	See Plumbing plan sheets, P2.01A-C
Convenience store, sidewalks, and parking lots		Sweep store, sidewalks, and parking lots to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer, not to the storm drain.
Miscellaneous drain or wash water	Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and will not drain to the storm drain system. Condensate drain lines will discharge to the sanitary sewer system or to landscape areas. Rooftop mounted equipment will be roofed or covered to prevent pollutants from entering runoff. Drainage sumps shall feature a sediment sump to reduce the quantity of sediment in pumped water. Roofing, gutters, and trim shall not be copper or other unprotected metal that could leach into runoff.	

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

The owner agrees to operate and maintain the stormwater treatment facilities (bioretention facilities) constructed in connection with the project. Also, the applicant will be responsible for paying for maintenance of treatment facilities and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Pittsburg.

A Stormwater Facilities Operation and Maintenance Plan will be prepared as a separate document. This plan includes detailed maintenance requirements and a maintenance schedule.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

Bioretention facilities receive runoff from proposed storm drain system. The runoff briefly floods the surface of the treatment area and then percolates through an active soil layer to drain rock below. Typical routine maintenance consists of the following:

- Examine storm drain inlets or sheet flow from paving and landscaped areas to ensure that flow to the bioretention facility is unimpeded. Remove any debris and repair any damaged pipes. Check splash blocks or rocks and repair, replace, or replenish as necessary.
- Examine the overflow pipe to make sure that it can safely convey excess flows to a storm drain. Repair or replace any damaged or disconnected piping.
- Check the underdrain piping to make sure it is intact and unobstructed.
- Observe the structure of the box and fix any holes, cracks, rotting, or failure.
- Check that the soil is at the appropriate depth to allow a reservoir above the soil surface, and is sufficient to effectively filter stormwater. Remove any accumulations of sediment, litter, and debris. Till or replace soil as necessary. Confirm that soil is not clogging and that the planter will drain 3-4 hours after a storm event.
- Determine whether the vegetation is dense and healthy. Replace dead plants. Prune or remove any overgrown plants or shrubs that may interfere with planter operation. Clean up fallen leaves or debris and replenish mulch. Remove any nuisance or invasive vegetation.
- Abate any potential vectors by filling holes in the ground in and around the swale and by insuring that there are no areas where water stands longer than 48 hours following a storm. If mosquito larvae are present and persistent, contact the Contra Costa Mosquito and Vector Control District for information and advice. Mosquito larvicides should be applied only when necessary and then only by a licensed individual or contractor.

VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table 9

Stormwater Control Plan Page #	*BMP Description*	*See Plan Sheet #s*
Section IV	Runoff from DMA 1 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 2 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 3 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 4 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 5 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 6 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 7 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 8 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 9 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 10 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 11 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 12 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 13 is directed to IMP 2.	1 (C.3 Exhibit)

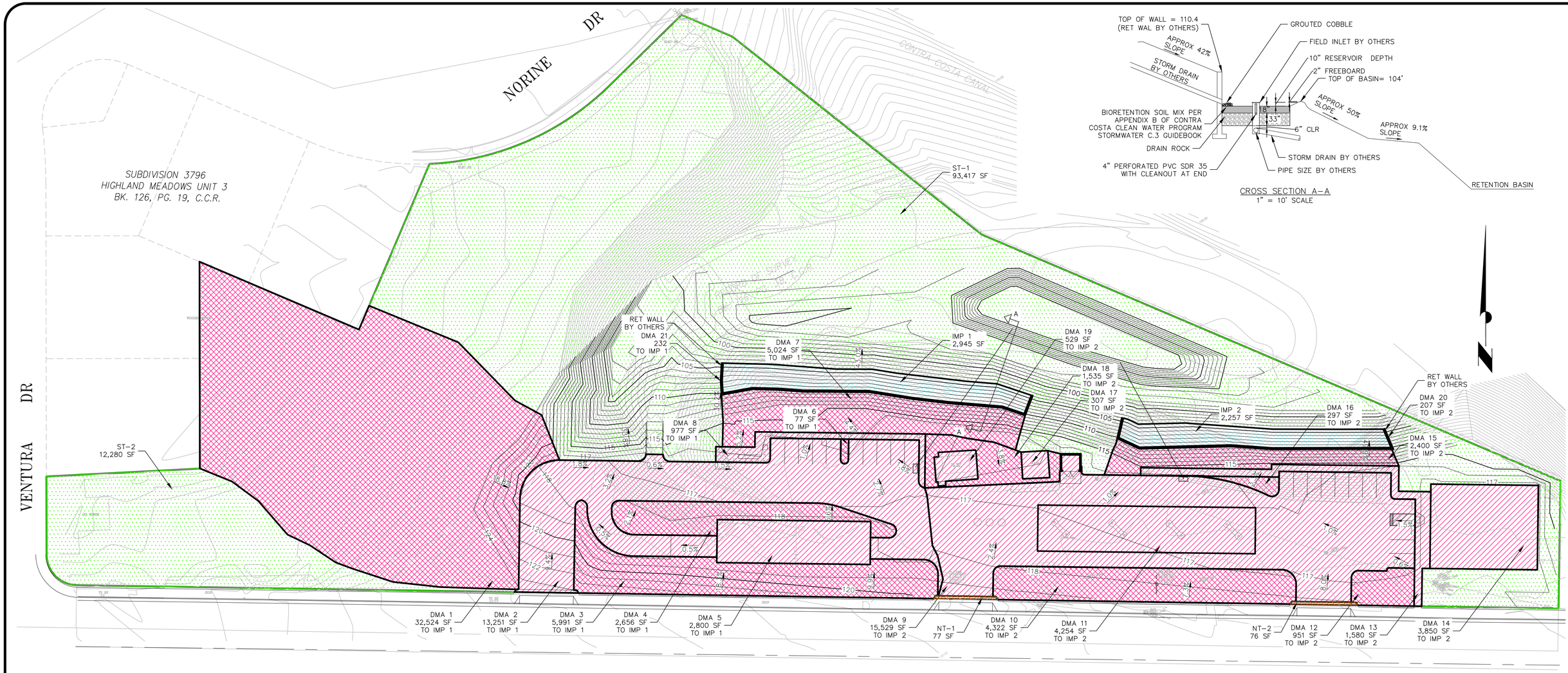
Section IV	Runoff from DMA 14 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 15 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 16 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 17 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 18 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 19 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 20 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 21 is directed to IMP 1.	1 (C.3 Exhibit)

VIII. CERTIFICATIONS

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order R2-2015-0049.

ATTACHMENT A

STORMWATER CONTROL PLAN EXHIBIT



CROSS SECTION A–A
1" = 10' SCALE

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

IV. Areas Draining to IMPs

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

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

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

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

LEGEND

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

ABBREVIATIONS

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

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

C-STORE
C.3 EXHIBIT
DECEMBER 20, 2018

dk CONSULTING
ENGINEERING · PLANNING · SURVEYING
1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6868

\\PW\DK_JOBS\PROJECTS\2018\18-1058 C-STORE\DWG\LEVOS-1858.dwg 12/20/2018

ATTACHMENT B

CONTRA COSTA IMP CALCULATOR
SUMMARY REPORT

Project Name: C-Store
Project Type: Treatment and Flow Control
APN: 088030021
Drainage Area: 104,828
Mean Annual Precipitation: 14.5

IV. Areas Draining to IMPs

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

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA1	32,933	Landscape	0.50	16,467
DMA2	13,177	Concrete or Asphalt	1.00	13,177
DMA3	5,991	Landscape	0.50	2,996
DMA4	2,656	Landscape	0.50	1,328
DMA5	2,800	Conventional Roof	1.00	2,800
DMA6	77	Landscape	0.50	39
DMA7	5,045	Landscape	0.50	2,523
DMA8	977	Concrete or Asphalt	1.00	977
DMA21	232	Concrete or Asphalt	1.00	232
			Total	40,537

IMP Sizing

	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	1.209	2,941	2,945
Surface Volume	0.050	1.209	2,450	2,454
Subsurface Volume	0.066	1.209	3,235	3,240

Maximum Underdrain Flow (cfs)	0.06
Orifice Diameter (in)	1.54

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

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA9	15,529	Concrete or Asphalt	1.00	15,529

IMP Sizing

IMP Sizing Factor	Rain Adjustment	Minimum Area or	Proposed Area or

DMA10	4,322	Landscape	0.50	2,161
DMA11	4,254	Conventional Roof	1.00	4,254
DMA12	951	Landscape	0.50	476
DMA13	1,580	Concrete or Asphalt	1.00	1,580
DMA14	3,850	Conventional Roof	1.00	3,850
DMA15	2,400	Landscape	0.50	1,200
DMA16	297	Landscape	0.50	149
DMA17	307	Conventional Roof	1.00	307
DMA18	1,506	Landscape	0.50	753
DMA19	529	Conventional Roof	1.00	529
DMA20	207	Concrete or Asphalt	1.00	207
			Total	30,994

	Factor	**Volume**	**Volume**
Area	0.060	1.209	2,248	2,257
Surface Volume	0.050	1.209	1,874	1,881
Subsurface Volume	0.066	1.209	2,473	2,483
			Maximum Underdrain Flow (cfs)	0.03
			Orifice Diameter (in)	1.15

Report generated on 11/28/2018 12:00:00 AM by the Contra Costa Clean Water Program IMP Sizing Tool software (version 1.3.1.0).

APPENDIX F

SPECTRAL SOUND MEASUREMENTS SUMMARY REPORT

D. L. ADAMS ASSOCIATES
acoustics | performing arts | technology

1536 Ogden Street
Denver, CO 80218
www.dlaa.com
303.455.1900

August 11, 2016

Ms. Cheryl Dobie
Aerodry Systems, LLC
P.O. Box 907
Broomfield, Colorado 80038

Re: Aerodry – Spectral Sound Measurements (DLAA #16-131) Summary Report

Dear Cheryl,

The following is a summary of the blower sound level measurements taken at the site on August 4, 2016. Attached is Table 1 which is a summary of the 1/3 octave band sound measurements taken at the site.

We measured a variety of configurations with various model numbers that correspond to different groupings of dryers. The system sizes ranging from 45 HP to 120 HP consisted of configurations utilizing 1 and 2 overhead towers and 1 set of 6-outlet side columns..

Measurements were taken in ANSI-standard 1/3-octave bands between 25 Hertz (Hz) and 20,000 Hz. The blowers were located as shown in Figure 1. Sound measurements were taken outside the building at four distances: 1m, 20', 50', and 90' from the exterior edge of the building at centerline of the opening as shown in Figure 1.

Table 1 (enclosed) summarizes the measurements taken at the four measurement locations under six different operating conditions as described below Table 1.

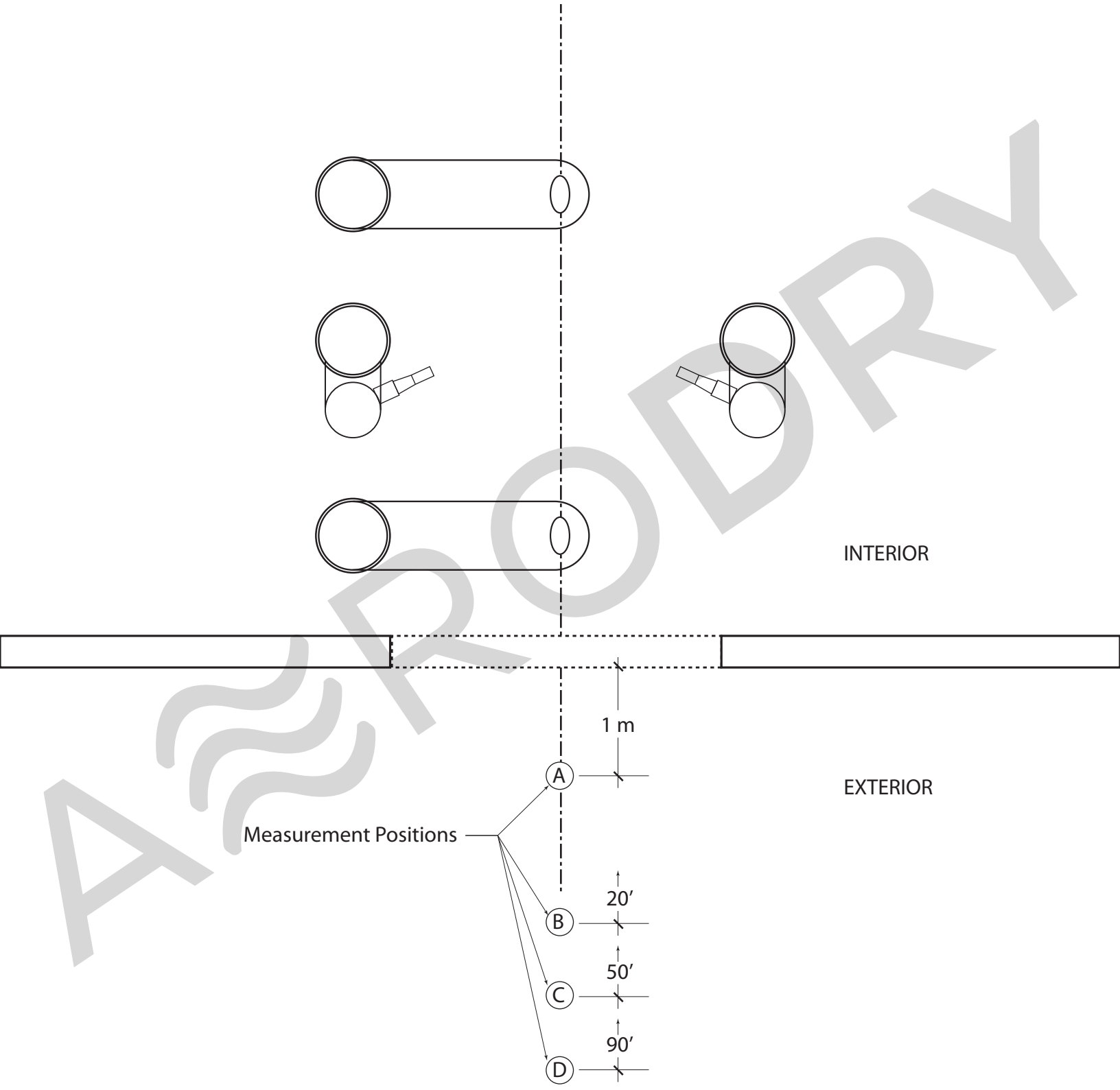
Measurements were taken with a Larson Davis Model 831 Type 1 sound level meter and a PCB Piezotronics Model 377B02 condensing microphone. Immediately prior to measuring, the sound level meter's calibration was checked and recorded. Calibration was again verified at the conclusion of the measurements. All of our equipment has been calibrated within the recommended time period set by the manufacturer. Documentation verifying measurement calibration compliance is available upon request,

If you have any questions, please call me.

Sincerely,

Mick Barnhardt
Senior Consultant

Encl: Figure 1; Table 1



AERODRY

Dryer Configuration

D. L. ADAMS ASSOCIATES
acoustics | performing arts | technology
1536 Ogden Street Denver, Colorado 80218
303/455-1900 FAX 303/455-9187

Aerodry

scale: 1/4" = 1' - 0"

Figure 1

8-11-16 | Project No. 16-161 | Drawn by MBB

TABLE 1: Sound Measurement Summary (in dB)

		1/3 Octave Band Frequency																													
Location	**Condition**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**	**dBA**
A	Condition 1	75	75	76	79	79	78	73	72	76	73	67	75	83	81	66	65	66	65	66	65	65	62	60	59	57	56	55	52	47	39	**82**
B	Condition 1	63	67	69	70	74	67	66	61	64	62	60	64	76	71	55	57	55	56	54	56	54	51	51	50	48	46	45	42	36	29	**74**
C	Condition 1	60	61	60	64	68	65	62	61	59	57	54	59	68	64	50	50	48	50	49	49	48	45	44	43	40	37	34	30	24	16	**67**
D	Condition 1	57	55	57	61	62	63	64	56	53	52	49	55	64	58	45	46	45	45	45	44	43	40	39	37	34	30	27	22	16	10	**62**
A	Condition 2	69	73	74	76	79	80	80	74	74	77	73	68	73	81	81	74	66	69	67	67	66	66	63	62	61	59	58	56	53	49	**81**
B	Condition 2	65	65	68	70	74	70	66	64	65	63	58	66	73	71	60	57	57	57	57	56	57	53	52	51	49	47	46	43	38	30	**73**
C	Condition 2	60	60	62	64	69	66	61	61	59	58	53	60	67	65	59	52	51	52	51	50	50	47	45	44	41	39	36	32	26	17	**67**
D	Condition 2	61	57	59	64	64	62	59	58	54	54	49	55	62	59	46	48	47	47	47	46	46	41	41	39	36	32	29	23	16	9	**62**
A	Condition 3	76	76	77	78	80	82	74	76	78	73	71	75	84	80	68	67	69	68	69	67	68	64	63	63	60	59	57	54	51	44	**83**
B	Condition 3	65	67	68	70	74	73	66	64	66	63	59	67	77	72	59	58	57	56	57	56	56	54	53	52	49	47	46	42	37	29	**75**
C	Condition 3	61	62	63	64	69	68	61	60	61	59	55	62	70	65	51	52	51	52	51	50	50	47	46	45	42	39	36	32	26	17	**68**
D	Condition 3	59	58	58	60	63	65	58	58	55	53	51	56	65	60	45	47	46	46	47	45	45	43	41	39	35	32	28	23	16	9	**63**
A	Condition 4	74	75	76	80	81	80	75	76	78	75	69	72	80	84	73	67	71	69	69	68	68	65	64	62	61	59	57	55	50	42	**84**
B	Condition 4	65	65	68	72	75	73	68	66	66	65	59	63	72	74	63	59	58	59	59	59	58	56	54	53	51	49	48	45	39	31	**74**
C	Condition 4	61	62	62	66	70	67	63	61	61	60	55	59	65	67	58	52	51	53	53	52	51	49	47	46	43	41	38	34	28	19	**68**
D	Condition 4	58	57	59	63	64	64	60	58	56	55	52	54	60	62	58	49	47	48	49	48	46	44	42	41	37	34	30	25	18	11	**63**
A	Condition 5	77	77	79	80	84	84	77	79	81	76	73	74	81	83	73	69	73	71	72	71	71	67	66	66	63	62	60	58	54	46	**85**
B	Condition 5	68	69	71	72	77	75	69	67	68	65	61	67	75	75	64	61	60	60	61	61	60	57	56	56	53	51	50	47	42	34	**76**
C	Condition 5	63	63	63	66	72	70	63	62	63	61	57	61	67	68	60	54	54	55	54	54	53	50	49	48	45	42	40	36	30	21	**69**
D	Condition 5	59	59	60	62	64	66	61	61	58	56	51	56	62	63	54	49	49	49	50	49	48	45	44	42	38	35	32	26	19	11	**64**
A	Condition 6	76	76	78	79	82	82	75	77	79	74	72	76	83	81	75	68	70	69	69	68	69	65	64	63	61	59	58	55	51	43	**84**
B	Condition 6	66	68	69	71	76	74	67	65	67	64	60	68	76	72	63	59	57	58	59	58	58	55	54	53	50	49	47	44	39	31	**75**
C	Condition 6	62	62	62	64	71	69	62	60	61	59	56	61	68	64	55	53	52	52	52	51	51	48	47	46	42	39	37	33	27	18	**68**
D	Condition 6	58	58	58	62	63	65	60	59	58	55	51	55	63	60	50	48	46	47	48	47	46	44	41	40	36	32	29	24	17	10	**63**

Location A: 1 meter from exterior door opening
Location B: 20 feet from exterior door opening
Location C: 50 feet from exterior door opening
Location D: 90 feet from exterior door opening

Condition 1: Model A45
Condition 2: Model A60
Condition 3: Model A60+
Condition 4: Model A90
Condition 5: Model A120
Condition 6: Model A75

AERODRY

Results are exclusive to the Advantage Drying System manufactured by Aerodry Systems, LLC. Use and interpretation for other equipment models or brands is expressly prohibited. Aerodry Systems, LLC is an independent, certified WBE.

APPENDIX G

TRAFFIC IMPACT ANALYSIS REPORT

Final Traffic Impact Analysis Report

LMK Petro at 1625 Buchanan Road

City of Pittsburg, California

August 18, 2017

TJKM

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EXECUTIVE SUMMARY

This report summarizes the results of the Traffic Impact Analysis conducted for the proposed LMK Petro development (the project) on 1625 Buchanan Road in the City of Pittsburg, CA. The purpose of this traffic impact study is to evaluate the potential traffic impacts resulting from the development of the proposed project on the surrounding transportation system.

The proposed project proposes to replace the two existing 1,200 square feet buildings of on the project site with the construction of a 24-hour gas station consisting of 12 fueling positions with a convenience store and a self-service car wash. The convenience store will also have a restaurant with a drive through window. The type of restaurant will be determined by the project applicant at a later date. Proposed access to the site will be via two full access driveways on Buchanan Road.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians; evaluation of on-site vehicle parking supply, passenger and commercial loading spaces and garbage/trash facilities, and queuing analysis at the driveway and at the study intersections.

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, seven study intersections are evaluated during the weekday a.m. peak hour and p.m. peak hour under four study scenarios. The study intersections were evaluated under No Project and Plus Project scenarios for Existing and Cumulative (Year 2035) Conditions.

Project Trip Generation

The proposed LMK Petro project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips are generated during the a.m. peak hour and 101 vehicle trips are generated during the p.m. peak hour.

Existing Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards of mid-Level of Service (LOS) D or better during the a.m. and p.m. peak hours except for the unsignalized intersection of Woodborough Place and Buchanan Road, which operates at LOS F during the p.m. peak hour.

Existing plus Project Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards except for the intersection of Woodborough Place and Buchanan Road (Two-Way Stop Control), which operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. TJKM have conducted MUTCD Warrant 3, Peak Hour and Warrant 7, Crash Experience signal warrants, neither of which are satisfied for Existing and Existing plus Project Conditions. Therefore, this impact is considered insignificant.

Based on the City of Pittsburg LOS impact criteria, the proposed project will have a *less-than-significant* impact at the study intersections during both a.m. and p.m. peak hour.

Cumulative (Year 2035) Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards except the following intersections:

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during both a.m. and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during both a.m. and p.m. peak hours.

Cumulative plus Project Conditions

Under this scenario, the same two intersections continue to operate at unacceptable levels of service.

The intersection of Woodborough Place and Buchanan Road, does not meet warrant for a traffic signal; therefore, this impact is considered insignificant.

Somersville Road and Buchanan Road (Intersection # 5) - The project is adding 33 trips during a.m. peak hour and 40 trips during p.m. peak hour. Therefore, this impact is insignificant as the project is adding less than 50 peak hour trips.

Based on the City of Pittsburg LOS impact criteria, the proposed project will have a *less-than-significant* impact at the study intersections during both a.m. and p.m. peak hour.

Queuing Analysis

The proposed project *does not create a significant impact* on the expected left-turn or right-turn queues at the selected study intersection under the Existing plus Project Conditions.

Pedestrian, Bicycle and Transit Impacts

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The transit service within the immediate vicinity of the project site operates well below capacity, and additional trips generated by the proposed project could be accommodated by existing bus services. Therefore the impacts, to pedestrian, bicycle and transit facilities is *less-than-significant*. However, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and adjacent neighborhoods sidewalk should be provided on the project frontage.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including refueling trucks, delivery trucks, and emergency vehicles. The proposed project's access will be via two full access driveways on Buchanan Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any significant traffic operations issues.

Parking

Based on the project site plan dated July 15, 2016 (**Figure 2**), a total of 29 parking spaces are provided for the LMK Petro project. Based on the City of Pittsburg Municipal Code the total parking required for the project is 15 parking stalls. Therefore, no parking impacts are projected on City streets.

1.0 INTRODUCTION

This report presents the results of the traffic impact analysis for the proposed LMK Petro development (the project) on 1625 Buchanan Road in the City of Pittsburg, California. The analysis was conducted to evaluate the impacts of the project on the surrounding roadway system; to determine the project's influence on the adjacent bicycle, pedestrian, and transit network; and to identify measures to mitigate any significant impacts. The study traffic impact analysis is prepared in accordance with the requirements and methodologies set forth by the City of Pittsburg, the Contra Costa Transportation Authority (CCTA), Caltrans, and the applicable provisions of CEQA. This chapter discusses the TIA purpose, the project study area, analysis scenarios and methods, and criteria used to identify significant impacts.

1.1 Project Description

The proposed LMK Petro project is located at 1625 Buchanan Road in the City of Pittsburg, CA. The project is located between the intersections of Buchanan Road/Ventura Drive and Buchanan Road/Meadows Avenue. The proposed project consists of a convenient store, gas station and a car wash. The gas station will have twelve fueling positions. The car wash is self-serve. The convenience store will also house a restaurant with a drive through window. The type of restaurant will be determined by the owner at a later date. The project information was provided to TJKM by the City of Pittsburg staff. There are two existing 1,200 square feet buildings on the project site, which will be removed and replaced by the proposed project. Proposed access to the site will be via two full access driveways on Buchanan Road.

1.2 Study Intersections

The TIA was conducted by evaluating the operations of the study intersections within the City of Pittsburg that the proposed project might potentially impact during the morning and evening commute periods, when traffic volumes on the surrounding streets are highest. TJKM evaluated traffic conditions at seven study intersections during the a.m. and p.m. peak hours on a typical weekday. The peak periods observed were between 7-9 a.m. and 4-6 p.m. The highest single one-hour period recorded for each peak period was used in the analysis. Study intersections were selected in consultation with the City of Pittsburg staff.

The following study intersections were analyzed (associated traffic controls in parentheses):

1. Loveridge Road and Buchanan Road (Signalized)
2. Woodborough Place and Buchanan Road (Un-Signalized)
3. Ventura Drive and Buchanan Road (Signalized)
4. Meadows Avenue and Buchanan Road (Signalized)
5. Somersville Road and Buchanan Road (Signalized)
6. Buchanan Road and Project Driveway 1 (Un-Signalized)
7. Buchanan Road and Project Driveway 2 (Un-Signalized)

Project impacts to pedestrian facilities, bicycle facilities, and transit service and facilities within the vicinity of project site were also addressed

1.3 Intersection Analysis Scenarios

The study intersections were evaluated during the a.m. and p.m. peak hours for the following scenarios:

Scenario 1: Existing Conditions – This scenario evaluates all the study intersections based on existing traffic volumes, lane geometry and traffic controls.

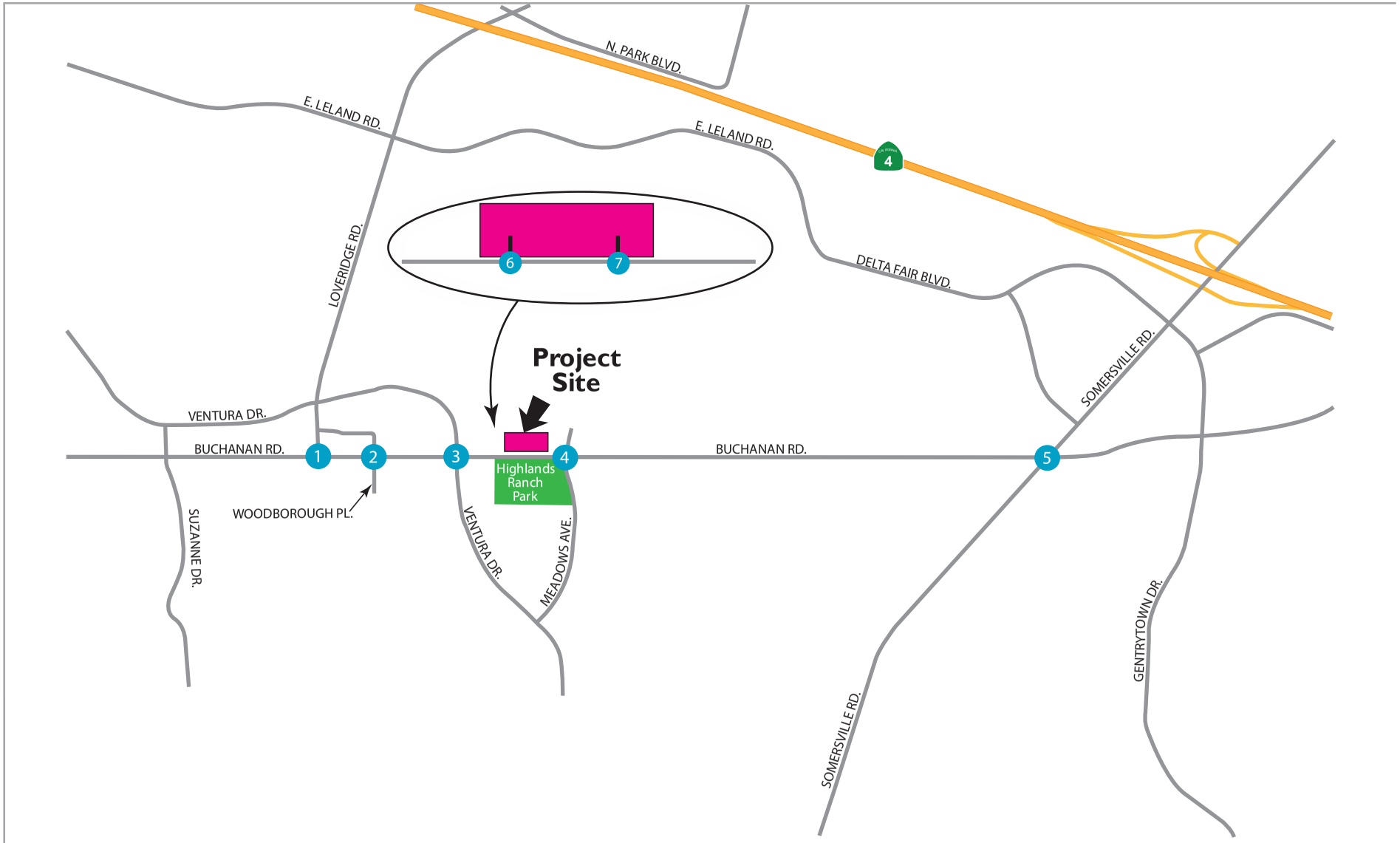
Scenario 2: Existing plus Project Conditions – This scenario is identical to Existing Conditions, but with the addition of traffic generated by the proposed project.

Scenario 3: Cumulative No Project Conditions – This scenario includes year 2035 cumulative volumes obtained from the Tuscany Meadows final Environmental Impact Report dated July 2015 prepared by Raney Planning and Management, Inc. This scenario assumes completion of the James Donlon Boulevard Extension also.

Scenario 4: Cumulative plus Project Conditions – This scenario is identical to Cumulative Conditions, but with the addition of traffic generated by the proposed project.

Figure 1 shows the location of the project site, the surrounding transportation network, and study intersections. **Figure 2** presents the proposed site plan.

Vicinity Map

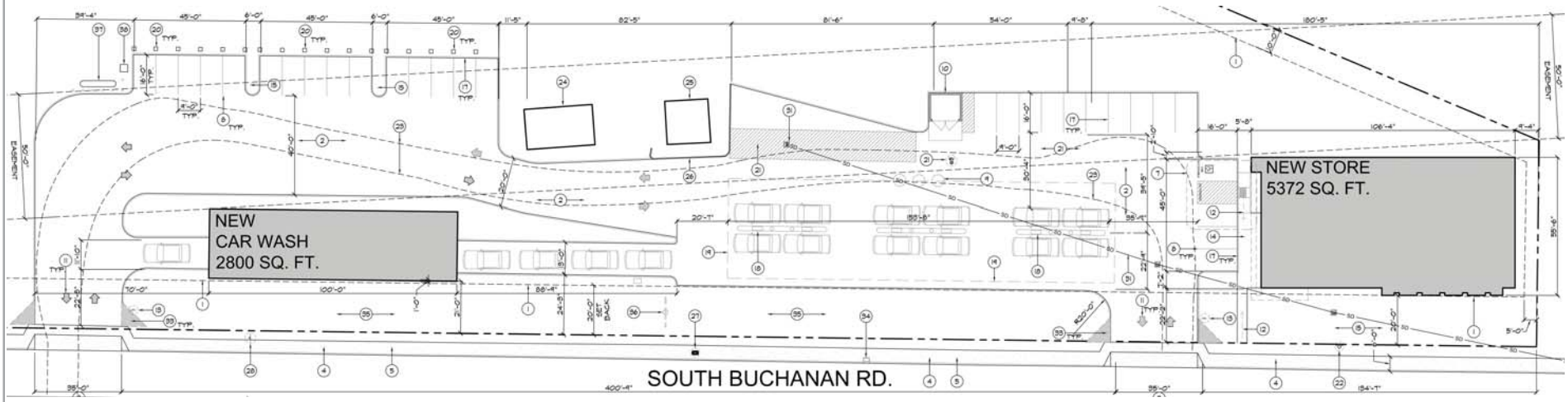


TJKM

057-054 - T2

Figure 1

Project Site Plan



N

TJKM

057-054

Source: CVEAS

Figure 2

1.4 Study Methodology

Existing operational conditions at the seven study intersections were evaluated according to the requirements set forth by the Contra Costa County Transportation Authority (CCTA) using the methodology set forth in the Technical Procedures (dated January 16, 2013). Analysis of traffic operations was conducted using the 2010 *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro 9.0 software. Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

It should be noted that the appendix includes a complete set of LOS calculations using the previous CCTA LOS methodology to allow a direct comparison of the results to the volume to capacity ratio (V/C) thresholds that are established in the City's General Plan. The General Plan specifies a goal of maintaining a volume to capacity ratio less than or equal to 0.85 (with 0.95 permissible at intersections along Kirker Pass Road). The CCTA LOS results are included in the technical appendix to allow verification that the conclusions do not change when CCTALOS methodology is used instead of the HCM methodology adopted by the CCTA in January of 2013.

Signalized Intersections Analysis

The HCM methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. **Table 1** summarizes the relationship between Level of Service (LOS), average control delay, and the volume to capacity ratio at signalized intersections.

Unsignalized Intersections Analysis

The average control delay and LOS operating conditions are calculated by approach (e.g. northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

Table 1: Level of Service for Signalized Intersections

Level of Service	Description	Average Delay (Sec/Veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤10	<0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	>10 to 20	>0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	>20 to 35	>0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	>35 to 55	>0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	>55 to 80	>0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	>80	>1.00

Source: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update,* Contra Costa Transportation Authority, January 16, 2013.

Table 2: Level of Service for Unsignalized Intersections

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches	0 to 10
B	Operations with minor delays	>10 to 15
C	Operations with moderate delays	>15 to 25
D	Operations with some delays	>25 to 35
E	Operations with high delays and long queues	>35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers	>50

Source: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

Traffic Signal Warrant Evaluation Methods

In order to determine whether traffic signals should be installed at currently unsignalized intersections, a supplemental traffic signal warrant analysis was also completed. The California Manual on Uniform Traffic Control Devices (CA-MUTCD), dated November 2014 was used for this analysis. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an unsignalized intersection location. The CA-MUTCD signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency and type of collisions, etc. CA-MUTCD indicates that "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." This

TIS evaluated CA-MUTCD based Peak-Hour-Volume-based Warrant 3 (Urban Areas) and Warrant 7 (Crash Experience) as a representative types of warrant analysis.

1.5 Significant Impact Criteria/Level of Service Standards

Existing policies, laws and regulations that apply to the proposed project are summarized below.

Contra Costa Countywide Comprehensive Transportation Plan Update (2009) - The transportation policies that are currently applicable within Contra Costa County are based on the Contra Costa County Comprehensive Transportation Plan. This document identifies the criteria for analyzing transportation impacts and sets forth plans for future roadway improvements in the county.

East County Action Plan for Routes of Regional Significance (2009) – The Routes of Regional Significance system includes all portions of the Interstate and State highway systems, as well as major arterial roadways that serve the following function:

- The road connects two or more "regions" of the County
- The road crosses county boundaries
- The road carries a significant amount of through-traffic (a threshold might be specified by the Regional Committee)
- The road provides access to a regional highway or transit facility (e.g. a BART station or freeway interchange)

Buchannan Road has been designated as a Route of Regional Significance.

City of Pittsburg General Plan - The Transportation and Circulation Element included in the City of Pittsburg General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

Significance Criteria

The goal of the City of Pittsburg is to maintain a mid-Level of Service (LOS) D during the peak hours (volume to capacity ratio less than or equal to 0.85) with mid LOS E permissible at intersections along Kirker Pass Road, according to the General Plan. However, this analysis also includes the intersection of Somersville Road and Buchanan Road under the jurisdiction of the City of Antioch.

Table 3 summarizes the applicable LOS standards at each of the project study intersections.

Table 3: Intersection Level of Service Significance Criteria

#	Intersection	Control	CCTALOS Standards*		HCM Standards**		MTSO Standards***
			V/C Ratio	LOS	V/C Ratio	LOS	LOS
1	Loveridge Road and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	
2	Woodborough Place and Buchanan Road	Two-Way Stop	>0.90	D	>35 sec	D	
3	Ventura Drive and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	
4	Meadows Avenue and Buchanan Road	Signalized					Mid D
5	Somersville Road and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	

Notes:

* Previously adopted CCTA standards based on the CCTALOS Methodology.

** Currently adopted CCTA standards based on the 2010 Highway Capacity Manual Methodology.

*** MTSO standards based on the East County Action Plan for Routes of Regional Significance

Note that both the older CCTALOS, currently adopted HCM standards and MTSO Standards are provided in **Table 3**. This is because the CCTA Technical Procedures specify that the HCM methodology shall be used unless it is being compared to a standard that was established using the previously adopted methodology, in which the CCTALOS method may be used. As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP). Consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991. Meadows Avenue and Buchanan Road (Intersection #4) under Traffic Management Program (TMP) and MTSO Level of Service Standards is designated as a TMP site as per East County Action Plan for Routes of Regional Significance.

Signalized Intersections Project-related operational impacts on the City of Pittsburg's signalized study intersections are considered significant, if project-related traffic causes the Level of Service (LOS) to deteriorate from Level of Service (LOS) mid D (V/C of 0.85) or better to high LOS D, LOS E, or F, or from LOS E to LOS F.

Unsignalized Intersections Project-related operational impacts on unsignalized intersections in Pittsburg are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from LOS D or better to LOS E or F.

CEQA Guidelines

According to CEQA guidelines, a project would have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards, and travel demand measures, or other standards established by a county congestion management agency for designated roadways.
- Result in inadequate emergency vehicle access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- Result in a projected future over-capacity freeway condition where current long-range planning studies show an under-capacity condition.
- Result in an internal circulation system design that does not meet City standards.

2.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for all the study intersections, including the results of LOS calculations.

2.1 EXISTING SETTING AND ROADWAY SYSTEM

Routes of Regional Significance – Routes of Regional Significance (RRS) are major roadway and freeway corridors that serve regional traffic. These are identified in Action Plans adopted by the Contra Costa Transportation Authority under the countywide Measure J program. State Route 4, Kirker Pass Road, Railroad Avenue, E. Leland Road, Delta Fair Boulevard, Buchanan Road, Somersville Boulevard, Auto Center Drive, James Donlon Boulevard, Lone Tree Way, and Ygnacio Valley Road are all identified as Routes of Regional Significance (RRS) in the East County Action Plan.

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of the Routes of Regional Significance within the project vicinity.

State Route 4 (SR 4)/SR Bypass is the primary east-west corridor in Contra Costa County. It connects Interstate 80 in the city of Hercules to the west with SR 160 and the cities of Oakley and Brentwood to the east. SR 4 is currently a two-lane roadway through Brentwood and is a divided freeway from Interstate 680 east through Concord, Pittsburg, and Antioch. It should be noted that the State Route 4 Bypass has been completed in Antioch and Brentwood providing an alternative to SR 4 in these cities. Interchanges along SR 4 within the study area include Railroad Avenue, Loveridge Road, and Somersville Road.

Kirker Pass Road/Ygnacio Valley Road is a north-south roadway that runs between Buchanan Road in Pittsburg and Clayton Road in Concord. In the Pittsburg 2020 General Plan, Kirker Pass Road is identified as a major arterial. It has four lanes with a 55 mph speed limit and is divided by medians and barriers along most of its length. In the City of Concord, it transitions into a six-lane roadway with a 45 mph speed limit and turns into Ygnacio Valley Road at Clayton Road.

Buchanan Road is an east-west roadway that runs between Contra Loma Boulevard and Railroad Avenue. Within the project vicinity, Buchanan Road has two lanes with a center turning lane with additional capacity at intersections to accommodate high volumes of turning vehicles. Class II bike lanes and sidewalks are present along both sides of Buchanan Road. In the City of Pittsburg 2020 General Plan, Buchanan Road is identified as a major arterial. The posted speed limit of 35 to 45 mph within the project vicinity. This roadway provides access to residential and commercial/retail areas. Buchanan Road is directly accessible to the project site. As per the Draft final *East County Action Plan for Routes of Regional Significance dated March 2014*, Buchanan Road will no longer be designated as a Route of Regional Significance once the James Donlon Boulevard extension is constructed.

Railroad Avenue is a north-south roadway with a 20 to 35 mph speed limit that starts at 3rd Street and ends at Buchanan Road where it turns into Kirker Pass Road. Railroad Avenue has two lanes north of W.

10th Street and becomes a four-lane major arterial south of W. 10th St, as identified in the Pittsburg 2020 General Plan.

Somersville Road is a north-south roadway that runs from Century Boulevard to Oil Canyon Road. In Pittsburg 2020 General Plan, Somersville Road is identified as a major arterial from Century Boulevard to James Donlon Boulevard, with four lanes and this roadway has two lanes from James Donlon Boulevard to Contra Costa Canal. This two-lane section is planned to be expanded to four lanes in future. South of James Donlon Boulevard, Somersville Road provides access to the Black Diamond Mines Regional Park. This roadway is located entirely outside the Pittsburg City Limits. Sidewalks are provided on both the sides of roadway where land uses have been developed adjacent to the roadway. It has posted speed limit of 35 to 45 mph within the vicinity of project site. This roadway provides access to residential and commercial/retail areas. Somersville Road is accessible to the project site via Buchanan Road.

Local Roadways – There are also a number of local roadways that were included in the analysis including the following:

James Donlon Boulevard is an east-west roadway with a 40 mph speed limit that begins west of Somersville Road and ends at Lone Tree Way. This roadway is a four-lane arterial divided by raised medians. It is currently planned to be extended west to Kirker Pass Road under cumulative build-out conditions.

Loveridge Road is a north-south roadway that runs between Pittsburg Waterfront Road and Buchanan Road. Within the vicinity of project site, Loveridge Road is a four lane major arterial roadway with raised medians, bike lanes, and sidewalks on both the sides of roadway. The posted speed limit is 35 mph within the project vicinity. This roadway provides access to residential and commercial/retail areas. Loveridge Road is accessible to the project site via Buchanan Road.

Ventura Drive is a two-lane north-south roadway that runs between Harbor Street and Canyon Oaks Circle. Within the vicinity of project site, Ventura Drive has two lanes with one travel lane in each direction. Sidewalks are provided on both sides of the roadway. The posted speed limit is 25 mph within the project vicinity. This roadway provides access to residential areas. Ventura Drive is accessible to the project site via Buchanan Road.

Meadows Avenue is a two-lane north-south residential roadway that runs between Heatherwood Drive and Ventura Drive. Within the vicinity of project site, Meadows Avenue has two lanes with one travel lane in each direction. Sidewalks are provided along both sides of the roadway. The posted speed limit is 25 mph within the project vicinity. This roadway provides access to residential areas. Meadows Avenue is accessible to the project site via Buchanan Road.

Woodborough Place is a two-lane residential roadway and has a posted speed limit of 25 mph. Sidewalks are provided on both sides of the roadway. This roadway provides access to residential areas. Woodborough Place is accessible to the project site via Buchanan Road.

2.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

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

Within the vicinity of the project site, most of the intersections are signalized and equipped with countdown pedestrian signal heads. Sidewalks are provided along most of the roadways, where land uses have been developed adjacent to the roadway. Sidewalks and crosswalks are found along virtually all previously-described local roadways in the study area. All the existing sidewalks are approximately 5 to 10 feet wide varying within the vicinity of project site. Sidewalks are proposed on the east side of Buchanan Road along the project frontage.

There are two bus stops within 500 feet walking distance of the project site. There is one transit stop located east of the intersection of Buchanan Road and Meadows Avenue and another transit stop located west of the intersection of Buchanan Road and Ventura Drive. All the bus stops are located on Buchanan Road. All the bus stops are accessible to and from the project site via existing sidewalks and crosswalks along Buchanan Road.

The existing pedestrian facilities in the study area are shown in **Figure 3.**

2.3 Existing Bicycle Facilities

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

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or pavement markings and shared with pedestrians and motorists.

As per City of Pittsburg General Plan, the existing bicycle facilities in the vicinity of the project area are described below:

- Delta De Anza multi-use trail (i.e. Class I trails) run within the City of Pittsburg.
- Buchanan Road - Existing Class II bike lanes that run from Somersville Road to Rail Road Avenue along both the sides of roadway.

- Somersville Road - Existing Class II bike lanes that run from Creek Side Drive to James Donlon Boulevard along both the sides of roadway.
- Loveridge Road - Existing Class II bike lanes that run from E. Leland Road to Buchanan Road and along both the sides of roadway.

As per Pittsburg General Plan, the proposed bicycle network in the city of Pittsburg:

- Multi-use trails (i.e. Class I trails) are proposed parallel to Ventura Drive within the City of Pittsburg.
- Multi-use trails (i.e. Class I trails) are proposed parallel to Buchanan Road within the City of Pittsburg.
- Class II bicycle lanes are proposed on Somersville Road between Buchanan Road to Creekside Drive.

The Bicycle facilities in the study area are shown in **Figure 4.**

2.4 Existing Transit Facilities

Three major public mass transit operators provide service within the City of Pittsburg. These include BART, the Eastern Contra Costa Transit Authority (or Tri Delta Transit), and the County Connection. These operators are described below.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction, it runs from Pittsburg to the San Francisco Airport and Millbrae with several connections in Oakland. The Pittsburg/Bay Point BART station serves Pittsburg, Bay Point, Antioch, and all other surrounding cities and runs from 4:00 a.m. to 12:00 a.m. daily, with a weekday frequency of 15 minutes. A future E-BART extension to Hillcrest Avenue in Antioch is currently under construction. This service will connect with BART at the Bay Point BART station.

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

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

The existing transit facilities are shown in **Figure 5,** and **Table 4** describes the services**,** and frequency of the transit services during the week and weekend.

Table 4: Existing Transit Services

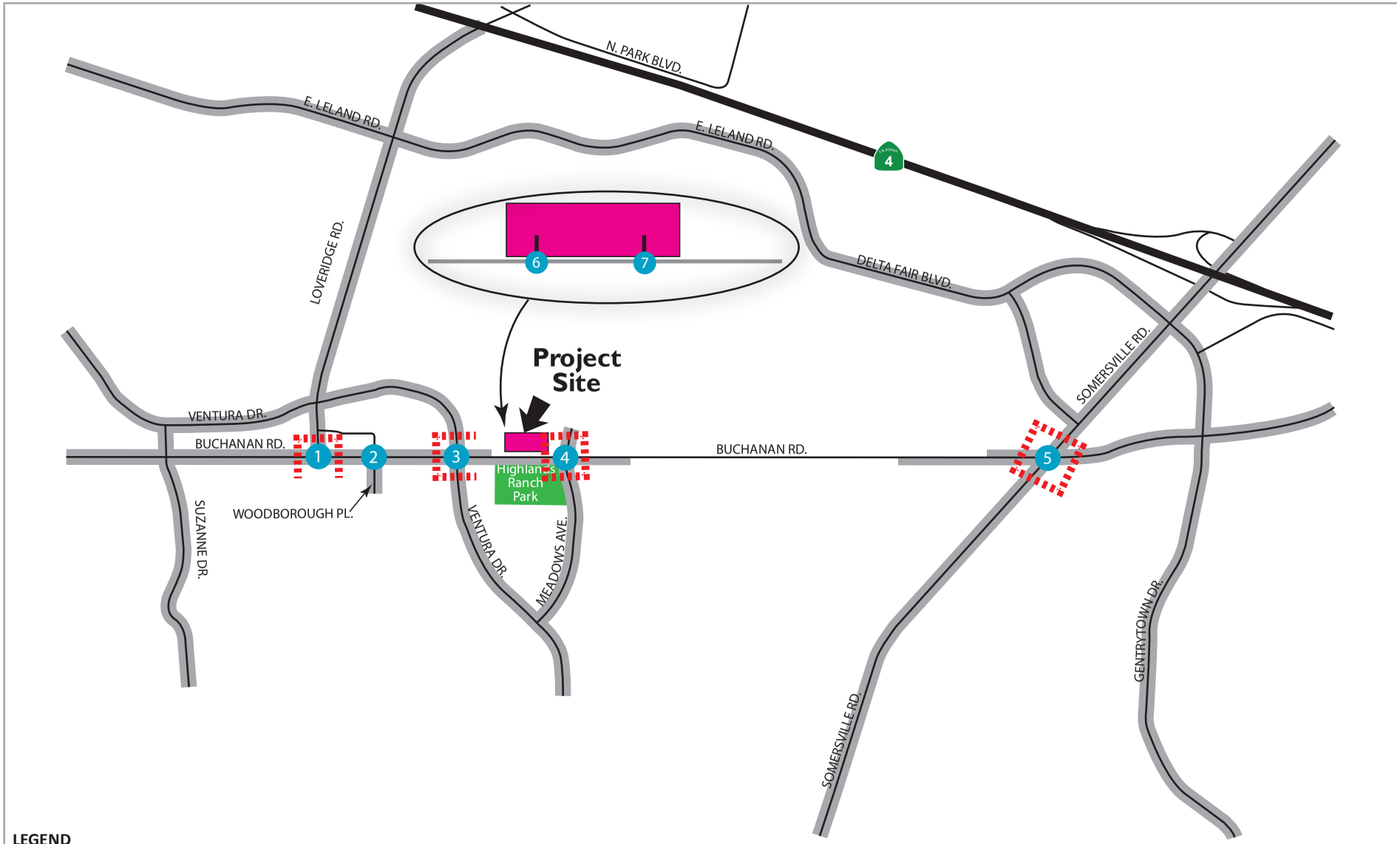
Route #	From	To	Weekdays		Weekend	
			Operating Hours[1]	Headway (minutes)[2]	Operating Hours[1]	Headway (minutes)[2]
380	Pittsburg/Bay Point BART	Tri Delta Transit	3:05 a.m. – 11:35 p.m.	30-60	…	…
390	Pittsburg/Bay Point BART	Hillcrest Park and Ride	3:50 a.m. – 8:30 p.m.	25 - 60	…	…
393	Mariners Cove/Pacifica	Brentwood Park and Ride			5:20 a.m. - 1:40 a.m.	60
93X	BART Walnut Creek	Hillcrest Park and Ride	4:35 a.m. – 8:25 a.m.	30	…	…
	Hillcrest Park and Ride	BART Walnut Creek	3:05 p.m. – 7:45 p.m.	60	…	…

Source: www.trideltatransit.com

[1]. Operating hours rounded to the nearest 5-minute interval.

[2]. Headways are defined as the time interval between two transit vehicles travelling in the same direction over the same route.

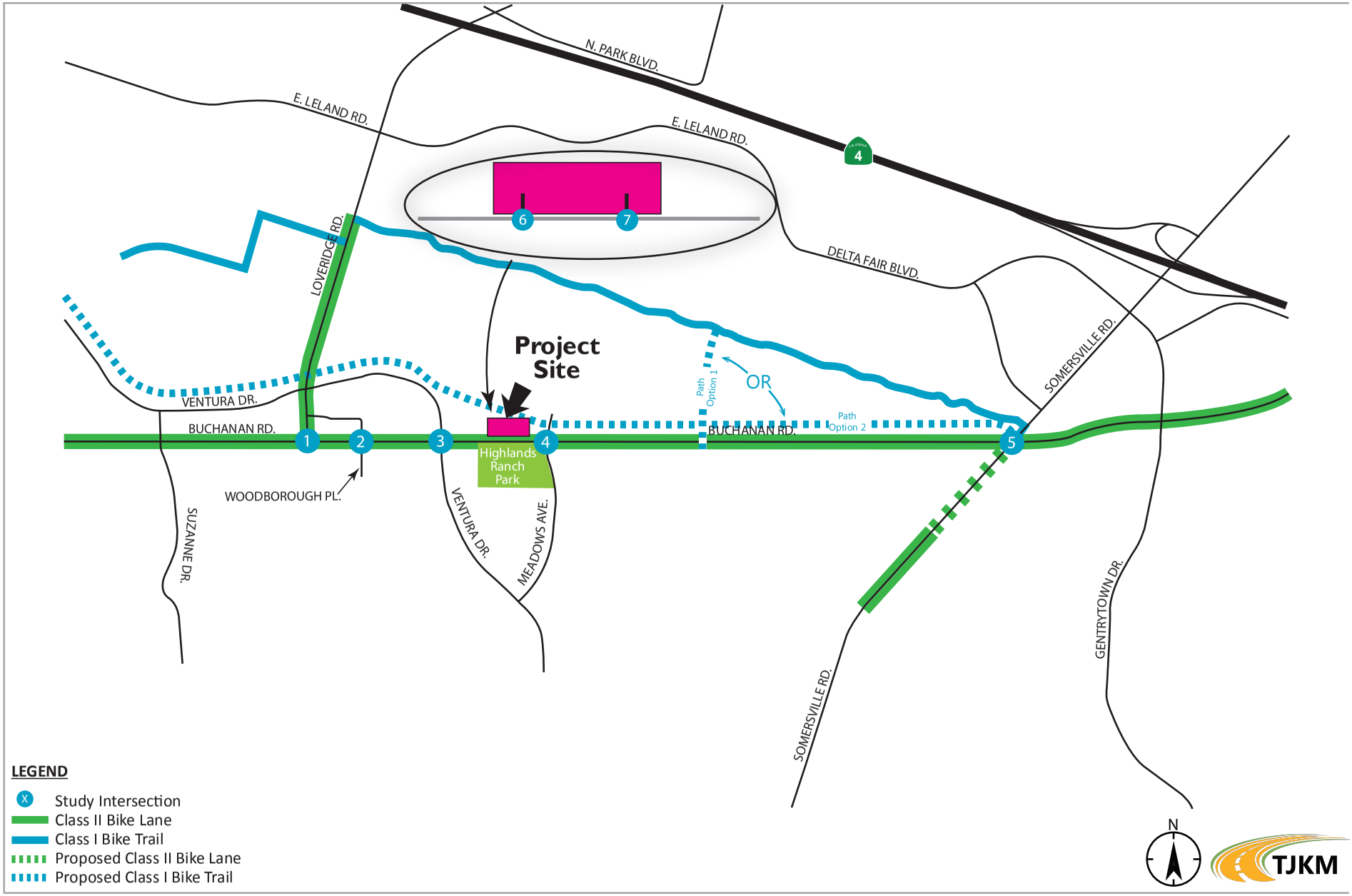
Existing Pedestrian Facilities



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Figure 3

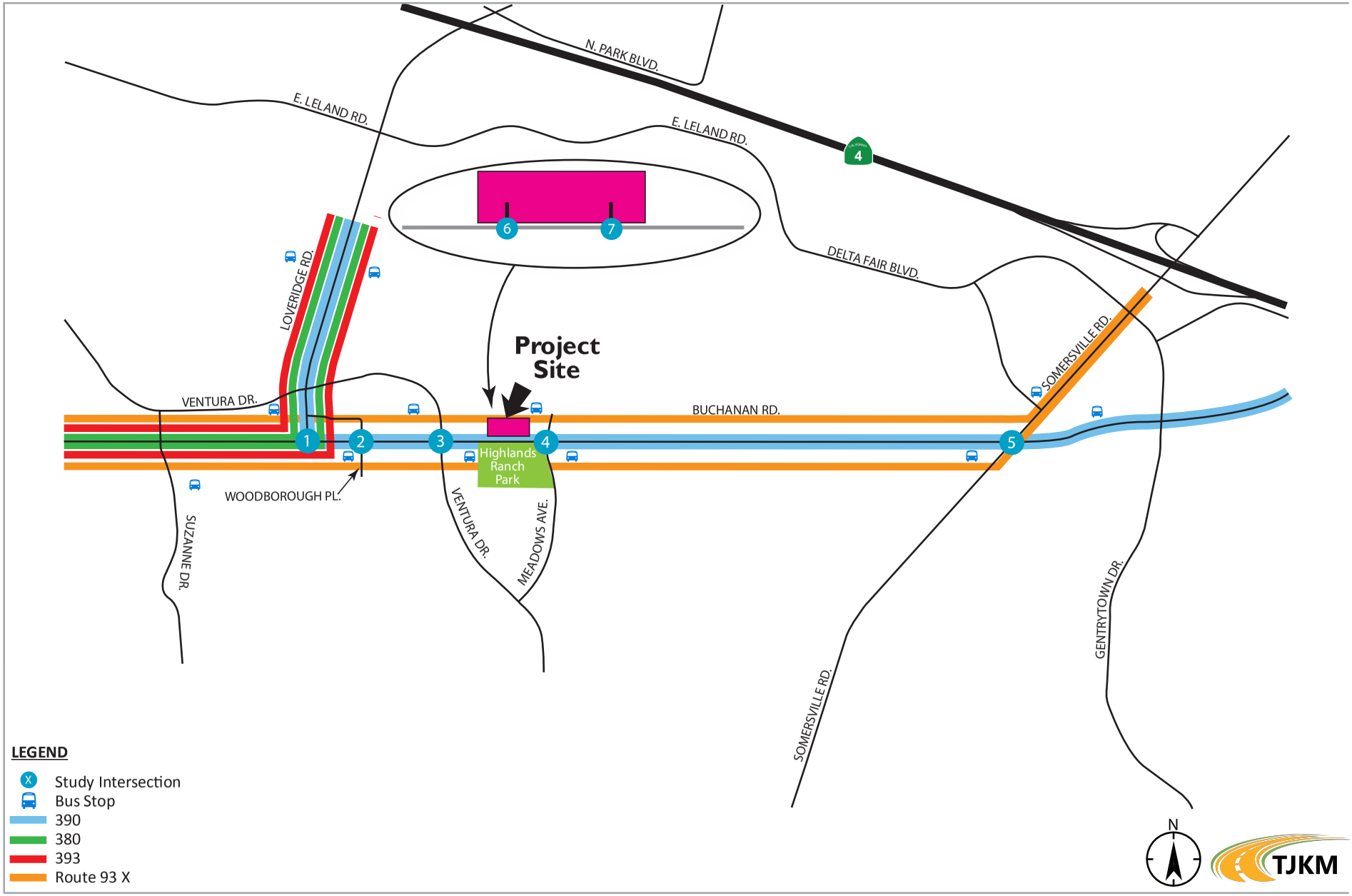
Bicycle Facilities



057-054 - T2

Figure 4

Existing Transit Facilities



057-054 - T2

Figure 5

2.5 Existing Intersection Volumes and Lane Configurations

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. Turning movement counts for vehicles, bicycles, and pedestrians were collected during weekday a.m. and p.m. peak periods at the study intersections on Tuesday, November 15th, 2016. **Appendix A** includes all the data sheets for the collected vehicle, bicycle and pedestrian counts. **Figure 6** illustrates the existing lane geometry and traffic control at the study intersections. **Figure 7** illustrates the existing conditions peak hour traffic volumes at the study intersections.

2.6 Intersection Level of Service Analysis – Existing Conditions

Existing intersection lane configurations and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The City of Pittsburg provided signal timings for the study intersections. The peak hour factor based on the counts was used for all study intersections for the existing conditions analysis.

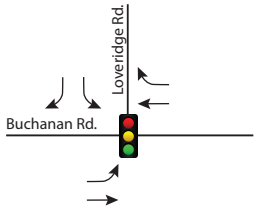
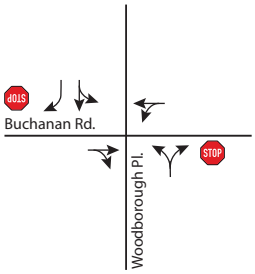
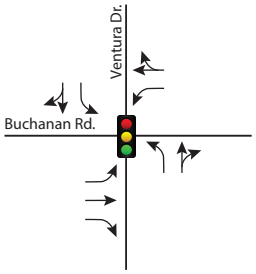
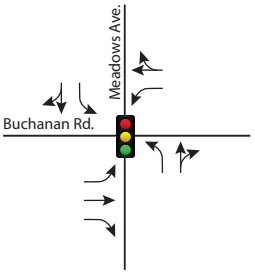
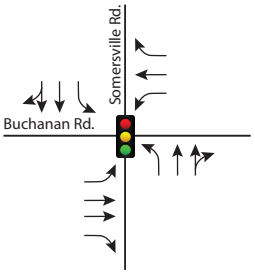
The study intersections were analyzed using the 2010 Highway Capacity Manual (HCM 2010) methodology by using Synchro 9.0 software program. The results of the Level of Service (LOS) analysis using the Synchro 9.0 software program for Existing Conditions are summarized in **Table 5**. **Appendix B** contains the corresponding calculation sheets. Under this scenario, all the intersections operate within City of Pittsburg standards mid- Level of Service (LOS) D or better during the a.m. and p.m. peak hour except the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the p.m. peak hour.

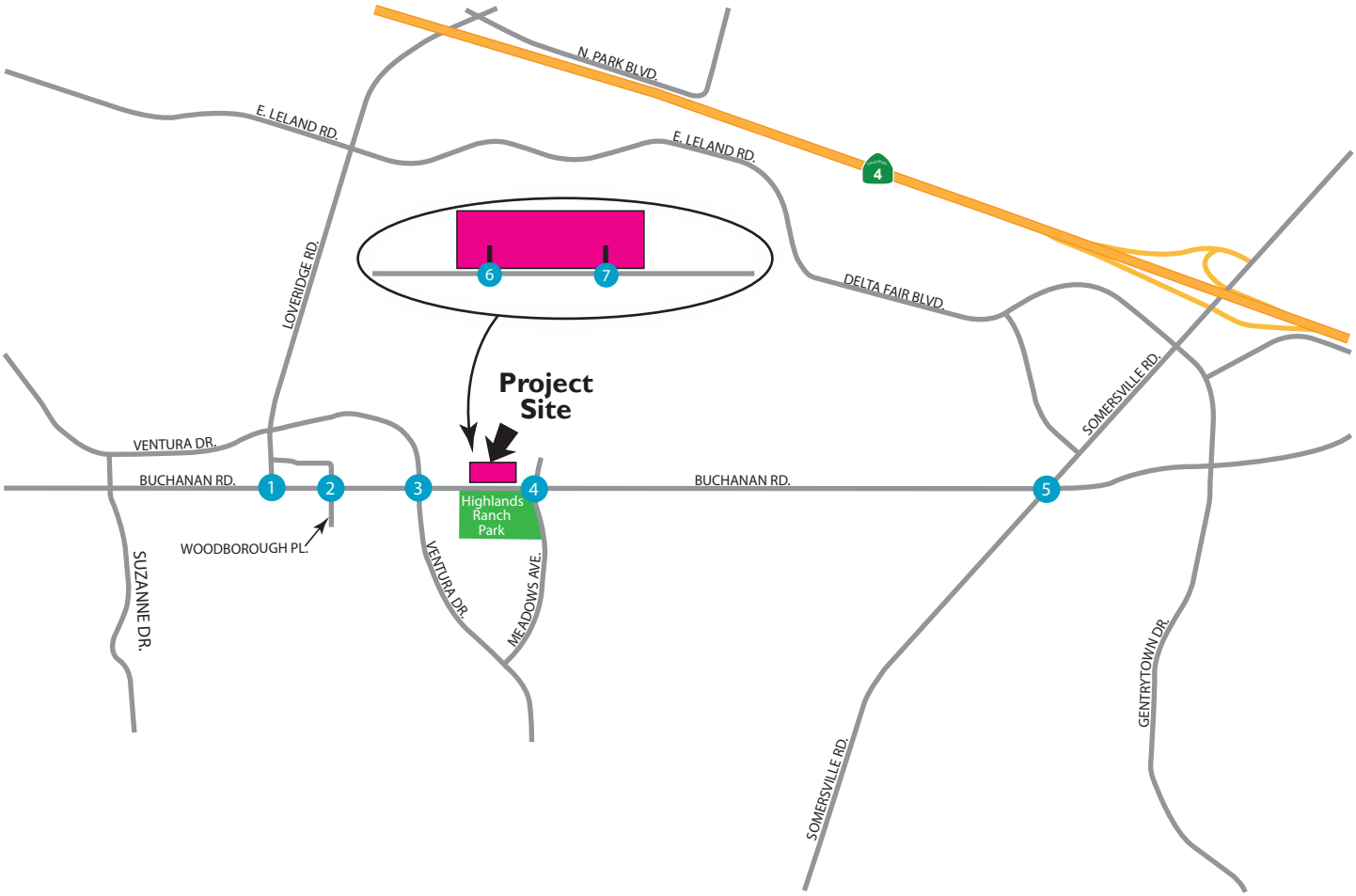
Table 5: Intersection Level of Service Analysis – Existing Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions	
				Average Delay[2]	LOS[3]
1	Loveridge Road and Buchanan Road	Signalized	AM	29.9	C
			PM	18.5	B
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	34.7	D
			PM	**80.3**	**F**
3	Ventura Drive and Buchanan Road	Signalized	AM	11.8	B
			PM	13.4	B
4	Meadows Avenue and Buchanan Road	Signalized	AM	11.3	B
			PM	16.1	B
5	Somersville Road and Buchanan Road	Signalized	AM	39.2	D
			PM	32.1	C

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.
Bold text indicates intersection operates at a deficient Level of Service.

Existing Lane Geometry and Traffic Controls

Intersection #1 Loveridge Rd./ Buchanan Rd	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				



LEGEND

- X Study Intersection
- Traffic Signal
- STOP Stop Sign

N

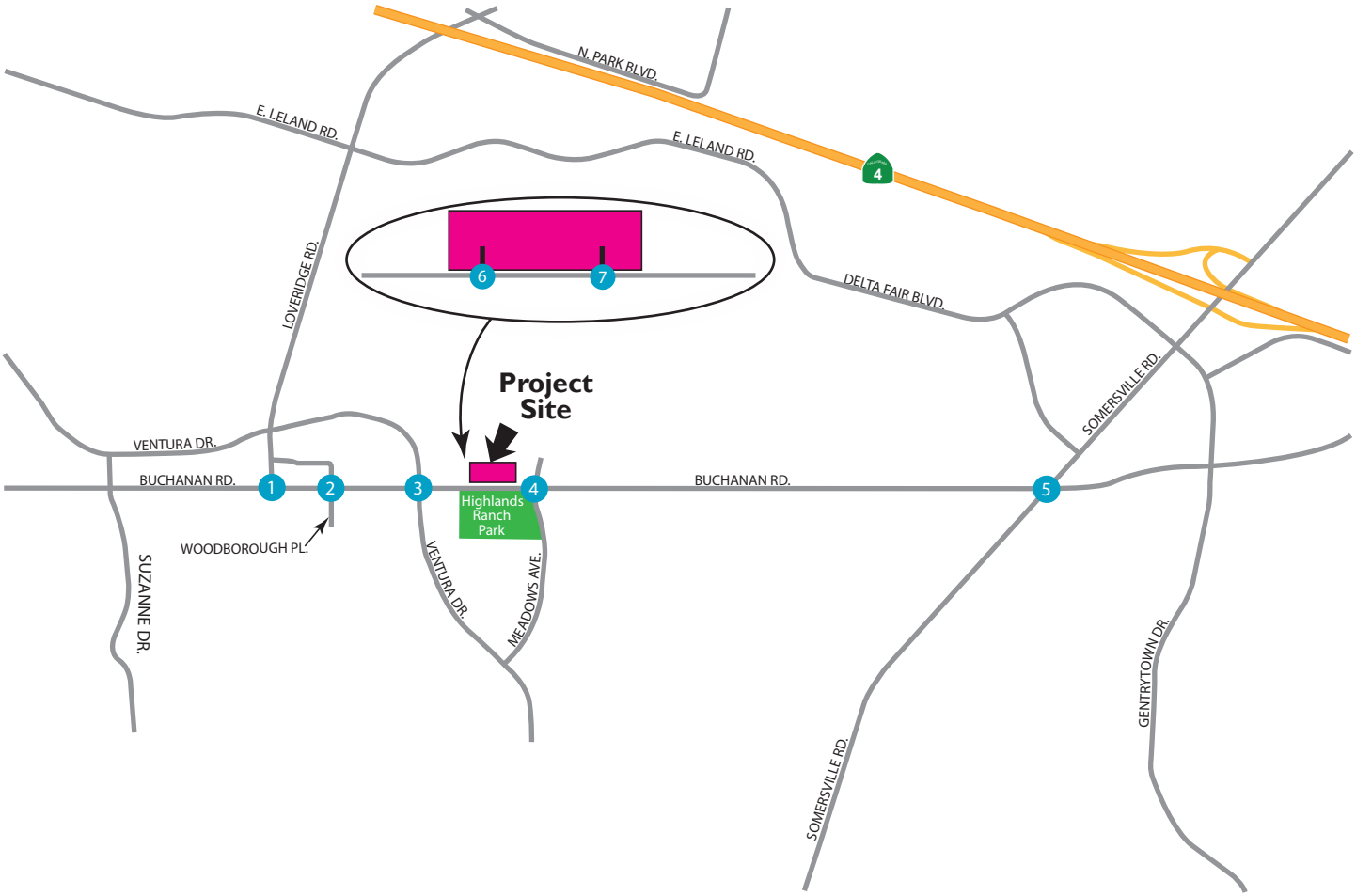
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Figure 6

Existing Conditions Peak Hour Traffic Volumes

Intersection #1 Loveridge Rd./ Buchanan Rd.	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
285 (307) 160 (235) Loveridge Rd. 194 (183) 587 (359) Buchanan Rd. 287 (186) 399 (773)	3 (8) 4 (23) 803 (538) 1 (2) Buchanan Rd. 511 (994) 8 (11) Woodborough Pl. 13 (6) 4 (2)	9 (24) 4 (37) 12 (43) Ventura Dr. 7 (19) 697 (441) 22 (27) Buchanan Rd. 8 (12) 436 (890) 82 (134) 103 (84) 47 (13) 38 (40)	20 (34) 3 (2) 22 (34) Meadows Ave. 21 (29) 650 (404) 29 (61) Buchanan Rd. 15 (31) 441 (901) 47 (47) 46 (35) 1 (0) 52 (43)	164 (263) 155 (436) 49 (145) Somersville Rd. 118 (86) 257 (144) 28 (30) Buchanan Rd. 241 (311) 148 (318) 178 (424) 321 (168) 398 (215) 11 (12)



LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

N

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Figure 7

3.0 EXISTING PLUS PROJECT CONDITIONS

The impacts of the proposed project on the transportation system are discussed in this chapter. First, the method used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Existing plus Project Conditions are presented. (Existing plus Project Conditions is defined as Existing Conditions plus traffic generated by the proposed project). A comparison of intersections under Existing plus Project Conditions and Existing Conditions is presented and the impacts of the project on the study intersections are discussed.

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process.

- Trip Generation – Estimates the amount of traffic added to the roadway network,
- Trip Distribution – Estimates the direction of travel to and from the project site,
- Trip Assignment – The new trips are assigned to specific street segments and intersection turning movements.

3.1 Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the Institute of Transportation Engineers (ITE) publication Trip Generation (9th Edition).TJKM used trip rates for the ITE land use Gasoline/Service Station with Convenience Market and Car Wash (ITE Code 946) for this project. For purposes of forecasting net peak hour trips, TJKM applied 40 percent pass-by trip reduction for conservative analysis, as the type of restaurant that will be in the convenience store is not known at this time.

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass by trips account for trips that are already on the roadway but will stop/divert to the new development on their way to their final destinations. Pass by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass by trips are not diverted from another roadway.

Table 6 shows the trip generation expected to be generated by the proposed project. The proposed project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips (43 inbound and 42 outbound) are generated during the a.m. peak hour and 101 vehicle trips (51 inbound and 50 outbound) are generated during the p.m. peak hour.

3.2 Project Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on the existing travel patterns, knowledge of the study area and consultation with the City of Pittsburg staff. The trip distribution patterns are shown on **Figure 8**.

Table 6: Proposed Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		A.M. Peak Hour					P.M. Peak Hour				
			Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Gasoline/Service Station with Convenience Market and Carwash (946)	12	FP	152.84	1,834	11.84	51:49	72	70	142	13.86	51:49	85	82	167
Pass-by Trip Discount for Gasoline/Service Station with Convenience Market[1]					-40%		-29	-28	-57	-40%		-34	-32	-66
Net Trips				**1,834**			**43**	**42**	**85**			**51**	**50**	**101**

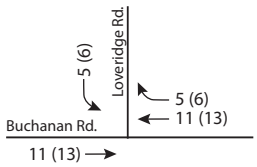
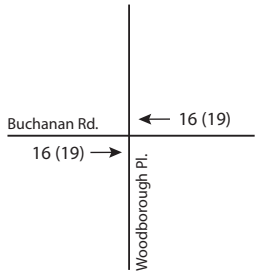
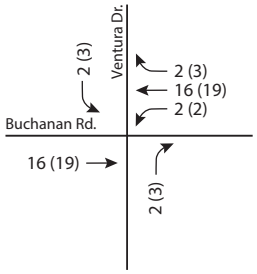
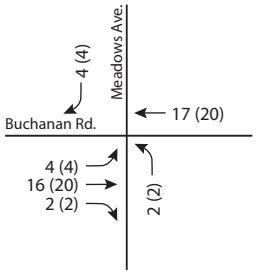
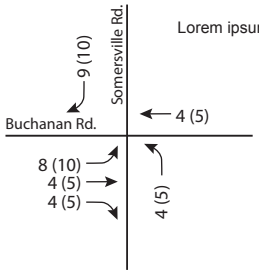
Notes: Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012;
[1]For a conservative approach 40 percent Pass-by trip discount is applied

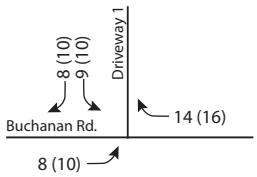
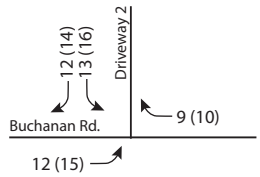
The distribution assumptions are as follows:

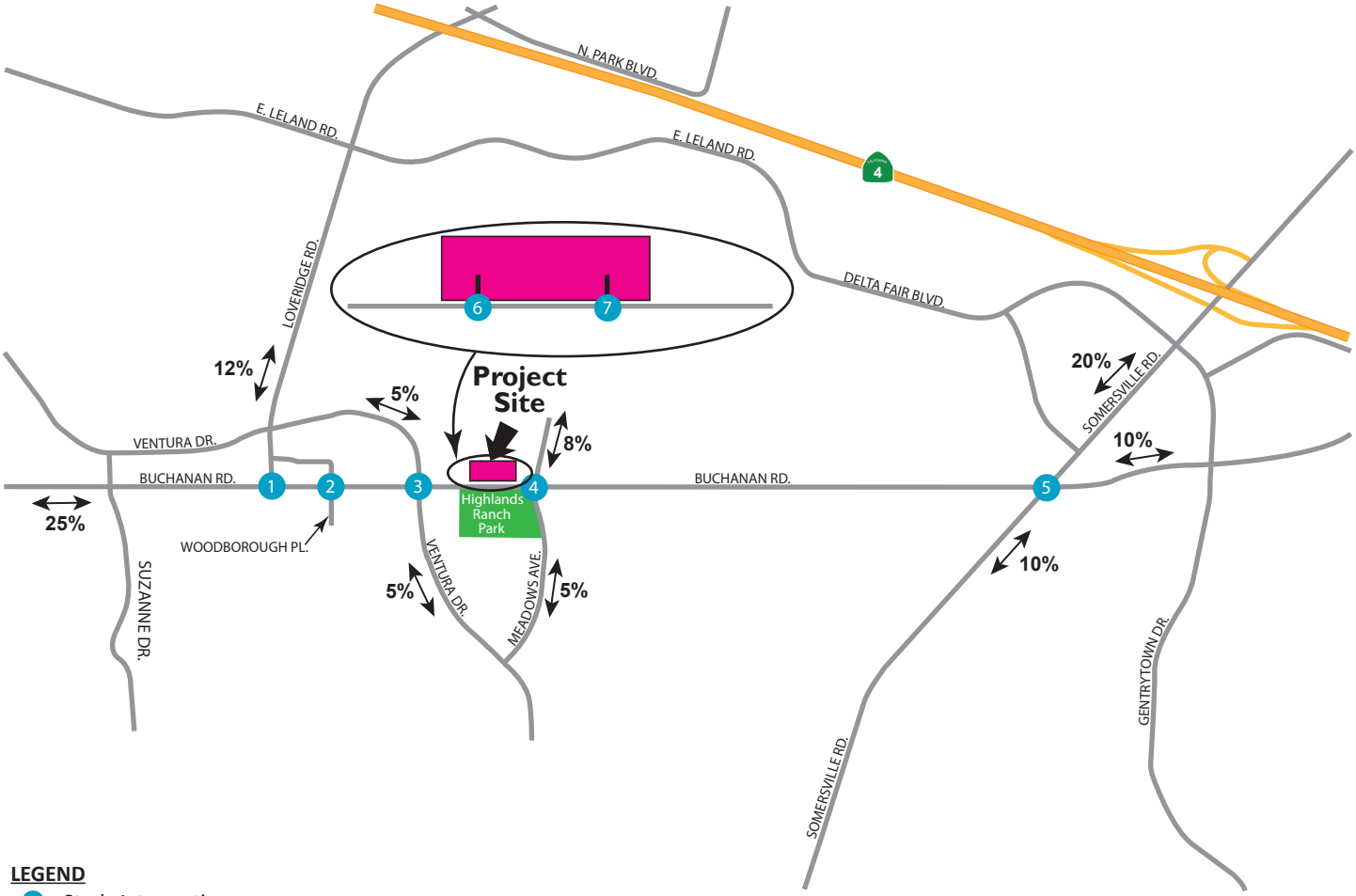
- 5 percent to/from Ventura Drive north of Buchanan Road
- 5 percent to/from Ventura Drive south of Buchanan Road
- 5 percent to/from Meadows Avenue south of Buchanan Road
- 8 percent to/from Meadows Avenue north of Buchanan Road
- 10 percent to/from Somersville Road south of Buchanan Road
- 10 percent to/from east of Buchanan Road
- 12 percent to/from Loveridge Road north of Buchanan Road
- 20 percent to/from Somersville Road north of Buchanan Road
- 25 percent to/from west of Buchanan Road

Project trips were assigned to the roadway network based on the trip distribution patterns discussed above. **Figure 8** illustrates the a.m. and p.m. peak hour project trips assigned to each turning movement at the study intersections. The assigned project trips were then added to traffic volumes under Existing Conditions to generate Existing plus project Conditions traffic volumes.

Project Trip Distribution and Assignment

Intersection #1 Loveridge Rd./ Buchanan Rd	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				

Intersection #6 Buchanan Rd./ Driveway 1	Intersection #7 Buchanan Rd./ Driveway 2
	



LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- **XX%** Trip Distribution

N

TJKM

Figure 8

3.3 Intersection Level of Service Analysis – Existing Plus Project Conditions

Intersection levels of service were calculated with the new traffic added by the proposed project to existing volumes to evaluate the operating conditions of the intersections and identify potential impacts to the roadway system. The results of the intersection level of service calculations for Existing plus Project Conditions are presented in **Table 7**. **Appendix C** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purpose, along with the projected increases in delay. The changes in delay between Existing and Existing plus Project Conditions are used to identify significant impacts. **Figure 9** shows projected turning movement volumes at the study intersections for Existing plus Project Conditions.

Under this scenario, all the intersections operate within City of Pittsburg standards or better during the both a.m. and p.m. peak hours except the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) which operates at LOS E during a.m. peak hour and LOS F during p.m. peak hour.

Table 7: Intersection Level of Service Analysis – Existing plus Project Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions		Existing with Project Conditions		Change in Delay[4] (Sec)
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Loveridge Road and Buchanan Road	Signalized	AM	29.9	C	30.4	C	0.50
			PM	18.5	B	18.9	B	0.40
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	34.7	D	**36.5**	**E**	1.80
			PM	**80.3**	**F**	**87.7**	**F**	7.40
3	Ventura Drive and Buchanan Road	Signalized	AM	11.8	B	12.0	B	0.20
			PM	13.4	B	13.7	B	0.30
4	Meadows Avenue and Buchanan Road	Signalized	AM	11.3	B	11.6	B	0.30
			PM	16.1	B	17.0	B	0.90
5	Somersville Road and Buchanan Road	Signalized	AM	39.2	D	41.3	D	2.10
			PM	32.1	C	33.4	C	1.30
6	Buchanan Road and Project Driveway 1	One-Way Stop	AM	N/A	N/A	22.7	C	…
			PM			27.7	D	…
7	Buchanan Road and Project Driveway 2	One-Way Stop	AM	N/A	N/A	23.3	C	…
			PM			30.9	D	…

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.
[4] Change in delay between Existing and Existing plus Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service.

The peak-hour signal warrant from the *Manual of Uniform Traffic Control Devices* (CA MUTCD) was evaluated for the unsignalized intersection Woodborough Place and Buchanan Road (Intersection 2), which operates at unacceptable LOS under Existing and Existing plus Project Conditions to determine if a traffic signal is warranted. The unsignalized intersection does not meet CA MUTCD peak hour signal warrant in either the a.m. or p.m. peak hours under Existing and Existing plus Project Conditions. MUTCD peak hour signal warrants sheets for Existing and Existing plus Project Conditions are contained in

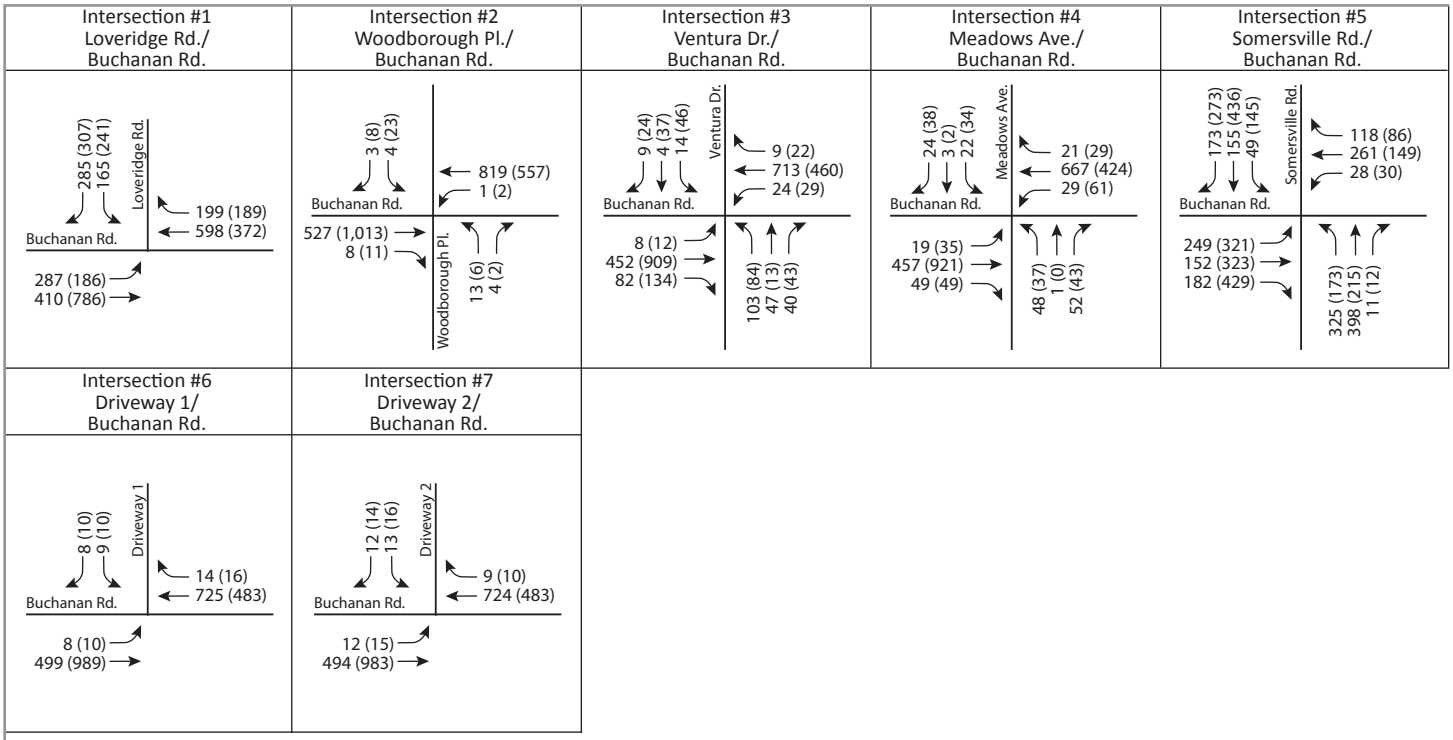
Appendix C. It should be noted that for the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2), the major street (Buchanan Road) volumes are very high on both approaches, so on the minor street (Woodborough Place) there are insufficient gaps. In particular, the left turn movement experience long wait times at this intersection. Hence, the minor street approaches experience higher delays. Thus, the LOS F operations only apply to the Woodborough Place southbound approach, which has very low volumes in both a.m. and p.m. peak hours.

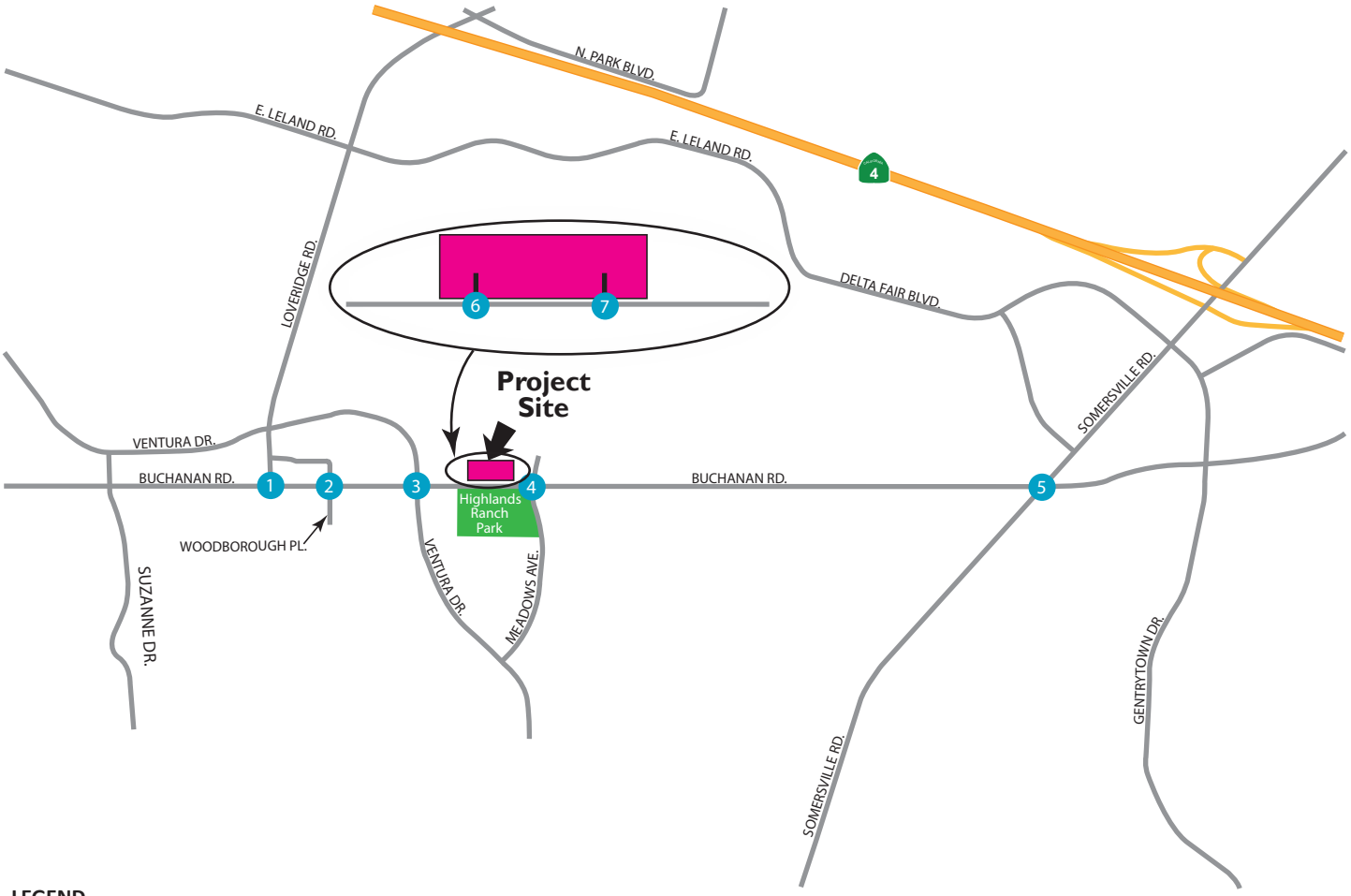
The reported vehicle, bicycle, and pedestrian collisions at the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) were obtained from the City of Pittsburg staff. There have been two collisions for the two year period from January 1st, 2014 to December 31st, 2015 with one being broadside and other one rear end collision. MUTCD Warrant 7, Crash Experience requires five or more reported crashes, of types susceptible to correction by a traffic control signal, to have occurred within a 12-month period, for this warrant to be satisfied. Based on the review of the collisions, this warrant is not satisfied. Collision data is attached in **Appendix C.**

Therefore, at Woodborough Place and Buchanan Road with available data, TJKM has conducted analysis of MUTCD Warrant 3, Peak Hour and Warrant 7, Crash Experience. Signal warrants are not satisfied. Therefore, this impact is considered insignificant.

Based on the City of Pittsburg impact criteria the project is expected to have a less-than-significant impact at all the study intersections.

Existing plus Project Conditions Peak Hour Traffic Volumes





LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

N

TJKM

Figure 9

3.4 Queuing Analysis At The Selected Study Intersections – Existing Plus Project Conditions

TJKM conducted a vehicle queuing and storage analysis for all exclusive left and right turn pockets at study intersections where project traffic is added under Existing plus Project Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 9.0 software for the exclusive left turn/right turn pockets at the study intersections. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 8** summarizes the 95th percentile queue lengths at the study intersections under Existing and Existing plus Project Conditions scenarios. It should be noted that queue lengths at some locations exceed capacity creating a deficient condition, however, the project would add less than two vehicles to the average queue length. The proposed project does not create a significant impact by itself on the expected left-turn or right-turn queues at the study intersections.

Table 8: 95th Percentile Queues – Existing plus Project Conditions

#	Intersection	Lane Group	Storage Length per lane	Existing Conditions		Existing plus Project Conditions		Change	
				AM	PM	AM	PM	AM	PM
1	Loveridge Road and Buchanan Road	EBL	220	340	170	340	170	0	0
		WBR	70	100	80	100	90	0	10
		SBL	250	160	210	170	220	10	10
		SBR	250	70	70	70	70	0	0
2	Woodborough Place and Buchanan Road	WBL	120	0	0	0	0	0	0
		NBLTR	115	30	30	30	30	0	0
		SBL	30	30	80	30	80	0	0
		SBR	30	30	30	30	30	0	0
3	Ventura Drive and Buchanan Road	EBL	150	30	30	30	30	0	0
		EBR	45	40	50	40	50	0	0
		WBL	160	40	60	50	60	10	0
		NBL	85	110	130	120	130	10	0
		SBL	90	30	70	30	80	0	10
4	Meadows Avenue and Buchanan Road	EBL	155	30	40	40	50	10	10
		EBR	75	10	10	10	10	0	0
		WBL	210	50	70	50	70	0	0
		NBL	100	50	50	50	50	0	0
		SBL	105	30	50	30	50	0	0
5	Somersville Road and Buchanan Road	EBL	525	340	400	360	440	20	40
		EBR	260	50	80	50	80	0	0
		WBL	120	70	70	70	70	0	0
		WBR	185	60	30	60	30	0	0
		NBL	455	440	240	450	250	10	10
		SBL	165	100	220	100	220	0	0

Notes: Storage length and 95th percentile queue is expressed in feet per lane
Queue length is rounded to nearest ten feet.

3.5 Queuing and Level of Service Analysis at Project Driveway

TJKM conducted a vehicle queuing and LOS analysis at the proposed project driveway on Buchanan Road. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 9.0 software for the project driveway. As shown in **Table 9**, under Existing plus Project Conditions, the project driveway is expected to operate at an acceptable level of service. In addition, the 95th percentile queueing at the outbound approach of the project driveway is expected to be minimal.

Table 9: 95th Percentile Queues and Level of Service at Project Driveways

#	Intersection	Existing Plus Project Conditions					
		AM			PM		
		Delay[1]	LOS[2]	95th percentile Queue[3] (feet)	Delay[1]	LOS[2]	95th percentile Queue[3] (feet)
6	Buchanan Road and Project Driveway 1	22.7	C	0.3	27.7	D	0.4
7	Buchanan Road and Project Driveway 2	23.3	C	0.4	30.9	D	0.7

Notes:
[1] Delay = Average control delay in seconds per vehicle
[2] LOS = Level of Service
[3] Reported values of 95th percentile Queues are for the outbound movements at the project driveways

4.0 CUMULATIVE (YEAR 2035) CONDITIONS

This chapter presents the results of the level of service calculations under Cumulative Conditions without the project. Cumulative No Project Conditions are defined as conditions that occurs within the next 19 years (Year 2035). Level of service analysis at the study intersections was conducted for this scenario to establish a base to evaluate the impacts due to the addition of traffic from the proposed project. The Cumulative Conditions volumes were obtained from the Tuscany Meadows final Environmental Impact Report dated July 2015 prepared by Raney Planning and Management, Inc. It was observed in the report that the cumulative plus project conditions include year 2035 cumulative volumes based on the most recent release of the Countywide Travel Demand Model plus the trips from the proposed Tuscan Meadows residential project and also assumes completion of the James Donlon Boulevard Extension. **Figure 10** shows turning movement volumes at all the study intersections for Cumulative Conditions. Optimized signal timings and a peak hour factor of 1.0 was used for all the study intersections for Cumulative Conditions analysis. Lane geometries and traffic controls are assumed to be identical to those under Existing Conditions except for the intersection of Somersville Road and Buchanan Road (Intersection #5) where an exclusive southbound right turn lane is added in future.

4.1 Intersections Level of Service Analysis – Cumulative (Year 2035) Conditions

The intersection LOS analysis results for Cumulative (Year 2035) Conditions are summarized in **Table 10**. Detailed calculation sheets for Cumulative Conditions are contained in **Appendix D**. Under this scenario, all the intersections operate within City of Pittsburg during the a.m. and p.m. peak hours except for the following intersections.

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the both a.m. peak hour and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during the both a.m. peak hour and p.m. peak hours.

Table 10: Intersection Level of Service Analysis – Cumulative (Year 2035) Conditions

#	Intersection	Control	Peak Hour[1]	Cumulative (Year 2035) Conditions	
				Average Delay[2]	LOS[3]
1	Loveridge Road and Buchanan Road	Signalized	AM	34.1	C
			PM	19.6	B
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	**56.8**	**F**
			PM	**95.2**	**F**
3	Ventura Drive and Buchanan Road	Signalized	AM	20.1	C
			PM	37.0	D
4	Meadows Avenue and Buchanan Road	Signalized	AM	12.0	B
			PM	27.1	C
5	Somersville Road and Buchanan Road	Signalized	AM	**57.9**	**E**
			PM	**61.5**	**E**

Notes:

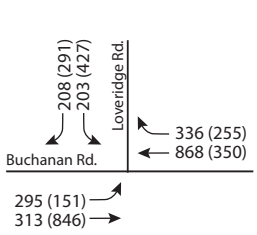
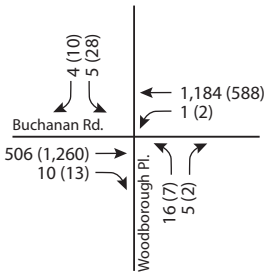
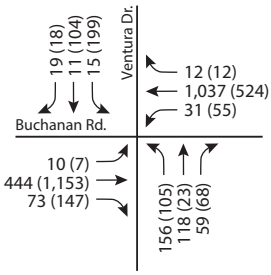
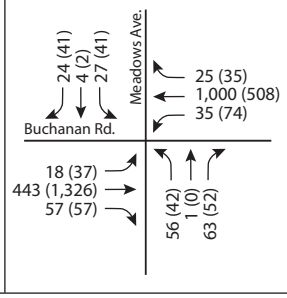
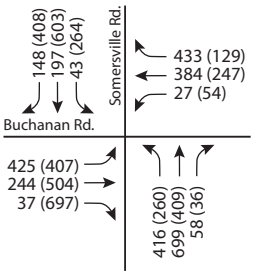
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)

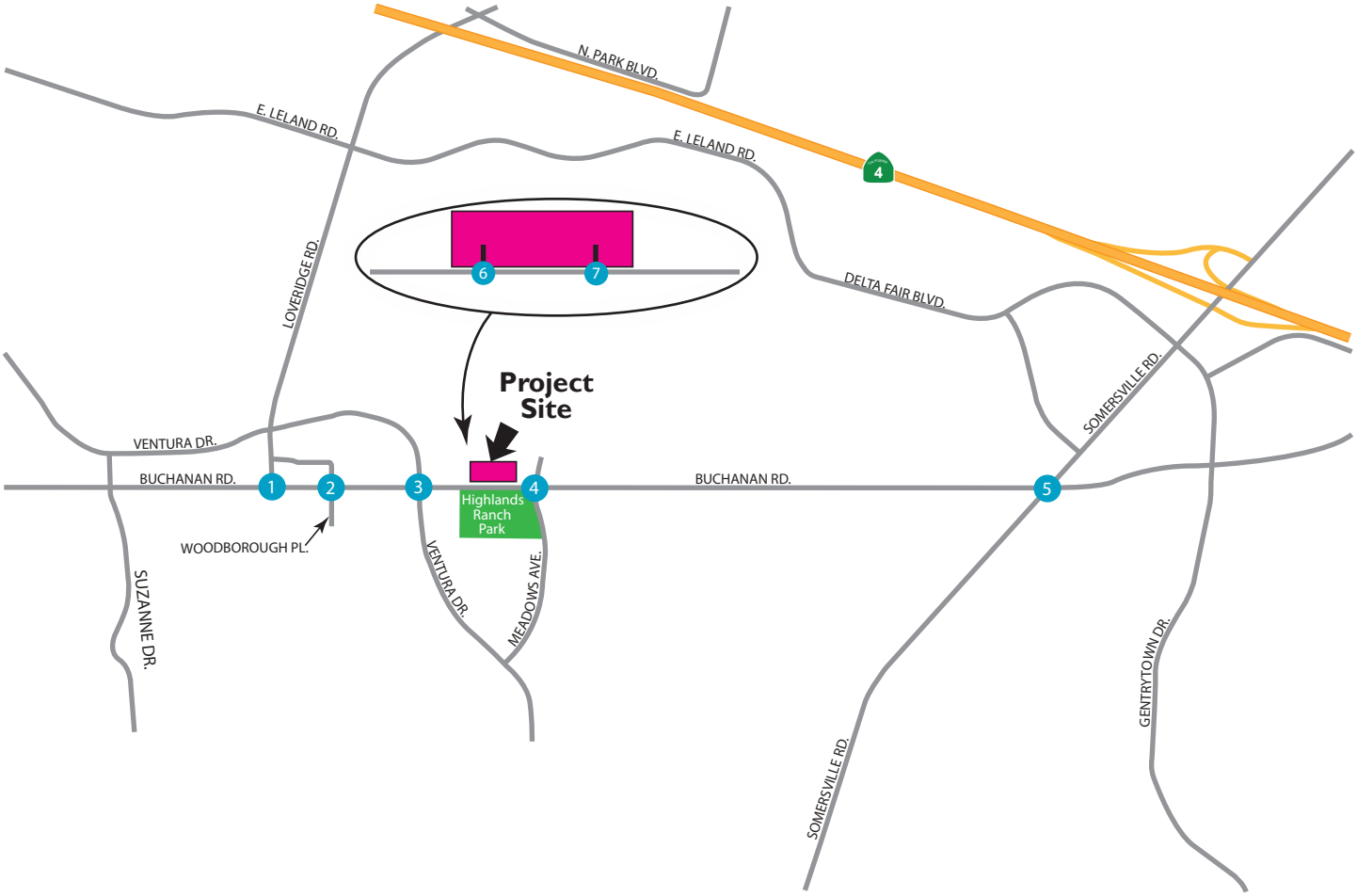
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.

[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.

Bold text indicates intersection operates at a deficient Level of Service.

Cumulative (Year 2035) Conditions Peak Hour Traffic Volumes

Intersection #1 Loveridge Rd./ Buchanan Rd.	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				



LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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Figure 10

5.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative Conditions, with the addition of projected traffic from the proposed development of the project. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions. **Figure 11** shows projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions.

5.1 Intersection Level of Service Analysis – Cumulative Plus Project Conditions

The intersection LOS analysis results for Cumulative (Year 2035) plus Project Conditions are summarized in **Table 11**. Detailed calculation sheets for Cumulative plus Project Conditions are contained in **Appendix E**. Under this scenario, all the intersections operate within City of Pittsburg standards except for the following intersections.

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the a.m. and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during the a.m. and p.m. peak hours.
- Buchanan Road and Project Driveway 1 (Intersection 6) operates at LOS E during the p.m. peak hour.
- Buchanan Road and Project Driveway 2 (Intersection 7) operates at LOS F during the p.m. peak hour.

Table 11: Intersection Level of Service Analysis - Cumulative plus Project Conditions

#	Intersection	Control	Peak Hour[1]	Cumulative Conditions		Cumulative with Project Conditions		Change in Delay[4] (Sec)
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Loveridge Road and Buchanan Road	Signalized	AM	34.1	C	34.9	C	0.8
			PM	19.6	B	20.4	C	0.8
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	**56.8**	**F**	**60.7**	**F**	3.9
			PM	**95.2**	**F**	**103.8**	**F**	8.6
3	Ventura Drive and Buchanan Road	Signalized	AM	20.1	C	21.1	C	1.0
			PM	37.0	D	39.4	D	2.4
4	Meadows Avenue and Buchanan Road	Signalized	AM	12.0	B	12.5	B	0.5
			PM	27.1	C	29.0	C	1.9
5	Somersville Road and Buchanan Road	Signalized	AM	**57.9**	**E**	**60.2**	**E**	2.3
			PM	**61.5**	**E**	**64.5**	**E**	3.0
6	Buchanan Road and Project Driveway 1	One-Way Stop	AM	N/A	N/A	**32.5**	**D**	...
			PM			**48.7**	**E**	...
7	Buchanan Road and Project Driveway 2	One-Way Stop	AM	N/A	N/A	**34.0**	**D**	...
			PM			**60.3**	**F**	...

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3]LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.

[4]. Change in delay between Cumulative and Cumulative plus Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service.

The peak-hour signal warrant from the Manual of Uniform Traffic Control Devices (CA MUTCD) was evaluated for the unsignalized intersection Woodborough Place and Buchanan Road (Intersection 2), which operates at unacceptable LOS under Cumulative and Cumulative plus Project Conditions to determine if a traffic signal is warranted. The unsignalized intersection does not meet CA MUTCD peak hour signal warrant in either the a.m. or p.m. peak hour for Cumulative and Cumulative plus Project Conditions. MUTCD peak hour signal warrants sheets for Cumulative and Cumulative plus Project Conditions are contained in **Appendix E.**

At this intersection the major street (Buchanan Road) volumes are high on both approaches, so on the minor street (Woodborough Place) there are few gaps. In particular, the left turns experience long wait times at this intersection. Hence, the minor street approaches experience higher delays. Thus, the LOS F operations only apply to the Woodborough Place southbound approach, which have very low volumes in both a.m. and p.m. peak hours.

At the two Project Driveways on Buchanan Road (Intersection 6 & 7), the major street volumes are high on both approaches, so on the minor street (Project Driveway) there are few gaps. Hence, the minor street approaches experience higher delays. Thus, the LOS E/F operations only apply to the southbound approaches on the Project Driveways, which have very low volumes in both the a.m. and p.m. peak hours.

Somersville Road and Buchanan Road (Intersection # 5) - With the addition of project traffic, the increase in average delay at Somersville Road and Buchanan Road is expected to be 2.3 seconds in the a.m. peak hour and 3.0 seconds in the p.m. peak hour with levels of service of E during the both a.m. and p.m. peak hours. The project is adding 33 trips during a.m. peak hour and 40 trips during p.m. peak hour. Therefore, since the project is adding less than 50 peak hour trips, the impact is considered insignificant.

According to Tuscany Meadows EIR, improvements at Somersville Road and Buchanan Road (Intersection# 5) – consist of constructing an additional eastbound left turn lane to allow for a dual left turn movement onto northbound Somersville Road and an additional northbound lane to allow for a dual left turn movement onto westbound Buchanan Road. The Alternative Mitigation is implementation of PM peak hour metering of southbound Kirker Pass Road at Pheasant Drive. (Ref: Tuscany Meadows Transportation Impact Analysis Report, Page 52)

5.2 Project Fair Share Calculation

The fair share is calculated from the Traffic Impact Study guidelines. Based on the projected additional trips from the proposed project, the fair share contribution is approximately 3 percent during the a.m. peak hour and 2.7 percent during the p.m. peak. The Fair Share Analysis results for Cumulative plus Project Conditions are summarized in **Table 12.** The combined a.m. plus p.m. contribution of the project is 2.83 percent.

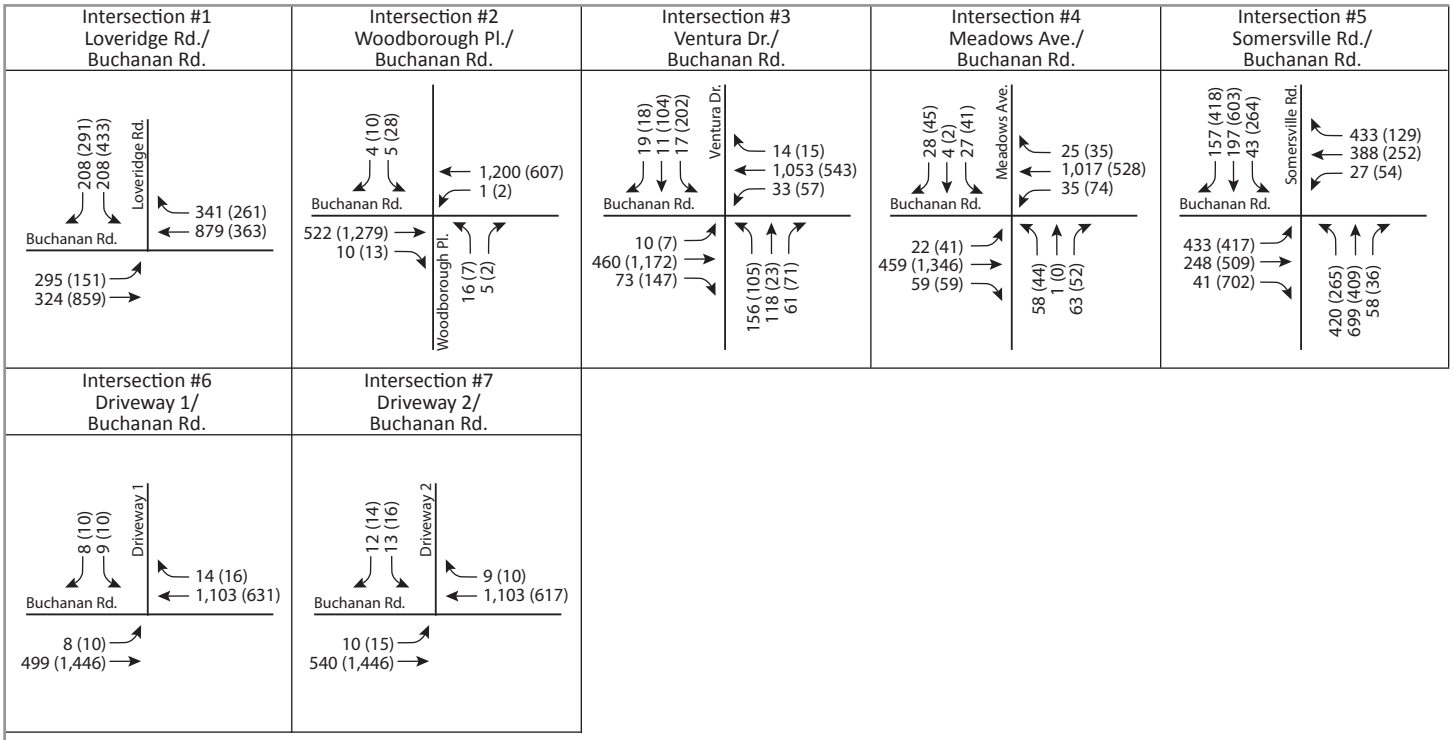
Table 12: Fair Share Analysis – Cumulative plus Project Conditions

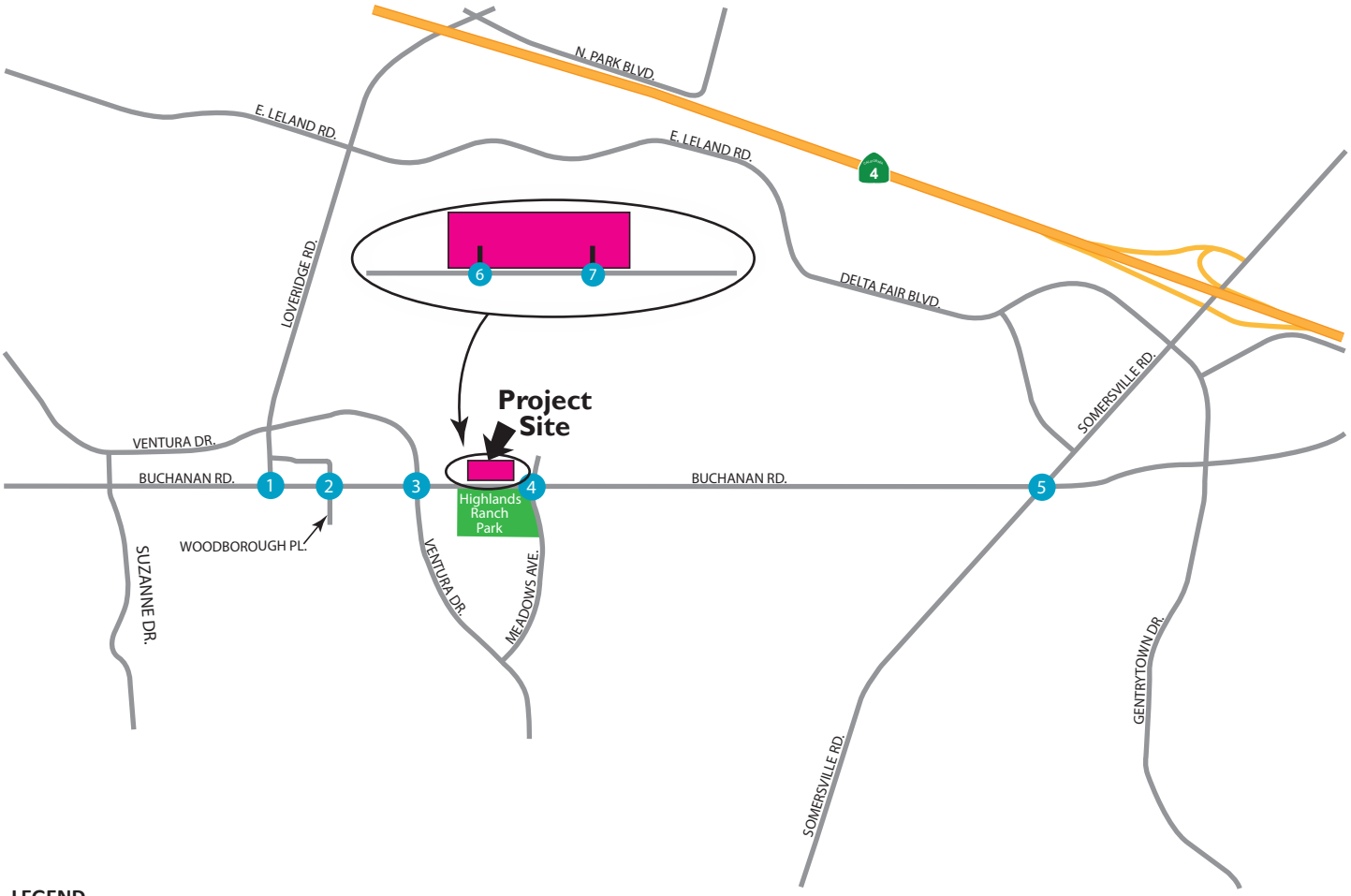
#	Intersection	Scenario	Peak Hour[1]	
			AM	PM
5	Somersville Road and Buchanan Road	Existing Volume (vph)	2068	2552
		Project Trips	33	40
		Cumulative plus project Volume (vph)	3144	4058
		Fair Share (%)[2]	3.06	2.65

Notes:
[1]AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2]Fair Share (%) = Total project trips divided by the increase in the total trips from Existing to Cumulative plus Project

Based on **Table 12**, the fair share contribution is an average of both the peaks which arises to be 2.83 percent.

Cumulative (Year 2035) plus Project Conditions Peak Hour Traffic Volumes





LEGEND

- (X) Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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Figure 11

6.0 SITE ACCESS AND ON-SITE CIRCULATION AND OTHER IMPACTS

This section analyzes site access and internal circulation based on the site plan presented in **Figure 2**. TJKM reviewed internal and external access for the project site for passenger vehicles, trucks, pedestrians, and bicycles.

6.1 On-Site Circulation

TJKM reviewed the proposed project site plan to evaluate on-site access to the project. **Figure 2** shows the proposed site plan for the project indicating the location of the project driveways and the internal circulation system. The proposed project's access will be via two 35 foot wide driveways on Buchanan Road as shown in the project site plan **Figure 2.** Near the project, Buchannan Road has a two-way left turn lane that will facilitate left turn ingress and egress for both driveway. As noted in **Table 9**, there is expected to be queuing of one or fewer cars during both peak hours. Left turning vehicles will be able to utilize the center turn lane for safe access. Right turning entering vehicles will be able to utilize the existing bicycle lane for deceleration during time periods where deceleration in the through lanes is inappropriate. Based on a preliminary review of the project conceptual plans (**Figure 2**), the two project driveways are well spaced and provide adequate distance from public intersections.

The internal circulation for the proposed project was reviewed for issues related to queuing, safety, dead end aisles, and parking spaces that may be difficult to maneuver in and out of project site. All circulation aisles accommodate two-way travel and all of the proposed parking spaces are perpendicular to the drive aisle centerline. Service and emergency vehicles have access to the proposed project via two proposed driveways. Based on this evaluation, the access driveways are expected to be adequate for passenger vehicles and trucks accessing the site. TJKM finds that the proposed configurations would be adequate for the proposed project.

In the site plan provided, a restaurant with a drive through lane is not shown, even though the traffic is included in the intersection analysis. The site plan should be reviewed when the drive through restaurant is added.

6.2 Pedestrian Access

Pedestrian access to the project site will be facilitated by existing sidewalks on Buchanan Road, Loveridge Road, Ventura Drive and Meadows Avenue. All the study intersections have crosswalks except the intersection of Woodborough Place and Buchanan Road. All the existing sidewalks are approximately 6 to 10 feet wide varying within the project vicinity. There is adequate street lighting within the vicinity of project site.

A significant impact occurs if the proposed project conflicts with applicable or adopted policies, plans or programs related to pedestrians facilities or otherwise decrease the performance or safety of pedestrian facilities. The proposed project will not result in any significant impacts to existing or planned pedestrian facilities in the immediate vicinity of the project because of the absence of such conflicts. However, the project is expected to generate demand for sidewalks to allow pedestrians to access nearby bus stops,

and adjacent land uses. To accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and transit service, it is recommended that sidewalks be provided along the project frontage as per the City of Pittsburg standards and the design should meet ADA requirements for a comfortable walking environment.

6.3 Bicycle Access

In terms of bicycle access to the project site, there are existing Class II bike lanes provided on Buchanan Road, Loveridge Road and on portions of Somersville Road. There are adequate signage/markings for the bicyclists to maneuver without confusion. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent neighborhoods. An impact to bicyclists occurs if the proposed project disrupt existing bicycle facilities; or conflict or create inconsistencies with adopted bicycle system plans, guidelines, and policies. A significant impact occurs if the proposed project conflicts with applicable or adopted policies, plans or programs related to bicycle facilities or otherwise decrease the performance or safety of bicycle facilities. The proposed project does not conflict with existing and planned bicycle facilities, therefore, the impact to bicycle facilities is *less-than-significant*.

6.4 Transit

The proposed project will generate very few trips via transit services, which can be accommodated by the existing transit capacity and hence the project is anticipated to have a *less-than-significant* impact on transit facilities.

6.5 Sight Distance Analysis

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Landscaping and parking should not conflict with a driver's ability to locate a gap in traffic and see oncoming pedestrians and bicyclists. Adequate corner sight distance (sight distance triangles) should be provided at all site access points in accordance with the City's standards. Sight distance triangles should be measured approximately 15 feet back from the traveled way. Sight distance requirements vary depending on the roadway speeds. The speed limit on Buchanan Road is 35 mph. According to the Highway Design Manual (HDM), Chapter 200, 2014, the required minimum stopping sight distance for design speed of 35 mph is 250 feet. The line of sight for vehicles exiting the driveways and vehicles travelling eastbound and westbound on Buchanan Road are clear and visible. The project does not substantially increase hazards due to any design features.

6.6 Parking

Based on the project site plan dated July 15, 2016 (**Figure 2**), a total of 29 parking spaces are provided for the LMK Petro project, which includes auto parking and ADA parking. As per the site plan, 12 parking spaces would be provided under canopy and one separate space for loading/ unloading. According to the *City of Pittsburg Municipal Code, Schedule A* (18.78.040) service station requires parking spaces of 4 plus 1

per 500 square feet. Based on the City of Pittsburg Municipal Code the total parking required for the project is 15 parking stalls. Therefore, no parking impacts are projected on City streets.

7.0 CONCLUSION

- The proposed LMK Petro project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips are generated during the a.m. peak hour and 101 vehicle trips are generated during the p.m. peak hour.
- Under Existing Conditions, all the intersections operate within City of Pittsburg standards during the a.m. and p.m. peak hours except for the intersection of Woodborough Place and Buchanan Road, which operates at LOS F during the p.m. peak hour.
- Under Existing plus Project Conditions, Woodborough Place and Buchanan Road continues to operate unacceptable. Based on the peak-hour signal warrant from the *Manual of Uniform Traffic Control Devices* (CA MUTCD), a traffic signal is not warranted.
- Under Cumulative Conditions, all the intersections continue to operate acceptable except: 1.) Woodborough Place and Buchanan Road (Intersection 2), which operates at LOS F during both a.m. and p.m. peak hours, and 2.) Somersville Road and Buchanan Road (Intersection 5), which operates at LOS E during both a.m. and p.m. peak hours.
- Under Cumulative plus Project Conditions, the same two intersections continue to operate unacceptably. Traffic signals are not warranted at Woodborough Place and Buchanan Road (Intersection 2). At Somersville Road and Buchanan Road (Intersection 5), the increase in average delay under Cumulative and Cumulative plus Project Conditions is less than 5 seconds during the a.m. and p.m. peak periods. Therefore, the impact is considered insignificant. The Fair Share contribution for the proposed project under Cumulative plus Project Conditions is approximately 2.83 percent.
- The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. There are two bus stops within 500 feet walking distance of the project site. There is one transit stop located at the east of the intersection of Buchanan Road and Meadows Avenue and other transit stop located at the west of the intersection of Buchanan Road and Ventura Drive. The transit service within the immediate vicinity of the project site operates well below capacity, and additional trips generated by the proposed project could be accommodated by existing bus services. Therefore the impacts to pedestrian, bicycle and transit facilities are *less-than-significant*. However, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and adjacent neighborhoods sidewalks should be provided on the project frontage.
- The proposed project's access will be via two full access driveways on Buchanan Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any significant traffic operations issues. The current site plan does not show a drive through restaurant.
- The two project driveways operate at unacceptable conditions due to delays to traffic leaving the site during peak periods. However, the delay only affects a small amount of site traffic and does not result in the satisfaction of traffic signal warrants. Queuing of vehicles entering the site will be minimal. The center two way left turn lane will facilitate left turn movements in and out of the site.

Motorists will be able to utilize the existing bicycle lanes along the site frontage to facilitate right turn movements in and out of the site. Therefore, no changes are recommended. The entrance/exit does not create a significant impact to the operation of Buchannan Road.

- TJKM further recommends that all circulation aisles and curb returns be sized so that all vehicles can safely negotiate the site.
- As per the City of Pittsburg requirements, the total parking required by the project is 15 stalls. The project provides a total of 29 parking stalls, plus 12 parking spaces would be provided under canopy and one separate space for loading/ unloading. Therefore, no parking impacts are projected on City streets.

Appendix A –Traffic Counts Sheets

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	14	0	41	3	58	0	105	37	0	142	0	0	0	0	0	46	40	0	0	86	286	3
7:15	25	0	58	4	87	0	124	38	0	162	0	0	0	0	0	52	72	0	0	124	373	4
7:30	25	0	95	1	121	0	141	51	0	192	0	0	0	0	0	83	93	0	0	176	489	1
7:45	43	0	70	2	115	0	139	57	0	196	0	0	0	0	0	86	109	0	0	195	506	2
Total	107	0	264	10	381	0	509	183	0	692	0	0	0	0	0	267	314	0	0	581	1654	10
8:00	48	0	60	4	112	0	150	41	0	191	0	0	0	0	0	66	93	0	0	159	462	4
8:15	34	0	60	3	97	0	157	45	0	202	0	0	0	0	0	52	104	0	0	156	455	3
8:30	30	0	50	3	83	0	116	61	0	177	0	0	0	0	0	49	103	0	0	152	412	3
8:45	31	0	34	8	73	0	105	54	0	159	0	0	0	0	0	37	62	0	0	99	331	8
Total	143	0	204	18	365	0	528	201	0	729	0	0	0	0	0	204	362	0	0	566	1660	18
16:00	64	0	78	2	144	0	106	47	0	153	0	0	0	0	0	56	176	0	0	232	529	2
16:15	58	0	60	2	120	0	79	56	0	135	0	0	0	0	0	41	188	0	0	229	484	2
16:30	57	0	73	0	130	0	79	57	0	136	0	0	0	0	0	54	180	0	0	234	500	0
16:45	48	0	78	3	129	0	92	45	0	137	0	0	0	0	0	40	198	0	0	238	504	3
Total	227	0	289	7	523	0	356	205	0	561	0	0	0	0	0	191	742	0	0	933	2017	7
17:00	49	0	71	3	123	0	89	39	0	128	0	0	0	0	0	45	210	0	0	255	506	3
17:15	52	0	85	2	139	0	95	56	0	151	0	0	0	0	0	39	196	0	0	235	525	2
17:30	66	0	82	0	148	0	85	44	0	129	0	0	0	0	0	50	181	0	0	231	508	0
17:45	62	0	69	1	132	0	90	44	0	134	0	0	0	0	0	52	186	0	0	238	504	1
Total	229	0	307	6	542	0	359	183	0	542	0	0	0	0	0	186	773	0	0	959	2043	6
Grand Total	706	0	1064	41	1811	0	1752	772	0	2524	0	0	0	0	0	848	2191	0	0	3039	7374	41
Apprch %	39.0%	0.0%	58.8%	2.3%		0.0%	69.4%	30.6%	0.0%		0.0%	0.0%	0.0%	0.0%		27.9%	72.1%	0.0%	0.0%			
Total %	9.6%	0.0%	14.4%	0.6%	24.6%	0.0%	23.8%	10.5%	0.0%	34.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.5%	29.7%	0.0%	0.0%	41.2%	100.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	25	0	95	1	121	0	141	51	0	192	0	0	0	0	0	83	93	0	0	176	489
7:45	43	0	70	2	115	0	139	57	0	196	0	0	0	0	0	86	109	0	0	195	506
8:00	48	0	60	4	112	0	150	41	0	191	0	0	0	0	0	66	93	0	0	159	462
8:15	34	0	60	3	97	0	157	45	0	202	0	0	0	0	0	52	104	0	0	156	455
Total Volume	150	0	285	10	445	0	587	194	0	781	0	0	0	0	0	287	399	0	0	686	1912
% App Total	33.7%	0.0%	64.0%	2.2%		0.0%	75.2%	24.8%	0.0%		0.0%	0.0%	0.0%	0.0%		41.8%	58.2%	0.0%	0.0%		
PHF	.781	.000	.750	.625	.919	.000	.935	.851	.000	.967	.000	.000	.000	.000	.000	.834	.915	.000	.000	.879	.945

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	49	0	71	3	123	0	89	39	0	128	0	0	0	0	0	45	210	0	0	255	506
17:15	52	0	85	2	139	0	95	56	0	151	0	0	0	0	0	39	196	0	0	235	525
17:30	66	0	82	0	148	0	85	44	0	129	0	0	0	0	0	50	181	0	0	231	508
17:45	62	0	69	1	132	0	90	44	0	134	0	0	0	0	0	52	186	0	0	238	504
Total Volume	229	0	307	6	542	0	359	183	0	542	0	0	0	0	0	186	773	0	0	959	2043
% App Total	42.3%	0.0%	56.6%	1.1%		0.0%	66.2%	33.8%	0.0%		0.0%	0.0%	0.0%	0.0%		19.4%	80.6%	0.0%	0.0%		
PHF	.867	.000	.903	.500	.916	.000	.945	.817	.000	.897	.000	.000	.000	.000	.000	.894	.920	.000	.000	.940	.973

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Grand Total	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	12	0
Apprch %	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	16.7%	0.0%	0.0%		16.7%	0.0%	66.7%	0.0%		66.7%	0.0%	0.0%	0.0%		0.0%	0.0%	16.7%	0.0%		16.7%	100.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.500	.000		.500	.000	.000	.000		.000	.000	.000	.000		.000	.500

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
7:30	0	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	8	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	17
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
8:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	5
8:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	7	0	0	15
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4
Grand Total	0	0	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	13	0	0	46
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	0	4	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	0	152	0	0	152	4	0	0	0	4	0	47	0	0	47	203	0
7:15	0	0	0	0	0	0	163	4	0	167	4	0	2	0	6	0	92	2	0	94	267	0
7:30	1	0	0	0	1	0	207	2	0	209	4	0	1	0	5	0	106	3	1	110	325	1
7:45	2	0	0	0	2	0	207	2	0	209	3	0	1	0	4	0	144	2	0	146	361	0
Total	3	0	0	0	3	0	729	8	0	737	15	0	4	0	19	0	389	7	1	397	1156	1
8:00	0	0	0	0	0	1	196	4	0	201	3	0	1	0	4	0	128	2	0	130	335	0
8:15	1	0	3	0	4	0	193	3	0	196	3	0	1	0	4	0	133	1	0	134	338	0
8:30	9	0	3	0	12	1	181	1	0	183	1	0	3	0	4	0	122	0	0	122	321	0
8:45	6	1	4	0	11	0	146	5	0	151	2	0	1	0	3	0	90	0	0	90	255	0
Total	16	1	10	0	27	2	716	13	0	731	9	0	6	0	15	0	473	3	0	476	1249	0
16:00	5	0	8	0	13	1	136	1	0	138	2	0	0	0	2	0	242	1	0	243	396	0
16:15	11	0	4	0	15	0	120	1	0	121	2	0	1	0	3	0	238	5	0	243	382	0
16:30	8	0	7	0	15	0	128	0	0	128	3	0	0	0	3	0	237	4	0	241	387	0
16:45	6	0	5	0	11	1	127	1	0	129	0	0	0	0	0	0	231	5	0	236	376	0
Total	30	0	24	0	54	2	511	3	0	516	7	0	1	0	8	0	948	15	0	963	1541	0
17:00	13	0	4	0	17	1	126	0	0	127	1	0	0	0	1	0	248	3	0	251	396	0
17:15	5	0	1	0	6	1	145	0	0	146	1	0	0	0	1	0	243	0	0	243	396	0
17:30	2	0	3	0	5	0	125	1	0	126	1	0	1	0	2	0	250	3	0	253	386	0
17:45	3	0	0	0	3	0	142	0	0	142	3	0	1	0	4	0	253	5	0	258	407	0
Total	23	0	8	0	31	2	538	1	0	541	6	0	2	0	8	0	994	11	0	1005	1585	0
Grand Total	72	1	42	0	115	6	2494	25	0	2525	37	0	13	0	50	0	2804	36	1	2841	5531	1
Apprch %	62.6%	0.9%	36.5%	0.0%		0.2%	98.8%	1.0%	0.0%		74.0%	0.0%	26.0%	0.0%		0.0%	98.7%	1.3%	0.0%			
Total %	1.3%	0.0%	0.8%	0.0%	2.1%	0.1%	45.1%	0.5%	0.0%	45.7%	0.7%	0.0%	0.2%	0.0%	0.9%	0.0%	50.7%	0.7%	0.0%	51.4%	100.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	1	0	0	0	1	0	207	2	0	209	4	0	1	0	5	0	106	3	1	110	325
7:45	2	0	0	0	2	0	207	2	0	209	3	0	1	0	4	0	144	2	0	146	361
8:00	0	0	0	0	0	1	196	4	0	201	3	0	1	0	4	0	128	2	0	130	335
8:15	1	0	3	0	4	0	193	3	0	196	3	0	1	0	4	0	133	1	0	134	338
Total Volume	4	0	3	0	7	1	803	11	0	815	13	0	4	0	17	0	511	8	1	520	1359
% App Total	57.1%	0.0%	42.9%	0.0%		0.1%	98.5%	1.3%	0.0%		76.5%	0.0%	23.5%	0.0%		0.0%	98.3%	1.5%	0.2%		
PHF	.500	.000	.250	.000	.438	.250	.970	.688	.000	.975	.813	.000	1.000	.000	.850	.000	.887	.667	.250	.890	.941

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	13	0	4	0	17	1	126	0	0	127	1	0	0	0	1	0	248	3	0	251	396
17:15	5	0	1	0	6	1	145	0	0	146	1	0	0	0	1	0	243	0	0	243	396
17:30	2	0	3	0	5	0	125	1	0	126	1	0	1	0	2	0	250	3	0	253	386
17:45	3	0	0	0	3	0	142	0	0	142	3	0	1	0	4	0	253	5	0	258	407
Total Volume	23	0	8	0	31	2	538	1	0	541	6	0	2	0	8	0	994	11	0	1005	1585
% App Total	74.2%	0.0%	25.8%	0.0%		0.4%	99.4%	0.2%	0.0%		75.0%	0.0%	25.0%	0.0%		0.0%	98.9%	1.1%	0.0%		
PHF	.442	.000	.500	.000	.456	.500	.928	.250	.000	.926	.500	.000	.500	.000	.500	.000	.982	.550	.000	.974	.974

National Data and Surveying Services

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All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
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File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	0
Grand Total	2	0	0	0	2	0	4	4	0	8	0	0	0	0	0	0	5	0	0	5	15	0
Apprch %	100.0%	0.0%	0.0%			0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	13.3%	0.0%	0.0%		13.3%	0.0%	26.7%	26.7%		53.3%	0.0%	0.0%	0.0%		0.0%	0.0%	33.3%	0.0%		33.3%	100.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.250		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
% App Total	0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.250		.375	.000	.000	.000		.000	.000	.250	.000		.250	.333

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	0	0	7	0	0	0	0	1	0	0	0	0	5	0	0	0	0	2	0	0	15
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	3	1	3	0	7	1	112	2	0	115	31	12	7	0	50	0	41	7	0	48	220	0
7:15	1	3	1	0	5	3	142	5	0	150	25	16	4	0	45	0	85	8	0	93	293	0
7:30	2	1	3	0	6	5	167	1	0	173	34	20	11	0	65	2	94	15	0	111	355	0
7:45	3	1	2	0	6	1	184	1	0	186	25	12	12	0	49	0	117	25	0	142	383	0
Total	9	6	9	0	24	10	605	9	0	624	115	60	34	0	209	2	337	55	0	394	1251	0
8:00	4	0	1	0	5	6	187	3	0	196	28	8	9	0	45	0	104	24	0	128	374	0
8:15	3	2	3	0	8	10	159	2	0	171	16	7	6	0	29	6	121	18	0	145	353	0
8:30	2	0	4	0	6	5	154	3	0	162	27	1	6	0	34	2	116	17	0	135	337	0
8:45	5	0	3	0	8	5	128	1	0	134	18	3	10	0	31	3	79	17	0	99	272	0
Total	14	2	11	0	27	26	628	9	0	663	89	19	31	0	139	11	420	76	0	507	1336	0
16:00	13	11	5	0	29	11	117	3	0	131	14	4	11	0	29	4	201	24	0	229	418	0
16:15	6	5	4	0	15	4	109	8	0	121	13	2	6	1	22	6	228	28	0	262	420	1
16:30	11	6	2	0	19	6	107	6	0	119	19	1	8	0	28	6	202	28	0	236	402	0
16:45	5	6	4	0	15	9	102	0	0	111	23	2	9	0	34	6	214	29	0	249	409	0
Total	35	28	15	0	78	30	435	17	0	482	69	9	34	1	113	22	845	109	0	976	1649	1
17:00	11	12	9	0	32	5	104	4	0	113	18	3	9	0	30	4	231	26	0	261	436	0
17:15	9	10	4	0	23	11	124	1	0	136	21	1	8	0	30	3	220	28	0	251	440	0
17:30	12	5	4	1	22	8	100	9	0	117	24	4	13	0	41	3	220	38	0	261	441	1
17:45	10	10	7	0	27	3	113	5	0	121	21	5	10	0	36	2	219	42	0	263	447	0
Total	42	37	24	1	104	27	441	19	0	487	84	13	40	0	137	12	890	134	0	1036	1764	1
Grand Total	100	73	59	1	233	93	2109	54	0	2256	357	101	139	1	598	47	2492	374	0	2913	6000	2
Apprch %	42.9%	31.3%	25.3%	0.4%		4.1%	93.5%	2.4%	0.0%		59.7%	16.9%	23.2%	0.2%		1.6%	85.5%	12.8%	0.0%			
Total %	1.7%	1.2%	1.0%	0.0%	3.9%	1.6%	35.2%	0.9%	0.0%	37.6%	6.0%	1.7%	2.3%	0.0%	10.0%	0.8%	41.5%	6.2%	0.0%	48.6%	100.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	2	1	3	0	6	5	167	1	0	173	34	20	11	0	65	2	94	15	0	111	355
7:45	3	1	2	0	6	1	184	1	0	186	25	12	12	0	49	0	117	25	0	142	383
8:00	4	0	1	0	5	6	187	3	0	196	28	8	9	0	45	0	104	24	0	128	374
8:15	3	2	3	0	8	10	159	2	0	171	16	7	6	0	29	6	121	18	0	145	353
Total Volume	12	4	9	0	25	22	697	7	0	726	103	47	38	0	188	8	436	82	0	526	1465
% App Total	48.0%	16.0%	36.0%	0.0%		3.0%	96.0%	1.0%	0.0%		54.8%	25.0%	20.2%	0.0%		1.5%	82.9%	15.6%	0.0%		
PHF	.750	.500	.750	.000	.781	.550	.932	.583	.000	.926	.757	.588	.792	.000	.723	.333	.901	.820	.000	.907	.956

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	11	12	9	0	32	5	104	4	0	113	18	3	9	0	30	4	231	26	0	261	436
17:15	9	10	4	0	23	11	124	1	0	136	21	1	8	0	30	3	220	28	0	251	440
17:30	12	5	4	1	22	8	100	9	0	117	24	4	13	0	41	3	220	38	0	261	441
17:45	10	10	7	0	27	3	113	5	0	121	21	5	10	0	36	2	219	42	0	263	447
Total Volume	42	37	24	1	104	27	441	19	0	487	84	13	40	0	137	12	890	134	0	1036	1764
% App Total	40.4%	35.6%	23.1%	1.0%		5.5%	90.6%	3.9%	0.0%		61.3%	9.5%	29.2%	0.0%		1.2%	85.9%	12.9%	0.0%		
PHF	.875	.771	.667	.250	.813	.614	.889	.528	.000	.895	.875	.650	.769	.000	.835	.750	.963	.798	.000	.985	.987

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0
7:15	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	7	0
8:00	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0
Grand Total	1	0	0	0	1	0	3	0	0	3	4	3	0	0	7	0	6	1	0	7	18	0
Apprch %	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			57.1%	42.9%	0.0%			0.0%	85.7%	14.3%				
Total %	5.6%	0.0%	0.0%		5.6%	0.0%	16.7%	0.0%		16.7%	22.2%	16.7%	0.0%		38.9%	0.0%	33.3%	5.6%		38.9%	100.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.500	.000		.500	.250	.000	.000		.250	.000	.000	.000		.000	.333

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	100.0%			
PHF	.250	.000	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.250		.250	.500

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	6
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	11	0	0	14
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	0	0	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	6
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	28	0	0	36
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	4	1	4	0	9	5	105	4	0	114	10	0	6	0	16	1	43	4	0	48	187	0
7:15	10	0	2	0	12	7	135	1	0	143	9	1	14	0	24	3	74	4	0	81	260	0
7:30	10	1	5	0	16	13	154	1	0	168	14	0	13	0	27	2	102	8	0	112	323	0
7:45	5	2	4	0	11	6	161	2	0	169	22	0	14	0	36	2	120	7	0	129	345	0
Total	29	4	15	0	48	31	555	8	0	594	55	1	47	0	103	8	339	23	0	370	1115	0
8:00	2	0	7	0	9	6	190	6	0	202	9	0	14	0	23	6	104	18	0	128	362	0
8:15	5	0	3	0	8	6	149	6	0	161	7	0	10	0	17	4	108	13	0	125	311	0
8:30	10	1	6	0	17	11	150	7	0	168	8	1	14	0	23	3	109	9	0	121	329	0
8:45	4	0	7	0	11	5	128	3	0	136	4	0	6	0	10	3	91	6	0	100	257	0
Total	21	1	23	0	45	28	617	22	0	667	28	1	44	0	73	16	412	46	0	474	1259	0
16:00	9	0	8	0	17	15	110	9	0	134	10	0	15	0	25	5	196	24	0	225	401	0
16:15	7	0	2	0	9	15	122	9	0	146	5	0	8	0	13	7	225	14	0	246	414	0
16:30	8	0	7	0	15	14	90	6	0	110	16	0	14	0	30	8	201	7	0	216	371	0
16:45	6	0	9	0	15	14	101	6	0	121	5	1	14	0	20	6	208	9	0	223	379	0
Total	30	0	26	0	56	58	423	30	0	511	36	1	51	0	88	26	830	54	0	910	1565	0
17:00	5	0	4	0	9	11	94	9	0	114	8	0	15	0	23	7	230	17	0	254	400	0
17:15	14	0	12	0	26	17	108	8	0	133	9	0	8	0	17	7	222	9	0	238	414	0
17:30	8	1	10	0	19	14	100	4	0	118	6	0	10	0	16	11	221	11	0	243	396	0
17:45	7	1	8	0	16	19	102	8	0	129	12	0	10	0	22	6	228	10	0	244	411	0
Total	34	2	34	0	70	61	404	29	0	494	35	0	43	0	78	31	901	47	0	979	1621	0
Grand Total	114	7	98	0	219	178	1999	89	0	2266	154	3	185	0	342	81	2482	170	0	2733	5560	0
Apprch %	52.1%	3.2%	44.7%	0.0%		7.9%	88.2%	3.9%	0.0%		45.0%	0.9%	54.1%	0.0%		3.0%	90.8%	6.2%	0.0%			
Total %	2.1%	0.1%	1.8%	0.0%	3.9%	3.2%	36.0%	1.6%	0.0%	40.8%	2.8%	0.1%	3.3%	0.0%	6.2%	1.5%	44.6%	3.1%	0.0%	49.2%	100.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	5	2	4	0	11	6	161	2	0	169	22	0	14	0	36	2	120	7	0	129	345
8:00	2	0	7	0	9	6	190	6	0	202	9	0	14	0	23	6	104	18	0	128	362
8:15	5	0	3	0	8	6	149	6	0	161	7	0	10	0	17	4	108	13	0	125	311
8:30	10	1	6	0	17	11	150	7	0	168	8	1	14	0	23	3	109	9	0	121	329
Total Volume	22	3	20	0	45	29	650	21	0	700	46	1	52	0	99	15	441	47	0	503	1347
% App Total	48.9%	6.7%	44.4%	0.0%		4.1%	92.9%	3.0%	0.0%		46.5%	1.0%	52.5%	0.0%		3.0%	87.7%	9.3%	0.0%		
PHF	.550	.375	.714	.000	.662	.659	.855	.750	.000	.866	.523	.250	.929	.000	.688	.625	.919	.653	.000	.975	.930

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	5	0	4	0	9	11	94	9	0	114	8	0	15	0	23	7	230	17	0	254	400
17:15	14	0	12	0	26	17	108	8	0	133	9	0	8	0	17	7	222	9	0	238	414
17:30	8	1	10	0	19	14	100	4	0	118	6	0	10	0	16	11	221	11	0	243	396
17:45	7	1	8	0	16	19	102	8	0	129	12	0	10	0	22	6	228	10	0	244	411
Total Volume	34	2	34	0	70	61	404	29	0	494	35	0	43	0	78	31	901	47	0	979	1621
% App Total	48.6%	2.9%	48.6%	0.0%		12.3%	81.8%	5.9%	0.0%		44.9%	0.0%	55.1%	0.0%		3.2%	92.0%	4.8%	0.0%		
PHF	.607	.500	.708	.000	.673	.803	.935	.806	.000	.929	.729	.000	.717	.000	.848	.705	.979	.691	.000	.964	.979

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	5	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Grand Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	3	2	0	6	10	0
Apprch %	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			16.7%	50.0%	33.3%				
Total %	0.0%	0.0%	10.0%		10.0%	0.0%	30.0%	0.0%		30.0%	0.0%	0.0%	0.0%		0.0%	10.0%	30.0%	20.0%		60.0%	100.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% App Total	0.0%	0.0%	100.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.250		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.500

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	8	23	21	0	52	0	48	13	0	61	61	106	0	0	167	30	13	18	1	62	342	1
7:15	9	23	16	0	48	3	45	16	1	65	81	110	8	0	199	41	19	36	0	96	408	1
7:30	12	25	30	0	67	2	67	33	1	103	79	112	4	0	195	58	40	50	3	151	516	4
7:45	10	45	43	0	98	2	57	32	3	94	97	130	2	0	229	70	34	37	1	142	563	4
Total	39	116	110	0	265	7	217	94	5	323	318	458	14	0	790	199	106	141	5	451	1829	10
8:00	13	45	50	0	108	4	76	34	5	119	77	79	1	0	157	55	41	53	1	150	534	6
8:15	14	40	41	0	95	7	57	19	4	87	68	77	4	0	149	52	33	38	1	124	455	5
8:30	12	43	37	0	92	6	43	15	2	66	75	57	6	0	138	51	39	43	3	136	432	5
8:45	22	36	36	0	94	3	33	20	0	56	66	98	5	0	169	52	42	27	2	123	442	2
Total	61	164	164	0	389	20	209	88	11	328	286	311	16	0	613	210	155	161	7	533	1863	18
16:00	36	114	65	1	216	8	40	20	0	68	46	73	7	0	126	76	83	91	3	253	663	4
16:15	34	90	58	0	182	5	46	15	3	69	43	64	3	0	110	64	75	84	1	224	585	4
16:30	29	98	51	0	178	8	33	19	0	60	42	74	7	0	123	71	98	82	6	257	618	6
16:45	27	108	59	0	194	4	25	21	0	50	43	69	1	0	113	68	82	94	4	248	605	4
Total	126	410	233	1	770	25	144	75	3	247	174	280	18	0	472	279	338	351	14	982	2471	18
17:00	49	115	63	1	228	4	30	20	1	55	43	55	5	0	103	67	86	105	3	261	647	5
17:15	38	109	80	0	227	10	40	19	2	71	43	48	1	0	92	75	89	109	1	274	664	3
17:30	26	112	55	0	193	5	32	24	0	61	40	65	4	0	109	80	72	100	0	252	615	0
17:45	31	100	65	0	196	7	42	23	1	73	42	47	2	0	91	82	71	110	3	266	626	4
Total	144	436	263	1	844	26	144	86	4	260	168	215	12	0	395	304	318	424	7	1053	2552	12
Grand Total	370	1126	770	2	2268	78	714	343	23	1158	946	1264	60	0	2270	992	917	1077	33	3019	8715	58
Apprch %	16.3%	49.6%	34.0%	0.1%		6.7%	61.7%	29.6%	2.0%		41.7%	55.7%	2.6%	0.0%		32.9%	30.4%	35.7%	1.1%			
Total %	4.2%	12.9%	8.8%	0.0%	26.0%	0.9%	8.2%	3.9%	0.3%	13.3%	10.9%	14.5%	0.7%	0.0%	26.0%	11.4%	10.5%	12.4%	0.4%	34.6%	100.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	12	25	30	0	67	2	67	33	1	103	79	112	4	0	195	58	40	50	3	151	516
7:45	10	45	43	0	98	2	57	32	3	94	97	130	2	0	229	70	34	37	1	142	563
8:00	13	45	50	0	108	4	76	34	5	119	77	79	1	0	157	55	41	53	1	150	534
8:15	14	40	41	0	95	7	57	19	4	87	68	77	4	0	149	52	33	38	1	124	455
Total Volume	49	155	164	0	368	15	257	118	13	403	321	398	11	0	730	235	148	178	6	567	2068
% App Total	13.3%	42.1%	44.6%	0.0%		3.7%	63.8%	29.3%	3.2%		44.0%	54.5%	1.5%	0.0%		41.4%	26.1%	31.4%	1.1%		
PHF	.875	.861	.820	.000	.852	.536	.845	.868	.650	.847	.827	.765	.688	.000	.797	.839	.902	.840	.500	.939	.918

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	49	115	63	1	228	4	30	20	1	55	43	55	5	0	103	67	86	105	3	261	647
17:15	38	109	80	0	227	10	40	19	2	71	43	48	1	0	92	75	89	109	1	274	664
17:30	26	112	55	0	193	5	32	24	0	61	40	65	4	0	109	80	72	100	0	252	615
17:45	31	100	65	0	196	7	42	23	1	73	42	47	2	0	91	82	71	110	3	266	626
Total Volume	144	436	263	1	844	26	144	86	4	260	168	215	12	0	395	304	318	424	7	1053	2552
% App Total	17.1%	51.7%	31.2%	0.1%		10.0%	55.4%	33.1%	1.5%		42.5%	54.4%	3.0%	0.0%		28.9%	30.2%	40.3%	0.7%		
PHF	.735	.948	.822	.250	.925	.650	.857	.896	.500	.890	.977	.827	.600	.000	.906	.927	.893	.964	.583	.961	.961

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
Total	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
8:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	4	0
Grand Total	1	1	0	0	2	1	2	1	0	4	1	1	1	0	3	1	2	0	0	3	12	0
Apprch %	50.0%	50.0%	0.0%			25.0%	50.0%	25.0%			33.3%	33.3%	33.3%			33.3%	66.7%	0.0%				
Total %	8.3%	8.3%	0.0%		16.7%	8.3%	16.7%	8.3%		33.3%	8.3%	8.3%	8.3%		25.0%	8.3%	16.7%	0.0%		25.0%	100.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.000	.250		.250	.000	.250	.000		.250	.000	.000	.000		.000	.375

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			50.0%	50.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.250	.000	.000		.250	.250	.250	.000		.500	1.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	9
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	6
Total	0	0	0	2	0	0	0	0	1	0	0	0	0	6	0	0	0	0	5	0	0	14
17:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	7
Grand Total	0	0	0	9	0	0	0	0	4	0	0	0	0	10	0	0	0	0	11	0	0	34
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

46 - Buchanan @ Loveridge
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	19	0	0	0	0	0	0	0	0	0	0
Min Green	0	8	0	8	8	8	0	0	5	5	5	5	5	5	5	5
Passage	0	3	0	2.2	2.2	3	0	0	1	1	1	1	1	1	1	1
Max1	0	65	0	20	20	40	0	0	25	25	25	25	25	25	25	25
Max2	0	65	0	20	20	40	0	0	50	50	50	50	50	50	50	50
Yellow	3.5	4	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1	1.5	1.5	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	WALK	RED	RED	RED	WALK	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	Off	On	Off	On	On	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

45 - Buchanan @ Ventura
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	14	0	16	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Passage	1.7	2	1	1.7	1.7	2	1	1.7	1	1	1	1	1	1	1	1
Max1	15	79	0	23	15	79	0	23	25	25	25	25	25	25	25	25
Max2	15	79	0	23	15	79	0	23	50	50	50	50	50	50	50	50
Yellow	3.5	4	3.5	3.5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	1.7	3.5	0	1.7	1.7	3.5	0	1.7	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	WALK	RED	RED	RED	WALK	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	Off	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	On	Off	Off	Off	On	On	On	On	On	On	On	On	On
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

44 - Buchanan @ Meadows
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	11	0	14	0	10	0	14	0	0	0	0	0	0	0	0
Min Green	6	6	0	6	6	6	0	6	0	0	0	0	0	0	0	0
Passage	1.7	2	0	1.7	1.7	2	0	1.7	0	0	0	0	0	0	0	0
Max1	15	42	0	15	15	42	0	15	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.6	5	3	3.6	3.6	5	3	3.6	0	0	0	0	0	0	0	0
Red	1.5	1	0	1.5	1.5	1	0	1.5	0	0	0	0	0	0	0	0
Red Revert	5	5	0	5	5	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Max Initial	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	On	Off	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	On	On	On	On	On	On	On	On	Off	Off	Off	Off	Off	Off	Off	Off
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

916 441 0391

Somersville / Buchanan

Intersection Name

☐ Additional Special Timing Required

If box is checked, see additional timing sheets.

Turn On Date: / / By: _____

Notes: _____

0 = Walk
1 = FDW
2 = Min. Green
3 =
4 = Var. Initial
5 = Extension
6 =
7 = Reduce Gap
8 = Red Rest
9 = Preemption
A = Stop Time
B = Red Revert
C = Gap Termination
D = Max. Termination
E = Forceoff Termination
F = Red Clearance

D / C / F / A

Interval Timer Display

Ring A = F/0 + A + Interval
Ring B = F/0 + B + Interval

E Page Enable: F/1 + 9 + E = Not Zero

Manual = C/0 + A + 1
Master Plan = C/0 + A + 2
Current Plan = C/0 + A + 3
Next Plan = C/0 + A + 4
TOD Plan = C/0 + A + 5

Master Cycle = C/0 + A + 0
Ring A Cycle = C/0 + B + 0
Ring B Cycle = C/0 + D + 0

MIN Cycle = C/0 + A + E
MAX Cycle = C/0 + B + E
Current Calculated Cycle Length = C/0 + B + F

Phase Hold = C/0 + F + D
Phase Next = C/0 + F + E
Force Off = C/0 + F + F

PHASE BANK 1

		1	2	3	4	5	6	7	8
0	WALK	–	8	–	8	–	8	–	8
1	DONT WALK	–	18	–	18	–	18	–	18
2	MIN INITIAL	5	5	5	5	5	5	5	5
3	TYPE 3 LIMIT	–	–	–	–	–	–	–	–
4	ADD PER VEH	–	2.5	–	2.0	–	2.5	–	2.0
5	VEH EXT	2.5	2.5	2.5	6.5	3.5	2.5	2.5	6.5
6	MAX GAP	2.5	2.5	2.5	6.5	3.5	2.5	3.0	4.0
7	MIN GAP	2.5	2.5	2.5	4.0	3.5	4.0	2.5	4.0
8	MAX LIMIT	30	40	20	40	45	40	35	40
9	MAXIMUM 2	–	–	–	–	–	–	–	
A	ADV DLY WALK	–	–	–	–	–	–	–	
B	MIN PED CLEAR	–	–	–	–	–	–	–	
C	COND SRV MIN	–	–	–	–	–	–	–	
D	REDUCE EVERY	–	1.0	–	1.0	–	1.0	–	1.0
E	YELLOW	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
F	RED CLEAR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

<C + 0 + F = 1>

PHASE FUNCTION FLAGS

		MAX INITIAL 9	ALT WALK A	ALT FLH D/W B	ALT INITIAL C	ALT EXTEN D	PREEMPT E
0							
1	PHASE 1						
2	PHASE 2						
3	PHASE 3						
4	PHASE 4						
5	PHASE 5						
6	PHASE 6						
7	PHASE 7						
8	PHASE 8						

ALL RED START: (F/1 + C + 0) = ____
RED REVERT: (F/1 + 0 + F) = ____

Exclusive Pedestrian Operation
WALK: (F/1 + 0 + 0) = ____
DONT WALK: (F/1 + 0 + 1) = ____
RED CLEAR: (F/1 + 0 + 2) = ____

		RR1 DLY	RR1 CLR	EVA DLY	EVA CLR	EVB DLY	EVB CLR	EVC DLY	EVC CLR	EVD DLY	EVD CLR	RR2 DLY	RR2 CLR	EV CLR	EV DLY	RR CLR	RR DLY
0	PERMIT	XXXXXXXX															
1	RED LOCK		X														
2	YELLOW LOCK		X														
3	VEH MIN CALL																
4	PED RECALL																
5	PEDESTRIANS																
6	REST IN WALK																
7	RED REST																
8	DOUBLE ENTRY																
9	VEH MAX CALL																
A	SOFT RECALL	X			X												
B	MAXIMUM 2																
C	COND SERVICE																
D	MAN CONT CALL																
E	YELLOW START	X			X												
F	FIRST PHASES		X														X

<C + 0 + F = 1>

CONTROLLER CONFIGURATION FLAGS

		Column E PHASES 1 2 3 4 5 6 7 8	Column F PHASES 1 2 3 4 5 6 7 8
0	EXCLUSIVE		
1	RR1 CLEAR		
2	RR2 CLEAR		
3	RR2 LTD SRV		
4	PROT / PERM		
5	FLH TO PREMT		
6	FLASH ENTRY		
7	DSABL MIN YEL		
8	DSABL OVP YEL		
9	OVP FLH YEL		
A	EM VEH A	X X X	
B	EM VEH B	X X X	
C	EM VEH C	X X X	
D	EM VEH D	X X X	
E	EXTRA 1	X X X	
F	IC SELECT	X	

<C + 0 + E = 125>

		Column F PHASES 1 2 3 4 5 6 7 8
0		
1	EXT PERMIT 1	
2	EXT PERMIT 2	
3	EXCLU PED	
4		
5	PED 2 P OUT	X
6	PED 6 P OUT	X
7	PED 4 P OUT	X
8	PED 8 P OUT	X
9	FLH YELLOW	
A		
B		
C		
D		
E	RESTRICTED	
F	EXTRA 2	X

<C + 0 + E = 125>

SYSTEM DETECTORS

		Column B C1 PIN NO.
0		
1	SYS DET #1	
2	SYS DET #2	
3	SYS DET #3	
4	SYS DET #4	
5	SYS DET #5	
6	SYS DET #6	
7	SYS DET #7	
8	SYS DET #8	

<C + 0 + E = 126>

Controller Configuration Flags

EXTRA 1
1 = TBC Type 1
2 = NEMA External Coord.
3 = Auto Daylight Savings
4 = EV Preempt Advance
5 = Expanded Status Report
6 = International Ped
7 = Clear Outputs During FLASH
8 = Split Ring Operation

IC SELECT
2 = 2 Way Modem
3 = 7 Wire Slave
4 = Flash / Free
6 = Simplex Master
7 = 7 Wire Master
8 = Offset Interrupter

EXTRA 2
1 = AWB On During Phase Initial
2 = LMU Installed
3 =

FLASH TO PE
1 = EV A
2 = EV B
3 = EV C
4 = EV D
5 = PR 1
6 = PR 2
7 = SE 1
8 = SE 2

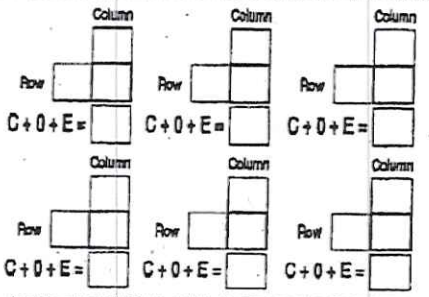
Manual Plan Select: (C/0 + A + 1) = ____
AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

Manual Offset Select: (C/0 + B + 1) = ____
AUTO = 0
OFFSET A = 1
OFFSET B = 2
OFFSET C = 3

COMM ADDRESS: (C/0 + 0 + 0) = ____
ZONE NUMBER: (C/0 + 0 + 1) = ____
AREA NUMBER: (C/0 + 0 + 2) = ____
AREA ADDRESS: (C/0 + 0 + 3) = ____

INPUT KEYSTROKES:
1) Set the PAGE to the required BANK # <C + 0 + PAGE = BANK #>
2) Keystroke: PAGE + COLUMN + ROW

ADVANCE WARNING -- SIGN #1: Phase # (F/1 + C + F) = ____ Time Before Yellow (F/1 + C + E) = ____ Output Pin # (E/127 + E + 8) = ____
SIGN #2: (F/1 + D + F) = ____ (F/1 + D + E) = ____ (E/127 + E + 9) = ____



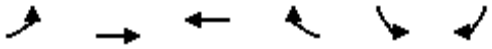
INPUT / OUTPUT PIN # REASSIGNMENTS

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
916 441-0260
Traffic Signal Program 233
"QuicForm" Timing Card
(Revised 07/95)

Appendix B – Existing Conditions Intersections Level of Service Worksheets

HCM 2010 Signalized Intersection Summary
1: Buchanan Rd. & Loveridge Rd.

1/11/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	399	587	194	160	285
Future Volume (veh/h)	287	399	587	194	160	285
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	326	453	605	200	174	310
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.97	0.97	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	1223	729	603	386	345
Arrive On Green	0.21	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1774	1863	1863	1541	1774	1583
Grp Volume(v), veh/h	326	453	605	200	174	310
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1541	1774	1583
Q Serve(g_s), s	14.9	9.2	24.4	7.6	7.1	15.9
Cycle Q Clear(g_c), s	14.9	9.2	24.4	7.6	7.1	15.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	364	1223	729	603	386	345
V/C Ratio(X)	0.90	0.37	0.83	0.33	0.45	0.90
Avail Cap(c_a), veh/h	425	1450	893	738	425	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	6.5	22.9	17.8	28.3	31.8
Incr Delay (d2), s/veh	18.0	0.2	5.5	0.3	0.4	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	4.7	13.6	3.3	3.5	14.8
LnGrp Delay(d),s/veh	50.3	6.7	28.4	18.1	28.8	53.2
LnGrp LOS	D	A	C	B	C	D
Approach Vol, veh/h		779	805		484	
Approach Delay, s/veh		25.0	25.9		44.4	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		59.8		23.7	22.1	37.7		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		11.2		17.9	16.9	26.4		
Green Ext Time (p_c), s		9.7		0.3	0.2	6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	511	8	1	803	0	13	0	4	4	0	3
Future Vol, veh/h	0	511	8	1	803	0	13	0	4	4	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	98	98	98	85	85	85	44	44	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	574	9	1	819	0	15	0	5	9	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	819	0	0	583	0	0	1400	1400	579	1402	1404	821
Stage 1	-	-	-	-	-	-	579	579	-	821	821	-
Stage 2	-	-	-	-	-	-	821	821	-	581	583	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	810	-	-	991	-	-	118	140	515	117	140	374
Stage 1	-	-	-	-	-	-	501	501	-	369	389	-
Stage 2	-	-	-	-	-	-	369	389	-	499	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	808	-	-	991	-	-	115	140	515	116	140	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	140	-	116	140	-
Stage 1	-	-	-	-	-	-	501	501	-	369	388	-
Stage 2	-	-	-	-	-	-	361	388	-	494	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	34.7	28.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	808	-	-	991	-	-	116	373
HCM Lane V/C Ratio	0.142	-	-	-	0.001	-	-	0.078	0.018
HCM Control Delay (s)	34.7	0	-	-	8.6	0	-	38.7	14.8
HCM Lane LOS	D	A	-	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	436	82	22	697	7	103	47	38	12	4	9
Future Volume (veh/h)	8	436	82	22	697	7	103	47	38	12	4	9
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	479	90	24	749	8	143	65	53	15	5	12
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	904	768	71	936	10	354	152	124	270	78	186
Arrive On Green	0.02	0.49	0.49	0.04	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1839	20	1370	943	769	1255	482	1156
Grp Volume(v), veh/h	9	479	90	24	0	757	143	0	118	15	0	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1859	1370	0	1713	1255	0	1637
Q Serve(g_s), s	0.2	8.8	1.5	0.7	0.0	16.7	4.9	0.0	3.1	0.5	0.0	0.4
Cycle Q Clear(g_c), s	0.2	8.8	1.5	0.7	0.0	16.7	5.3	0.0	3.1	3.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.45	1.00		0.71
Lane Grp Cap(c), veh/h	29	904	768	71	0	946	354	0	276	270	0	264
V/C Ratio(X)	0.31	0.53	0.12	0.34	0.00	0.80	0.40	0.00	0.43	0.06	0.00	0.06
Avail Cap(c_a), veh/h	538	2978	2529	538	0	2972	771	0	797	652	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	8.8	6.9	23.1	0.0	10.1	19.8	0.0	18.7	20.3	0.0	17.6
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.0	0.0	0.6	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	0.7	0.3	0.0	8.6	1.9	0.0	1.5	0.2	0.0	0.2
LnGrp Delay(d),s/veh	26.2	9.0	7.0	24.1	0.0	10.7	20.1	0.0	19.1	20.3	0.0	17.6
LnGrp LOS	C	A	A	C		B	C		B	C		B
Approach Vol, veh/h		578			781			261			32	
Approach Delay, s/veh		8.9			11.1			19.6			18.9	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	29.5		13.0	5.8	30.6		13.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	2.7	10.8		5.6	2.2	18.7		7.3
Green Ext Time (p_c), s	0.0	6.5		0.6	0.0	6.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	441	47	29	650	21	46	1	52	22	3	20
Future Volume (veh/h)	15	441	47	29	650	21	46	1	52	22	3	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	450	48	33	747	24	67	1	75	33	5	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.69	0.69	0.69	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	905	753	79	911	29	295	3	191	257	28	170
Arrive On Green	0.02	0.49	0.49	0.04	0.51	0.51	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1550	1774	1795	58	1363	21	1560	1314	230	1382
Grp Volume(v), veh/h	15	450	48	33	0	771	67	0	76	33	0	35
Grp Sat Flow(s),veh/h/ln	1774	1863	1550	1774	0	1853	1363	0	1580	1314	0	1612
Q Serve(g_s), s	0.4	7.7	0.8	0.8	0.0	16.4	2.2	0.0	2.1	1.1	0.0	0.9
Cycle Q Clear(g_c), s	0.4	7.7	0.8	0.8	0.0	16.4	3.1	0.0	2.1	3.2	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.86
Lane Grp Cap(c), veh/h	40	905	753	79	0	940	295	0	194	257	0	198
V/C Ratio(X)	0.37	0.50	0.06	0.42	0.00	0.82	0.23	0.00	0.39	0.13	0.00	0.18
Avail Cap(c_a), veh/h	570	1675	1394	570	0	1666	565	0	508	518	0	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	8.1	6.4	21.7	0.0	9.7	19.7	0.0	18.9	20.3	0.0	18.4
Incr Delay (d2), s/veh	2.1	0.2	0.0	1.3	0.0	0.7	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	0.3	0.4	0.0	8.3	0.8	0.0	0.9	0.4	0.0	0.4
LnGrp Delay(d),s/veh	24.6	8.3	6.4	23.0	0.0	10.4	19.9	0.0	19.4	20.4	0.0	18.5
LnGrp LOS	C	A	A	C		B	B		B	C		B
Approach Vol, veh/h		513			804			143			68	
Approach Delay, s/veh		8.6			10.9			19.6			19.4	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	28.7		10.8	6.2	29.7		10.8
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	2.8	9.7		5.2	2.4	18.4		5.1
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	5.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

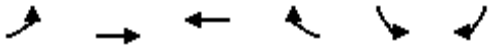
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	148	178	28	257	118	321	398	11	49	155	164
Future Volume (veh/h)	241	148	178	28	257	118	321	398	11	49	155	164
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	256	157	0	33	302	0	401	498	14	58	182	193
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	1302	582	52	434	369	447	1335	37	76	604	270
Arrive On Green	0.16	0.37	0.00	0.03	0.23	0.00	0.25	0.38	0.38	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3515	99	1774	3539	1583
Grp Volume(v), veh/h	256	157	0	33	302	0	401	250	262	58	182	193
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1844	1774	1770	1583
Q Serve(g_s), s	14.9	3.1	0.0	1.9	15.6	0.0	23.0	10.8	10.8	3.4	4.7	12.1
Cycle Q Clear(g_c), s	14.9	3.1	0.0	1.9	15.6	0.0	23.0	10.8	10.8	3.4	4.7	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	291	1302	582	52	434	369	447	672	701	76	604	270
V/C Ratio(X)	0.88	0.12	0.00	0.63	0.70	0.00	0.90	0.37	0.37	0.77	0.30	0.71
Avail Cap(c_a), veh/h	589	1847	826	337	707	601	757	923	962	505	1343	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	22.0	0.0	50.6	37.0	0.0	38.1	23.6	23.6	49.9	38.2	41.3
Incr Delay (d2), s/veh	6.4	0.2	0.0	9.0	8.9	0.0	9.0	0.3	0.2	11.4	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	1.5	0.0	1.1	9.1	0.0	12.4	5.3	5.6	1.9	2.3	5.5
LnGrp Delay(d),s/veh	49.4	22.2	0.0	59.6	45.9	0.0	47.1	23.9	23.9	61.3	38.4	43.9
LnGrp LOS	D	C		E	D		D	C	C	E	D	D
Approach Vol, veh/h		413			335			913			433	
Approach Delay, s/veh		39.1			47.3			34.1			43.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.0	7.6	43.8	31.0	23.0	21.8	29.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	5.4	12.8	3.9	5.1	25.0	14.1	16.9	17.6
Green Ext Time (p_c), s	0.1	3.9	0.0	9.2	1.5	3.7	0.5	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	773	359	183	235	307
Future Volume (veh/h)	186	773	359	183	235	307
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	198	822	399	203	255	334
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	247	1099	693	575	433	387
Arrive On Green	0.14	0.59	0.37	0.37	0.24	0.24
Sat Flow, veh/h	1774	1863	1863	1545	1774	1583
Grp Volume(v), veh/h	198	822	399	203	255	334
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1545	1774	1583
Q Serve(g_s), s	6.8	20.5	10.8	6.0	8.0	12.8
Cycle Q Clear(g_c), s	6.8	20.5	10.8	6.0	8.0	12.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	247	1099	693	575	433	387
V/C Ratio(X)	0.80	0.75	0.58	0.35	0.59	0.86
Avail Cap(c_a), veh/h	560	1912	1177	976	560	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	9.5	15.9	14.4	21.1	22.9
Incr Delay (d2), s/veh	3.3	1.0	0.8	0.4	0.7	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	10.6	5.7	2.6	4.0	11.4
LnGrp Delay(d),s/veh	29.7	10.6	16.6	14.7	21.8	33.3
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1020	602		589	
Approach Delay, s/veh		14.3	16.0		28.4	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.4		21.0	13.8	28.6		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		22.5		14.8	8.8	12.8		
Green Ext Time (p_c), s		12.3		0.7	0.2	10.7		

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	994	11	2	538	0	6	0	2	23	0	8
Future Vol, veh/h	0	994	11	2	538	0	6	0	2	23	0	8
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	93	93	93	50	50	50	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1025	11	2	578	0	12	0	4	50	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	1036	0	0	1613	1613	1031	1615	1619	580
Stage 1	-	-	-	-	-	-	1030	1030	-	583	583	-
Stage 2	-	-	-	-	-	-	583	583	-	1032	1036	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	996	-	-	671	-	-	84	104	283	83	103	514
Stage 1	-	-	-	-	-	-	282	311	-	498	499	-
Stage 2	-	-	-	-	-	-	498	499	-	281	309	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	670	-	-	81	104	283	81	103	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	104	-	81	103	-
Stage 1	-	-	-	-	-	-	282	311	-	498	497	-
Stage 2	-	-	-	-	-	-	478	497	-	277	309	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	48.2	80.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	99	994	-	-	670	-	-	81	513
HCM Lane V/C Ratio	0.162	-	-	-	0.003	-	-	0.617	0.034
HCM Control Delay (s)	48.2	0	-	-	10.4	0	-	103.9	12.3
HCM Lane LOS	E	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	2.8	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	890	134	27	441	19	84	13	40	43	37	24
Future Volume (veh/h)	12	890	134	27	441	19	84	13	40	43	37	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	899	135	30	490	21	100	15	48	53	46	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1053	893	80	1045	45	258	59	187	266	159	103
Arrive On Green	0.02	0.57	0.57	0.05	0.59	0.59	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	1863	1579	1774	1773	76	1308	388	1241	1323	1049	684
Grp Volume(v), veh/h	12	899	135	30	0	511	100	0	63	53	0	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1579	1774	0	1849	1308	0	1629	1323	0	1734
Q Serve(g_s), s	0.4	26.3	2.6	1.1	0.0	10.2	4.8	0.0	2.2	2.4	0.0	2.5
Cycle Q Clear(g_c), s	0.4	26.3	2.6	1.1	0.0	10.2	7.3	0.0	2.2	4.6	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.76	1.00		0.39
Lane Grp Cap(c), veh/h	37	1053	893	80	0	1090	258	0	246	266	0	262
V/C Ratio(X)	0.32	0.85	0.15	0.38	0.00	0.47	0.39	0.00	0.26	0.20	0.00	0.29
Avail Cap(c_a), veh/h	410	2266	1921	410	0	2250	523	0	577	534	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	11.9	6.7	30.1	0.0	7.6	27.7	0.0	24.3	26.4	0.0	24.5
Incr Delay (d2), s/veh	1.8	0.8	0.0	1.1	0.0	0.1	0.4	0.0	0.2	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.5	1.1	0.5	0.0	5.1	1.7	0.0	1.0	0.9	0.0	1.2
LnGrp Delay(d),s/veh	33.2	12.7	6.7	31.2	0.0	7.7	28.1	0.0	24.5	26.5	0.0	24.7
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1046			541			163			129	
Approach Delay, s/veh		12.1			9.0			26.7			25.4	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	42.2		14.8	6.4	43.8		14.8
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	3.1	28.3		6.6	2.4	12.2		9.3
Green Ext Time (p_c), s	0.0	8.4		0.6	0.0	8.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	901	47	61	404	29	35	0	43	34	2	34
Future Volume (veh/h)	31	901	47	61	404	29	35	0	43	34	2	34
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	939	49	66	434	31	41	0	51	51	3	51
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1054	895	118	1014	72	212	0	159	214	9	152
Arrive On Green	0.04	0.57	0.57	0.07	0.59	0.59	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1582	1774	1716	123	1345	0	1583	1348	89	1508
Grp Volume(v), veh/h	32	939	49	66	0	465	41	0	51	51	0	54
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1838	1345	0	1583	1348	0	1597
Q Serve(g_s), s	1.1	26.8	0.8	2.2	0.0	8.4	1.8	0.0	1.8	2.2	0.0	1.9
Cycle Q Clear(g_c), s	1.1	26.8	0.8	2.2	0.0	8.4	3.7	0.0	1.8	4.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	73	1054	895	118	0	1086	212	0	159	214	0	161
V/C Ratio(X)	0.44	0.89	0.05	0.56	0.00	0.43	0.19	0.00	0.32	0.24	0.00	0.34
Avail Cap(c_a), veh/h	439	1290	1096	439	0	1273	409	0	392	412	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	11.5	5.9	27.5	0.0	6.8	27.1	0.0	25.3	27.2	0.0	25.4
Incr Delay (d2), s/veh	1.5	6.2	0.0	1.5	0.0	0.1	0.2	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	15.4	0.4	1.1	0.0	4.2	0.7	0.0	0.8	0.8	0.0	0.9
LnGrp Delay(d),s/veh	29.9	17.7	5.9	29.0	0.0	6.9	27.3	0.0	25.8	27.4	0.0	25.8
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1020			531			92			105	
Approach Delay, s/veh		17.5			9.6			26.4			26.6	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	40.3		11.2	7.6	41.8		11.2
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	4.2	28.8		6.0	3.1	10.4		5.7
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	7.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

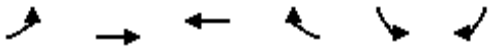
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	318	424	30	144	86	168	215	12	145	436	263
Future Volume (veh/h)	311	318	424	30	144	86	168	215	12	145	436	263
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	324	331	0	34	162	0	185	236	13	156	469	283
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	1328	594	57	373	317	231	905	50	194	865	381
Arrive On Green	0.21	0.38	0.00	0.03	0.20	0.00	0.13	0.27	0.27	0.11	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3412	187	1774	3539	1557
Grp Volume(v), veh/h	324	331	0	34	162	0	185	122	127	156	469	283
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1829	1774	1770	1557
Q Serve(g_s), s	15.5	5.6	0.0	1.6	6.6	0.0	8.8	4.7	4.8	7.5	10.1	14.6
Cycle Q Clear(g_c), s	15.5	5.6	0.0	1.6	6.6	0.0	8.8	4.7	4.8	7.5	10.1	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	367	1328	594	57	373	317	231	470	485	194	865	381
V/C Ratio(X)	0.88	0.25	0.00	0.60	0.43	0.00	0.80	0.26	0.26	0.80	0.54	0.74
Avail Cap(c_a), veh/h	712	2232	998	407	854	726	915	1116	1154	610	1623	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	18.8	0.0	41.6	30.5	0.0	36.8	25.3	25.3	37.9	28.7	30.4
Incr Delay (d2), s/veh	5.4	0.4	0.0	7.2	3.6	0.0	7.5	0.2	0.2	5.7	0.4	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	2.8	0.0	0.9	3.8	0.0	4.8	2.3	2.4	4.0	4.9	6.5
LnGrp Delay(d),s/veh	38.9	19.2	0.0	48.8	34.2	0.0	44.3	25.5	25.5	43.6	29.1	32.6
LnGrp LOS	D	B		D	C		D	C	C	D	C	C
Approach Vol, veh/h		655			196			434			908	
Approach Delay, s/veh		29.0			36.7			33.5			32.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	28.1	7.3	37.7	15.9	26.3	22.6	22.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	12.5	6.8	3.6	7.6	10.8	16.6	17.5	8.6
Green Ext Time (p_c), s	0.3	4.8	0.0	9.7	0.7	4.4	0.6	8.5

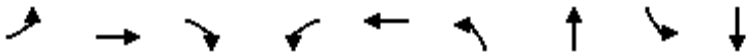
Intersection Summary		
HCM 2010 Ctrl Delay		32.1
HCM 2010 LOS		C



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	453	605	200	174	310
v/c Ratio	0.79	0.35	0.83	0.30	0.59	0.60
Control Delay	46.9	6.1	33.1	11.6	40.8	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	6.1	33.1	11.6	40.8	9.4
Queue Length 50th (ft)	152	72	263	38	83	0
Queue Length 95th (ft)	#338	152	457	95	158	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	473	1541	997	870	477	641
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.29	0.61	0.23	0.36	0.48

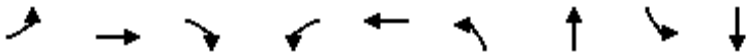
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	479	90	24	757	143	118	15	17
v/c Ratio	0.04	0.52	0.11	0.09	0.76	0.47	0.29	0.05	0.05
Control Delay	33.9	13.3	5.3	33.3	16.8	29.5	20.7	24.4	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	13.3	5.3	33.3	16.8	29.5	20.7	24.4	16.4
Queue Length 50th (ft)	2	68	4	6	136	34	20	3	1
Queue Length 95th (ft)	21	262	32	41	504	108	73	21	16
Internal Link Dist (ft)		900			1182		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	550	1781	1482	550	1778	653	843	605	781
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.27	0.06	0.04	0.43	0.22	0.14	0.02	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	450	48	33	771	67	76	33	35
v/c Ratio	0.05	0.41	0.05	0.10	0.66	0.22	0.18	0.11	0.09
Control Delay	27.9	11.7	0.9	27.1	13.9	22.3	7.9	21.5	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	11.7	0.9	27.1	13.9	22.3	7.9	21.5	11.1
Queue Length 50th (ft)	3	50	0	7	111	14	0	7	1
Queue Length 95th (ft)	26	245	6	43	#505	47	18	27	15
Internal Link Dist (ft)		1182			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	771	1623	1362	771	1615	613	754	592	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.04	0.04	0.48	0.11	0.10	0.06	0.05

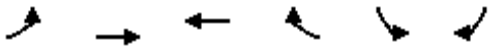
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



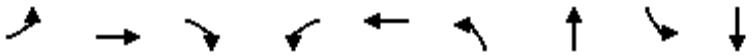
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	256	157	189	33	302	139	401	512	58	182	193
v/c Ratio	0.74	0.11	0.25	0.30	0.66	0.29	0.76	0.42	0.43	0.52	0.59
Control Delay	62.4	24.6	4.5	70.7	52.2	9.9	51.8	35.2	71.0	62.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	24.6	4.5	70.7	52.2	9.9	51.8	35.2	71.0	62.7	15.9
Queue Length 50th (ft)	198	43	0	26	222	5	291	170	46	75	0
Queue Length 95th (ft)	340	76	49	67	355	52	434	242	100	128	63
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	527	1704	849	301	634	617	678	1650	452	1205	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.09	0.22	0.11	0.48	0.23	0.59	0.31	0.13	0.15	0.29

Intersection Summary



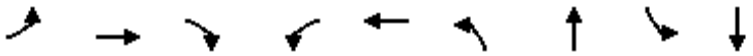
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	198	822	399	203	255	334
v/c Ratio	0.57	0.73	0.67	0.35	0.65	0.56
Control Delay	33.0	13.8	25.7	9.6	33.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	13.8	25.7	9.6	33.8	7.4
Queue Length 50th (ft)	68	189	125	20	86	0
Queue Length 95th (ft)	167	390	270	77	211	67
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	593	1715	1248	1087	597	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.48	0.32	0.19	0.43	0.45

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	899	135	30	511	100	63	53	76
v/c Ratio	0.05	0.72	0.13	0.12	0.38	0.39	0.18	0.20	0.21
Control Delay	47.5	17.1	5.5	46.1	7.3	41.3	17.4	38.1	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	17.1	5.5	46.1	7.3	41.3	17.4	38.1	29.3
Queue Length 50th (ft)	5	334	16	13	76	44	6	23	23
Queue Length 95th (ft)	31	686	50	56	266	122	45	69	74
Internal Link Dist (ft)		900			1182		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	523	1676	1388	523	1672	594	775	605	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.54	0.10	0.06	0.31	0.17	0.08	0.09	0.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	939	49	66	465	41	51	51	54
v/c Ratio	0.19	0.77	0.05	0.35	0.34	0.28	0.11	0.35	0.25
Control Delay	34.9	19.4	0.8	36.4	7.1	35.8	0.4	37.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	19.4	0.8	36.4	7.1	35.8	0.4	37.8	13.6
Queue Length 50th (ft)	14	313	0	28	51	17	0	22	1
Queue Length 95th (ft)	41	#678	5	66	188	44	0	41	18
Internal Link Dist (ft)		1182			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	399	1222	1046	399	1349	303	624	304	399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.77	0.05	0.17	0.34	0.14	0.08	0.17	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	324	331	442	34	162	97	185	249	156	469	283
v/c Ratio	0.69	0.22	0.48	0.29	0.49	0.26	0.62	0.30	0.62	0.63	0.64
Control Delay	48.2	24.3	4.6	62.6	50.3	6.0	55.3	36.9	59.4	45.5	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	24.3	4.6	62.6	50.3	6.0	55.3	36.9	59.4	45.5	27.3
Queue Length 50th (ft)	204	83	0	23	105	0	123	75	106	160	86
Queue Length 95th (ft)	397	154	75	67	209	28	239	135	211	262	211
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	585	1838	1024	334	703	663	752	1823	501	1336	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.18	0.43	0.10	0.23	0.15	0.25	0.14	0.31	0.35	0.42

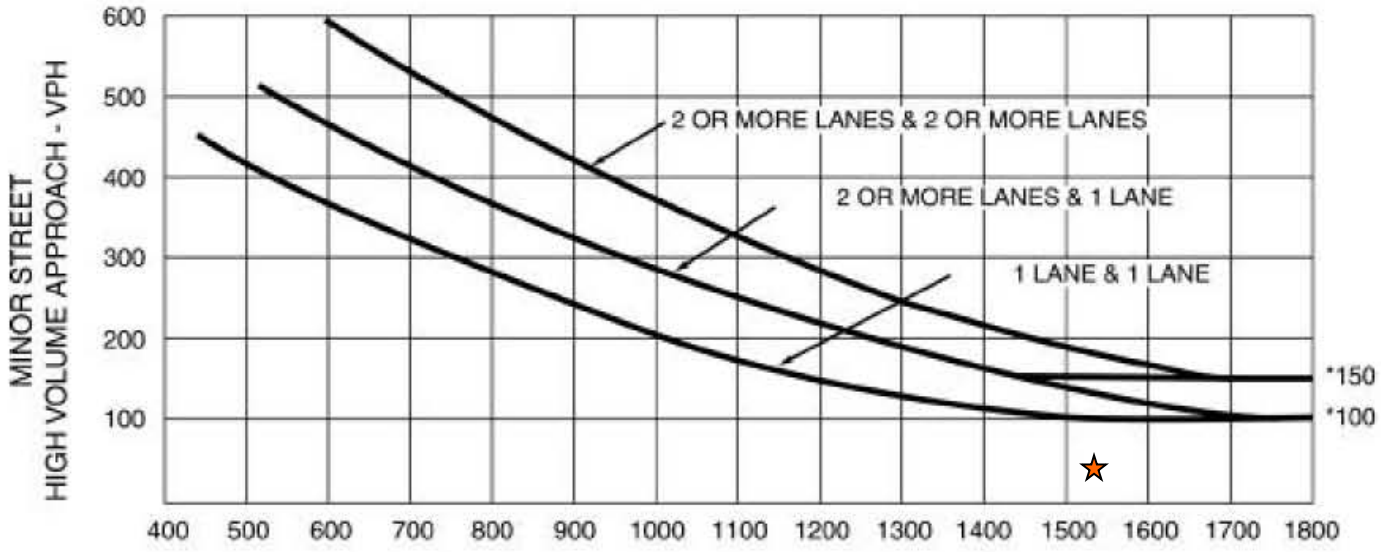
Intersection Summary

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Existing Conditions

Figure 4C-3. Warrant 3, Peak Hour

Minor Street Volume = 31 VPH



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

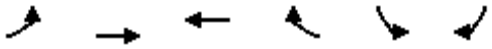
Major Street Volume = 1545 VPH

★ **PM peak hour**

A signal is not warranted

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix C – Existing plus Project Conditions Intersections Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	410	598	199	165	285
Future Volume (veh/h)	287	410	598	199	165	285
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	326	466	616	205	179	310
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.97	0.97	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	363	1227	736	609	385	344
Arrive On Green	0.20	0.66	0.40	0.40	0.22	0.22
Sat Flow, veh/h	1774	1863	1863	1541	1774	1583
Grp Volume(v), veh/h	326	466	616	205	179	310
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1541	1774	1583
Q Serve(g_s), s	15.2	9.6	25.3	7.9	7.4	16.1
Cycle Q Clear(g_c), s	15.2	9.6	25.3	7.9	7.4	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	363	1227	736	609	385	344
V/C Ratio(X)	0.90	0.38	0.84	0.34	0.46	0.90
Avail Cap(c_a), veh/h	419	1430	880	728	419	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	6.6	23.1	17.9	28.9	32.3
Incr Delay (d2), s/veh	18.7	0.2	6.1	0.3	0.5	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.0	14.3	3.4	3.7	15.1
LnGrp Delay(d),s/veh	51.5	6.8	29.3	18.2	29.3	54.6
LnGrp LOS	D	A	C	B	C	D
Approach Vol, veh/h		792	821		489	
Approach Delay, s/veh		25.2	26.5		45.3	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.8		23.9	22.3	38.5		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		11.6		18.1	17.2	27.3		
Green Ext Time (p_c), s		10.1		0.2	0.2	6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	527	8	1	819	0	13	0	4	4	0	3
Future Vol, veh/h	0	527	8	1	819	0	13	0	4	4	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	98	98	98	85	85	85	44	44	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	592	9	1	836	0	15	0	5	9	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	836	0	0	601	0	0	1435	1435	597	1437	1439	838
Stage 1	-	-	-	-	-	-	597	597	-	838	838	-
Stage 2	-	-	-	-	-	-	838	838	-	599	601	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	798	-	-	976	-	-	111	134	503	111	133	366
Stage 1	-	-	-	-	-	-	490	491	-	361	382	-
Stage 2	-	-	-	-	-	-	361	382	-	488	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	976	-	-	109	134	503	110	133	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	134	-	110	133	-
Stage 1	-	-	-	-	-	-	490	491	-	361	381	-
Stage 2	-	-	-	-	-	-	353	381	-	483	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	36.5	29.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	134	796	-	-	976	-	-	110	365
HCM Lane V/C Ratio	0.149	-	-	-	0.001	-	-	0.083	0.019
HCM Control Delay (s)	36.5	0	-	-	8.7	0	-	40.7	15.1
HCM Lane LOS	E	A	-	-	A	A	-	E	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	452	82	24	713	9	103	47	40	14	4	9
Future Volume (veh/h)	8	452	82	24	713	9	103	47	40	14	4	9
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	497	90	26	767	10	143	65	56	18	5	12
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	919	780	75	952	12	347	145	125	260	76	183
Arrive On Green	0.02	0.49	0.49	0.04	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1834	24	1369	918	791	1252	481	1156
Grp Volume(v), veh/h	9	497	90	26	0	777	143	0	121	18	0	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1369	0	1708	1252	0	1637
Q Serve(g_s), s	0.3	9.3	1.5	0.7	0.0	17.5	5.0	0.0	3.2	0.7	0.0	0.4
Cycle Q Clear(g_c), s	0.3	9.3	1.5	0.7	0.0	17.5	5.5	0.0	3.2	3.9	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.46	1.00		0.71
Lane Grp Cap(c), veh/h	29	919	780	75	0	965	347	0	270	260	0	259
V/C Ratio(X)	0.31	0.54	0.12	0.35	0.00	0.81	0.41	0.00	0.45	0.07	0.00	0.07
Avail Cap(c_a), veh/h	526	2907	2468	526	0	2899	752	0	776	631	0	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	8.9	6.9	23.6	0.0	10.1	20.5	0.0	19.3	21.1	0.0	18.1
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.0	0.0	0.6	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.7	0.7	0.4	0.0	9.0	1.9	0.0	1.5	0.2	0.0	0.2
LnGrp Delay(d),s/veh	26.8	9.0	6.9	24.6	0.0	10.7	20.7	0.0	19.7	21.1	0.0	18.2
LnGrp LOS	C	A	A	C		B	C		B	C		B
Approach Vol, veh/h		596			803			264			35	
Approach Delay, s/veh		9.0			11.1			20.3			19.7	
Approach LOS		A			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	30.5		13.0	5.8	31.8		13.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	2.7	11.3		5.9	2.3	19.5		7.5
Green Ext Time (p_c), s	0.0	6.8		0.6	0.0	6.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	457	49	29	667	21	48	1	52	22	3	24
Future Volume (veh/h)	19	457	49	29	667	21	48	1	52	22	3	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	466	50	33	767	24	70	1	75	33	5	36
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.69	0.69	0.69	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	930	774	79	927	29	281	3	188	249	24	170
Arrive On Green	0.03	0.50	0.50	0.04	0.52	0.52	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1550	1774	1797	56	1356	21	1559	1314	196	1411
Grp Volume(v), veh/h	19	466	50	33	0	791	70	0	76	33	0	41
Grp Sat Flow(s),veh/h/ln	1774	1863	1550	1774	0	1853	1356	0	1580	1314	0	1607
Q Serve(g_s), s	0.5	8.1	0.8	0.9	0.0	17.4	2.4	0.0	2.1	1.1	0.0	1.1
Cycle Q Clear(g_c), s	0.5	8.1	0.8	0.9	0.0	17.4	3.5	0.0	2.1	3.3	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.88
Lane Grp Cap(c), veh/h	50	930	774	79	0	956	281	0	190	249	0	194
V/C Ratio(X)	0.38	0.50	0.06	0.42	0.00	0.83	0.25	0.00	0.40	0.13	0.00	0.21
Avail Cap(c_a), veh/h	551	1621	1349	551	0	1612	539	0	491	499	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	8.1	6.2	22.5	0.0	9.9	20.7	0.0	19.6	21.1	0.0	19.2
Incr Delay (d2), s/veh	1.8	0.2	0.0	1.3	0.0	0.7	0.2	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	0.3	0.5	0.0	9.0	0.9	0.0	1.0	0.4	0.0	0.5
LnGrp Delay(d),s/veh	24.8	8.2	6.3	23.8	0.0	10.6	20.9	0.0	20.1	21.2	0.0	19.4
LnGrp LOS	C	A	A	C		B	C		C	C		B
Approach Vol, veh/h		535			824			146			74	
Approach Delay, s/veh		8.6			11.1			20.5			20.2	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	30.1		10.9	6.4	30.9		10.9
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	2.9	10.1		5.3	2.5	19.4		5.5
Green Ext Time (p_c), s	0.0	5.8		0.4	0.0	5.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	152	182	28	261	118	325	398	11	49	155	173
Future Volume (veh/h)	249	152	182	28	261	118	325	398	11	49	155	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	265	162	0	33	307	0	406	498	14	58	182	204
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1314	588	51	432	367	449	1355	38	76	619	277
Arrive On Green	0.17	0.37	0.00	0.03	0.23	0.00	0.25	0.39	0.39	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3515	99	1774	3539	1583
Grp Volume(v), veh/h	265	162	0	33	307	0	406	250	262	58	182	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1844	1774	1770	1583
Q Serve(g_s), s	16.2	3.3	0.0	2.0	16.8	0.0	24.5	11.2	11.2	3.6	4.9	13.5
Cycle Q Clear(g_c), s	16.2	3.3	0.0	2.0	16.8	0.0	24.5	11.2	11.2	3.6	4.9	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	299	1314	588	51	432	367	449	682	711	76	619	277
V/C Ratio(X)	0.89	0.12	0.00	0.65	0.71	0.00	0.90	0.37	0.37	0.77	0.29	0.74
Avail Cap(c_a), veh/h	561	1760	787	321	674	573	722	880	917	481	1280	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	22.9	0.0	53.1	39.1	0.0	40.0	24.3	24.3	52.4	39.7	43.2
Incr Delay (d2), s/veh	6.7	0.2	0.0	9.7	9.6	0.0	10.7	0.2	0.2	11.4	0.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	1.7	0.0	1.1	9.8	0.0	13.3	5.5	5.8	2.0	2.4	6.1
LnGrp Delay(d),s/veh	51.7	23.1	0.0	62.8	48.7	0.0	50.6	24.6	24.6	63.8	39.9	46.1
LnGrp LOS	D	C		E	D		D	C	C	E	D	D
Approach Vol, veh/h		427			340			918			444	
Approach Delay, s/veh		40.8			50.0			36.1			45.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.6	7.7	46.1	32.5	24.3	23.1	30.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	5.6	13.2	4.0	5.3	26.5	15.5	18.2	18.8
Green Ext Time (p_c), s	0.1	3.9	0.0	9.4	1.5	3.7	0.5	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	496	728	14	9	8
Future Vol, veh/h	10	496	728	14	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	539	791	15	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1360	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	164	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	818	-	-	-	161	386
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	222
HCM Lane V/C Ratio	0.013	-	-	-	0.083
HCM Control Delay (s)	9.5	0	-	-	22.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

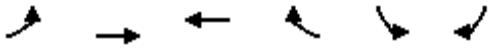
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	495	730	9	13	12
Future Vol, veh/h	10	495	730	9	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	538	793	10	14	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	803	0	-	0	1358	798
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	560	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	821	-	-	-	164	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	821	-	-	-	161	386
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	23.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	821	-	-	-	224
HCM Lane V/C Ratio	0.013	-	-	-	0.121
HCM Control Delay (s)	9.4	0	-	-	23.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	786	372	189	241	307
Future Volume (veh/h)	186	786	372	189	241	307
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	198	836	413	210	262	334
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	246	1107	704	584	432	385
Arrive On Green	0.14	0.59	0.38	0.38	0.24	0.24
Sat Flow, veh/h	1774	1863	1863	1545	1774	1583
Grp Volume(v), veh/h	198	836	413	210	262	334
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1545	1774	1583
Q Serve(g_s), s	7.0	21.3	11.4	6.3	8.5	13.1
Cycle Q Clear(g_c), s	7.0	21.3	11.4	6.3	8.5	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	246	1107	704	584	432	385
V/C Ratio(X)	0.80	0.76	0.59	0.36	0.61	0.87
Avail Cap(c_a), veh/h	549	1875	1154	957	549	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	9.7	16.1	14.5	21.7	23.4
Incr Delay (d2), s/veh	3.4	1.1	0.8	0.4	0.7	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.0	6.0	2.7	4.2	11.7
LnGrp Delay(d),s/veh	30.3	10.7	16.8	14.8	22.4	34.6
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1034	623		596	
Approach Delay, s/veh		14.5	16.2		29.3	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		43.4		21.2	14.0	29.4		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		23.3		15.1	9.0	13.4		
Green Ext Time (p_c), s		12.7		0.7	0.2	10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1013	11	2	557	0	6	0	2	23	0	8
Future Vol, veh/h	0	1013	11	2	557	0	6	0	2	23	0	8
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	93	93	93	50	50	50	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1044	11	2	599	0	12	0	4	50	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	599	0	0	1056	0	0	1653	1653	1051	1655	1659	601
Stage 1	-	-	-	-	-	-	1050	1050	-	603	603	-
Stage 2	-	-	-	-	-	-	603	603	-	1052	1056	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	978	-	-	659	-	-	78	98	276	78	98	500
Stage 1	-	-	-	-	-	-	275	304	-	486	488	-
Stage 2	-	-	-	-	-	-	486	488	-	274	302	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	658	-	-	75	98	276	77	98	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	98	-	77	98	-
Stage 1	-	-	-	-	-	-	275	304	-	486	486	-
Stage 2	-	-	-	-	-	-	466	486	-	270	302	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	52.2	87.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	92	976	-	-	658	-	-	77	499
HCM Lane V/C Ratio	0.174	-	-	-	0.003	-	-	0.649	0.035
HCM Control Delay (s)	52.2	0	-	-	10.5	0	-	113.9	12.5
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	3	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	909	134	29	460	22	84	13	43	46	37	24
Future Volume (veh/h)	12	909	134	29	460	22	84	13	43	46	37	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	918	135	32	511	24	100	15	51	57	46	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1069	906	83	1059	50	252	55	189	257	157	103
Arrive On Green	0.02	0.57	0.57	0.05	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	1863	1579	1774	1765	83	1308	370	1257	1319	1049	684
Grp Volume(v), veh/h	12	918	135	32	0	535	100	0	66	57	0	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1579	1774	0	1848	1308	0	1626	1319	0	1734
Q Serve(g_s), s	0.5	28.0	2.7	1.2	0.0	11.0	5.0	0.0	2.4	2.7	0.0	2.6
Cycle Q Clear(g_c), s	0.5	28.0	2.7	1.2	0.0	11.0	7.6	0.0	2.4	5.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.77	1.00		0.39
Lane Grp Cap(c), veh/h	37	1069	906	83	0	1108	252	0	244	257	0	260
V/C Ratio(X)	0.32	0.86	0.15	0.39	0.00	0.48	0.40	0.00	0.27	0.22	0.00	0.29
Avail Cap(c_a), veh/h	394	2177	1846	394	0	2160	501	0	553	508	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	12.1	6.7	31.3	0.0	7.6	28.9	0.0	25.4	27.7	0.0	25.5
Incr Delay (d2), s/veh	1.8	0.8	0.0	1.1	0.0	0.1	0.4	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	14.5	1.2	0.6	0.0	5.5	1.8	0.0	1.1	1.0	0.0	1.3
LnGrp Delay(d),s/veh	34.5	12.9	6.7	32.4	0.0	7.7	29.3	0.0	25.7	27.9	0.0	25.8
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1065			567			166			133	
Approach Delay, s/veh		12.4			9.1			27.9			26.7	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	44.3		15.1	6.4	46.0		15.1
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	3.2	30.0		7.1	2.5	13.0		9.6
Green Ext Time (p_c), s	0.0	8.8		0.6	0.0	8.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	921	49	61	424	29	37	0	43	34	2	38
Future Volume (veh/h)	35	921	49	61	424	29	37	0	43	34	2	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	959	51	66	456	31	44	0	51	51	3	57
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	1067	906	116	1022	69	204	0	160	212	8	153
Arrive On Green	0.04	0.57	0.57	0.07	0.59	0.59	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1582	1774	1722	117	1337	0	1583	1348	80	1516
Grp Volume(v), veh/h	36	959	51	66	0	487	44	0	51	51	0	60
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1839	1337	0	1583	1348	0	1595
Q Serve(g_s), s	1.2	28.2	0.9	2.2	0.0	9.1	2.0	0.0	1.9	2.3	0.0	2.2
Cycle Q Clear(g_c), s	1.2	28.2	0.9	2.2	0.0	9.1	4.2	0.0	1.9	4.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	79	1067	906	116	0	1092	204	0	160	212	0	161
V/C Ratio(X)	0.45	0.90	0.06	0.57	0.00	0.45	0.22	0.00	0.32	0.24	0.00	0.37
Avail Cap(c_a), veh/h	428	1258	1069	428	0	1242	391	0	382	401	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	11.7	5.9	28.2	0.0	7.0	28.0	0.0	26.0	27.9	0.0	26.1
Incr Delay (d2), s/veh	1.5	7.3	0.0	1.6	0.0	0.1	0.2	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	16.3	0.4	1.2	0.0	4.6	0.7	0.0	0.8	0.9	0.0	1.0
LnGrp Delay(d),s/veh	30.5	19.0	5.9	29.8	0.0	7.1	28.2	0.0	26.4	28.1	0.0	26.6
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1046			553			95			111	
Approach Delay, s/veh		18.7			9.8			27.2			27.3	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	41.6		11.4	7.9	42.9		11.4
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	4.2	30.2		6.1	3.2	11.1		6.2
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	7.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	323	429	30	149	86	173	215	12	145	436	273
Future Volume (veh/h)	321	323	429	30	149	86	173	215	12	145	436	273
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	334	336	0	34	167	0	190	236	13	156	469	294
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	1342	600	56	371	316	235	926	51	193	877	386
Arrive On Green	0.21	0.38	0.00	0.03	0.20	0.00	0.13	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3412	187	1774	3539	1557
Grp Volume(v), veh/h	334	336	0	34	167	0	190	122	127	156	469	294
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1830	1774	1770	1557
Q Serve(g_s), s	16.6	5.9	0.0	1.7	7.2	0.0	9.5	4.9	5.0	7.8	10.5	15.9
Cycle Q Clear(g_c), s	16.6	5.9	0.0	1.7	7.2	0.0	9.5	4.9	5.0	7.8	10.5	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	375	1342	600	56	371	316	235	480	497	193	877	386
V/C Ratio(X)	0.89	0.25	0.00	0.60	0.45	0.00	0.81	0.25	0.26	0.81	0.53	0.76
Avail Cap(c_a), veh/h	683	2140	957	390	819	696	878	1070	1106	585	1556	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	19.4	0.0	43.5	32.0	0.0	38.3	25.9	25.9	39.6	29.7	31.7
Incr Delay (d2), s/veh	5.6	0.4	0.0	7.5	3.9	0.0	7.7	0.2	0.2	5.9	0.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	3.0	0.0	1.0	4.1	0.0	5.1	2.4	2.5	4.1	5.1	7.1
LnGrp Delay(d),s/veh	40.4	19.8	0.0	51.0	35.9	0.0	46.1	26.1	26.1	45.5	30.1	34.1
LnGrp LOS	D	B		D	D		D	C	C	D	C	C
Approach Vol, veh/h		670			201			439			919	
Approach Delay, s/veh		30.1			38.5			34.8			34.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	29.7	7.4	39.5	16.6	27.5	23.7	23.1
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	9.8	7.0	3.7	7.9	11.5	17.9	18.6	9.2
Green Ext Time (p_c), s	0.3	4.8	0.0	9.9	0.7	4.4	0.6	8.6

Intersection Summary		
HCM 2010 Ctrl Delay		33.4
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	988	487	16	10	10
Future Vol, veh/h	10	988	487	16	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1074	529	17	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	547	0	-	0	1634	538
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	1096	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1022	-	-	-	111	543
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1022	-	-	-	108	543
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	311	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	180
HCM Lane V/C Ratio	0.011	-	-	-	0.121
HCM Control Delay (s)	8.6	0	-	-	27.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

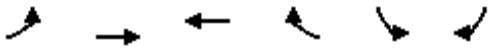
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	983	489	10	16	14
Future Vol, veh/h	15	983	489	10	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1068	532	11	17	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	542	0	-	0	1638	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	1101	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1027	-	-	-	111	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1027	-	-	-	107	544
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	30.9
HCM LOS			D

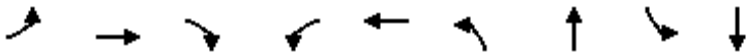
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1027	-	-	-	171
HCM Lane V/C Ratio	0.016	-	-	-	0.191
HCM Control Delay (s)	8.6	0	-	-	30.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	466	616	205	179	310
v/c Ratio	0.80	0.36	0.83	0.31	0.60	0.60
Control Delay	48.2	6.2	33.1	11.7	41.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	6.2	33.1	11.7	41.7	9.4
Queue Length 50th (ft)	155	76	272	40	87	0
Queue Length 95th (ft)	#338	158	#477	98	162	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	463	1522	977	854	467	634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.63	0.24	0.38	0.49

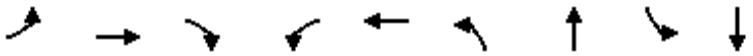
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	497	90	26	777	143	121	18	17
v/c Ratio	0.04	0.53	0.11	0.10	0.77	0.47	0.30	0.06	0.05
Control Delay	34.8	13.5	5.3	34.1	17.1	30.3	21.3	25.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	13.5	5.3	34.1	17.1	30.3	21.3	25.3	16.8
Queue Length 50th (ft)	2	73	4	7	144	35	22	4	1
Queue Length 95th (ft)	22	275	32	44	523	111	76	25	17
Internal Link Dist (ft)		900			528		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	540	1775	1476	540	1771	641	827	592	767
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.06	0.05	0.44	0.22	0.15	0.03	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	466	50	33	791	70	76	33	41
v/c Ratio	0.07	0.41	0.05	0.11	0.65	0.24	0.19	0.12	0.11
Control Delay	30.3	11.1	1.0	29.6	13.8	24.7	8.4	23.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	11.1	1.0	29.6	13.8	24.7	8.4	23.6	11.3
Queue Length 50th (ft)	4	53	0	8	118	16	0	7	1
Queue Length 95th (ft)	31	257	7	43	#565	49	18	27	15
Internal Link Dist (ft)		344			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	712	1542	1298	712	1533	565	705	549	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.30	0.04	0.05	0.52	0.12	0.11	0.06	0.06

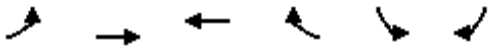
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



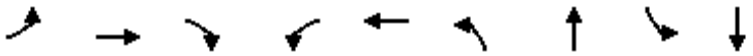
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	265	162	194	33	307	139	406	512	58	182	204
v/c Ratio	0.75	0.11	0.25	0.31	0.67	0.29	0.77	0.42	0.43	0.53	0.61
Control Delay	63.3	24.7	4.4	71.7	53.4	10.3	52.8	35.7	72.3	63.8	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	24.7	4.4	71.7	53.4	10.3	52.8	35.7	72.3	63.8	16.0
Queue Length 50th (ft)	211	45	0	27	234	6	303	174	47	77	0
Queue Length 95th (ft)	352	78	50	67	361	54	441	242	100	128	63
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	515	1677	842	294	620	605	663	1614	441	1178	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.10	0.23	0.11	0.50	0.23	0.61	0.32	0.13	0.15	0.31

Intersection Summary



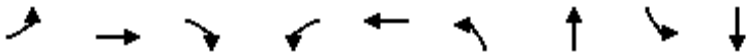
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	198	836	413	210	262	334
v/c Ratio	0.57	0.74	0.68	0.35	0.66	0.55
Control Delay	34.0	14.2	26.1	9.8	34.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	14.2	26.1	9.8	34.7	7.4
Queue Length 50th (ft)	70	202	134	23	91	0
Queue Length 95th (ft)	170	401	282	82	220	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	579	1703	1219	1064	583	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.49	0.34	0.20	0.45	0.46

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	918	135	32	535	100	66	57	76
v/c Ratio	0.05	0.73	0.13	0.13	0.39	0.40	0.18	0.22	0.22
Control Delay	48.2	17.5	5.5	46.8	7.4	42.1	17.3	39.0	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	17.5	5.5	46.8	7.4	42.1	17.3	39.0	29.8
Queue Length 50th (ft)	5	350	16	15	82	46	6	25	24
Queue Length 95th (ft)	31	721	50	60	283	122	45	73	73
Internal Link Dist (ft)		900			508		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	510	1665	1380	510	1660	578	756	587	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.55	0.10	0.06	0.32	0.17	0.09	0.10	0.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	959	51	66	487	44	51	51	60
v/c Ratio	0.21	0.78	0.05	0.35	0.36	0.30	0.11	0.35	0.27
Control Delay	35.1	20.2	0.9	36.4	7.4	36.5	0.4	37.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	20.2	0.9	36.4	7.4	36.5	0.4	37.8	13.3
Queue Length 50th (ft)	15	327	0	28	54	19	0	22	1
Queue Length 95th (ft)	44	#701	6	66	202	47	0	41	18
Internal Link Dist (ft)		354			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	399	1222	1046	399	1347	301	621	304	403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.78	0.05	0.17	0.36	0.15	0.08	0.17	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	334	336	447	34	167	97	190	249	156	469	294
v/c Ratio	0.69	0.22	0.48	0.29	0.51	0.26	0.63	0.30	0.63	0.64	0.53
Control Delay	48.3	24.4	4.6	63.8	51.5	6.0	56.6	37.6	61.1	46.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	24.4	4.6	63.8	51.5	6.0	56.6	37.6	61.1	46.8	8.5
Queue Length 50th (ft)	215	85	0	24	112	0	131	78	109	166	0
Queue Length 95th (ft)	#434	157	75	68	215	28	247	135	213	265	79
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		
Base Capacity (vph)	567	1784	1009	324	682	647	730	1770	486	1297	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.19	0.44	0.10	0.24	0.15	0.26	0.14	0.32	0.36	0.39

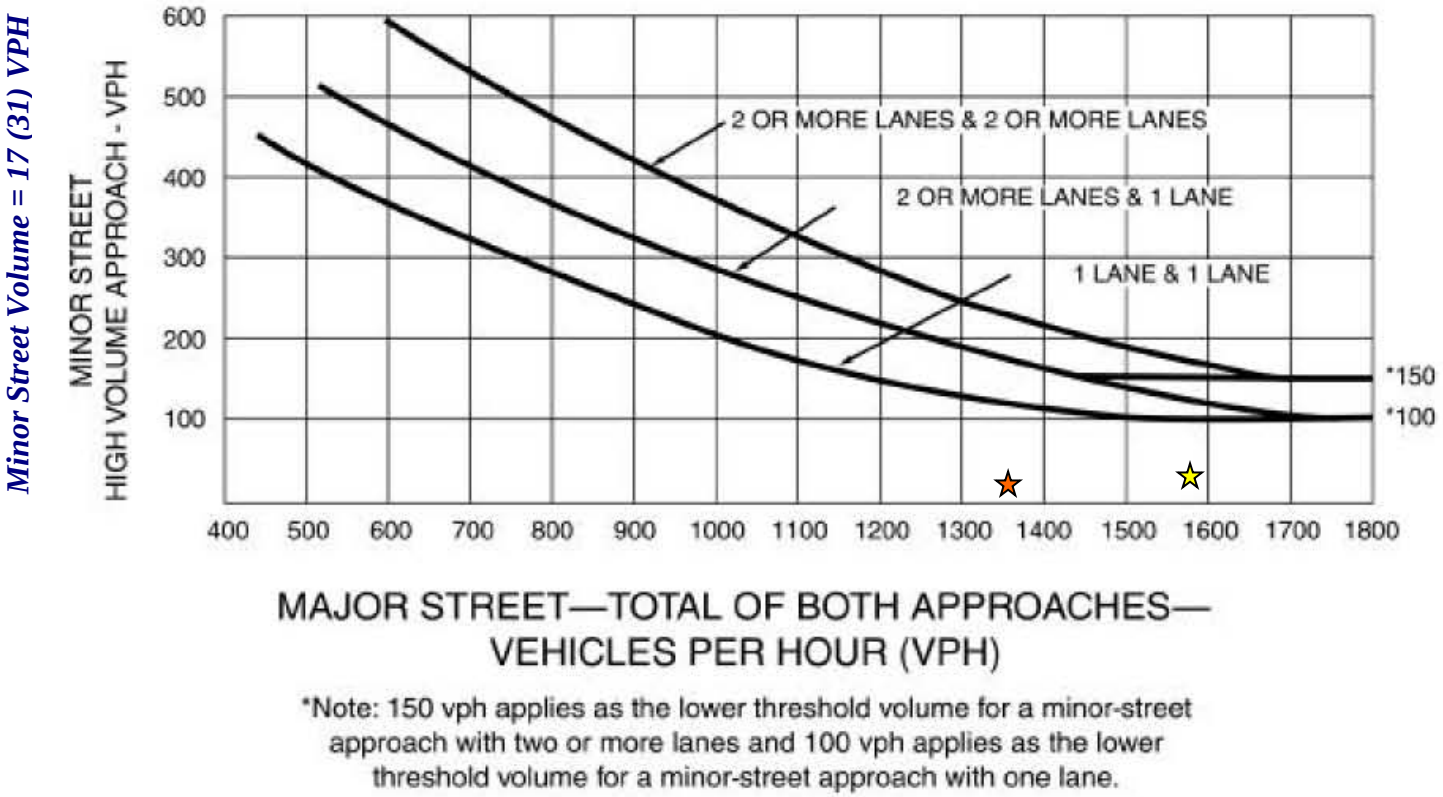
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Existing plus Project Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Minor Street Volume = 17 (31) VPH

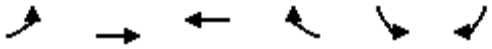
Major Street Volume = 1355 (1583) VPH

AM peak hour
PM peak hour

A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix D – Cumulative (Year 2035) Conditions Intersections Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	313	868	336	203	208
Future Volume (veh/h)	295	313	868	336	203	208
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	295	313	868	336	203	208
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	1381	944	782	271	242
Arrive On Green	0.18	0.74	0.51	0.51	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1543	1774	1583
Grp Volume(v), veh/h	295	313	868	336	203	208
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1543	1774	1583
Q Serve(g_s), s	16.2	5.2	42.7	13.6	10.9	12.7
Cycle Q Clear(g_c), s	16.2	5.2	42.7	13.6	10.9	12.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	1381	944	782	271	242
V/C Ratio(X)	0.90	0.23	0.92	0.43	0.75	0.86
Avail Cap(c_a), veh/h	357	1472	1003	831	375	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	4.0	22.6	15.4	40.2	41.0
Incr Delay (d2), s/veh	23.3	0.1	12.7	0.4	3.6	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	2.6	25.0	5.9	5.6	11.4
LnGrp Delay(d),s/veh	63.0	4.1	35.3	15.8	43.8	53.5
LnGrp LOS	E	A	D	B	D	D
Approach Vol, veh/h		608	1204		411	
Approach Delay, s/veh		32.7	29.8		48.7	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		78.6		20.7	23.3	55.4		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		78.5		21.0	20.0	53.5		
Max Q Clear Time (g_c+I1), s		7.2		14.7	18.2	44.7		
Green Ext Time (p_c), s		14.1		0.5	0.1	5.6		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	506	10	1	1184	0	16	0	5	5	0	4
Future Vol, veh/h	0	506	10	1	1184	0	16	0	5	5	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	506	10	1	1184	0	16	0	5	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1184	0	0	516	0	0	1697	1697	511	1700	1702	1186
Stage 1	-	-	-	-	-	-	511	511	-	1186	1186	-
Stage 2	-	-	-	-	-	-	1186	1186	-	514	516	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	590	-	-	1050	-	-	73	92	563	73	92	230
Stage 1	-	-	-	-	-	-	545	537	-	230	262	-
Stage 2	-	-	-	-	-	-	230	262	-	543	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	589	-	-	1050	-	-	71	92	563	72	92	230
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	92	-	72	92	-
Stage 1	-	-	-	-	-	-	545	537	-	230	261	-
Stage 2	-	-	-	-	-	-	225	261	-	538	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	56.8	41.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	90	589	-	-	1050	-	-	72	230
HCM Lane V/C Ratio	0.233	-	-	-	0.001	-	-	0.069	0.017
HCM Control Delay (s)	56.8	0	-	-	8.4	0	-	58.7	20.9
HCM Lane LOS	F	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	444	73	31	1037	12	156	118	59	15	11	19
Future Volume (veh/h)	10	444	73	31	1037	12	156	118	59	15	11	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	444	73	31	1037	12	156	118	59	15	11	19
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1096	930	79	1130	13	295	190	95	177	99	171
Arrive On Green	0.02	0.59	0.59	0.04	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1837	21	1355	1166	583	1192	608	1050
Grp Volume(v), veh/h	10	444	73	31	0	1049	156	0	177	15	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1355	0	1749	1192	0	1658
Q Serve(g_s), s	0.4	9.7	1.5	1.3	0.0	37.7	8.4	0.0	7.1	0.9	0.0	1.2
Cycle Q Clear(g_c), s	0.4	9.7	1.5	1.3	0.0	37.7	9.6	0.0	7.1	8.0	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.33	1.00		0.63
Lane Grp Cap(c), veh/h	31	1096	930	79	0	1143	295	0	284	177	0	270
V/C Ratio(X)	0.32	0.41	0.08	0.39	0.00	0.92	0.53	0.00	0.62	0.08	0.00	0.11
Avail Cap(c_a), veh/h	164	1342	1140	164	0	1339	486	0	532	345	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	8.4	6.7	35.1	0.0	12.9	31.1	0.0	29.5	33.2	0.0	27.0
Incr Delay (d2), s/veh	2.2	0.1	0.0	1.2	0.0	8.6	0.5	0.0	0.8	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.0	0.7	0.7	0.0	21.7	3.2	0.0	3.5	0.3	0.0	0.5
LnGrp Delay(d),s/veh	38.9	8.5	6.7	36.3	0.0	21.5	31.6	0.0	30.3	33.3	0.0	27.1
LnGrp LOS	D	A	A	D		C	C		C	C		C
Approach Vol, veh/h		527			1080			333			45	
Approach Delay, s/veh		8.8			21.9			30.9			29.2	
Approach LOS		A			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	50.0		17.3	6.3	52.0		17.3
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	54.5		23.0	7.0	54.5		23.0
Max Q Clear Time (g_c+I1), s	3.3	11.7		10.0	2.4	39.7		11.6
Green Ext Time (p_c), s	0.0	9.6		0.8	0.0	6.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	443	57	35	1000	25	56	1	63	27	4	24
Future Volume (veh/h)	18	443	57	35	1000	25	56	1	63	27	4	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	18	443	57	35	1000	25	56	1	63	27	4	26
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1133	943	77	1133	28	219	2	147	188	20	132
Arrive On Green	0.03	0.61	0.61	0.04	0.63	0.63	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1774	1863	1551	1774	1810	45	1368	25	1554	1327	214	1394
Grp Volume(v), veh/h	18	443	57	35	0	1025	56	0	64	27	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	0	1855	1368	0	1579	1327	0	1608
Q Serve(g_s), s	0.6	7.8	1.0	1.2	0.0	29.5	2.5	0.0	2.4	1.3	0.0	1.1
Cycle Q Clear(g_c), s	0.6	7.8	1.0	1.2	0.0	29.5	3.6	0.0	2.4	3.7	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.87
Lane Grp Cap(c), veh/h	46	1133	943	77	0	1161	219	0	150	188	0	152
V/C Ratio(X)	0.40	0.39	0.06	0.45	0.00	0.88	0.26	0.00	0.43	0.14	0.00	0.20
Avail Cap(c_a), veh/h	169	3011	2506	258	0	3091	545	0	527	505	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	6.4	5.1	29.8	0.0	10.0	28.3	0.0	27.3	29.0	0.0	26.7
Incr Delay (d2), s/veh	2.0	0.1	0.0	1.5	0.0	0.9	0.2	0.0	0.7	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.0	0.4	0.6	0.0	15.1	1.0	0.0	1.1	0.5	0.0	0.5
LnGrp Delay(d),s/veh	32.7	6.5	5.1	31.3	0.0	10.9	28.6	0.0	28.0	29.1	0.0	26.9
LnGrp LOS	C	A	A	C		B	C		C	C		C
Approach Vol, veh/h		518			1060			120			57	
Approach Delay, s/veh		7.3			11.6			28.3			28.0	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	44.8		11.1	6.7	46.0		11.1
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	9.3	103.2		21.3	6.1	106.4		21.3
Max Q Clear Time (g_c+I1), s	3.2	9.8		5.7	2.6	31.5		5.6
Green Ext Time (p_c), s	0.0	8.5		0.3	0.0	8.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

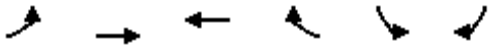
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	244	37	27	384	433	416	699	58	43	197	148
Future Volume (veh/h)	425	244	37	27	384	433	416	699	58	43	197	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	425	244	0	27	384	0	416	699	58	43	197	148
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	1561	698	43	398	338	437	1168	97	55	490	219
Arrive On Green	0.25	0.44	0.00	0.02	0.21	0.00	0.25	0.35	0.35	0.03	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3306	274	1774	3539	1583
Grp Volume(v), veh/h	425	244	0	27	384	0	416	374	383	43	197	148
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1810	1774	1770	1583
Q Serve(g_s), s	29.8	5.2	0.0	1.9	25.8	0.0	29.2	21.9	21.9	3.0	6.4	11.2
Cycle Q Clear(g_c), s	29.8	5.2	0.0	1.9	25.8	0.0	29.2	21.9	21.9	3.0	6.4	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	446	1561	698	43	398	338	437	625	639	55	490	219
V/C Ratio(X)	0.95	0.16	0.00	0.63	0.96	0.00	0.95	0.60	0.60	0.78	0.40	0.68
Avail Cap(c_a), veh/h	446	1561	698	88	398	338	437	676	692	125	731	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	21.2	0.0	61.1	49.2	0.0	46.9	33.5	33.5	60.8	49.7	51.8
Incr Delay (d2), s/veh	30.5	0.2	0.0	10.7	37.1	0.0	31.3	1.1	1.0	15.8	0.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	2.6	0.0	1.1	17.3	0.0	18.1	10.9	11.1	1.7	3.2	5.1
LnGrp Delay(d),s/veh	77.1	21.4	0.0	71.8	86.4	0.0	78.3	34.6	34.6	76.6	50.1	54.4
LnGrp LOS	E	C		E	F		E	C	C	E	D	D
Approach Vol, veh/h		669			411			1173			388	
Approach Delay, s/veh		56.8			85.4			50.1			54.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	49.6	7.6	60.7	35.6	22.5	36.3	32.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	3.9	48.3	6.3	52.5	31.1	26.1	31.8	27.0
Max Q Clear Time (g_c+I1), s	5.0	23.9	3.9	7.2	31.2	13.2	31.8	27.8
Green Ext Time (p_c), s	0.0	5.1	0.0	13.0	0.0	4.1	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	57.9	
HCM 2010 LOS	E	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	846	350	255	427	291
Future Volume (veh/h)	151	846	350	255	427	291
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	846	350	255	427	291
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	1023	644	534	493	440
Arrive On Green	0.12	0.55	0.35	0.35	0.28	0.28
Sat Flow, veh/h	1774	1863	1863	1544	1774	1583
Grp Volume(v), veh/h	151	846	350	255	427	291
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1544	1774	1583
Q Serve(g_s), s	5.0	22.8	9.2	7.9	13.9	9.9
Cycle Q Clear(g_c), s	5.0	22.8	9.2	7.9	13.9	9.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	215	1023	644	534	493	440
V/C Ratio(X)	0.70	0.83	0.54	0.48	0.87	0.66
Avail Cap(c_a), veh/h	263	1281	852	707	663	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	11.3	16.0	15.6	20.9	19.4
Incr Delay (d2), s/veh	4.7	3.7	0.7	0.7	7.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.6	4.8	3.4	7.8	8.5
LnGrp Delay(d),s/veh	30.3	15.0	16.7	16.2	28.7	20.3
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		997	605		718	
Approach Delay, s/veh		17.4	16.5		25.3	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		38.4		22.4	12.4	26.0		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		41.8		22.7	9.0	27.8		
Max Q Clear Time (g_c+I1), s		24.8		15.9	7.0	11.2		
Green Ext Time (p_c), s		8.6		1.0	0.0	8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1260	13	2	588	0	7	0	2	28	0	10
Future Vol, veh/h	0	1260	13	2	588	0	7	0	2	28	0	10
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1260	13	2	588	0	7	0	2	28	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	1273	0	0	1859	1859	1268	1860	1865	590
Stage 1	-	-	-	-	-	-	1267	1267	-	592	592	-
Stage 2	-	-	-	-	-	-	592	592	-	1268	1273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	987	-	-	546	-	-	56	73	206	56	73	508
Stage 1	-	-	-	-	-	-	207	240	-	493	494	-
Stage 2	-	-	-	-	-	-	493	494	-	207	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	985	-	-	545	-	-	55	73	206	55	73	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	73	-	55	73	-
Stage 1	-	-	-	-	-	-	207	240	-	493	492	-
Stage 2	-	-	-	-	-	-	480	492	-	205	238	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	68	95.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	66	985	-	-	545	-	-	55	507
HCM Lane V/C Ratio	0.136	-	-	-	0.004	-	-	0.509	0.02
HCM Control Delay (s)	68	0	-	-	11.6	0	-	124.9	12.2
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1153	147	55	524	12	105	23	68	199	104	18
Future Volume (veh/h)	7	1153	147	55	524	12	105	23	68	199	104	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	1153	147	55	524	12	105	23	68	199	104	18
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1167	989	88	1203	28	231	80	237	250	300	52
Arrive On Green	0.01	0.63	0.63	0.05	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	1863	1580	1774	1814	42	1257	413	1222	1292	1546	268
Grp Volume(v), veh/h	7	1153	147	55	0	536	105	0	91	199	0	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	0	1855	1257	0	1636	1292	0	1813
Q Serve(g_s), s	0.5	72.1	4.6	3.6	0.0	16.2	9.3	0.0	5.6	17.4	0.0	6.9
Cycle Q Clear(g_c), s	0.5	72.1	4.6	3.6	0.0	16.2	16.3	0.0	5.6	23.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.75	1.00		0.15
Lane Grp Cap(c), veh/h	22	1167	989	88	0	1231	231	0	317	250	0	351
V/C Ratio(X)	0.32	0.99	0.15	0.63	0.00	0.44	0.45	0.00	0.29	0.80	0.00	0.35
Avail Cap(c_a), veh/h	105	1169	991	105	0	1231	231	0	317	250	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.1	21.8	9.1	55.3	0.0	9.5	48.4	0.0	40.8	51.1	0.0	41.4
Incr Delay (d2), s/veh	3.2	23.4	0.0	4.3	0.0	0.1	0.5	0.0	0.2	15.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	44.1	2.0	1.9	0.0	8.2	3.3	0.0	2.6	7.5	0.0	3.5
LnGrp Delay(d),s/veh	61.3	45.1	9.2	59.7	0.0	9.5	48.9	0.0	41.0	66.3	0.0	41.6
LnGrp LOS	E	D	A	E		A	D		D	E		D
Approach Vol, veh/h		1307			591			196			321	
Approach Delay, s/veh		41.2			14.2			45.2			56.9	
Approach LOS		D			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	79.8		28.0	6.4	84.2		28.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	74.5		23.0	7.0	74.5		23.0
Max Q Clear Time (g_c+I1), s	5.6	74.1		25.0	2.5	18.2		18.3
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0	13.1		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		37.0
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1326	57	74	508	35	42	0	52	41	2	41
Future Volume (veh/h)	37	1326	57	74	508	35	42	0	52	41	2	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	37	1326	57	74	508	35	42	0	52	41	2	41
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1384	1175	94	1310	90	128	0	125	120	6	120
Arrive On Green	0.03	0.74	0.74	0.05	0.76	0.76	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1774	1863	1582	1774	1720	119	1358	0	1583	1347	74	1520
Grp Volume(v), veh/h	37	1326	57	74	0	543	42	0	52	41	0	43
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1839	1358	0	1583	1347	0	1594
Q Serve(g_s), s	2.7	82.0	1.2	5.3	0.0	12.9	3.9	0.0	4.0	3.9	0.0	3.3
Cycle Q Clear(g_c), s	2.7	82.0	1.2	5.3	0.0	12.9	7.2	0.0	4.0	7.9	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	61	1384	1175	94	0	1400	128	0	125	120	0	126
V/C Ratio(X)	0.61	0.96	0.05	0.79	0.00	0.39	0.33	0.00	0.42	0.34	0.00	0.34
Avail Cap(c_a), veh/h	120	1528	1298	96	0	1484	242	0	258	233	0	260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	14.8	4.4	60.4	0.0	5.2	59.7	0.0	56.6	60.4	0.0	56.3
Incr Delay (d2), s/veh	3.6	13.3	0.0	31.4	0.0	0.1	0.5	0.0	0.8	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	46.3	0.5	3.4	0.0	6.5	1.5	0.0	1.8	1.5	0.0	1.5
LnGrp Delay(d),s/veh	65.1	28.1	4.4	91.8	0.0	5.3	60.2	0.0	57.4	61.0	0.0	56.8
LnGrp LOS	E	C	A	F		A	E		E	E		E
Approach Vol, veh/h		1420			617			94			84	
Approach Delay, s/veh		28.1			15.6			58.7			58.9	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	101.8		15.3	9.5	104.2		15.3
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	7.6	105.8		21.0	8.7	104.1		21.0
Max Q Clear Time (g_c+I1), s	7.3	84.0		9.9	4.7	14.9		9.2
Green Ext Time (p_c), s	0.0	11.9		0.3	0.0	18.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	407	504	697	54	247	129	260	409	36	264	603	408
Future Volume (veh/h)	407	504	697	54	247	129	260	409	36	264	603	408
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	407	504	0	54	247	0	260	409	36	264	603	408
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1399	626	69	372	316	279	782	69	279	840	370
Arrive On Green	0.23	0.40	0.00	0.04	0.20	0.00	0.16	0.24	0.24	0.16	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3292	289	1774	3539	1557
Grp Volume(v), veh/h	407	504	0	54	247	0	260	219	226	264	603	408
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1811	1774	1770	1557
Q Serve(g_s), s	25.3	11.2	0.0	3.4	13.6	0.0	16.1	12.0	12.1	16.4	17.4	26.4
Cycle Q Clear(g_c), s	25.3	11.2	0.0	3.4	13.6	0.0	16.1	12.0	12.1	16.4	17.4	26.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	416	1399	626	69	372	316	279	420	430	279	840	370
V/C Ratio(X)	0.98	0.36	0.00	0.78	0.66	0.00	0.93	0.52	0.53	0.95	0.72	1.10
Avail Cap(c_a), veh/h	416	1458	652	101	436	370	279	420	430	279	840	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	23.7	0.0	52.9	41.1	0.0	46.3	36.9	36.9	46.4	39.0	42.4
Incr Delay (d2), s/veh	38.0	0.7	0.0	17.3	9.0	0.0	36.2	0.9	0.9	39.2	2.8	77.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	5.6	0.0	2.0	7.9	0.0	10.7	5.9	6.1	11.0	8.9	19.4
LnGrp Delay(d),s/veh	80.2	24.4	0.0	70.3	50.1	0.0	82.4	37.8	37.9	85.5	41.8	120.2
LnGrp LOS	F	C		E	D		F	D	D	F	D	F
Approach Vol, veh/h		911			301			705			1275	
Approach Delay, s/veh		49.4			53.7			54.3			75.9	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	31.4	8.8	48.9	22.0	31.4	30.6	27.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	17.5	26.4	6.3	45.8	17.5	26.4	26.1	26.0
Max Q Clear Time (g_c+I1), s	19.4	14.1	5.4	13.2	18.1	28.4	27.3	15.6
Green Ext Time (p_c), s	0.0	5.3	0.0	13.8	0.0	0.0	0.0	6.4

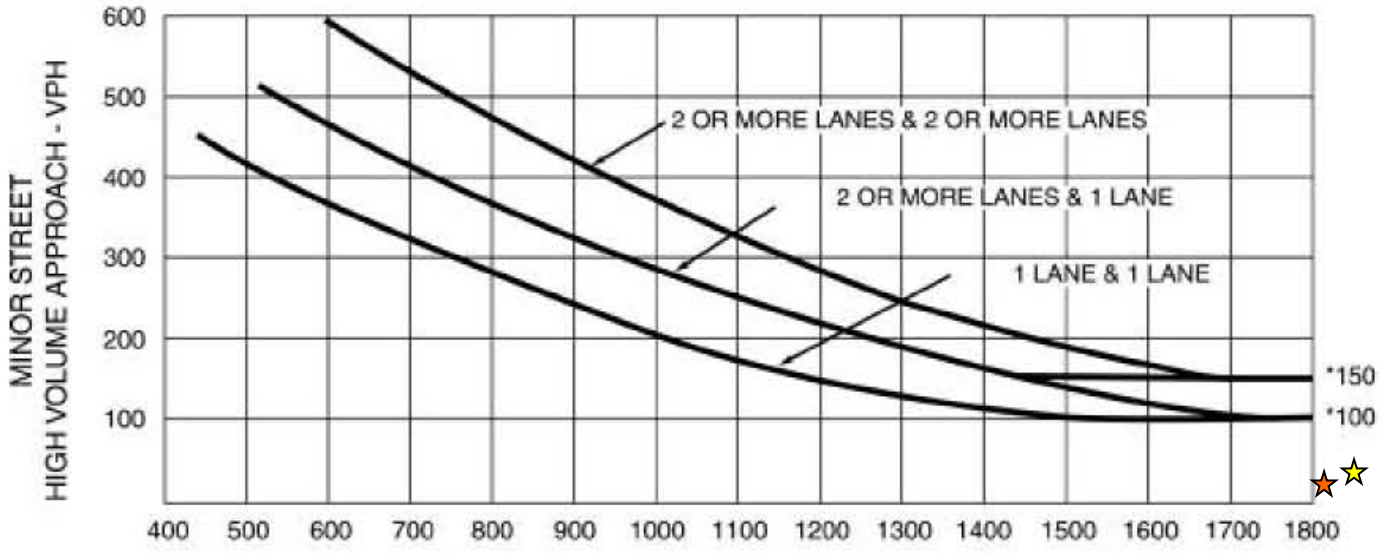
Intersection Summary		
HCM 2010 Ctrl Delay	61.5	
HCM 2010 LOS	E	

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Cumulative (Year 2035) Conditions

Figure 4C-3. Warrant 3, Peak Hour

Minor Street Volume = 21 (38) VPH



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

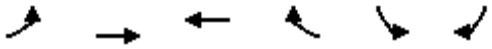
Major Street Volume = 1924 (2273) VPH

★ **AM peak hour**
★ **PM peak hour**

A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix E – Cumulative (2035) plus Project Conditions
Intersections
Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	324	879	341	208	208
Future Volume (veh/h)	295	324	879	341	208	208
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	295	324	879	341	208	208
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	1383	948	786	271	242
Arrive On Green	0.18	0.74	0.51	0.51	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1543	1774	1583
Grp Volume(v), veh/h	295	324	879	341	208	208
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1543	1774	1583
Q Serve(g_s), s	16.3	5.4	44.0	14.0	11.3	12.9
Cycle Q Clear(g_c), s	16.3	5.4	44.0	14.0	11.3	12.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	1383	948	786	271	242
V/C Ratio(X)	0.91	0.23	0.93	0.43	0.77	0.86
Avail Cap(c_a), veh/h	354	1458	993	823	371	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	4.0	22.9	15.5	40.8	41.4
Incr Delay (d2), s/veh	23.9	0.1	13.9	0.4	4.7	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	2.8	26.1	6.0	5.9	11.6
LnGrp Delay(d),s/veh	64.0	4.1	36.8	15.9	45.4	54.4
LnGrp LOS	E	A	D	B	D	D
Approach Vol, veh/h		619	1220		416	
Approach Delay, s/veh		32.6	31.0		49.9	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		79.5		20.8	23.4	56.1		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		78.5		21.0	20.0	53.5		
Max Q Clear Time (g_c+I1), s		7.4		14.9	18.3	46.0		
Green Ext Time (p_c), s		14.6		0.5	0.1	5.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	522	10	1	1200	0	16	0	5	5	0	4
Future Vol, veh/h	0	522	10	1	1200	0	16	0	5	5	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	522	10	1	1200	0	16	0	5	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1200	0	0	532	0	0	1729	1729	527	1732	1734	1202
Stage 1	-	-	-	-	-	-	527	527	-	1202	1202	-
Stage 2	-	-	-	-	-	-	1202	1202	-	530	532	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	582	-	-	1036	-	-	69	88	551	69	88	225
Stage 1	-	-	-	-	-	-	535	528	-	225	258	-
Stage 2	-	-	-	-	-	-	225	258	-	533	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	581	-	-	1036	-	-	67	88	551	68	88	225
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	88	-	68	88	-
Stage 1	-	-	-	-	-	-	535	528	-	225	257	-
Stage 2	-	-	-	-	-	-	220	257	-	528	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	60.7	44
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	85	581	-	-	1036	-	-	68	225
HCM Lane V/C Ratio	0.247	-	-	-	0.001	-	-	0.074	0.018
HCM Control Delay (s)	60.7	0	-	-	8.5	0	-	62.1	21.3
HCM Lane LOS	F	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	460	73	33	1053	14	156	118	61	17	11	19
Future Volume (veh/h)	10	460	73	33	1053	14	156	118	61	17	11	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	460	73	33	1053	14	156	118	61	17	11	19
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1103	937	81	1138	15	291	186	96	172	98	170
Arrive On Green	0.02	0.59	0.59	0.05	0.62	0.62	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1833	24	1355	1151	595	1190	608	1050
Grp Volume(v), veh/h	10	460	73	33	0	1067	156	0	179	17	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1355	0	1747	1190	0	1658
Q Serve(g_s), s	0.4	10.4	1.5	1.4	0.0	39.7	8.6	0.0	7.4	1.0	0.0	1.2
Cycle Q Clear(g_c), s	0.4	10.4	1.5	1.4	0.0	39.7	9.8	0.0	7.4	8.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.34	1.00		0.63
Lane Grp Cap(c), veh/h	31	1103	937	81	0	1153	291	0	283	172	0	268
V/C Ratio(X)	0.32	0.42	0.08	0.40	0.00	0.93	0.54	0.00	0.63	0.10	0.00	0.11
Avail Cap(c_a), veh/h	160	1310	1113	160	0	1307	474	0	518	332	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	8.6	6.8	35.9	0.0	13.1	31.9	0.0	30.3	34.3	0.0	27.7
Incr Delay (d2), s/veh	2.2	0.1	0.0	1.2	0.0	9.9	0.6	0.0	0.9	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	0.7	0.7	0.0	23.0	3.3	0.0	3.6	0.3	0.0	0.6
LnGrp Delay(d),s/veh	39.8	8.7	6.8	37.1	0.0	23.0	32.5	0.0	31.2	34.4	0.0	27.8
LnGrp LOS	D	A	A	D		C	C		C	C		C
Approach Vol, veh/h		543			1100			335			47	
Approach Delay, s/veh		9.0			23.4			31.8			30.2	
Approach LOS		A			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	51.4		17.5	6.4	53.6		17.5
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	54.5		23.0	7.0	54.5		23.0
Max Q Clear Time (g_c+I1), s	3.4	12.4		10.5	2.4	41.7		11.8
Green Ext Time (p_c), s	0.0	10.0		0.8	0.0	6.4		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		21.1
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	459	59	35	1017	25	58	1	63	27	4	28
Future Volume (veh/h)	22	459	59	35	1017	25	58	1	63	27	4	28
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	459	59	35	1017	25	58	1	63	27	4	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1154	961	76	1145	28	212	2	150	185	18	137
Arrive On Green	0.03	0.62	0.62	0.04	0.63	0.63	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1551	1774	1810	45	1363	25	1554	1327	189	1416
Grp Volume(v), veh/h	22	459	59	35	0	1042	58	0	64	27	0	34
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	0	1855	1363	0	1579	1327	0	1604
Q Serve(g_s), s	0.8	8.4	1.0	1.3	0.0	31.7	2.8	0.0	2.6	1.3	0.0	1.3
Cycle Q Clear(g_c), s	0.8	8.4	1.0	1.3	0.0	31.7	4.1	0.0	2.6	3.9	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.88
Lane Grp Cap(c), veh/h	53	1154	961	76	0	1173	212	0	153	185	0	155
V/C Ratio(X)	0.41	0.40	0.06	0.46	0.00	0.89	0.27	0.00	0.42	0.15	0.00	0.22
Avail Cap(c_a), veh/h	161	2859	2380	245	0	2935	512	0	500	477	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	6.5	5.1	31.4	0.0	10.4	29.9	0.0	28.6	30.4	0.0	28.0
Incr Delay (d2), s/veh	1.9	0.1	0.0	1.6	0.0	1.0	0.3	0.0	0.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	0.4	0.7	0.0	16.2	1.0	0.0	1.1	0.5	0.0	0.6
LnGrp Delay(d),s/veh	33.9	6.5	5.1	33.0	0.0	11.3	30.2	0.0	29.3	30.6	0.0	28.3
LnGrp LOS	C	A	A	C		B	C		C	C		C
Approach Vol, veh/h		540			1077			122			61	
Approach Delay, s/veh		7.5			12.0			29.7			29.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	47.7		11.6	7.1	48.5		11.6
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	9.3	103.2		21.3	6.1	106.4		21.3
Max Q Clear Time (g_c+I1), s	3.3	10.4		5.9	2.8	33.7		6.1
Green Ext Time (p_c), s	0.0	8.9		0.4	0.0	8.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	248	41	27	388	433	420	699	58	43	197	157
Future Volume (veh/h)	433	248	41	27	388	433	420	699	58	43	197	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	433	248	0	27	388	0	420	699	58	43	197	157
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	1553	695	43	396	337	434	1178	98	55	505	226
Arrive On Green	0.25	0.44	0.00	0.02	0.21	0.00	0.24	0.36	0.36	0.03	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3306	274	1774	3539	1583
Grp Volume(v), veh/h	433	248	0	27	388	0	420	374	383	43	197	157
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1810	1774	1770	1583
Q Serve(g_s), s	30.8	5.4	0.0	1.9	26.3	0.0	29.8	21.9	21.9	3.1	6.4	12.0
Cycle Q Clear(g_c), s	30.8	5.4	0.0	1.9	26.3	0.0	29.8	21.9	21.9	3.1	6.4	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	444	1553	695	43	396	337	434	631	645	55	505	226
V/C Ratio(X)	0.98	0.16	0.00	0.63	0.98	0.00	0.97	0.59	0.59	0.78	0.39	0.69
Avail Cap(c_a), veh/h	444	1553	695	88	396	337	434	673	688	124	727	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	21.5	0.0	61.4	49.8	0.0	47.5	33.4	33.4	61.1	49.4	51.8
Incr Delay (d2), s/veh	36.0	0.2	0.0	10.7	40.5	0.0	34.7	1.0	1.0	15.8	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	2.7	0.0	1.1	18.0	0.0	18.8	10.9	11.1	1.7	3.2	5.4
LnGrp Delay(d),s/veh	83.3	21.7	0.0	72.2	90.3	0.0	82.1	34.4	34.4	76.9	49.8	54.7
LnGrp LOS	F	C		E	F		F	C	C	E	D	D
Approach Vol, veh/h		681			415			1177			397	
Approach Delay, s/veh		60.9			89.1			51.4			54.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	50.3	7.6	60.7	35.6	23.1	36.3	32.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	4.0	48.3	6.3	52.5	31.1	26.1	31.8	27.0
Max Q Clear Time (g_c+I1), s	15.1	23.9	3.9	7.4	31.8	14.0	32.8	28.3
Green Ext Time (p_c), s	0.0	5.1	0.0	13.2	0.0	4.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	60.2	
HCM 2010 LOS	E	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	528	1092	14	9	8
Future Vol, veh/h	10	528	1092	14	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	528	1092	14	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1106	0	-	0	1647	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	631	-	-	-	109	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	631	-	-	-	107	258
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	631	-	-	-	148
HCM Lane V/C Ratio	0.016	-	-	-	0.115
HCM Control Delay (s)	10.8	0	-	-	32.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	527	1094	9	13	12
Future Vol, veh/h	10	527	1094	9	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	527	1094	9	13	12

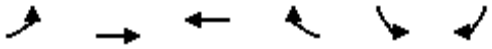
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1103	0	-	0	1646	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	633	-	-	-	109	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	633	-	-	-	107	258
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	34
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	633	-	-	-	149
HCM Lane V/C Ratio	0.016	-	-	-	0.168
HCM Control Delay (s)	10.8	0	-	-	34
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6

HCM 2010 Signalized Intersection Summary
1: Buchanan Rd. & Loveridge Rd.

1/11/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	859	363	261	433	291
Future Volume (veh/h)	151	859	363	261	433	291
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	859	363	261	433	291
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	211	1028	656	544	496	443
Arrive On Green	0.12	0.55	0.35	0.35	0.28	0.28
Sat Flow, veh/h	1774	1863	1863	1544	1774	1583
Grp Volume(v), veh/h	151	859	363	261	433	291
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1544	1774	1583
Q Serve(g_s), s	5.1	23.9	9.8	8.2	14.5	10.1
Cycle Q Clear(g_c), s	5.1	23.9	9.8	8.2	14.5	10.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	211	1028	656	544	496	443
V/C Ratio(X)	0.72	0.84	0.55	0.48	0.87	0.66
Avail Cap(c_a), veh/h	256	1250	832	689	647	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	11.6	16.2	15.7	21.4	19.8
Incr Delay (d2), s/veh	5.6	4.3	0.7	0.7	9.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.4	5.1	3.6	8.3	8.8
LnGrp Delay(d),s/veh	32.0	15.9	16.9	16.4	30.3	20.8
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1010	624		724	
Approach Delay, s/veh		18.3	16.7		26.5	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		39.4		22.9	12.4	26.9		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		41.8		22.7	9.0	27.8		
Max Q Clear Time (g_c+I1), s		25.9		16.5	7.1	11.8		
Green Ext Time (p_c), s		8.5		0.9	0.0	8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1279	13	2	607	0	7	0	2	28	0	10
Future Vol, veh/h	0	1279	13	2	607	0	7	0	2	28	0	10
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1279	13	2	607	0	7	0	2	28	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	1292	0	0	1897	1897	1287	1898	1903	609
Stage 1	-	-	-	-	-	-	1286	1286	-	611	611	-
Stage 2	-	-	-	-	-	-	611	611	-	1287	1292	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	971	-	-	537	-	-	53	69	201	53	69	495
Stage 1	-	-	-	-	-	-	202	235	-	481	484	-
Stage 2	-	-	-	-	-	-	481	484	-	202	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	536	-	-	52	69	201	52	69	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	69	-	52	69	-
Stage 1	-	-	-	-	-	-	202	235	-	481	481	-
Stage 2	-	-	-	-	-	-	468	481	-	200	233	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	72.7	103.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	62	969	-	-	536	-	-	52	494
HCM Lane V/C Ratio	0.145	-	-	-	0.004	-	-	0.538	0.02
HCM Control Delay (s)	72.7	0	-	-	11.7	0	-	136.4	12.4
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	2.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1172	147	57	543	15	105	23	71	202	104	18
Future Volume (veh/h)	7	1172	147	57	543	15	105	23	71	202	104	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	1172	147	57	543	15	105	23	71	202	104	18
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1167	989	89	1198	33	230	77	239	246	299	52
Arrive On Green	0.01	0.63	0.63	0.05	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	1863	1580	1774	1804	50	1257	400	1234	1289	1546	268
Grp Volume(v), veh/h	7	1172	147	57	0	558	105	0	94	202	0	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	0	1854	1257	0	1634	1289	0	1813
Q Serve(g_s), s	0.5	74.5	4.6	3.8	0.0	17.2	9.4	0.0	5.9	17.1	0.0	6.9
Cycle Q Clear(g_c), s	0.5	74.5	4.6	3.8	0.0	17.2	16.3	0.0	5.9	23.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.76	1.00		0.15
Lane Grp Cap(c), veh/h	22	1167	989	89	0	1231	230	0	316	246	0	351
V/C Ratio(X)	0.32	1.00	0.15	0.64	0.00	0.45	0.46	0.00	0.30	0.82	0.00	0.35
Avail Cap(c_a), veh/h	104	1167	989	104	0	1231	230	0	316	246	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	22.2	9.2	55.5	0.0	9.6	48.5	0.0	41.1	51.6	0.0	41.5
Incr Delay (d2), s/veh	3.2	27.4	0.0	5.8	0.0	0.1	0.5	0.0	0.2	18.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	46.8	2.0	2.0	0.0	8.7	3.3	0.0	2.7	7.9	0.0	3.5
LnGrp Delay(d),s/veh	61.4	49.6	9.2	61.3	0.0	9.7	49.1	0.0	41.2	69.8	0.0	41.7
LnGrp LOS	E	F	A	E		A	D		D	E		D
Approach Vol, veh/h		1326			615			199			324	
Approach Delay, s/veh		45.2			14.5			45.4			59.2	
Approach LOS		D			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	80.0		28.0	6.4	84.5		28.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	74.5		23.0	7.0	74.5		23.0
Max Q Clear Time (g_c+I1), s	5.8	76.5		25.0	2.5	19.2		18.3
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1346	59	74	528	35	44	0	52	41	2	45
Future Volume (veh/h)	41	1346	59	74	528	35	44	0	52	41	2	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	1346	59	74	528	35	44	0	52	41	2	45
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1393	1183	93	1320	88	122	0	124	117	5	120
Arrive On Green	0.04	0.75	0.75	0.05	0.77	0.77	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1774	1863	1582	1774	1725	114	1353	0	1583	1347	68	1526
Grp Volume(v), veh/h	41	1346	59	74	0	563	44	0	52	41	0	47
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1840	1353	0	1583	1347	0	1594
Q Serve(g_s), s	3.0	87.7	1.3	5.5	0.0	13.8	4.3	0.0	4.2	4.0	0.0	3.7
Cycle Q Clear(g_c), s	3.0	87.7	1.3	5.5	0.0	13.8	8.0	0.0	4.2	8.2	0.0	3.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	62	1393	1183	93	0	1408	122	0	124	117	0	125
V/C Ratio(X)	0.66	0.97	0.05	0.80	0.00	0.40	0.36	0.00	0.42	0.35	0.00	0.38
Avail Cap(c_a), veh/h	116	1477	1254	93	0	1435	229	0	249	224	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	15.3	4.4	62.5	0.0	5.3	62.2	0.0	58.6	62.5	0.0	58.4
Incr Delay (d2), s/veh	4.3	15.4	0.0	34.2	0.0	0.1	0.7	0.0	0.8	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	50.1	0.6	3.6	0.0	6.9	1.6	0.0	1.9	1.5	0.0	1.7
LnGrp Delay(d),s/veh	67.9	30.7	4.4	96.7	0.0	5.4	62.9	0.0	59.4	63.2	0.0	59.1
LnGrp LOS	E	C	A	F		A	E		E	E		E
Approach Vol, veh/h		1446			637			96			88	
Approach Delay, s/veh		30.7			16.0			61.0			61.0	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	105.8		15.6	9.8	108.1		15.6
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	7.0	105.8		21.0	8.7	104.1		21.0
Max Q Clear Time (g_c+I1), s	7.5	89.7		10.2	5.0	15.8		10.0
Green Ext Time (p_c), s	0.0	10.1		0.3	0.0	19.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	509	702	54	252	129	265	409	36	264	603	418
Future Volume (veh/h)	417	509	702	54	252	129	265	409	36	264	603	418
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	417	509	0	54	252	0	265	409	36	264	603	418
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1403	627	69	375	318	279	780	68	279	839	369
Arrive On Green	0.23	0.40	0.00	0.04	0.20	0.00	0.16	0.24	0.24	0.16	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3292	289	1774	3539	1557
Grp Volume(v), veh/h	417	509	0	54	252	0	265	219	226	264	603	418
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1811	1774	1770	1557
Q Serve(g_s), s	26.1	11.3	0.0	3.4	13.9	0.0	16.5	12.0	12.1	16.4	17.5	26.4
Cycle Q Clear(g_c), s	26.1	11.3	0.0	3.4	13.9	0.0	16.5	12.0	12.1	16.4	17.5	26.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	416	1403	627	69	375	318	279	419	429	279	839	369
V/C Ratio(X)	1.00	0.36	0.00	0.78	0.67	0.00	0.95	0.52	0.53	0.95	0.72	1.13
Avail Cap(c_a), veh/h	416	1455	651	100	435	370	279	419	429	279	839	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	23.7	0.0	53.0	41.1	0.0	46.5	37.0	37.1	46.5	39.1	42.5
Incr Delay (d2), s/veh	45.0	0.7	0.0	17.4	9.3	0.0	40.8	0.9	1.0	39.6	2.8	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	5.7	0.0	2.0	8.1	0.0	11.3	5.9	6.2	11.1	8.9	20.4
LnGrp Delay(d),s/veh	87.6	24.4	0.0	70.5	50.4	0.0	87.3	37.9	38.0	86.1	41.9	130.6
LnGrp LOS	F	C		E	D		F	D	D	F	D	F
Approach Vol, veh/h		926			306			710			1285	
Approach Delay, s/veh		52.9			53.9			56.4			79.8	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	31.4	8.9	49.2	22.0	31.4	30.6	27.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	17.5	26.4	6.3	45.8	17.5	26.4	26.1	26.0
Max Q Clear Time (g_c+I1), s	19.4	14.1	5.4	13.3	18.5	28.4	28.1	15.9
Green Ext Time (p_c), s	0.0	5.3	0.0	14.0	0.0	0.0	0.0	6.3

Intersection Summary		
HCM 2010 Ctrl Delay		64.5
HCM 2010 LOS		E

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	1435	605	16	10	10
Future Vol, veh/h	10	1435	605	16	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1435	605	16	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	2068	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	1455	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	960	-	-	-	60	492
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	214	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	57	492
Mov Cap-2 Maneuver	-	-	-	-	57	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	203	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	48.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	102
HCM Lane V/C Ratio	0.01	-	-	-	0.196
HCM Control Delay (s)	8.8	0	-	-	48.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	1430	607	10	16	14
Future Vol, veh/h	15	1430	607	10	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1430	607	10	16	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	617	0	-	0	2072	612
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	1460	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	963	-	-	-	59	493
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	213	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	55	493
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	197	-

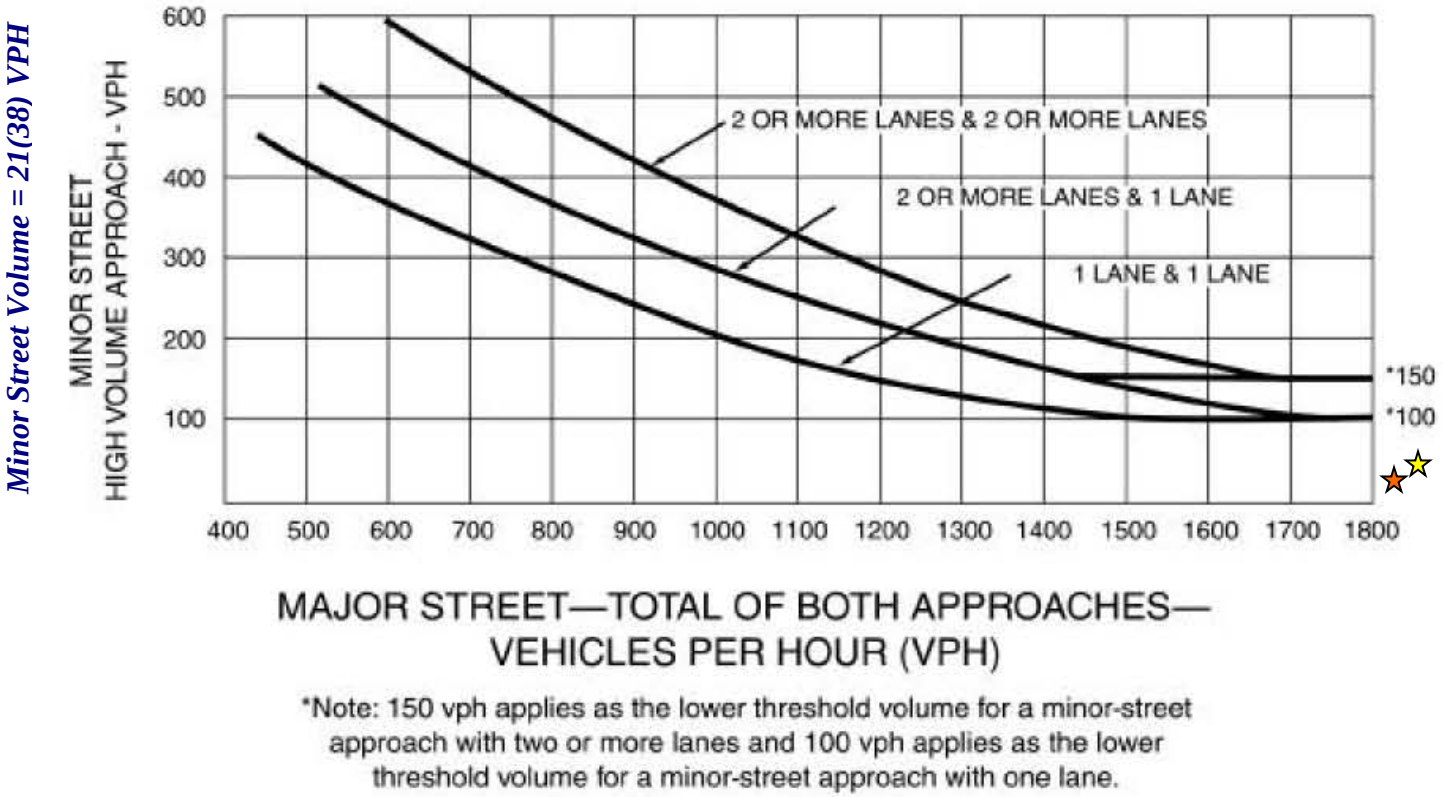
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	60.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	94
HCM Lane V/C Ratio	0.016	-	-	-	0.319
HCM Control Delay (s)	8.8	0	-	-	60.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Cumulative plus Project Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major Street Volume = 1956(2011) VPH

AM peak hour
PM peak hour

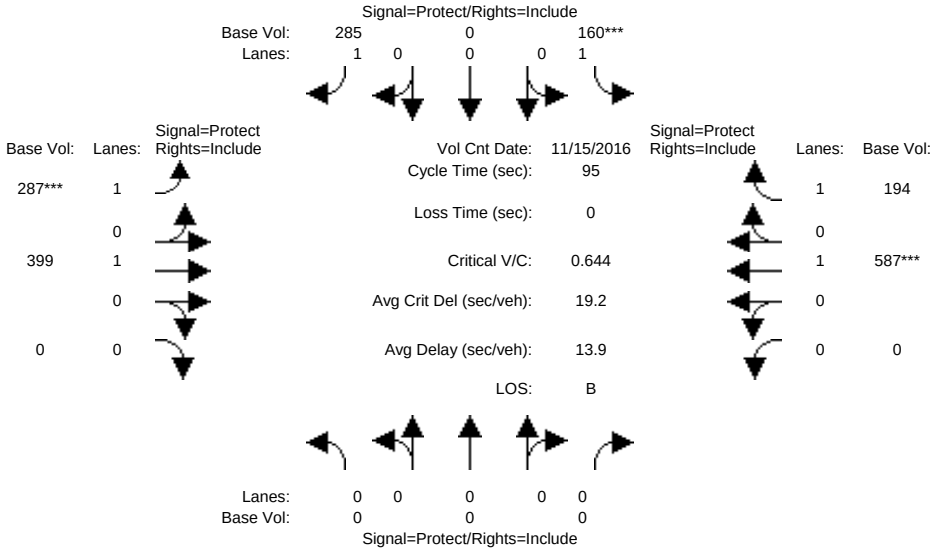
A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix F – CCTA Methodology Traffix Software Intersections Level of Service Worksheets

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #1: Loveridge Road and Buchanan Road



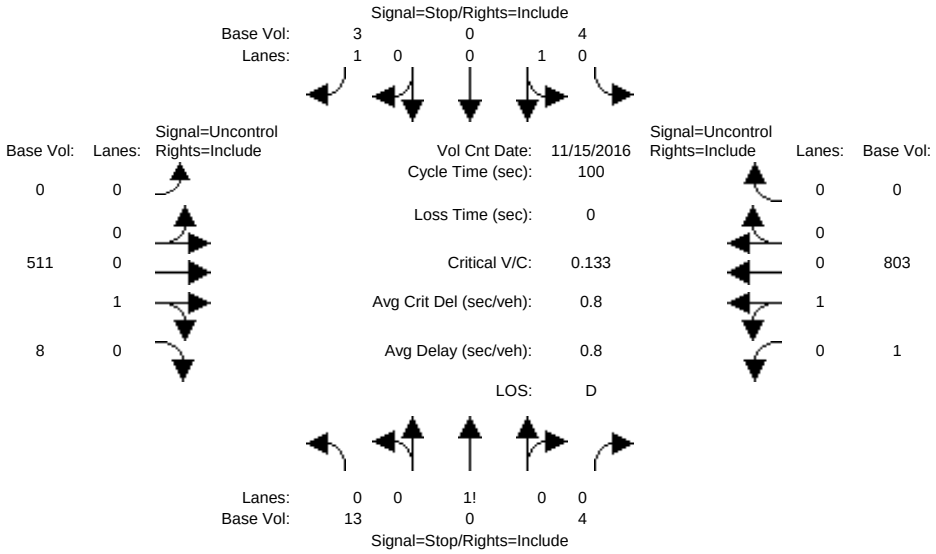
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	0	0	0	160	0	285	287	399	0	0	587	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	285	287	399	0	0	587	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	0	0	0	174	0	310	327	454	0	0	607	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	310	327	454	0	0	607	201
RTOR Reduct:	0	0	0	0	0	310	0	0	0	0	0	174
RTOR Vol:	0	0	0	174	0	0	327	454	0	0	607	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	174	0	0	327	454	0	0	607	27
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.26	0.00	0.00	0.35	0.02
Crit Volume:		0		174			327				607	
Crit Moves:				****			****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.
Base Vol:      13    0     4     4    0     3     0  511     8     1  803     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13    0     4     4    0     3     0  511     8     1  803     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.44 0.44  0.44  0.89 0.89  0.89  0.98 0.98  0.98
PHF Volume:    15    0     5     9    0     7     0  574     9     1  824     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15    0     5     9    0     7     0  574     9     1  824     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1408 1404   579  1407 1409   824  xxxx xxxx xxxxx   583 xxxx xxxxx
Potent Cap.:  118  141   519   118  140   376  xxxx xxxx xxxxx  1001 xxxx xxxxx
Move Cap.:    115  141   519   117  140   376  xxxx xxxx xxxxx  1001 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.01  0.08 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  14.7 xxxxx xxxx xxxxx   8.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  141 xxxxx   117 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 34.7 xxxxx  38.5 xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:     *    D     *     E    *     *     *    *     *     A    *     *
ApproachDel:       34.7             28.3           xxxxxx           xxxxxx
ApproachLOS:          D                D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   13    0     4     4    0     3     0  511     8     1  803     0
ApproachDel:      34.7             28.3           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1347]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1347]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|--------------||--------------||--------------||--------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   13    0     4     4    0     3     0  511     8     1  803     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1323
Minor Approach Volume:           17
Minor Approach Volume Threshold: 145
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

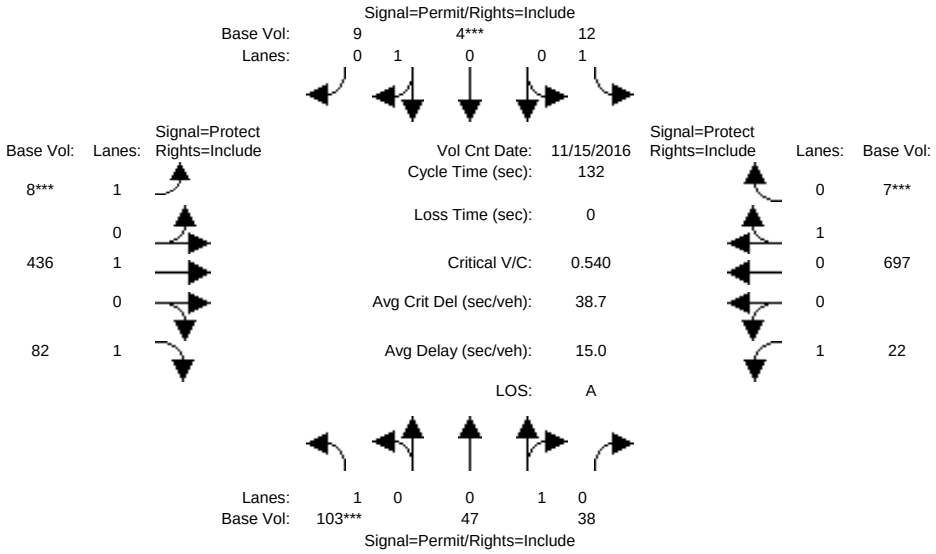
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #3: Ventura Drive and Buchanan Road



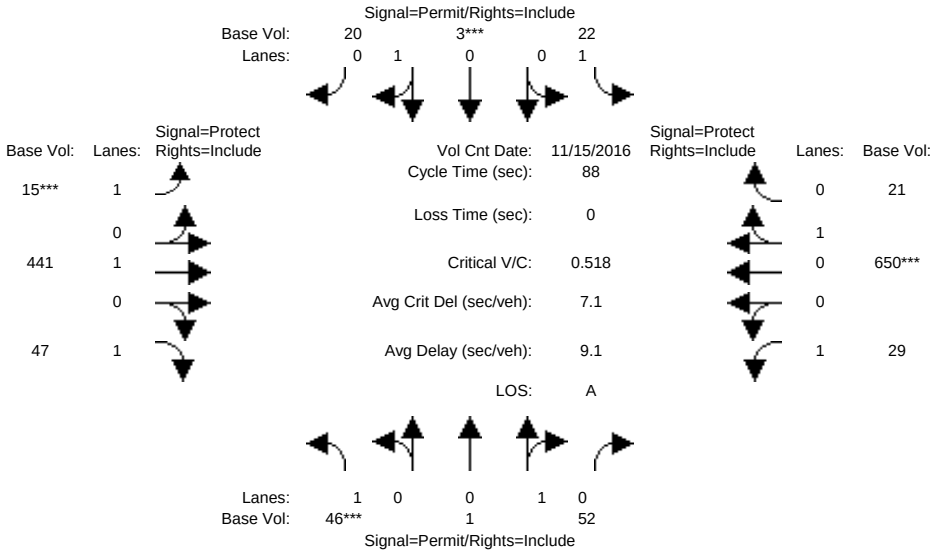
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	103	47	38	12	4	9	8	436	82	22	697	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	47	38	12	4	9	8	436	82	22	697	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	142	65	53	15	5	12	9	481	90	24	753	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	65	53	15	5	12	9	481	90	24	753	8
RTOR Reduct:	0	0	0	0	0	0	0	0	90	0	0	0
RTOR Vol:	142	65	53	15	5	12	9	481	0	24	753	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	65	53	15	5	12	9	481	0	24	753	8
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	1.00	0.31	0.69	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	951	769	1720	529	1191	1720	1720	1720	1720	1703	17
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.01	0.01	0.01	0.28	0.00	0.01	0.44	0.44
Crit Volume:	142			17			9				760	
Crit Moves:	****			****			****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #4: Meadows Avenue and Buchanan Road



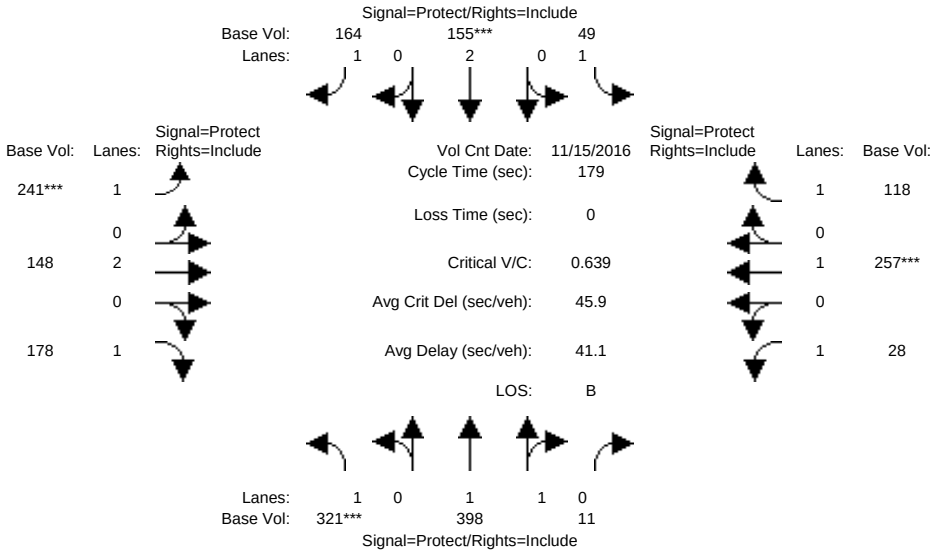
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45 A.M.												
Base Vol:	46	1	52	22	3	20	15	441	47	29	650	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1	52	22	3	20	15	441	47	29	650	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.66	0.66	0.66	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	67	1	76	33	5	30	15	452	48	33	751	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1	76	33	5	30	15	452	48	33	751	24
RTOR Reduct:	0	0	0	0	0	0	0	0	48	0	0	0
RTOR Vol:	67	1	76	33	5	30	15	452	0	33	751	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1	76	33	5	30	15	452	0	33	751	24
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.13	0.87	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	32	1688	1720	224	1496	1720	1720	1720	1720	1666	54
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	0.26	0.00	0.02	0.45	0.45
Crit Volume:	67			35			15			775		
Crit Moves:	****			****			****			****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #5: Somersville Road and Buchanan Road

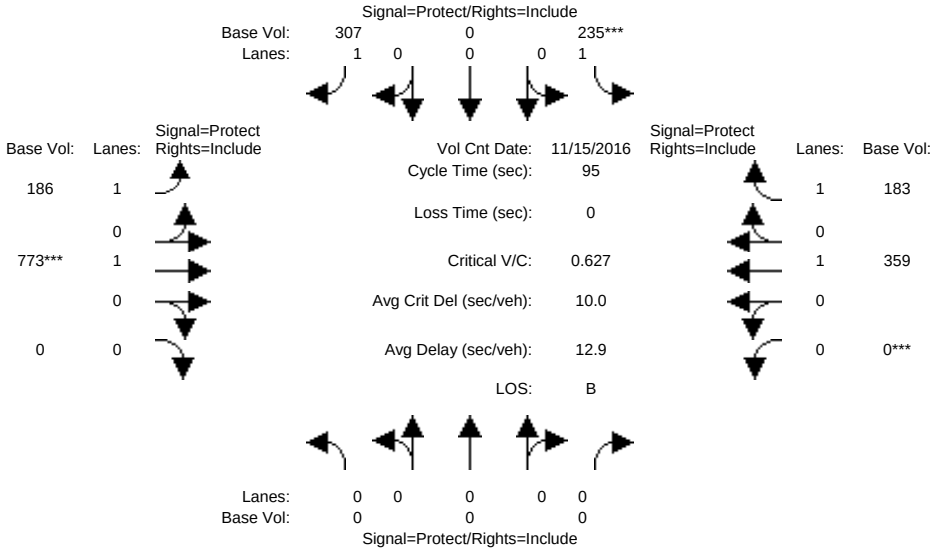


Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	321	398	11	49	155	164	241	148	178	28	257	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	398	11	49	155	164	241	148	178	28	257	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.85	0.85	0.85	0.94	0.94	0.94	0.85	0.85	0.85
PHF Volume:	403	499	14	58	182	192	257	158	190	33	303	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	499	14	58	182	192	257	158	190	33	303	139
RTOR Reduct:	0	0	0	0	0	192	0	0	190	0	0	58
RTOR Vol:	403	499	14	58	182	0	257	158	0	33	303	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	499	14	58	182	0	257	158	0	33	303	82
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3211	89	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.24	0.16	0.16	0.03	0.06	0.00	0.16	0.05	0.00	0.02	0.18	0.05
Crit Volume:	403				91		257				303	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #1: Loveridge Road and Buchanan Road



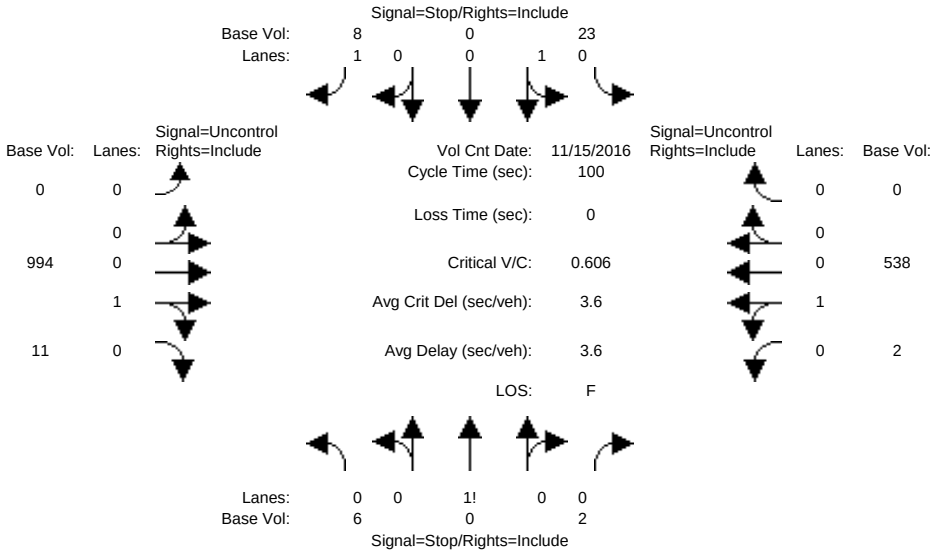
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	0	0	0	235	0	307	186	773	0	0	359	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	307	186	773	0	0	359	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	0	0	0	257	0	335	198	822	0	0	400	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	335	198	822	0	0	400	204
RTOR Reduct:	0	0	0	0	0	198	0	0	0	0	0	204
RTOR Vol:	0	0	0	257	0	137	198	822	0	0	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	257	0	137	198	822	0	0	400	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.12	0.48	0.00	0.00	0.23	0.00
Crit Volume:		0		257				822		0		
Crit Moves:				****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.
Base Vol:       6    0     2    23    0     8     0  994    11     2  538     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0     2    23    0     8     0  994    11     2  538     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.50 0.50  0.50  0.46 0.46  0.46  0.97 0.97  0.97  0.93 0.93  0.93
PHF Volume:    12    0     4    50    0    18     0 1021    11     2  581     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   12    0     4    50    0    18     0 1021    11     2  581     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1620 1611  1026  1613 1617   581  xxxx xxxx xxxxx  1032 xxxx xxxxx
Potent Cap.:   84  105   287    85  105   517  xxxx xxxx xxxxx   681 xxxx xxxxx
Move Cap.:     81  105   287    83  104   517  xxxx xxxx xxxxx   681 xxxx xxxxx
Volume/Cap:  0.15 0.00  0.01  0.61 0.00  0.03  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.2 xxxxx xxxx xxxxx  10.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   98 xxxxx    83 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx   2.8 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 48.6 xxxxx  99.9 xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx
Shared LOS:     *    E     *     F    *     *     *    *     *     B    *     *
ApproachDel:      48.6             77.3           xxxxxx           xxxxxx
ApproachLOS:         E                F               *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```

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```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2    23    0     8     0  994    11     2  538     0
ApproachDel:      48.6             77.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1584]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1584]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2    23    0     8     0  994    11     2  538     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1545
Minor Approach Volume:           31
Minor Approach Volume Threshold: 156
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

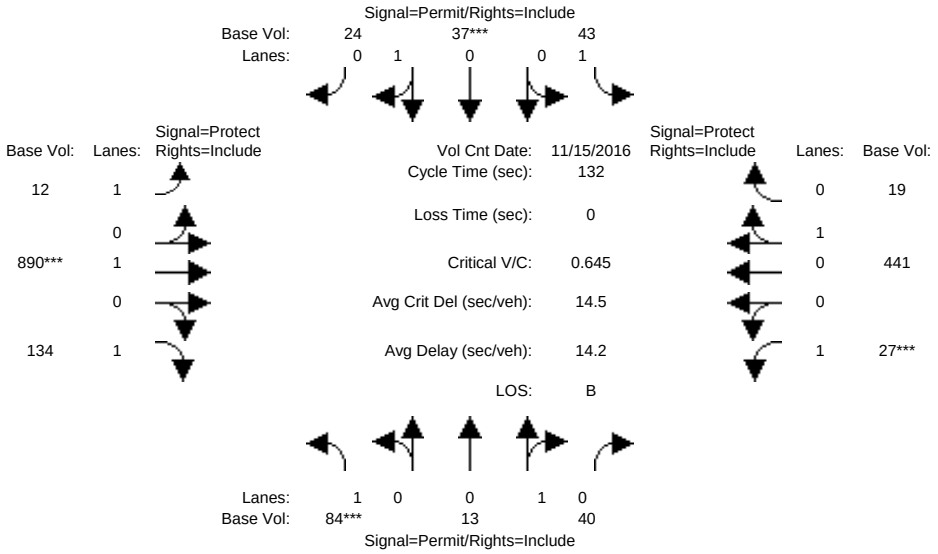
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #3: Ventura Drive and Buchanan Road



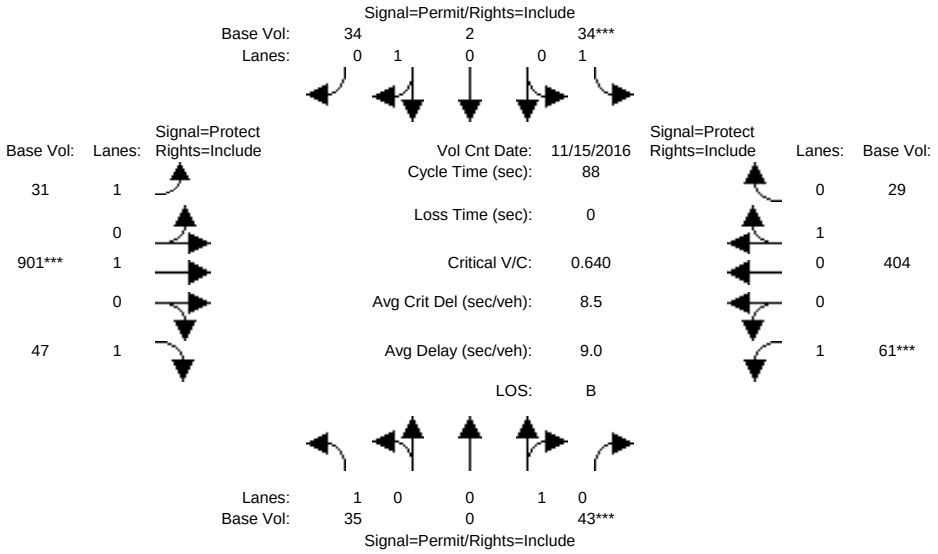
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	84	13	40	43	37	24	12	890	134	27	441	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	40	43	37	24	12	890	134	27	441	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.81	0.81	0.81	0.99	0.99	0.99	0.90	0.90	0.90
PHF Volume:	101	16	48	53	46	30	12	904	136	30	493	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	16	48	53	46	30	12	904	136	30	493	21
RTOR Reduct:	0	0	0	0	0	0	0	0	101	0	0	0
RTOR Vol:	101	16	48	53	46	30	12	904	35	30	493	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	16	48	53	46	30	12	904	35	30	493	21
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.61	0.39	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	1720	422	1298	1720	1043	677	1720	1720	1720	1720	1649	71
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.03	0.04	0.04	0.01	0.53	0.02	0.02	0.30	0.30
Crit Volume:	101			75			904			30		
Crit Moves:	****			****			****			****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #4: Meadows Avenue and Buchanan Road



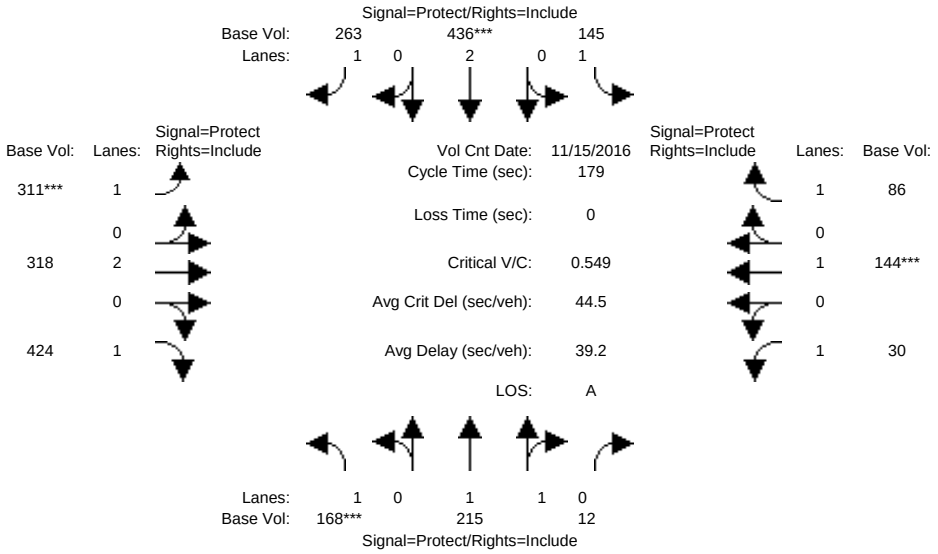
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	35	0	43	34	2	34	31	901	47	61	404	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	43	34	2	34	31	901	47	61	404	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.67	0.67	0.67	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	41	0	51	51	3	51	32	935	49	66	435	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	51	51	3	51	32	935	49	66	435	31
RTOR Reduct:	0	0	0	0	0	0	0	0	41	0	0	0
RTOR Vol:	41	0	51	51	3	51	32	935	7	66	435	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	51	51	3	51	32	935	7	66	435	31
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1720	0	1720	1720	96	1624	1720	1720	1720	1720	1605	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.03	0.03	0.03	0.02	0.54	0.00	0.04	0.27	0.27
Crit Volume:			51	51				935		66		
Crit Moves:			****	****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #5: Somersville Road and Buchanan Road



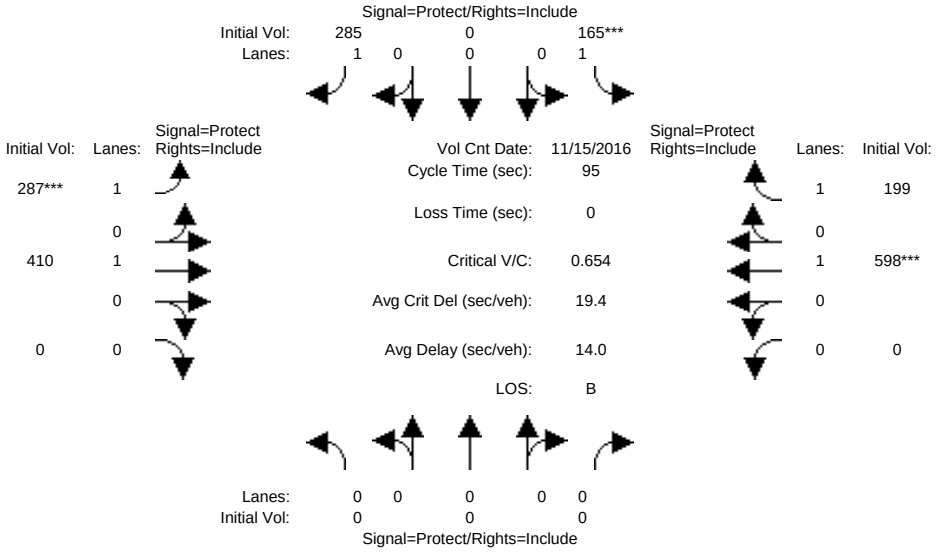
Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	168	215	12	145	436	263	311	318	424	30	144	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	215	12	145	436	263	311	318	424	30	144	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
PHF Volume:	185	237	13	157	471	284	324	331	441	34	162	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	237	13	157	471	284	324	331	441	34	162	97
RTOR Reduct:	0	0	0	0	0	284	0	0	185	0	0	97
RTOR Vol:	185	237	13	157	471	0	324	331	256	34	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	237	13	157	471	0	324	331	256	34	162	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3126	174	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.10	0.14	0.00	0.20	0.10	0.16	0.02	0.10	0.00
Crit Volume:	185				236		324				162	
Crit Moves:	****				****		****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #1: Loveridge Road and Buchanan Road



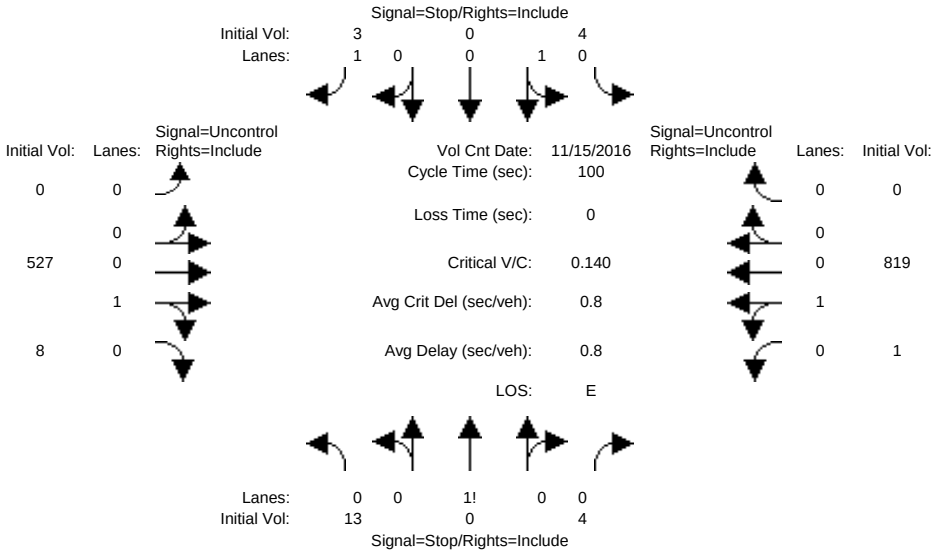
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	0	0	0	160	0	285	287	399	0	0	587	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	285	287	399	0	0	587	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	5	0	0	0	11	0	0	11	5
Initial Fut:	0	0	0	165	0	285	287	410	0	0	598	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	0	0	0	180	0	310	327	466	0	0	618	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	310	327	466	0	0	618	206
RTOR Reduct:	0	0	0	0	0	310	0	0	0	0	0	180
RTOR Vol:	0	0	0	180	0	0	327	466	0	0	618	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	0	327	466	0	0	618	26
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.27	0.00	0.00	0.36	0.02
Crit Volume:		0			180			327			618	
Crit Moves:					****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.
Base Vol:      13    0     4     4    0     3     0  511     8     1  803     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13    0     4     4    0     3     0  511     8     1  803     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0     0    0     0     0   16     0     0   16     0
Initial Fut:   13    0     4     4    0     3     0  527     8     1  819     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.85 0.85  0.85  0.44 0.44  0.44  0.89 0.89  0.89  0.98 0.98  0.98
PHF Volume:    15    0     5     9    0     7     0  592     9     1  840     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15    0     5     9    0     7     0  592     9     1  840     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1442 1439   597  1441 1443   840  xxxx xxxx xxxxx   601 xxxx xxxxx
Potent Cap.:  111  134   507   111  133   368  xxxx xxxx xxxxx   986 xxxx xxxxx
Move Cap.:    109  134   507   110  133   368  xxxx xxxx xxxxx   986 xxxx xxxxx
Volume/Cap:  0.14 0.00  0.01  0.08 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  15.0 xxxxx xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  134 xxxxx   110 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 36.6 xxxxx  40.5 xxxx xxxxx xxxxx xxxx xxxxx   8.7 xxxx xxxxx
Shared LOS:     *    E     *     E    *     *     *    *     *     A    *     *
ApproachDel:       36.6             29.6           xxxxxx           xxxxxx
ApproachLOS:          E                D                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	13	0	4	4	0	3	0	527	8	1	819	0
ApproachDel:	36.6			29.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0	0		0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	13	0	4	4	0	3	0	527	8	1	819	0

Major Street Volume: 1355
Minor Approach Volume: 17
Minor Approach Volume Threshold: 138

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

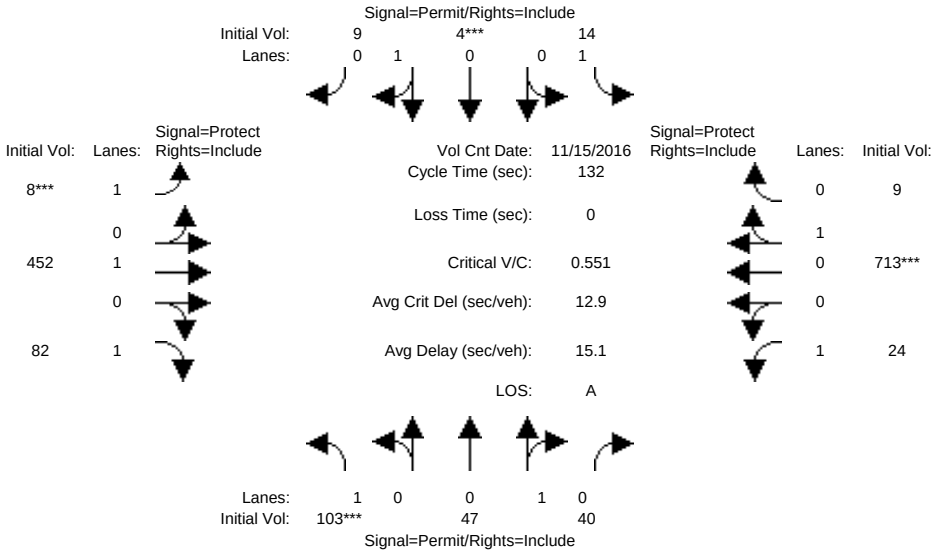
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #3: Ventura Drive and Buchanan Road



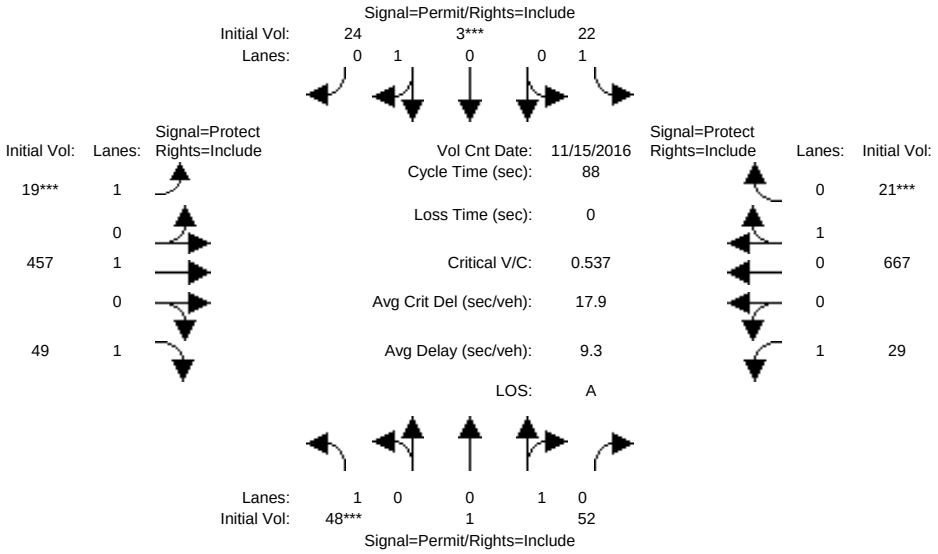
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	103	47	38	12	4	9	8	436	82	22	697	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	47	38	12	4	9	8	436	82	22	697	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	2	2	0	0	0	16	0	2	16	2
Initial Fut:	103	47	40	14	4	9	8	452	82	24	713	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	142	65	55	18	5	12	9	498	90	26	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	65	55	18	5	12	9	498	90	26	770	10
RTOR Reduct:	0	0	0	0	0	0	0	0	90	0	0	0
RTOR Vol:	142	65	55	18	5	12	9	498	0	26	770	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	65	55	18	5	12	9	498	0	26	770	10
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	1.00	0.31	0.69	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	929	791	1720	529	1191	1720	1720	1720	1720	1699	21
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.01	0.01	0.01	0.29	0.00	0.02	0.45	0.45
Crit Volume:	142			17			9			780		
Crit Moves:	****			****			****			****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #4: Meadows Avenue and Buchanan Road



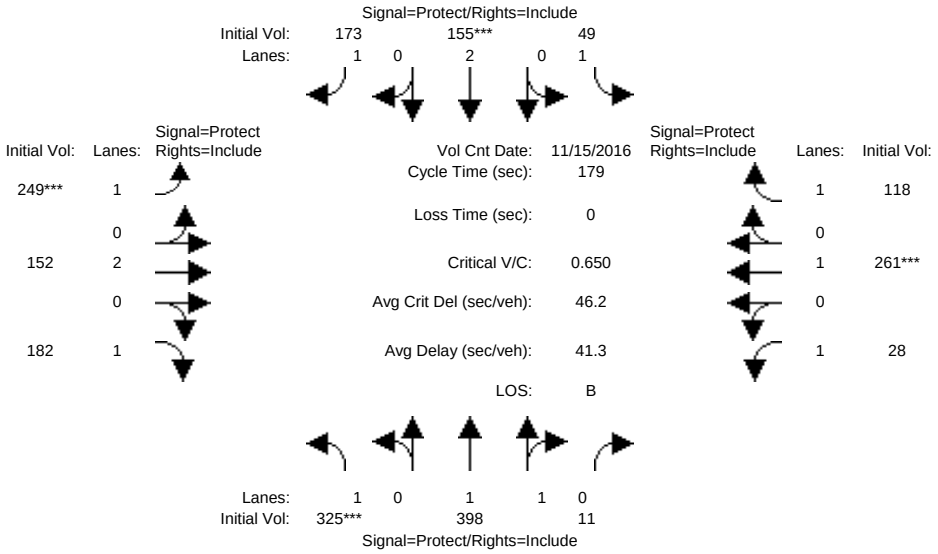
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45 A.M.												
Base Vol:	46	1	52	22	3	20	15	441	47	29	650	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1	52	22	3	20	15	441	47	29	650	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	16	2	0	17	0
Initial Fut:	48	1	52	22	3	24	19	457	49	29	667	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.66	0.66	0.66	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	70	1	76	33	5	36	19	469	50	33	770	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1	76	33	5	36	19	469	50	33	770	24
RTOR Reduct:	0	0	0	0	0	0	0	0	50	0	0	0
RTOR Vol:	70	1	76	33	5	36	19	469	0	33	770	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1	76	33	5	36	19	469	0	33	770	24
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.11	0.89	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	32	1688	1720	191	1529	1720	1720	1720	1720	1668	52
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	0.27	0.00	0.02	0.46	0.46
Crit Volume:	70			41			19				794	
Crit Moves:	****			****			****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #5: Somersville Road and Buchanan Road



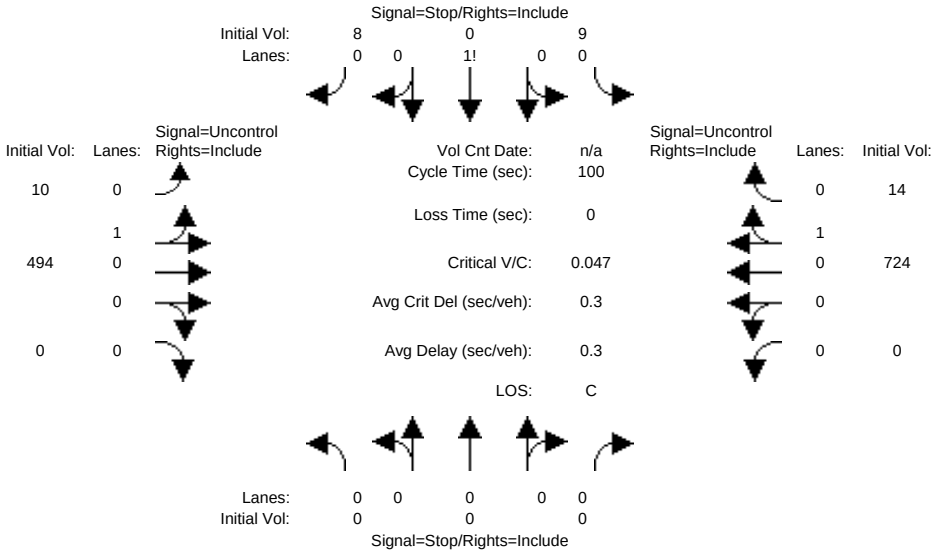
Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	321	398	11	49	155	164	241	148	178	28	257	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	398	11	49	155	164	241	148	178	28	257	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	4	0	0	0	0	9	8	4	4	0	4	0
Initial Fut:	325	398	11	49	155	173	249	152	182	28	261	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.85	0.85	0.85	0.94	0.94	0.94	0.85	0.85	0.85
PHF Volume:	408	499	14	58	182	203	265	162	194	33	308	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	499	14	58	182	203	265	162	194	33	308	139
RTOR Reduct:	0	0	0	0	0	203	0	0	194	0	0	58
RTOR Vol:	408	499	14	58	182	0	265	162	0	33	308	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	499	14	58	182	0	265	162	0	33	308	82
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3211	89	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.16	0.03	0.06	0.00	0.16	0.05	0.00	0.02	0.19	0.05
Crit Volume:	408				91		265				308	
Crit Moves:	****				****		****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #6: Buchanan Road and Project Driveway 1




```
Street Name:         Project Driveway 1                  Buchanan Road
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  494     0     0  724     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  494     0     0  724     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0     9    0     8    10    0     0     0    0    14
Initial Fut:    0    0     0     9    0     8    10  494     0     0  724    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     9    0     8    10  494     0     0  724    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     9    0     8    10  494     0     0  724    14
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1245 1245   731   738 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   194  176   425   877 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   192  173   425   877 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.05 0.00  0.02  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  259 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 19.9 xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx           19.9           xxxxxx          xxxxxx
ApproachLOS:         *              C               *               *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Buchanan Road and Project Driveway 1
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	9	0	8	10	494	0	0	724	14
ApproachDel:	xxxxxx			19.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1259]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Buchanan Road and Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	9	0	8	10	494	0	0	724	14

Major Street Volume: 1242
Minor Approach Volume: 17
Minor Approach Volume Threshold: 162

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

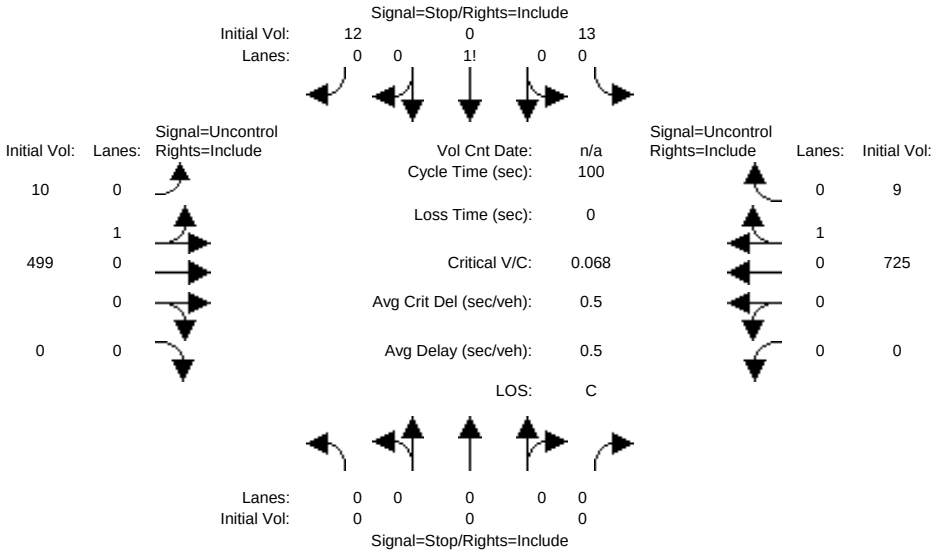
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #7: Buchanan Road and Project Driveway 2




```
Street Name:         Project Driveway 2                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  499     0     0  725     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  499     0     0  725     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0    13    0    12    10    0     0     0    0     9
Initial Fut:    0    0     0    13    0    12    10  499     0     0  725     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    13    0    12    10  499     0     0  725     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    13    0    12    10  499     0     0  725     9
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1249 1249   730   734 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   193  175   426   880 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   191  173   426   880 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  260 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 20.3 xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx           20.3           xxxxxx           xxxxxx
ApproachLOS:         *              C                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Buchanan Road and Project Driveway 2
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	13	0	12	10	499	0	0	725	9
ApproachDel:	xxxxxx			20.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1268]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	13	0	12	10	499	0	0	725	9

Major Street Volume: 1243
Minor Approach Volume: 25
Minor Approach Volume Threshold: 161

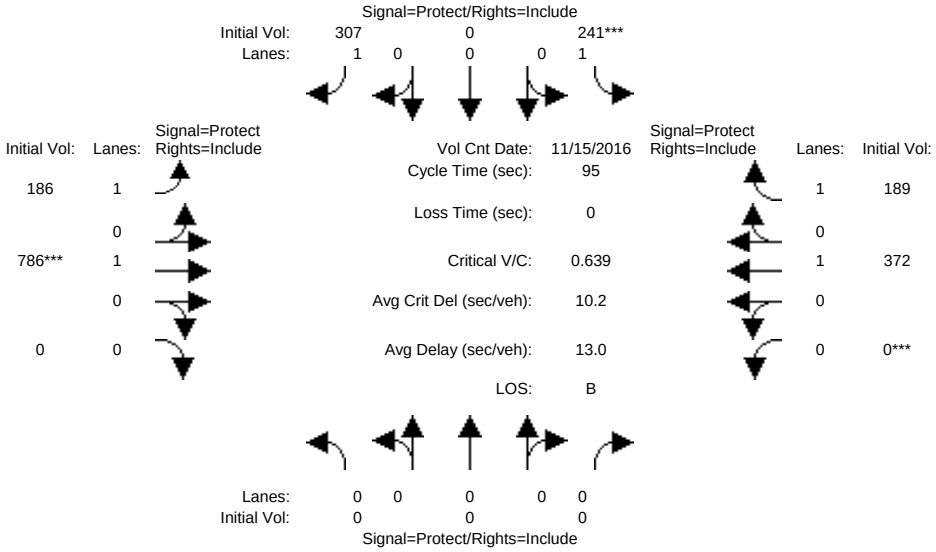
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #1: Loveridge Road and Buchanan Road



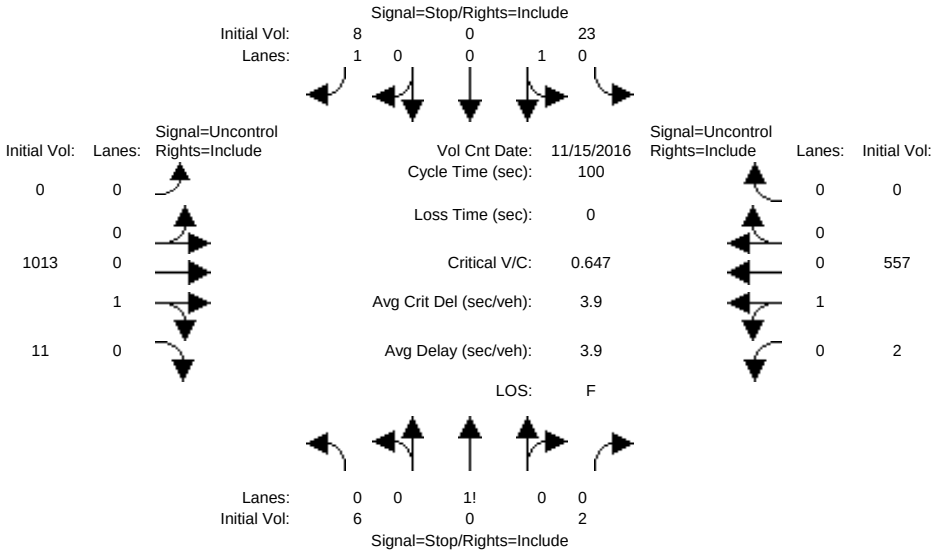
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	0	0	0	235	0	307	186	773	0	0	359	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	307	186	773	0	0	359	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	6	0	0	0	13	0	0	13	6
Initial Fut:	0	0	0	241	0	307	186	786	0	0	372	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	0	0	0	263	0	335	198	836	0	0	415	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	335	198	836	0	0	415	211
RTOR Reduct:	0	0	0	0	0	198	0	0	0	0	0	211
RTOR Vol:	0	0	0	263	0	137	198	836	0	0	415	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	137	198	836	0	0	415	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.12	0.49	0.00	0.00	0.24	0.00
Crit Volume:		0			263			836			0	
Crit Moves:					****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.
Base Vol:       6    0     2    23    0     8     0  994    11     2  538     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0     2    23    0     8     0  994    11     2  538     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0     0    0     0     0   19     0     0   19     0
Initial Fut:    6    0     2    23    0     8     0 1013    11     2  557     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.50 0.50  0.50  0.46 0.46  0.46  0.97 0.97  0.97  0.93 0.93  0.93
PHF Volume:    12    0     4    50    0    18     0 1040    11     2  602     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   12    0     4    50    0    18     0 1040    11     2  602     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1660 1652  1046  1654 1657   602  xxxx xxxx xxxxx  1051 xxxx xxxxx
Potent Cap.:   78  100   280    79   99   504  xxxx xxxx xxxxx   670 xxxx xxxxx
Move Cap.:     76   99   280    78   99   504  xxxx xxxx xxxxx   670 xxxx xxxxx
Volume/Cap:  0.16 0.00  0.01  0.65 0.00  0.03  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.4 xxxxx xxxx xxxxx  10.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   92 xxxxx    78 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx   3.0 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 52.0 xxxxx 112.3 xxxx xxxxx xxxxx xxxx xxxxx  10.4 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     B    *     *
ApproachDel:      52.0             86.5           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	6	0	2	23	0	8	0	1013	11	2	557	0
ApproachDel:	52.0			86.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1622]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1622]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	6	0	2	23	0	8	0	1013	11	2	557	0

Major Street Volume: 1583
Minor Approach Volume: 31
Minor Approach Volume Threshold: 148 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

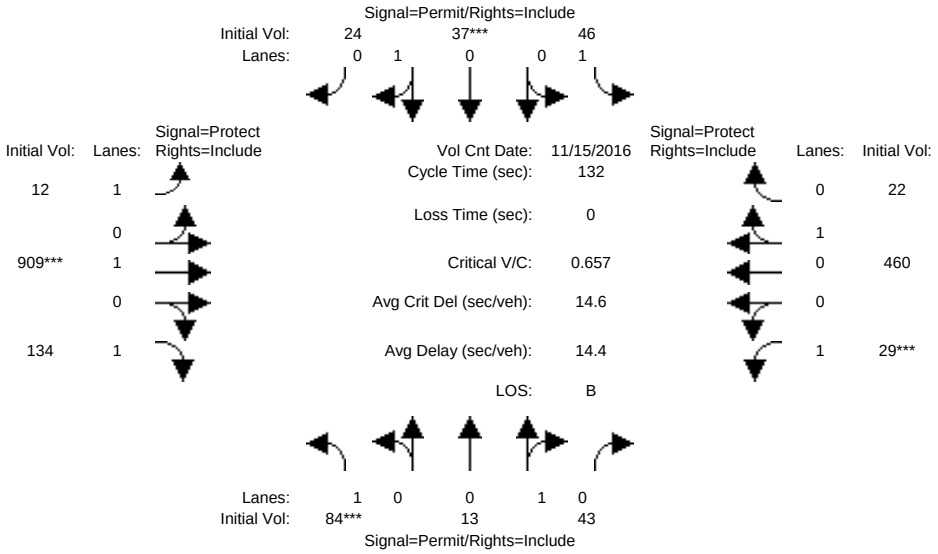
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #3: Ventura Drive and Buchanan Road



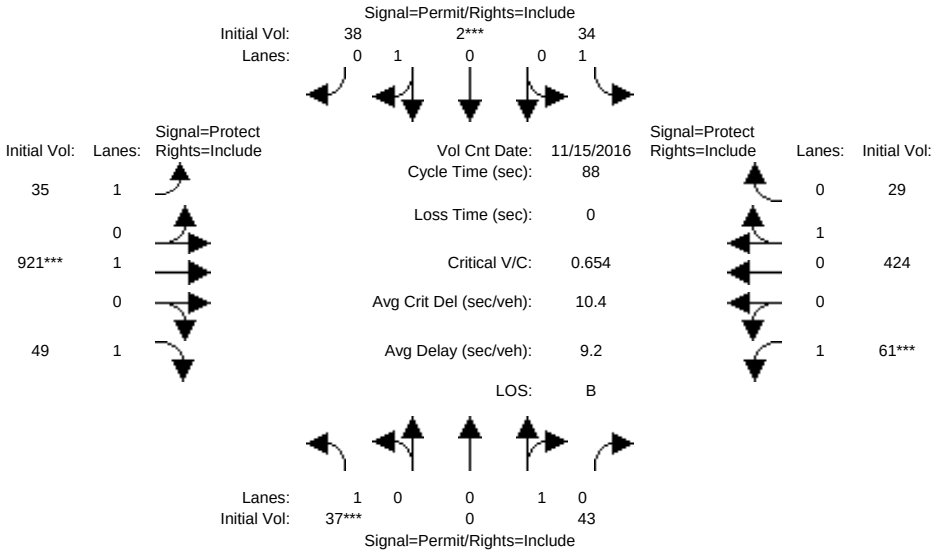
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	84	13	40	43	37	24	12	890	134	27	441	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	40	43	37	24	12	890	134	27	441	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	3	3	0	0	0	19	0	2	19	3
Initial Fut:	84	13	43	46	37	24	12	909	134	29	460	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.81	0.81	0.81	0.99	0.99	0.99	0.90	0.90	0.90
PHF Volume:	101	16	51	57	46	30	12	923	136	32	514	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	16	51	57	46	30	12	923	136	32	514	25
RTOR Reduct:	0	0	0	0	0	0	0	0	101	0	0	0
RTOR Vol:	101	16	51	57	46	30	12	923	35	32	514	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	16	51	57	46	30	12	923	35	32	514	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.61	0.39	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1720	399	1321	1720	1043	677	1720	1720	1720	1720	1641	79
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.03	0.04	0.04	0.01	0.54	0.02	0.02	0.31	0.31
Crit Volume:	101			75			923			32		
Crit Moves:	****			****			****			****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #4: Meadows Avenue and Buchanan Road



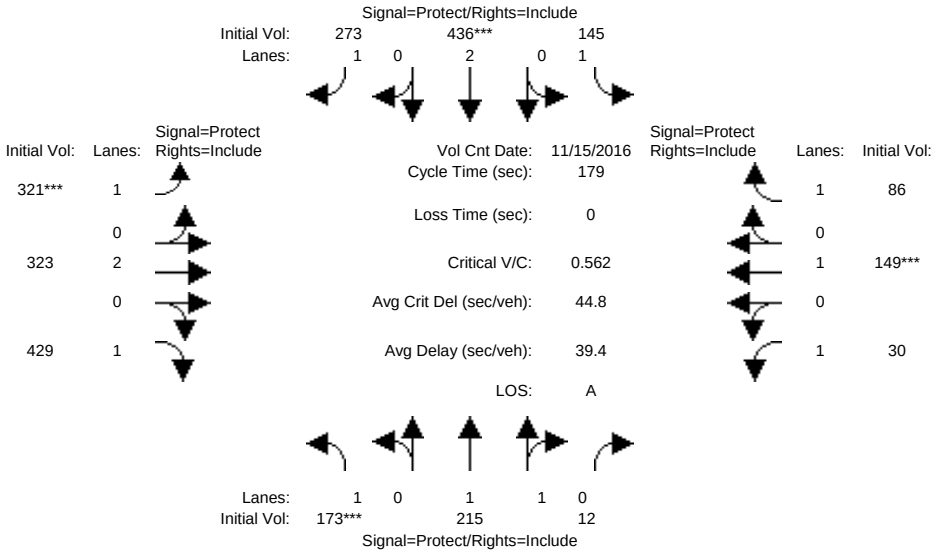
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	35	0	43	34	2	34	31	901	47	61	404	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	43	34	2	34	31	901	47	61	404	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	20	2	0	20	0
Initial Fut:	37	0	43	34	2	38	35	921	49	61	424	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.67	0.67	0.67	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	44	0	51	51	3	56	36	955	51	66	456	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	51	51	3	56	36	955	51	66	456	31
RTOR Reduct:	0	0	0	0	0	0	0	0	44	0	0	0
RTOR Vol:	44	0	51	51	3	56	36	955	7	66	456	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	51	51	3	56	36	955	7	66	456	31
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	86	1634	1720	1720	1720	1720	1610	110
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.03	0.03	0.03	0.02	0.56	0.00	0.04	0.28	0.28
Crit Volume:	44			59			955			66		
Crit Moves:	****			****			****			****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #5: Somersville Road and Buchanan Road



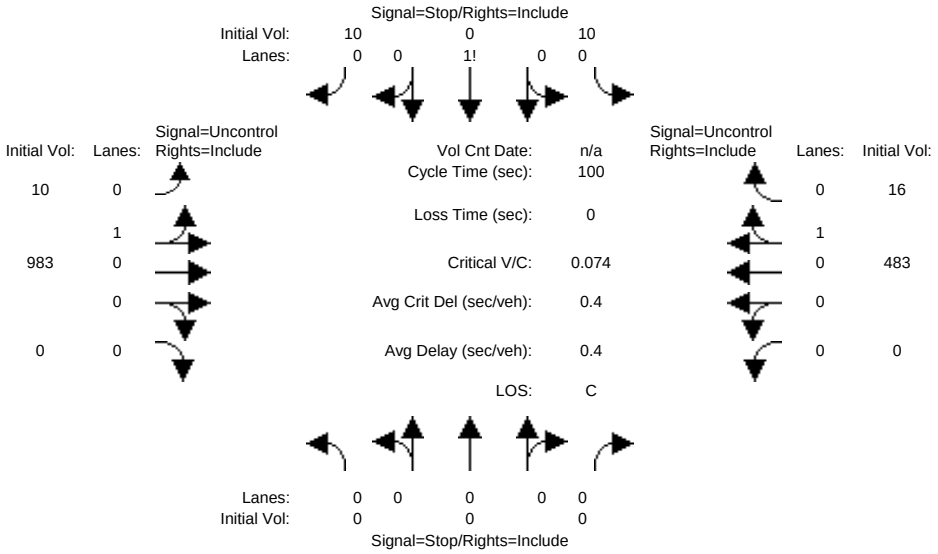
Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	168	215	12	145	436	263	311	318	424	30	144	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	215	12	145	436	263	311	318	424	30	144	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	5	0	0	0	0	10	10	5	5	0	5	0
Initial Fut:	173	215	12	145	436	273	321	323	429	30	149	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
PHF Volume:	191	237	13	157	471	295	334	336	446	34	167	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	237	13	157	471	295	334	336	446	34	167	97
RTOR Reduct:	0	0	0	0	0	295	0	0	191	0	0	97
RTOR Vol:	191	237	13	157	471	0	334	336	255	34	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	237	13	157	471	0	334	336	255	34	167	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3126	174	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.10	0.14	0.00	0.20	0.10	0.15	0.02	0.10	0.00
Crit Volume:	191				236		334				167	
Crit Moves:	****				****		****				****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #6: Buchanan Road and Project Driveway 1




```
Street Name:         Project Driveway 1                  Buchanan Road
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  983     0     0  483     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  983     0     0  483     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0    10    0    10    10    0     0     0    0    16
Initial Fut:    0    0     0    10    0    10    10  983     0     0  483    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    10    0    10    10  983     0     0  483    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    10    10  983     0     0  483    16
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1494 1494   491   499 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   137  124   582  1075 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   136  123   582  1075 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.02  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  220 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.0 xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx            23.0           xxxxxx           xxxxxx
ApproachLOS:         *              C                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Buchanan Road and Project Driveway 1
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	10	0	10	10	983	0	0	483	16
ApproachDel:	xxxxxx			23.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1512]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Buchanan Road and Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	10	0	10	10	983	0	0	483	16

Major Street Volume: 1492
Minor Approach Volume: 20
Minor Approach Volume Threshold: 113

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

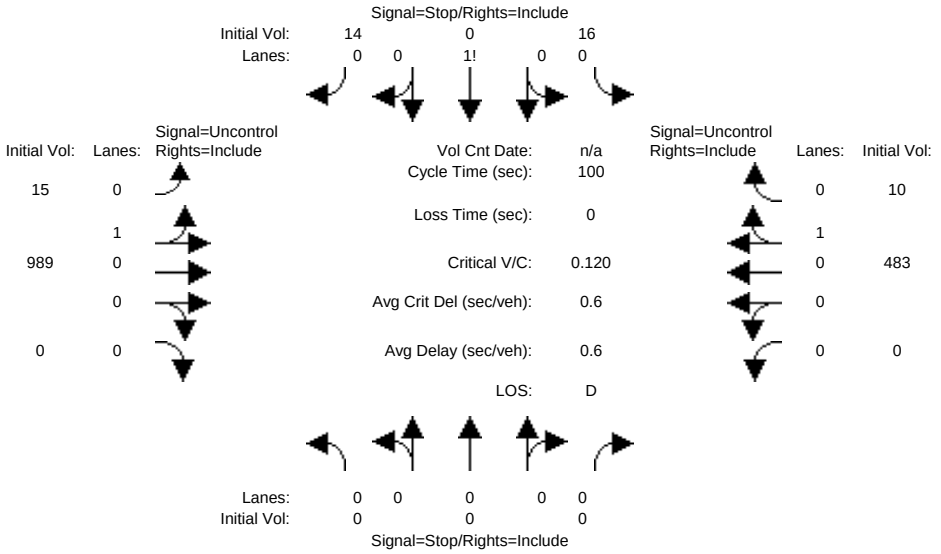
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #7: Buchanan Road and Project Driveway 2




```
Street Name:         Project Driveway 2                  Buchanan Road
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  989     0     0  483     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  989     0     0  483     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0    16    0    14    15    0     0     0    0    10
Initial Fut:    0    0     0    16    0    14    15  989     0     0  483    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    16    0    14    15  989     0     0  483    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    16    0    14    15  989     0     0  483    10
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1507 1507   488   493 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   134  122   584  1081 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   133  120   584  1081 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.12 0.00  0.02  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  208 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 25.2 xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    D     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             25.2           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #7 Buchanan Road and Project Driveway 2
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	16	0	14	15	989	0	0	483	10
ApproachDel:	xxxxxx			25.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1527]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	16	0	14	15	989	0	0	483	10

Major Street Volume: 1497
Minor Approach Volume: 30
Minor Approach Volume Threshold: 112

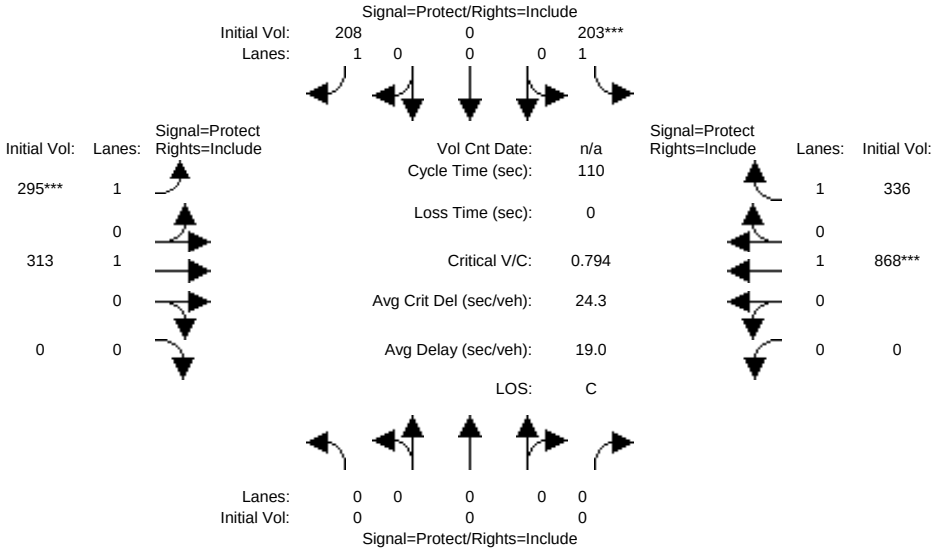
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #1: Loveridge Road and Buchanan Road



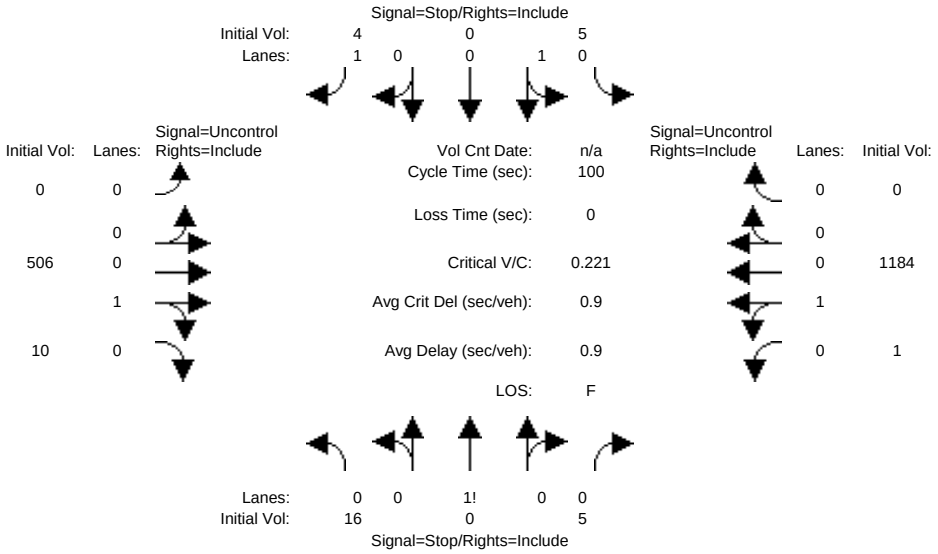
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	203	0	208	295	313	0	0	868	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	208	295	313	0	0	868	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	208	295	313	0	0	868	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	208	295	313	0	0	868	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	208	295	313	0	0	868	336
RTOR Reduct:	0	0	0	0	0	208	0	0	0	0	0	203
RTOR Vol:	0	0	0	203	0	0	295	313	0	0	868	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	203	0	0	295	313	0	0	868	133
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.18	0.00	0.00	0.50	0.08
Crit Volume:		0			203			295			868	
Crit Moves:					****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0     5     5    0     4     0  506    10     1 1184     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0     5     5    0     4     0  506    10     1 1184     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16    0     5     5    0     4     0  506    10     1 1184     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0     5     5    0     4     0  506    10     1 1184     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     5     5    0     4     0  506    10     1 1184     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1699 1697   511  1700 1702  1184  xxxx xxxx xxxxx   516 xxxx xxxxx
Potent Cap.:   74   93   567    74   93   233  xxxx xxxx xxxxx  1060 xxxx xxxxx
Move Cap.:     72   93   567    73   93   233  xxxx xxxx xxxxx  1060 xxxx xxxxx
Volume/Cap:  0.22 0.00  0.01  0.07 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  20.7 xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   91 xxxxx    73 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 55.8 xxxxx  58.0 xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     A    *     *
ApproachDel:       55.8             41.4           xxxxxx           xxxxxx
ApproachLOS:          F                E                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   16    0     5     5    0     4     0  506    10     1 1184     0
ApproachDel:      55.8             41.4           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   16    0     5     5    0     4     0  506    10     1 1184     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1701
Minor Approach Volume:           21
Minor Approach Volume Threshold: 78 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

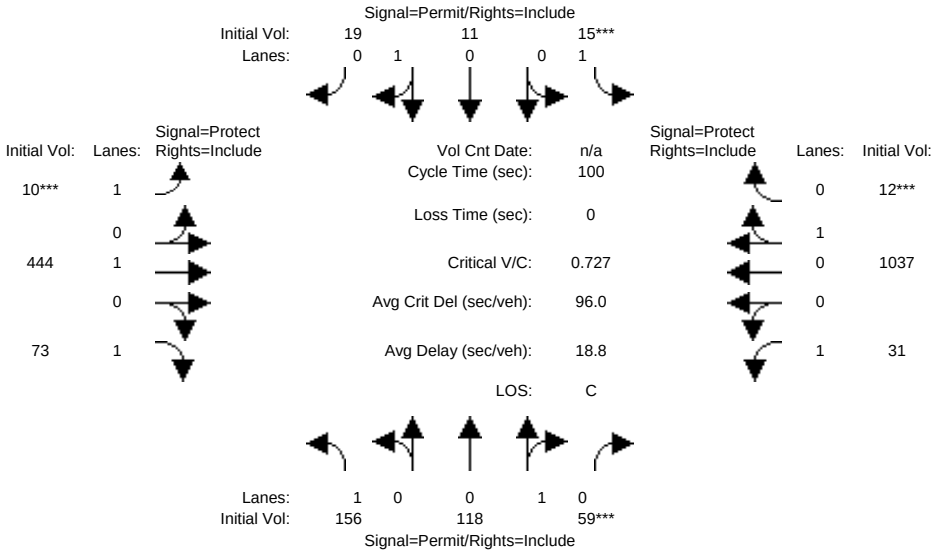
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #3: Ventura Drive and Buchanan Road



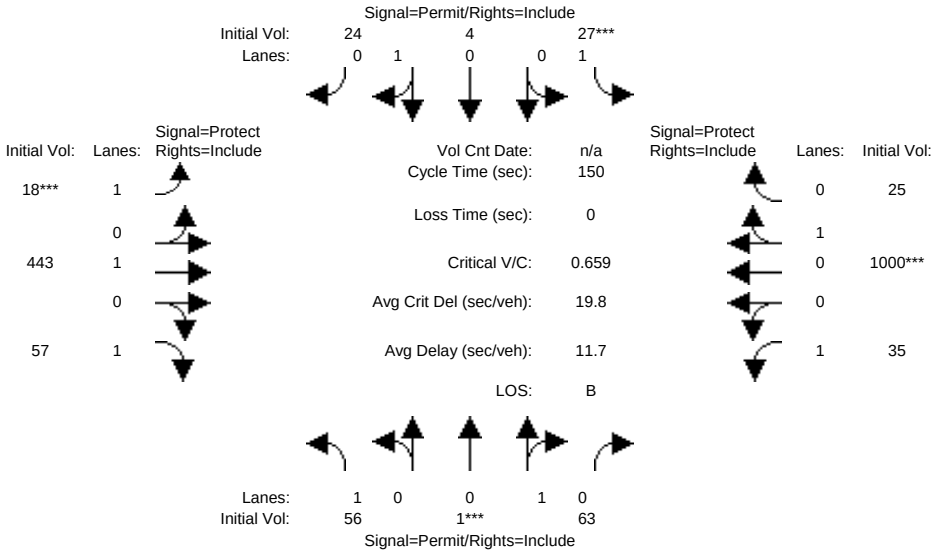
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	118	59	15	11	19	10	444	73	31	1037	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	118	59	15	11	19	10	444	73	31	1037	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	118	59	15	11	19	10	444	73	31	1037	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
RTOR Reduct:	0	0	0	0	0	0	0	0	73	0	0	0
RTOR Vol:	156	118	59	15	11	19	10	444	0	31	1037	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	118	59	15	11	19	10	444	0	31	1037	12
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	0.37	0.63	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	1147	573	1720	631	1089	1720	1720	1720	1720	1700	20
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.01	0.02	0.02	0.01	0.26	0.00	0.02	0.61	0.61
Crit Volume:			177		15			10				1049
Crit Moves:			****		****			****				****

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #4: Meadows Avenue and Buchanan Road



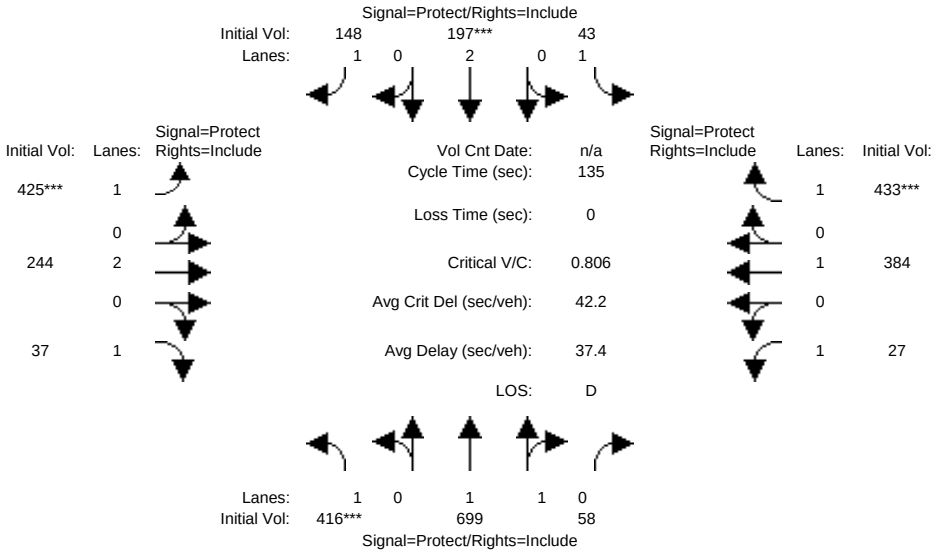
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1	63	27	4	24	18	443	57	35	1000	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1	63	27	4	24	18	443	57	35	1000	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1	63	27	4	24	18	443	57	35	1000	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
RTOR Reduct:	0	0	0	0	0	0	0	0	56	0	0	0
RTOR Vol:	56	1	63	27	4	24	18	443	1	35	1000	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1	63	27	4	24	18	443	1	35	1000	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.14	0.86	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	27	1693	1720	246	1474	1720	1720	1720	1720	1678	42
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.01	0.26	0.00	0.02	0.60	0.60
Crit Volume:		64			27			18			1025	
Crit Moves:		****			****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #5: Somersville Road and Buchanan Road

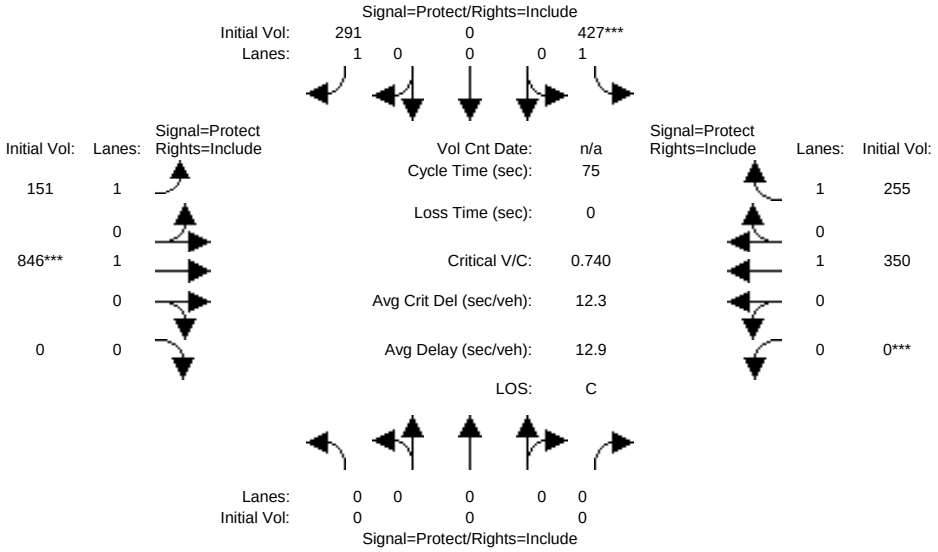


Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	416	699	58	43	197	148	425	244	37	27	384	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	699	58	43	197	148	425	244	37	27	384	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	699	58	43	197	148	425	244	37	27	384	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	416	699	58	43	197	148	425	244	37	27	384	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	699	58	43	197	148	425	244	37	27	384	433
RTOR Reduct:	0	0	0	0	0	148	0	0	37	0	0	43
RTOR Vol:	416	699	58	43	197	0	425	244	0	27	384	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	699	58	43	197	0	425	244	0	27	384	390
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3047	253	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.03	0.06	0.00	0.26	0.07	0.00	0.02	0.23	0.24
Crit Volume:	416				99		425					390
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #1: Loveridge Road and Buchanan Road



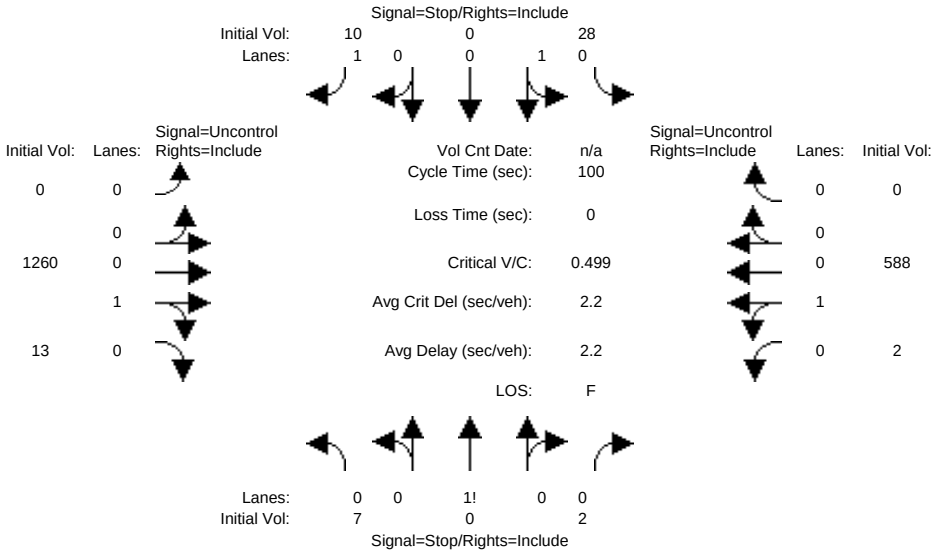
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	427	0	291	151	846	0	0	350	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	427	0	291	151	846	0	0	350	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	427	0	291	151	846	0	0	350	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	427	0	291	151	846	0	0	350	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	427	0	291	151	846	0	0	350	255
RTOR Reduct:	0	0	0	0	0	151	0	0	0	0	0	255
RTOR Vol:	0	0	0	427	0	140	151	846	0	0	350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	427	0	140	151	846	0	0	350	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.08	0.09	0.49	0.00	0.00	0.20	0.00
Crit Volume:		0		427				846		0		
Crit Moves:				****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0     2    28    0    10     0 1260    13     2  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     2    28    0    10     0 1260    13     2  588     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7    0     2    28    0    10     0 1260    13     2  588     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7    0     2    28    0    10     0 1260    13     2  588     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7    0     2    28    0    10     0 1260    13     2  588     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1864 1859  1267  1860 1865   588  xxxx xxxx xxxxx  1273 xxxx xxxxx
Potent Cap.:   56   74   208    57   74   513  xxxx xxxx xxxxx   552 xxxx xxxxx
Move Cap.:     55   74   208    56   73   513  xxxx xxxx xxxxx   552 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.01  0.50 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.2 xxxxx xxxx xxxxx  11.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   66 xxxxx    56 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx   1.9 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 68.0 xxxxx 121.1 xxxx xxxxx xxxxx xxxx xxxxx  11.5 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     B    *     *
ApproachDel:       68.0             92.4           xxxxxx           xxxxxx
ApproachLOS:          F                F                *                *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1260	13	2	588	0
ApproachDel:	68.0			92.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1260	13	2	588	0

Major Street Volume: 1863
Minor Approach Volume: 38
Minor Approach Volume Threshold: 97 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

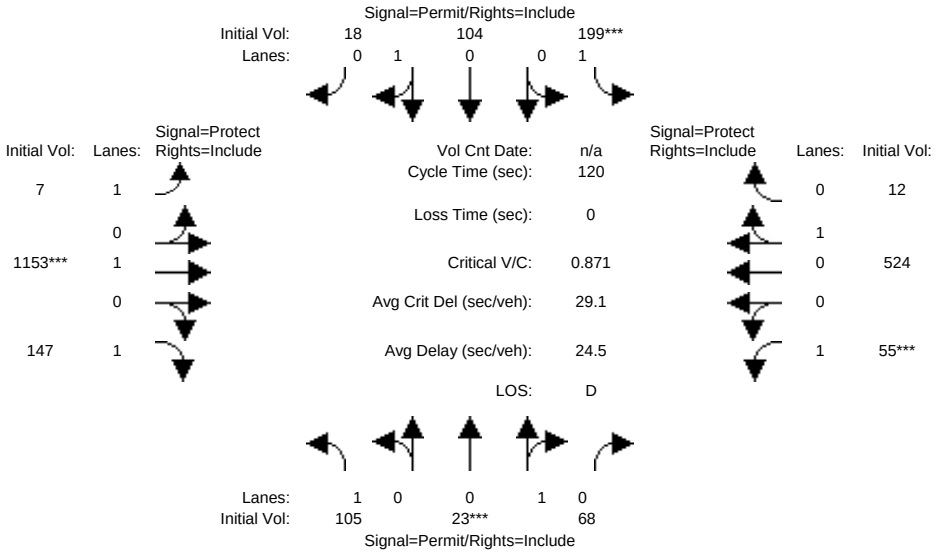
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #3: Ventura Drive and Buchanan Road



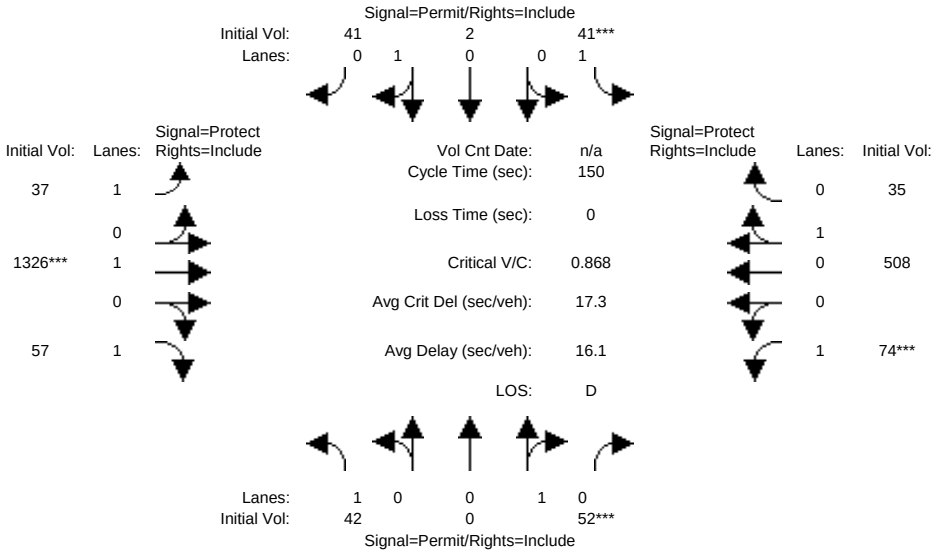
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	23	68	199	104	18	7	1153	147	55	524	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	23	68	199	104	18	7	1153	147	55	524	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	23	68	199	104	18	7	1153	147	55	524	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
RTOR Reduct:	0	0	0	0	0	0	0	0	105	0	0	0
RTOR Vol:	105	23	68	199	104	18	7	1153	42	55	524	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	23	68	199	104	18	7	1153	42	55	524	12
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	435	1285	1720	1466	254	1720	1720	1720	1720	1681	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.12	0.07	0.07	0.00	0.67	0.02	0.03	0.31	0.31
Crit Volume:		91		199				1153		55		
Crit Moves:		****		****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #4: Meadows Avenue and Buchanan Road



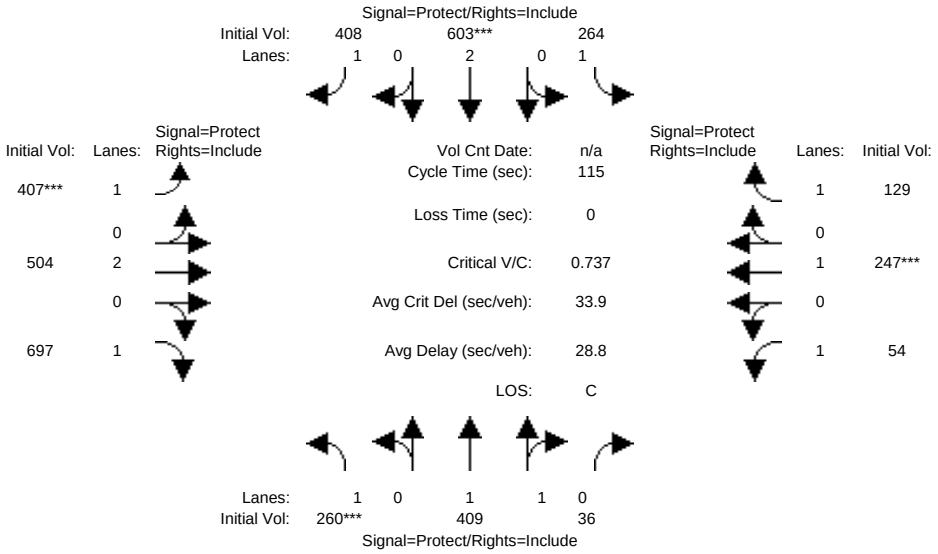
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	52	41	2	41	37	1326	57	74	508	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	52	41	2	41	37	1326	57	74	508	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	52	41	2	41	37	1326	57	74	508	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
RTOR Reduct:	0	0	0	0	0	0	0	0	42	0	0	0
RTOR Vol:	42	0	52	41	2	41	37	1326	15	74	508	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	52	41	2	41	37	1326	15	74	508	35
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	80	1640	1720	1720	1720	1720	1609	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.03	0.03	0.02	0.77	0.01	0.04	0.32	0.32
Crit Volume:			52	41				1326		74		
Crit Moves:			****	****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #5: Somersville Road and Buchanan Road

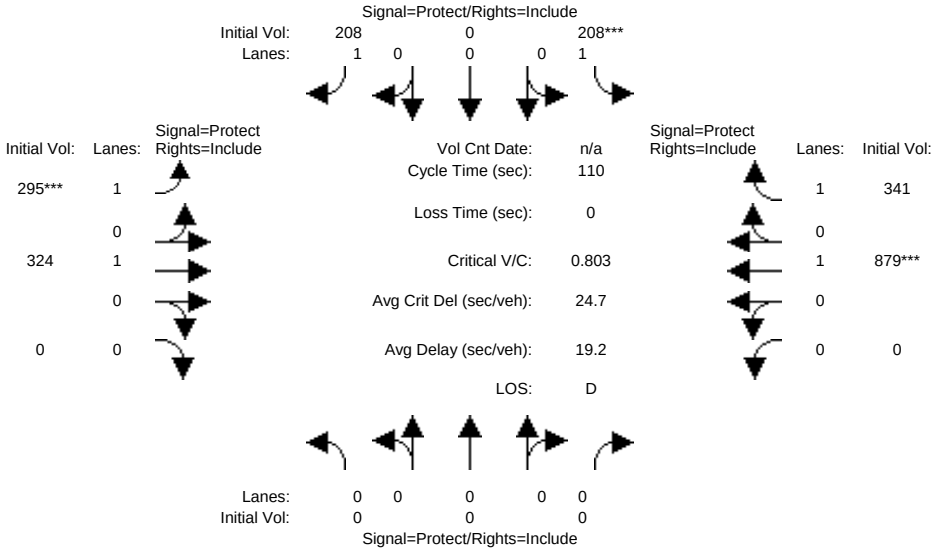


Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	260	409	36	264	603	408	407	504	697	54	247	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	409	36	264	603	408	407	504	697	54	247	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	409	36	264	603	408	407	504	697	54	247	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	409	36	264	603	408	407	504	697	54	247	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	409	36	264	603	408	407	504	697	54	247	129
RTOR Reduct:	0	0	0	0	0	407	0	0	260	0	0	129
RTOR Vol:	260	409	36	264	603	1	407	504	437	54	247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	409	36	264	603	1	407	504	437	54	247	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3033	267	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.16	0.18	0.00	0.25	0.15	0.26	0.03	0.15	0.00
Crit Volume:	260				302		407				247	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #1: Loveridge Road and Buchanan Road



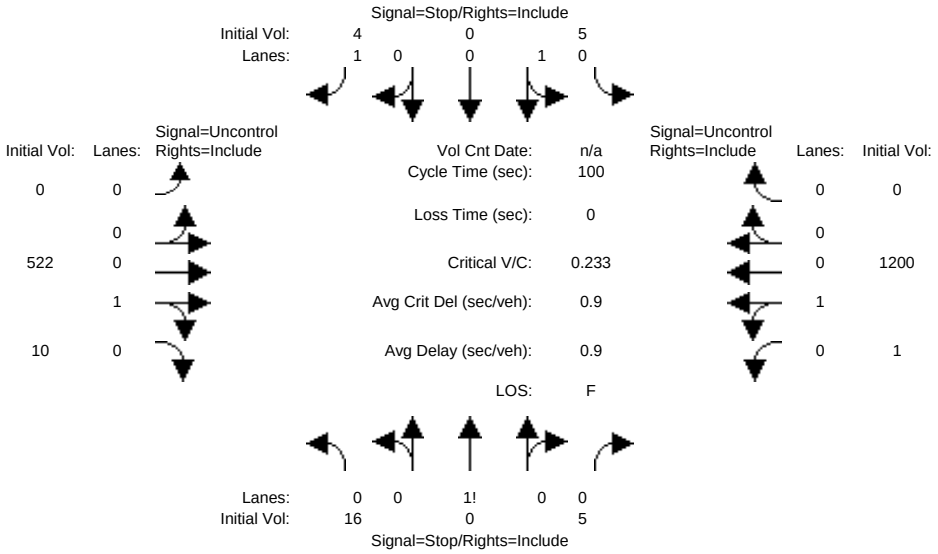
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	203	0	208	295	313	0	0	868	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	208	295	313	0	0	868	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	5	0	0	0	11	0	0	11	5
Initial Fut:	0	0	0	208	0	208	295	324	0	0	879	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	208	0	208	295	324	0	0	879	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	208	295	324	0	0	879	341
RTOR Reduct:	0	0	0	0	0	208	0	0	0	0	0	208
RTOR Vol:	0	0	0	208	0	0	295	324	0	0	879	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	208	0	0	295	324	0	0	879	133
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.19	0.00	0.00	0.51	0.08
Crit Volume:		0			208			295			879	
Crit Moves:					****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0     5     5    0     4     0  506    10     1 1184     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0     5     5    0     4     0  506    10     1 1184     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0     0    0     0     0   16     0     0   16     0
Initial Fut:   16    0     5     5    0     4     0  522    10     1 1200     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0     5     5    0     4     0  522    10     1 1200     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     5     5    0     4     0  522    10     1 1200     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1731 1729   527  1732 1734  1200  xxxx xxxx xxxxx   532 xxxx xxxxx
Potent Cap.:   70   89   555    70   89   228  xxxx xxxx xxxxx  1046 xxxx xxxxx
Move Cap.:     69   89   555    69   89   228  xxxx xxxx xxxxx  1046 xxxx xxxxx
Volume/Cap:  0.23 0.00  0.01  0.07 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  21.1 xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   87 xxxxx    69 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.9 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 59.2 xxxxx  61.0 xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     A    *     *
ApproachDel:       59.2             43.3           xxxxxx           xxxxxx
ApproachLOS:          F                E                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   16    0     5     5    0     4     0  522    10     1 1200     0
ApproachDel:      59.2             43.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1763]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1763]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   16    0     5     5    0     4     0  522    10     1 1200     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1733
Minor Approach Volume:           21
Minor Approach Volume Threshold: 73 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

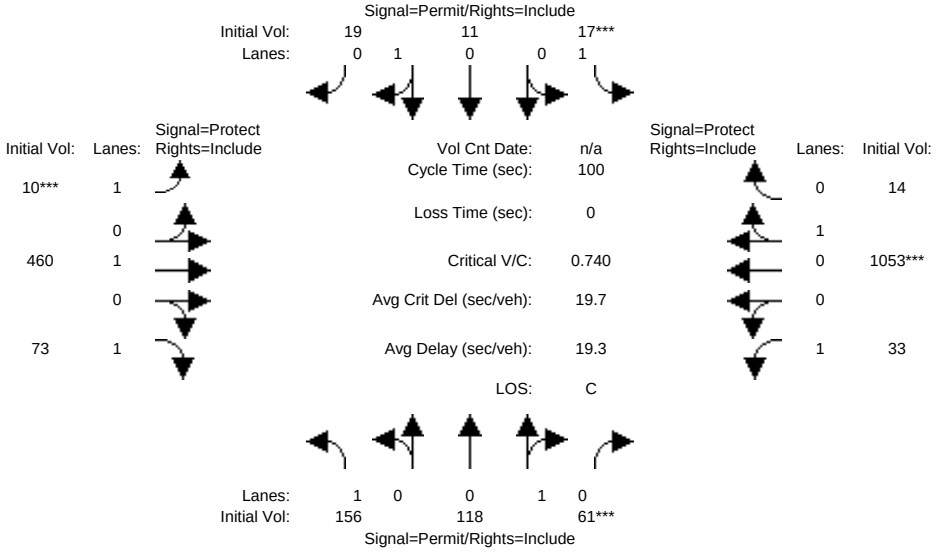
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #3: Ventura Drive and Buchanan Road



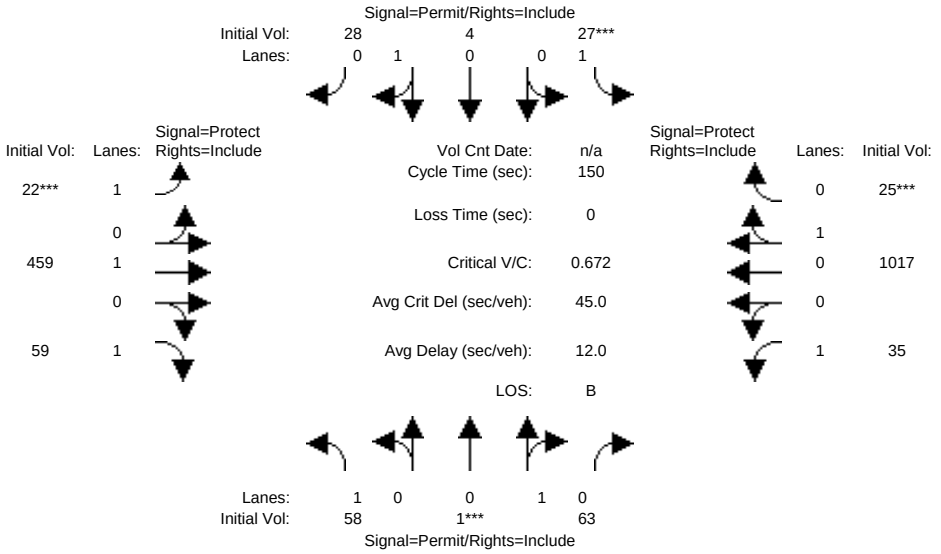
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	118	59	15	11	19	10	444	73	31	1037	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	2	2	0	0	0	16	0	2	16	2
Initial Fut:	156	118	61	17	11	19	10	460	73	33	1053	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	118	61	17	11	19	10	460	73	33	1053	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	118	61	17	11	19	10	460	73	33	1053	14
RTOR Reduct:	0	0	0	0	0	0	0	0	73	0	0	0
RTOR Vol:	156	118	61	17	11	19	10	460	0	33	1053	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	118	61	17	11	19	10	460	0	33	1053	14
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.37	0.63	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	1134	586	1720	631	1089	1720	1720	1720	1720	1697	23
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.01	0.02	0.02	0.01	0.27	0.00	0.02	0.62	0.62
Crit Volume:			179			17			10			1067
Crit Moves:			****			****			****			****

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #4: Meadows Avenue and Buchanan Road



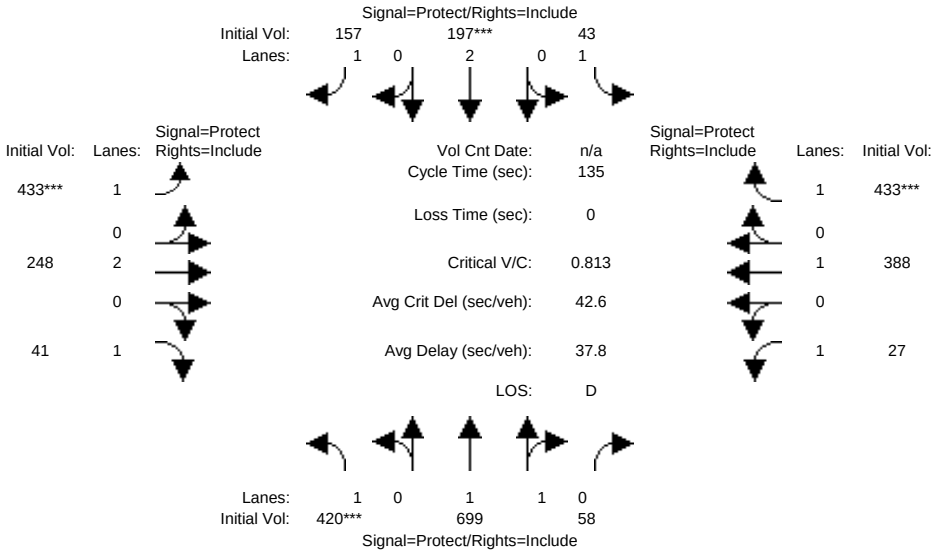
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1	63	27	4	24	18	443	57	35	1000	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	16	2	0	17	0
Initial Fut:	58	1	63	27	4	28	22	459	59	35	1017	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1	63	27	4	28	22	459	59	35	1017	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1	63	27	4	28	22	459	59	35	1017	25
RTOR Reduct:	0	0	0	0	0	0	0	0	58	0	0	0
RTOR Vol:	58	1	63	27	4	28	22	459	1	35	1017	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1	63	27	4	28	22	459	1	35	1017	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.12	0.88	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	27	1693	1720	215	1505	1720	1720	1720	1720	1679	41
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.01	0.27	0.00	0.02	0.61	0.61
Crit Volume:		64			27			22				1042
Crit Moves:		****			****			****				****

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #5: Somersville Road and Buchanan Road

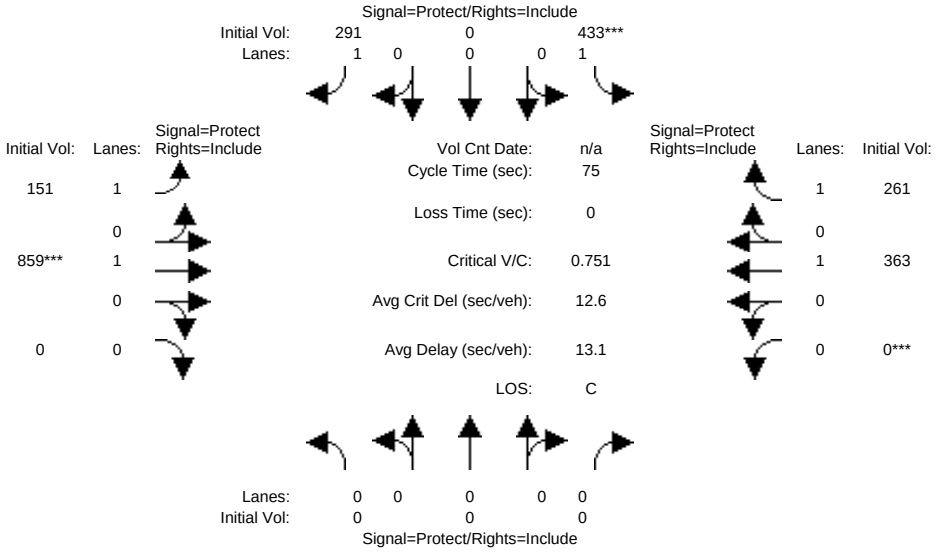


Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	416	699	58	43	197	148	425	244	37	27	384	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	699	58	43	197	148	425	244	37	27	384	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	4	0	0	0	0	9	8	4	4	0	4	0
Initial Fut:	420	699	58	43	197	157	433	248	41	27	388	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	699	58	43	197	157	433	248	41	27	388	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	699	58	43	197	157	433	248	41	27	388	433
RTOR Reduct:	0	0	0	0	0	157	0	0	41	0	0	43
RTOR Vol:	420	699	58	43	197	0	433	248	0	27	388	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	699	58	43	197	0	433	248	0	27	388	390
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3047	253	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.03	0.06	0.00	0.26	0.08	0.00	0.02	0.24	0.24
Crit Volume:	420				99		433					390
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #1: Loveridge Road and Buchanan Road



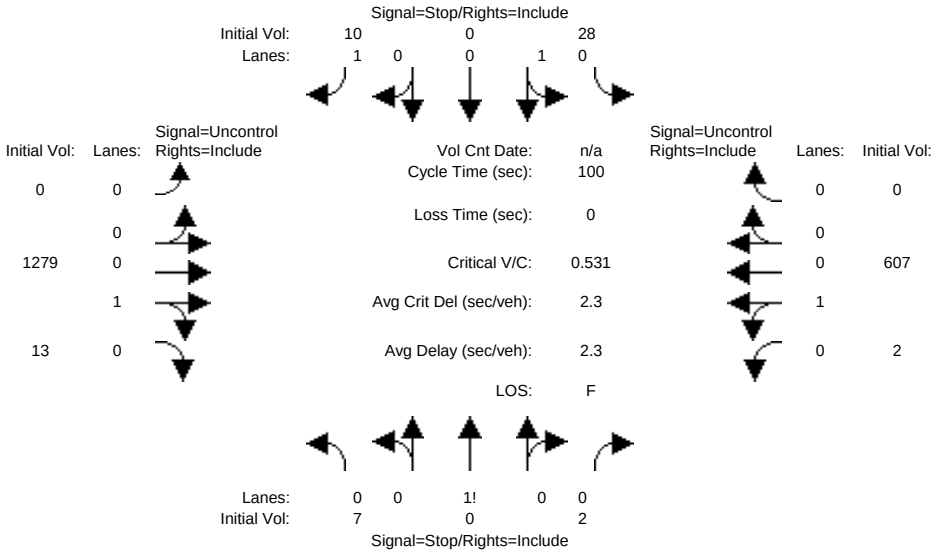
Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	427	0	291	151	846	0	0	350	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	427	0	291	151	846	0	0	350	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	6	0	0	0	13	0	0	13	6
Initial Fut:	0	0	0	433	0	291	151	859	0	0	363	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	433	0	291	151	859	0	0	363	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	433	0	291	151	859	0	0	363	261
RTOR Reduct:	0	0	0	0	0	151	0	0	0	0	0	261
RTOR Vol:	0	0	0	433	0	140	151	859	0	0	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	433	0	140	151	859	0	0	363	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.08	0.09	0.50	0.00	0.00	0.21	0.00
Crit Volume:		0		433				859		0		
Crit Moves:				****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #2: Woodborough Place and Buchanan Road



Street Name:	Woodborough Place						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	0	2	28	0	10	0	1260	13	2	588	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	2	28	0	10	0	1260	13	2	588	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	19	0	0	19	0
Initial Fut:	7	0	2	28	0	10	0	1279	13	2	607	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	2	28	0	10	0	1279	13	2	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	2	28	0	10	0	1279	13	2	607	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxx	xxxx	xxxx	2.2	xxxx	xxxx
Capacity Module:												
Cnflict Vol:	1902	1897	1286	1898	1903	607	xxxx	xxxx	xxxx	1292	xxxx	xxxx
Potent Cap.:	53	70	203	53	70	500	xxxx	xxxx	xxxx	543	xxxx	xxxx
Move Cap.:	52	70	203	53	69	500	xxxx	xxxx	xxxx	543	xxxx	xxxx
Volume/Cap:	0.13	0.00	0.01	0.53	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	0.0	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	12.3	xxxx	xxxx	xxxx	11.7	xxxx	xxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	62	xxxx	53	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	0.5	xxxx	2.0	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx
Shrd ConDel:	xxxx	72.5	xxxx	133.4	xxxx	xxxx	xxxx	xxxx	xxxx	11.7	xxxx	xxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	B	*	*
ApproachDel:		72.5			101.5			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Initial Vol:	7	0	2	28	0	10	0	1279	13	2	607	0
ApproachDel:	72.5			101.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	0 1	0	0 1	0 0	0
Initial Vol:	7	0	2	28	0	10	0	1279	13	2	607	0

Major Street Volume: 1901
Minor Approach Volume: 38
Minor Approach Volume Threshold: 90 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

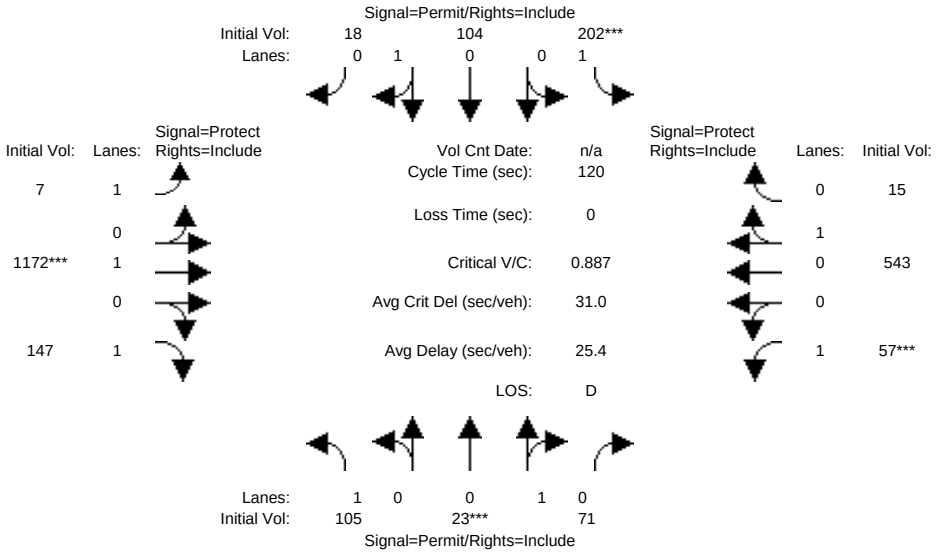
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #3: Ventura Drive and Buchanan Road



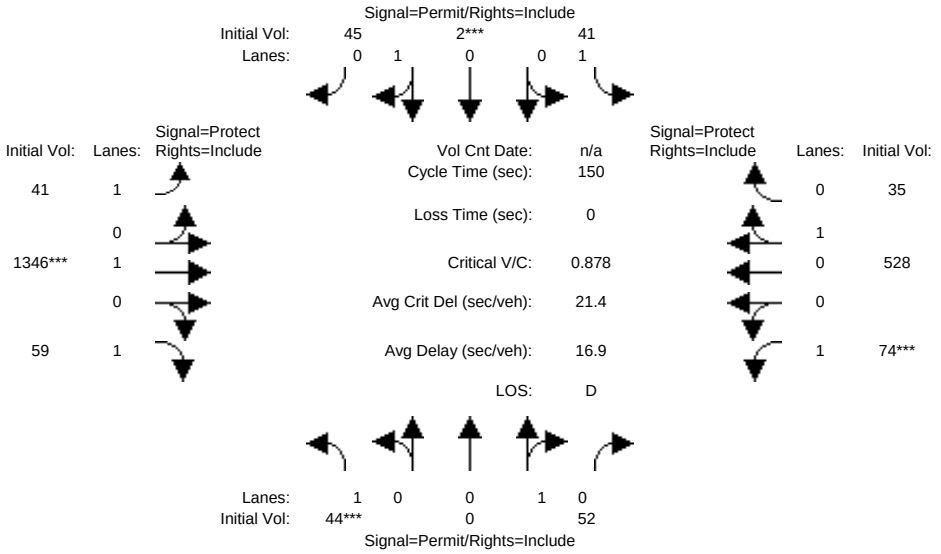
Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	23	68	199	104	18	7	1153	147	55	524	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	3	3	0	0	0	19	0	2	19	3
Initial Fut:	105	23	71	202	104	18	7	1172	147	57	543	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	23	71	202	104	18	7	1172	147	57	543	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	23	71	202	104	18	7	1172	147	57	543	15
RTOR Reduct:	0	0	0	0	0	0	0	0	105	0	0	0
RTOR Vol:	105	23	71	202	104	18	7	1172	42	57	543	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	23	71	202	104	18	7	1172	42	57	543	15
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	421	1299	1720	1466	254	1720	1720	1720	1720	1674	46
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.12	0.07	0.07	0.00	0.68	0.02	0.03	0.32	0.32
Crit Volume:		94		202				1172		57		
Crit Moves:		****		****				****		****		

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #4: Meadows Avenue and Buchanan Road



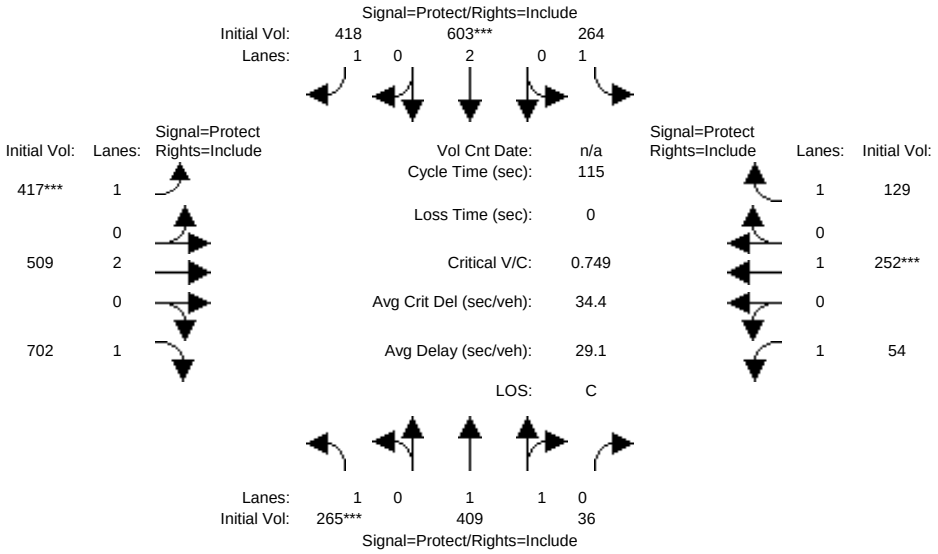
Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	52	41	2	41	37	1326	57	74	508	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	20	2	0	20	0
Initial Fut:	44	0	52	41	2	45	41	1346	59	74	528	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	52	41	2	45	41	1346	59	74	528	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	52	41	2	45	41	1346	59	74	528	35
RTOR Reduct:	0	0	0	0	0	0	0	0	44	0	0	0
RTOR Vol:	44	0	52	41	2	45	41	1346	15	74	528	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	52	41	2	45	41	1346	15	74	528	35
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	73	1647	1720	1720	1720	1720	1613	107
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.02	0.03	0.03	0.02	0.78	0.01	0.04	0.33	0.33
Crit Volume:	44				47			1346			74	
Crit Moves:	****				****			****			****	

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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	260	409	36	264	603	408	407	504	697	54	247	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	409	36	264	603	408	407	504	697	54	247	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	5	0	0	0	0	10	10	5	5	0	5	0
Initial Fut:	265	409	36	264	603	418	417	509	702	54	252	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	409	36	264	603	418	417	509	702	54	252	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	409	36	264	603	418	417	509	702	54	252	129
RTOR Reduct:	0	0	0	0	0	417	0	0	265	0	0	129
RTOR Vol:	265	409	36	264	603	1	417	509	437	54	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	409	36	264	603	1	417	509	437	54	252	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3033	267	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.16	0.18	0.00	0.25	0.15	0.26	0.03	0.15	0.00
Crit Volume:	265				302		417				252	
Crit Moves:	****				****		****				****	

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APPENDIX H

MITIGATION, MONITORING, AND REPORTING PROGRAM

LMK Petro Convenience Store, Gas Station, and Car Wash Project Mitigation Monitoring Program

– October 2022

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid significant environmental impacts of a project. The Mitigation Monitoring Program ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the LMK Petro Convenience Store, Gas Station, and Car Wash Project are listed below along with the party responsible for implementation of the mitigation measure, the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign off that the mitigation measure has been implemented.

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Biological Resources					
IV(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	*IV-1.* *Prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division. For all protected trees proposed for removal, the project applicant shall comply with all tree replacement standards or pay any in-lieu fees pursuant to Section 18.84.855 of the Municipal Code.*	City of Pittsburg Planning Division	Prior to the removal of any on-site protected tree	
Cultural Resources					
V(a), V(b), V(c)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5; or disturb any human remains, including those interred outside of dedicated cemeteries?	*V-1.* *Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included:* *If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		V-2. Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included: *In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.			
Geology and Soils					
VII(c), VII(d)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	*VII-1.* *Prior to approval of any improvement plans, all engineering recommendations provided in the site-specific Geotechnical Engineering Report Investigation prepared for the proposed project by Krazan & Associates, Inc. shall be incorporated into project improvement plans, prepared by a licensed civil engineer. The recommendations shall include, but not necessarily be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable compaction of near surface soils, applicable stabilization of the bottom of excavations, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be verified by a licensed geotechnical engineer; and proof of compliance shall be provided to the City Engineer for review and approval.*	City Engineer	Prior to approval of any improvement plans	
VII(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	*VII-4.* *Implement Mitigation Measure V-I.*	See Mitigation Measure V-I	See Mitigation Measure V-I	

MITIGATION MONITORING PROGRAM
LMK Petro Convenience Store, Gas Station, and Car Wash Project

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Hazards and Hazardous Materials					
IX(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	*IX-1. During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Contra Costa County Environmental Health Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Pittsburg Community Development Department.*	City of Pittsburg Community Development Department Contra Costa County Environmental Health Department	During grading and construction activities, if USTs are encountered	
		IX-2. If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered at the debris pile located within the project site, the impacted area(s) should be isolated from surrounding, non-impacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Pittsburg Community Development Department.	City of Pittsburg Community Development Department	If indicators of apparent soil contamination are encountered at the debris pile located within the project site	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		IX-3. Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Pittsburg for review and approval. The City has the right to defer the work plan to the Contra Costa County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.	City of Pittsburg Community Development Department Contra Costa County Department of Environmental Health	Prior to issuance of a demolition permit for on-site structures	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
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Hydrology and Water Quality					
X(a), X(ci), X(cii), X(ciii)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; or substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	*X-1.* *Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.*	City of Pittsburg Director of Public Works City Engineer	Prior to issuance of grading permits	
		X-2. *In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.*	City of Pittsburg Community Development Department	Prior to issuance of grading permits	

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		X-3. The project applicant shall submit a final Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City's Community Development Department.	City of Pittsburg Community Development Department	Prior to issuance of grading permits	
Noise					
XIII(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	*XIII-1. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:* • *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;* • *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;* • *Electrically powered equipment shall be used instead of pneumatic or internal-*	City of Pittsburg Planning Division City of Pittsburg Community Development Department	Noted prior to approval of project grading plans, and implemented during project construction	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
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		combustion-powered equipment, where feasible; • *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;* • *Project area and site access road speed limits shall be established and enforced during the construction period; and* • *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.* *The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department.*			
Tribal Cultural Resources					
XVIII(a), XVIII(b)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section	*XVIII-1. Implement Mitigation Measures V-1 and V-2.*	See Mitigation Measures V-1 and V-2	See Mitigation Measures V-1 and V-2	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
	5020.1(k); or A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				