



**COMMUNITY DEVELOPMENT
DEPARTMENT**

Staff Liaison

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AGENDA

REGULAR MEETING OF THE PLANNING COMMISSION

April 17, 2024 at 7:30 p.m.

City Council Chambers, El Cerrito City Hall
10890 San Pablo Avenue
El Cerrito, CA 94530

7:30 p.m. CONVENE REGULAR MEETING

- 1. ROLL CALL** – Chair Joy Navarrete, Vice Chair Daniel Hamilton; Members Erin Gillett, Leslie Mendez, Abhijeet Singh, and Nathan Tincclair
- 2. ELECTION OF CHAIR AND VICE CHAIR**
- 3. COUNCIL/STAFF LIAISON ANNOUNCEMENTS AND REPORTS**
The City Council Liaison or City staff may report on matters of general interest to the Planning Commission, Council policies, priorities and significant actions taken by the City Council.
- 4. ORAL COMMUNICATIONS FROM THE PUBLIC**
Remarks are typically limited to three minutes per person, and may be on anything within the subject matter jurisdiction of the body. Remarks on non-agenda items will be heard first, remarks on agenda items will be heard at the time the item is discussed.
- 5. ADOPTION OF MINUTES**
Adoption of the March 20, 2024 meeting minutes.
- 6. COMMISSIONER COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE**
This time on the agenda is reserved for Commissioners to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item.
- 7. PUBLIC HEARING: DESIGN REVIEW APPEAL – 1711-1755 EASTSHORE BLVD.**
Application: PL24-0013
Applicant: Contra Costa Residents for Responsible Development
Location: 1711-1755 Eastshore Boulevard
APN: 513-371-001, 513-371-002, & 513-362-110
Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
Request: Appeal of Design Review Board approval of Tier II Design Review application PL22-0015, for a new 6-story building containing 305 residential units.

CEQA: This project has been found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

8. STAFF COMMUNICATIONS

Informational reports on matters of general interest, presented by City staff.

9. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Sean Moss at (510) 215-4330. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title I).

Any writings or documents provided to a majority of the members regarding any item on this agenda will be made available for public inspection.



**COMMUNITY DEVELOPMENT
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MINUTES

**REGULAR MEETING OF THE
PLANNING COMMISSION**

March 20, 2024 at 7:30 p.m.

City Council Chambers, El Cerrito City Hall
10890 San Pablo Avenue
El Cerrito, CA 94530

7:30 p.m. CONVENE REGULAR MEETING

1. **ROLL CALL** – Chair Joy Navarrete, Vice Chair Daniel Hamilton; Members Leslie Mendez, Erin Gillett, and Abhijeet Singh. Commissioners Nathan Tinclair had excused absences.
2. **COUNCIL/STAFF LIAISON ANNOUNCEMENTS AND REPORTS**
No report was given.
3. **ORAL COMMUNICATIONS FROM THE PUBLIC**
No comments were received.
4. **ADOPTION OF MINUTES**
Moved/Second: Commissioners Mendez/Navarrete. **Action:** Passed a motion to adopt the February 21, 2024 Meeting Minutes.
Ayes: Hamilton, Mendez, Navarrete, Gillett, Singh
Noes: None.
Abstain: None.
Absent: Tinclair.
5. **COMMISSIONER COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE**
Nothing was reported.
6. **PUBLIC HEARING: CONDITIONAL USE PERMIT – 6551 PORTOLA DRIVE**
Application: PL24-0001
Applicant: Anthony Dente
Location: 6551 Portola Drive
APN: 503-130-012
Zoning: RM (Multi-family Residential)
General Plan: High Density Residential
Request: Planning Commission consideration of a Conditional Use Permit for expanding a nonconforming side setback for an existing single-family house (Chapter 19.27 and Chapter 19.34, ECMC).

CEQA: This project is categorically exempt from the provisions of CEQA pursuant to Section 15301 of the CEQA Guidelines, Class 1: Existing Facilities.

Associate Planner Diego Romero presented the staff report and answered questions from the Commission.

The public hearing was opened.

The public hearing was closed.

Moved/Second: Commissioners Gillett/Hamilton. Action: Passed a motion to approve Conditional Use Permit to allow an expansion of a nonconforming side setback for an existing single-family house at 6551 Portola Drive.

Ayes: Hamilton, Mendez, Navarrete, Gillett, Singh.

Noes: None.

Abstain: None.

Absent: Tinclair.

7. **PUBLIC HEARING: CONDITIONAL USE PERMIT – 2010 JUNCTION AVENUE**

Application: PL23-0150

Applicant: Perry Wexelberg

Location: 2010 Junction Avenue

APN: 501-321-005

Zoning: RS-5 (Single Family Residential)

General Plan: Low Density Residential

Request: Planning Commission consideration of Conditional Use Permits to allow a proposed increase in building height of an existing single-family house to convert a basement to a first floor which exceeds the building envelope requirement, and to allow the extension an existing nonconforming side setback (Section 19.06.030.D, Chapter 19.27 and Chapter 19.34, ECMC).

CEQA: This project is categorically exempt from the provisions of CEQA pursuant to Section 15301 of the CEQA Guidelines, Class 1: Existing Facilities.

Senior Planner Jeff Ballantine presented the staff report and answered questions from the Commission.

The public hearing was opened.

The public hearing was closed.

Moved/Second: Commissioners Mendez/Gillett. Action: Passed a motion to approve Conditional Use Permits to allow an exception to the building envelope requirements for an increase in building height and to allow the extension of an existing nonconforming side setback of an existing single-family house at 2010 Junction Ave.

Ayes: Hamilton, Mendez, Navarrete, Gillett, Singh.

Noes: None.

Abstain: None.

Absent: Tinclair.

8. **PUBLIC HEARING: TENTATIVE SUBDIVISION MAP – 1715 ELM STREET**

Application: PL21-0053

Applicant: Harmeet Anand

Location: 1715 Elm Street
APN: 502-112-038
Zoning: RM-PD (Multi-family Residential – Planned Development)
General Plan: High Density Residential
Request: Planning Commission consideration of a Tentative Subdivision Map to create fourteen condominium residential units within a multifamily residential building and to create one commercial condominium unit within a separate structure on the parcel (Chapter 18.12, ECMC).
CEQA: An Initial Study/Mitigated Negative Declaration was prepared and adopted for the project pursuant to CEQA.

Senior Planner Jeff Ballantine presented the staff report and answered questions from the Commission.

The public hearing was opened.

The following speakers addressed the Commission:

Tom Panas
Dave Weinstein
Howdy Goudey
Issac Chang
Jenifer Maran

The public hearing was closed.

Moved/Second: Commissioners Mendez/Hamilton. Action: Passed a motion to approve a Tentative Subdivision Map to create fourteen condominium residential units within a multifamily residential building and to create one commercial condominium unit at 1715 Elm St.

Ayes: Hamilton, Mendez, Navarrete, Gillett, Singh.

Noes: None.

Abstain: None.

Absent: Tinclair.

9. PRESENTATION: LOCAL ROAD SAFETY PLAN

Sustainable Transportation Program Manager Jarrett Mullen presented an update on the local road safety plan and answered questions from the Commission.

The following speakers addressed the Commission:

Dave Weinstein
Cordell Hindler
Howdy Goudey

10. STAFF COMMUNICATIONS

Planning Manager Sean Moss updated the Commission about upcoming projects, the El Cerrito Plaza TOD project, the Safety Element, and Bike to wherever day.

11. ADJOURNMENT

9:02 p.m.



Community Development Department
Planning and Building Division
10890 San Pablo Avenue, El Cerrito, CA 94530
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PLANNING COMMISSION STAFF REPORT

April 17, 2024

1711-1755 EASTSHORE BLVD DESIGN REVIEW APPEAL

DETAILS

Application Number: PL24-0013

Applicant: Contra Costa Residents for Responsible Development

Location: 1711-1755 Eastshore Blvd.

APN: 513-371-001, 513-371-002, & 513-362-110

Zoning: Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU)

General Plan: Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU)

Request: Planning Commission consideration of appeal of Design Review Board approval of Tier II Design Review application PL22-0015, for a new 6-story building containing 305 residential units.

CEQA: This project is consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

EXECUTIVE SUMMARY

Planning Commission consideration of appeal of Design Review Board approval of Tier II Design Review application PL22-0015, for a new 6-story building containing 305 residential units.

On February 7, 2024, the Design Review Board approved Tier II Design Review application PL22-0015. On

On February 15, 2024, Andrew Graf of Adams Broadwell Joseph & Cordozo on behalf of Contra Costa Residents for Responsible Development submitted an appeal of the Design Review Board's approval of the Tier II Design Review for this project to the Planning Commission pursuant to Chapter 19.39 (Appeals) of the El Cerrito Municipal Code. According to the appeal, Contra Costa Residents for Responsible Development is an unincorporated association of individuals and labor organizations that include the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483. The appeal requests the Planning Commission to direct City staff "to prepare a subsequent or supplemental environmental impact report ('EIR') that fully discloses, analyzes, and mitigates the Project's significant air quality, public health, and visual resource impacts."

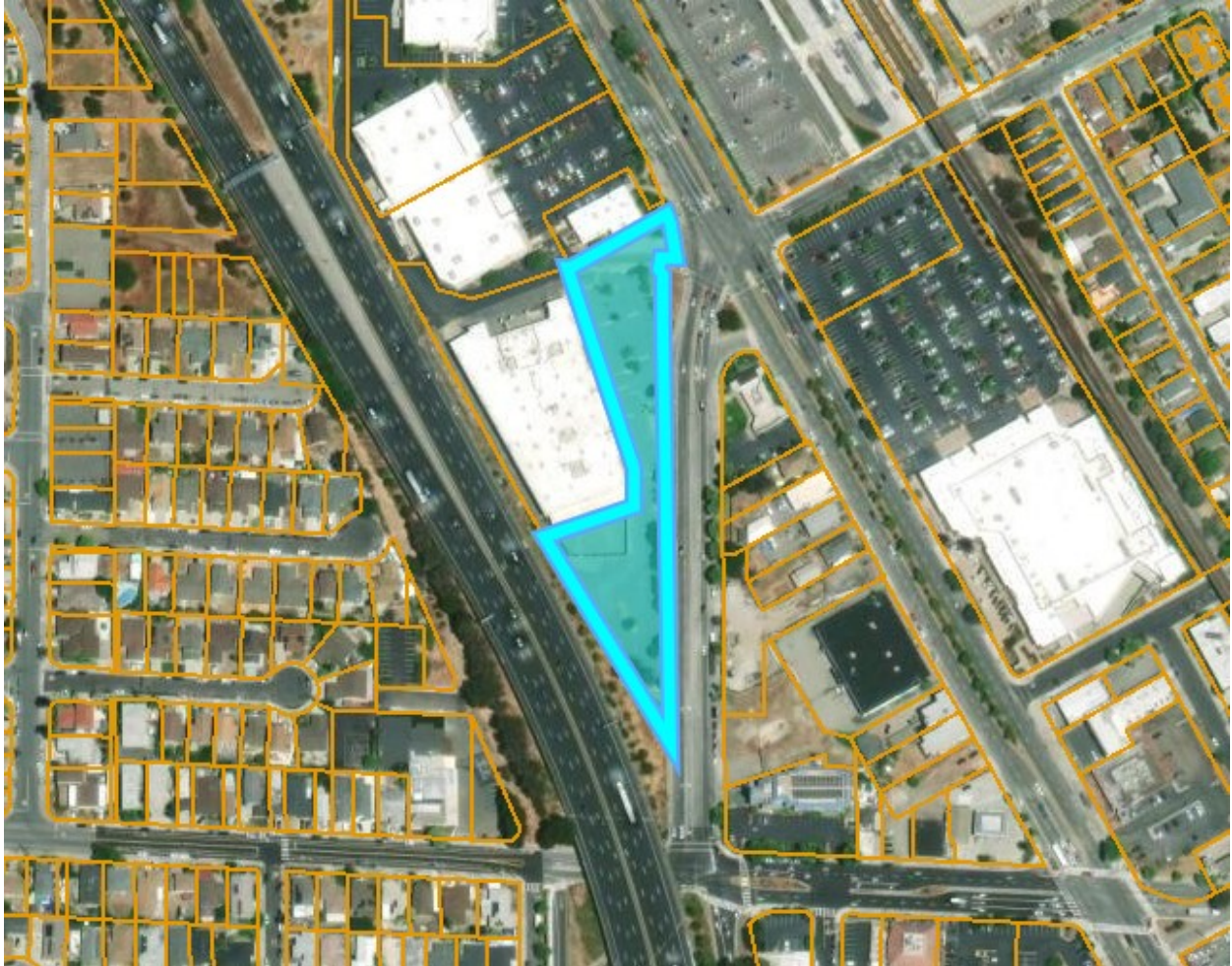
For the reasons contained in this staff report and in the attachments to this staff report, staff recommends denial of the appeal.

Background

Site Location and Layout

The project site is located between Eastshore Boulevard and Interstate 80. The project site is currently unutilized and consists of a surface parking lot previously used by the adjacent commercial building immediately west of the project site (formerly Orchard Supply Hardware), which is undergoing renovation to a self-storage facility. Most of the project site is paved with limited ornamental landscaping. The site is located across San Pablo Avenue from the El Cerrito del Norte BART Station.

Vicinity Map



Existing/Previous Land Use

The project site is currently occupied by a parking lot that served the former Orchard Supply Hardware (OSH) store. The existing building that housed OSH received approval for conversion to a self-storage facility in 2021/2022 (see Previous Entitlements section below). That building now sits on a separate parcel and the self-storage project is under construction.

Site Photo



Previous Entitlements

On January 4, 2021, the El Cerrito Zoning Administrator approved an Administrative Use Permit to allow personal storage land use within the building that formerly housed Orchard Supply Hardware.

On February 2, 2022, the Design Review Board approved Resolution DRB2022-01 (for Application PL21-0103) granting Tier III Design Review approval for exterior and site improvements to reuse the existing commercial building (i.e., formerly Orchard Supply Hardware) as a personal storage facility.

On November 15th, 2022, the City's Subdivision Committee approved Resolution SC2022-02 (for Application PL22-0007) granting approval of a subdivision map to create a 79,541 square-foot parcel and an 88,867 square foot parcel. The applicant has recorded the map, creating the two parcels. The first parcel contains the existing building, and the second parcel contains this project.

Design Review Approval

The project applicant, AMG & Associates, submitted a preliminary application pursuant to Senate Bill 330 (SB 330) on January 31, 2022, and a Tier II Design Review application on March 25, 2022, for a new 6-story building containing 305 residential units at 1711-1755 Eastshore Boulevard ("project"). On November 1, 2023, the Design Review Board (DRB) reviewed the project and requested the project applicant to make specific revisions to the plans and return to the DRB at a later date. On February 7, 2024, the DRB reviewed the revised project, received public testimony, and adopted Resolution DRB 2024-01 approving the Tier II Design Review application for the project.

Appeal

On February 15, 2024, Andrew Graf of Adams Broadwell Joseph & Cordozo on behalf of Contra Costa Residents for Responsible Development submitted an appeal of the Design Review Board's approval of the Tier II Design Review for this project to the Planning Commission pursuant to Chapter 19.39 (Appeals) of the El Cerrito Municipal Code (see Attachment 3). According to the appeal, Contra Costa Residents for Responsible Development is an unincorporated association of individuals and labor organizations that include the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483.

The appeal requests the Planning Commission to direct City staff “to prepare a subsequent or supplemental environmental impact report (‘EIR’) that fully discloses, analyzes, and mitigates the Project’s significant air quality, public health, and visual resource impacts.”

The appeal makes the following general assertions:

1. Further environmental review is required because:
 - a. New information about the Project’s significant health risks during operation arose after the Specific Plan’s Program Environmental Impact Report (“PEIR”) and Supplemental Environmental Impact Report (“SEIR”) were certified.
 - b. New information about the Project’s significant greenhouse gas impacts during operation arose after the PEIR and SEIR were certified.
 - c. There are substantial changes in the project that will require major revisions to the PEIR and SEIR due to a more severe aesthetic impact that was not previously examined.
2. The Initial Study for the project failed to comply with PEIR/SEIR Mitigation Measure 4-1, which requires a project-specific evaluation of the proposed Project’s impacts on scenic vistas.
3. The Design Review Board did not make the findings required for approval because it failed to analyze compliance with all applicable General Plan and Specific Plan policies, strategies, and development guidelines.

Within the appeal there are letters dated February 15, 2024; February 7, 2024; and November 1, 2023 that the appellant utilizes to attempt to provide justification for these assertions.

Environmental Review

A Program Environmental Impact Report (program EIR) was certified for the San Pablo Avenue Specific Plan in 2014. This type of environmental documentation is authorized by section 15168 of the California Environmental Quality Act (CEQA) Guidelines for use in documenting the environmental impacts of specific plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. Subsequent activities that fall within the scope of the program may not be subject to further environmental review if the environmental effects of the subsequent activity have been adequately addressed in the program EIR. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. An Initial Study Checklist has been prepared for this project (Attachment 6). The responses contained in the checklist confirm that the project is considered within the scope of the evaluation completed for the program EIR. No new impacts were identified, and no new mitigation measures are required. Several conditions of approval have been included in the draft resolution to ensure that key mitigation measures of the San Pablo Avenue Specific Plan Program EIR are implemented for this project. The inclusion of these conditions ensures that the project will not have environmental effects that have not previously been addressed in the San Pablo Avenue Specific Plan EIR.

Analysis

The following analysis includes responses to the assertions made in the appeal. This section is broken into two subsections: (1) responses to CEQA assertions and (2) responses to General Plan consistency assertions.

Responses to CEQA Claims

In Attachment 4, the City’s Consultant, LSA, provides a thorough response to each of the appellant’s claims

that pertain to the California Environmental Quality Act (CEQA). The following includes a summary of these responses. Please refer to Attachment 4 for more detailed analysis.

Responses To Appellant Letter Dated November 1, 2023

- A. **Appellant Claim Summary: Construction Diesel Particulate Matter Emissions Were Not Adequately Addressed in the Prior EIRs.** The appellant asserts that the 2014 SPASP EIR and the 2022 SEIR defer the health risk analysis of construction diesel particulate matter (DPM) emissions. The appellant further asserts that the City's conclusion that the project's health risk impacts were examined in the previous environmental documents is unsupported by substantial evidence.

Summary Response:

CEQA does not specify the level of detail that must be included in a program EIR. Rather, the level of analysis required depends on the nature of the project and is subject to the "rule of reason." Consistent with a program-level of review, the 2014 SPASP EIR and 2022 SEIR evaluated the environmental effects of implementing the SPASP, which would include a total 3,206 residential units and 343,112 square feet of commercial floor area. The level of development associated with the proposed project at 1711-1755 Eastshore Blvd. is within the scope of the prior environmental review. As specified in the 2014 SPASP EIR, the amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Therefore, a plan-level health risk assessment cannot be performed. The level of analysis provided in the 2014 SPASP EIR and 2022 SEIR related to construction-related DPM and the associated health risks is appropriate and consistent with the "rule of reason."

- B. **Appellant Claim Summary: The Project Would Result in Significant Unmitigated Health Risks that Were Not Disclosed in the PEIR or SEIR.** The appellant asserts that the 2014 SPASP EIR concluded that short-term emissions from DPM during construction was a potentially significant impact but did not quantify the proposed project's health risk in an HRA.

Summary Response:

As described above, the amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Therefore, a plan-level health risk assessment cannot be performed. Consequently, the 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). Mitigation Measure 5-2 in the 2022 SEIR requires project-level construction health risk assessments (HRA) on a project-by-project basis, either through screening or refined modeling, to identify impacts and, if necessary, include performance standards and industry-recognized measures to reduce exposure.

CEQA Guidelines Section 15126.4(a)(1)(B) allows that the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review, provided that the agency

(1) commits itself to the mitigation (2) adopts specific performance standards the mitigation will achieve, and 3) identifies the type(s) of potential actions that can feasibly achieve that performance standard that will be considered, analyzed and potentially incorporate in the mitigation measure.

A construction HRA was prepared for the proposed project, which evaluates construction period health risk to off-site receptors using a dispersion model to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). As detailed in the Initial Study, the results of the HRA indicate that with Tier II equipment, the risk would exceed the BAAQMD cancer risk threshold of 10 in one million. Therefore, consistent with Mitigation Measure 5-2, a project specific condition of approval, which specifies that all off-road diesel-powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 emissions standards or equivalent, would be required to reduce substantial pollutant concentrations during project construction. The analysis further demonstrates that implementation of this Project-Specific Condition of Approval 1 would reduce this impact of the project to a less-than-significant level.

- C. **Appellant Claim Summary: The Project-Level Health Risk Assessment Constitutes Significant New Information.** The appellant asserts that the project-level HRA constitutes new information requiring preparation of a subsequent or supplemental EIR.

Summary Response:

These impacts are not new information that was not known or could not have been known at the time the 2014 SPASP EIR and 2022 SEIR were certified. The issue of TACs and health risks associated with construction-related air emissions was widely known prior to the certification of these EIRs. The BAAQMD established the numerical screening criteria and threshold for PM_{2.5} and risk thresholds for TACs in June 2010. Further, the 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5- 2). Therefore, the impact of construction-related DPM and other TACs was known at the time of the certification of the prior EIRs. Under CEQA standards, it is not new information that requires analysis in a supplemental or subsequent EIR. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

- D. **Appellant Claim Summary: The Project-Level Health Risk Assessment Constitutes Changed Circumstances.** The appellant asserts that the project-level HRA constitutes a substantial change in circumstances requiring preparation of a subsequent or supplemental EIR.

Summary Response:

There are no substantial changes to the circumstances assumed in the 2014 SPASP EIR or 2022 SEIR that would result in new or substantially more severe significant impacts from the project than those previously identified in the prior environmental documents. As documented in the Initial Study, the existing environmental conditions or circumstance in and around the project site have not changed such that implementation of the proposed

project would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the 2014 SPASP EIR and 2022 SEIR. As described above, the 2022 SEIR determined that construction activities could result in short term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). As required by Mitigation Measure 5-2, a project-specific HRA was prepared and a project-specific condition of approval was identified to reduce construction-related DPM impacts to a less than significant level.

Responses To Appellant Letter Dated February 7, 2024

- A. **Appellant Claim Summary: New Information Demonstrating Significant Health Risks Associated with Project Operation that Were Not Previously Known or Evaluated Has Become Available Since Certification of the 2014 SPASP EIR and 2022 SEIR.** The appellant asserts that the health risk impacts from human exposure to DPM emissions associated with operation of new residential projects developed through implementation of the SPASP were not discussed or evaluated in either the 2014 SPASP EIR or the 2022 SEIR. Further, the appellant asserts that based on the operational health risk analysis prepared by SWAPE, operation of the proposed project would result in an excess cancer risk at the nearest receptor of up to 508 in one mill, in excess of the applicable BAAQMD threshold. This, the comment concludes, represents new information that was not known and could not have been known at the time the 2014 SPASP EIR and 2022 SEIR were prepared and necessitates preparation of a subsequent or supplemental EIR.

Summary Response:

TAC sources were identified within a 1,000-foot radius from planned and entitled projects in the SPASP area, including stationary sources permitted by BAAQMD, roadways with more than 10,000 annual average daily traffic (AADT), and highways or freeways. Then, using screening analysis tools, potential risk and hazard impacts were assessed. The 2014 SPASP EIR identified Mitigation Measure 5-3, which requires site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within specified overlay distances from TAC sources.

The issue of TACs and health risks associated with operational air emissions was widely known prior to the certification of these EIRs. The BAAQMD established the numerical

screening criteria and threshold for PM_{2.5} and risk thresholds for TACs in June 2010. Further, the potential health risks to sensitive receptors associated with implementation of the SPASP were evaluated within the “rule of reason” in both the 2014 SPASP EIR and the 2022 SEIR. Therefore, this does not represent information that was not known and could not have been known at the time the 2014 SPASP EIR and 2022 SEIR were prepared.

Regarding the operational HRA conducted by SWAPE, the screening level operational HRA is not accurate for the following reasons and therefore does not constitute substantial evidence that the project’s construction and operational emissions will result in significant adverse health impacts. The SWAPE operational HRA estimates risks by assuming that all operational-related PM_{2.5} exhaust emissions would be diesel particulate matter (DPM). However, only a small portion of the PM_{2.5} emissions

generated from project operation would be DPM. The operational HRA estimates risks by assuming that all operational-related PM2.5 exhaust emissions would occur within the 1.82-acre project site. This is inaccurate since nearly all the project's mobile source emissions would occur off-site, on the roads used to travel to schools, businesses, places of work, etc. Only a small amount of mobile source PM2.5 emissions would occur on site.

SWAPE fails to identify that the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA) guidelines do not directly apply to the proposed project because it is not subject to Assembly Bill (AB) 2588 nor considered a stationary source hot spot of TACs. In addition, the BAAQMD's CEQA guidelines are non-mandatory. Therefore, operational risks were adequately addressed in the 2022 SEIR and there is no mandatory requirement for the preparation of an operational HRA. Furthermore, for the reasons above, SWAPE has not provided any factual evidence of a potentially significant health risk impact from project operations. A subsequent EIR is not required.

- B. **Appellant Claim Summary: New Information Demonstrating Significant Greenhouse Gas Impacts Associated with Project Operation that Were Not Previously Known or Evaluated Has Become Available Since Certification of the 2014 SPASP EIR and 2022 SEIR.** The appellant asserts that greenhouse gas impacts from operation of the proposed project are more severe than those shown in the 2014 SPASP EIR and 2022 SEIR, based on SWAPE's review of the City's air quality model. This, the comment concludes, represents new information regarding a significant impact that was not previously disclosed.

Summary Response:

As discussed on page 2-18 of the Initial Study, the 2022 SEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 1.76 MTCO₂e per year, which would not exceed the specific plan-level threshold of 1.84 MT CO₂e/year. Additionally, as discussed on page 2-18, the population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. Therefore, the proposed project's GHG emissions would fall within the GHG emissions estimated for the SPASP. The proposed project would not generate GHG emissions that would have a significant effect on the environment. In addition, the proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the 2022 SEIR and further analysis is not required. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts has been identified. No new mitigation measures, beyond 2022 SEIR Mitigation Measure 5-1, are required

- C. **Appellant Claim Summary: The 2014 SPASP EIR and 2022 SEIR Require Major Revisions Due to Substantial Changes in the Project that Result in More Severe Impacts Than Were Previously Considered.** The appellant asserts that the increased building length, from 300 to 475 feet,

constitutes a substantial change that requires major revisions to the 2014 SPASP EIR and 2022 SEIR because of more severe adverse effects on scenic vistas. Specifically, the increased building length proposed by the project, in combination with the building height, would significantly diminish key views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, and Albany Hill from the El Cerrito Del Norte BART platform. As a result, the comment concludes that the City must prepare a subsequent or supplemental EIR.

Summary Response:

As the comment correctly states, the primary potentially significant impact to scenic resources identified in the 2022 SEIR was the potential for implementation of the SPASP projects to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way including roadways and sidewalks, BART station platforms, and areas of lower elevation hillside homes in El Cerrito and Richmond (2022 SEIR Impact 4-1). The 2022 SEIR identified Mitigation Measure 4-1, which requires evaluation (including visual simulations, if deemed necessary) of the proposal's visual effect as viewed from important on-site and offsite

viewpoints, including public rights-of-way of east-west streets (roadways and sidewalks) and the two BART station platforms in the Specific Plan area (El Cerrito Plaza and El Cerrito Del Norte), was identified to reduce impacts on scenic vistas. The 2022 SEIR further states that Mitigation Measure 4-1 shall be implemented through subsequent permits, conditions, agreements, or other measures consistent with SPASP Section 2.02. Because the outcome of this decision-making process for any individual, future proposal cannot be guaranteed the 2022 SEIR determined that this impact was significant and unavoidable.

As described in the Initial Study, the project sponsor has complied with Mitigation Measure 4-1 by providing visual simulations of the proposed project from required viewpoints as a part of the project plans dated June 1, 2022. As demonstrated in the visual simulations, the proposed project, despite the increased building length, would not impair scenic vistas of the San Francisco skyline, Albany Hill, the Golden Gate Bridge or Mt. Tamalpais from the El Cerrito Del Norte BART platform. Those features are still visible in the distance looking southeast from locations along the El Cerrito Del Norte BART platform. Further, because the project proposes that 24 percent of the units be affordable to lower income individuals, the project qualifies for a 50 percent density bonus, three (3)

concessions and an unlimited number of waivers to adopted development standards under the State of California's Density Bonus Law. The increased building length is one of three concessions requested by the project applicant.

The proposed project has been subject to Tier II discretionary approval by the Design Review Board. With the waivers and concessions, the project complies with the intent and regulations of the SPASP. Further, the visual simulations provided by the project applicant demonstrate that the proposed project would not result in more severe impacts than those analyzed in the 2014 SPASP EIR or 2022 SEIR.

Responses to General Plan Consistency Claims

The appellants contend that the “the City did not evaluate consistency with all relevant [General Plan and Specific Plan] policies, strategies, or guidelines governing visual resources.” (page 19 of appellant’s February 7, 2024 letter). The appellant specifically references General Plan policies CD1.7, R1.3, R1.13, San Pablo Avenue Specific Plan strategy A.2, and the General Plan Design and Development Guide.

The letter points out that these policies were not specifically discussed in the staff report with regard to visual resources. In making the finding that the project is consistent with the El Cerrito General Plan and the San Pablo Avenue Specific Plan, the approach taken by staff report is to identify general plan policies that the project advances and to demonstrate that the project is not inconsistent with any policies. The absence in the staff report of discussion of any specific general plan policies in no way indicates that the project is inconsistent with those policies.

With regard to consistency of the project with the General Plan policies cited by the applicant, City staff provides the following discussion for each of the policies:

Policy CD1.7 states: “**Views and Vistas.** Preserve and enhance major views and vistas along major streets and open spaces, providing areas to stroll and benches to rest and enjoy views.” No major views are present from the project site itself. Due to the low elevation of the site and its location adjacent to an elevated portion of Interstate 80, views of the San Francisco skyline, Golden Gate Bridge, Mount Tamalpais, and Albany Hill are not present on the project site. The project proposes publicly accessible open space with seating areas on the northeast portion of the project site. Views of the East Bay hills are present from this portion of the site and will continue to be enjoyed from the proposed public open space. The project is therefore consistent with General Plan policy CD1.7.

Policy R1.3 states: “**Potential Environmental Impacts.** Encourage development patterns that minimize impacts on the City’s biological, visual and cultural resources, and integrate development with open space areas.” Implementation of San Pablo Avenue Specific Plan Section 2.05.02.03: Views, ensures that development patterns minimize impacts on visual resources. As discussed previously, the project applicant submitted visual simulations (project plans pages A8.0 through A8.6) that demonstrate the project’s limited impact to views from east-west streets uphill of the project site (page A8.3) and from the El Cerrito del Norte BART station platform (page A8.4). The simulations demonstrate that, with construction of the project, views of the San Francisco skyline, Golden Gate Bridge, and Mount Tamalpais will be preserved from east-west streets uphill of the project site and from the El Cerrito del Norte BART station platform. Section 2.05.02.03 of the San Pablo Avenue Specific Plan contains an image of the view from the El Cerrito del Norte BART station platform with key features labeled. Staff notes that Albany Hill is mislabeled in this image. Albany Hill is not visible from the El Cerrito del Norte BART station platform. The image shows a view of one tower of the Golden Gate Bridge. The Golden Gate Bridge is not visible in the applicant’s simulations from the El Cerrito del Norte BART station platform. Similarly, Planning staff was not able to view the Golden Gate Bridge from the platform. This may be because trees have grown to block this view since the image in the San Pablo Avenue Specific Plan was taken. Staff notes that based on the location of the project site in the San Pablo Avenue Specific Plan image, the view of the single Golden Gate Bridge tower would be preserved with construction of the project. Further, the project will integrate with the proposed public open space on the northeast portion of the project site. For these reasons, the project is consistent with General Plan policy R1.3.

Policy R1.13 states: “**View Protection and Vista Points.** Preserve prominent views of visual resources and the bay, and consider visual access and view corridors when reviewing development proposals. Require assessment of critical public views, ridgeline, scenic overlooks, Bay vista points, significant knolls, stands of trees, rock outcrops, and major visual features as part of the project review process to assure that projects protect natural resources through proper site planning, building design and landscaping, and that

public access is provided if possible to vista points.” As discussed above, critical public views have been assessed through the preparation of visual simulations. Visual access and view corridors were considered by the Design Review Board through their review of these simulations, and should be similarly considered by the Planning Commission. As noted above, with construction of the project, views of the San Francisco skyline, Golden Gate Bridge, and Mount Tamalpais will be preserved from east-west streets uphill of the project site and from the El Cerrito del Norte BART station platform.

San Pablo Avenue Specific Plan Strategy A.2 states: “Reinforce distinguishing sense of place by responding to existing assets such as the Ohlone Greenway and key views.” As discussed above, the project has responded to key views by preserving those views from the vantage points noted in Section 2.05.02.03 of the San Pablo Avenue Specific Plan.

The General Plan Design and Development Guide is a series of design guidelines that “are intended as ‘general directions’ for new development...”. These guidelines are not requirements and have been substantially supplemented by the standards in the San Pablo Avenue Specific Plan which aim to achieve many of the same goals. The project application in question was submitted pursuant to Senate Bill 330, which limits the application of development standards to objective standards. The appellant cites the following language from the Design and Development Guide:

Building heights should allow for higher intensity development in keeping with the higher development costs at transit nodes. Higher structures may also be permitted for landmark towers, steeples, and other architectural building elements that would help create more character and identity to a given project. In all cases, extraordinary heights must be balanced with their impacts on local neighborhoods and communities. Since in most communities the most memorable, and often most criticized, buildings are larger buildings, higher visual standards should be applied to the design of larger buildings.

This section is subjective and therefore not enforceable against the application that otherwise has met applicable objective standards and regulations. However, staff notes that higher visual standards have been applied to the project through the implementation of objective design standards contained in the San Pablo Avenue Specific Plan and through the Design Review Board’s review and approval of Tier II Design Review.

Density Bonus, Concessions, & Waivers

Because the project is proposing 24% of the units be affordable to lower income households, the project qualifies for a 50% density bonus, three (3) concessions and an unlimited number of waivers to adopted development standards under the State of California’s Density Bonus Law.

The project qualifies for three (3) concessions to the San Pablo Avenue Specific Plan. Concessions that result in identifiable and actual cost reductions must be granted. The applicant is seeking the following concessions:

- 1) Ground Floor Ceiling Height: The San Pablo Avenue Specific Plan FBC requires a minimum height of 14 feet for the ground floor. The applicant is proposing a ceiling height of 12 feet and 8 inches for the ground floor.
- 2) Regulation by Street Type: Section 3.01.03 requires a minimum of 25% upper-floor transparency. The applicant proposes a range of 4-18 percent transparency range on the upper-levels. The 4% is on the northern portions of project which primarily consists of a stairwell. A majority of the upper-level facades of the building have 15% transparency.
- 3) Building Length: Section 2.05.02.03 of the San Pablo Avenue Specific Plan FBC requires a 300-foot

maximum building length. The applicant is proposing one building with a length of 475 ft.

Waivers must be granted if any development standard physically prevents the project from being built at the permitted density. The applicant is seeking the following waivers:

- 1) Upper Floor Setbacks: This development standard falls under Section 2.05.02.02.04 of the San Pablo Avenue Specific Plan FBC. The development standard requires that the building along major commercial and commercial streets not cast shadows beyond the curb line on the opposite side of the street on Winter Solstice streets to the north of the parcel at 10:00 a.m. or 4:00 p.m. The project as proposed casts shadows across opposite curb lines to the north the entire day during the winter solstice (see Shadow Studies on Sheets A9.0-A9.2). To comply with the upper floor setback, the project would have to reduce the northern portion of the building by two stories. Without relief from this standard, the project would lose 24 units; it would be physically impossible to accommodate all 305 units.
- 2) Plazas: Section 2.05.06.02 requires the project to minimize shade from the adjoining building and ensure 50% of the open space is free of shadow during 2/3 of daylight hours (sunrise to sunset). The applicant prepared a massing study indicating that the existing building would cast shadows on the plaza in the afternoon and evenings. Any changes to the project would reduce units, affect podium height and design. The applicant is proposing a waiver from this requirement. The applicant estimates that without relief from this standard, the project would lose 95 units and it would be physically impossible to accommodate all 305 units.
- 3) Private/Common Open Space: Section 2.01.06 of the San Pablo Avenue Specific Plan FBC requires that the applicant provide 80 square feet per unit for Private/Common Open Space, which amounts to 24,800 square feet. The proposed development includes 735 square feet of common open space as a outdoor deck on the southern tip of the second floor of the building. The developer explored having additional private/common open space areas and placing the open space on the roof. Due to the location of the HVAC units and building requirements for solar panels, it proved infeasible to provide this private or common open space.
- 4) Long-Term Bicycle Parking: FBC Table 32 requires 1.5 long-term bicycle spaces per unit. The applicant is proposing 1 long-term bicycle space per unit. The applicant states that if they were required to provide an additional 158 long-term bicycle spaces that it would result in the loss of 6 dwelling units and that without relief from this standard that it would be impossible to the accommodate all the units that they are entitled to.

Planning Commission Purview

Pursuant to Section 2.02.07.01.02.B of the San Pablo Avenue Specific Plan, Tier II Design Review is the entitlement process for new projects that have been designed in full compliance with the design standards of the San Pablo Avenue Specific Plan.

The Design Review Board is the body of decision for Tier II Design Review. Because the Design Review Board's action has been appealed to the Planning Commission, the Planning Commission is now tasked with acting on the Tier II Design Review. El Cerrito Municipal Code Chapter 19.39 contains procedures for reviewing appeals. Pursuant to El Cerrito Municipal Code Section 19.39.050, the Planning Commission's purview for an appeal remains the same as the Design Review Board's Tier II purview and includes the following components:

- Exterior building colors, materials, and textures
- Landscaping

- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

Public Notice and Comment

The required public notice for the project was published in the East Bay Times and mailed to owners of property within 300 feet of the project site and all interested parties on April 3, 2024. No public comments were received as of the date of the posting of this staff report.

Compliance with the General Plan

The project is consistent with and will implement the following policies of the El Cerrito General Plan:

LU1.5: Suitable Housing. Promote suitably located housing and services for all age groups within the city. Within the San Pablo Avenue Specific Plan area, allow ground floor residential development and increased land use intensity close to existing transit infrastructure to promote residential infill development and catalyze mode shift.

The project will provide 305 new housing units on Eastshore Boulevard, with proximity to public transportation and commercial uses. The infill project contains residential units in a location adjacent to an existing bus stop and within two blocks of El Cerrito del Norte BART station.

LU2.1: San Pablo Avenue Specific Plan Area. Promote retail, office, and mixed uses within the San Pablo Avenue Specific Plan Area to provide more tax revenues to the city.

In accordance with the goals of the San Pablo Avenue Specific Plan, the proposed project will add housing units to the San Pablo Avenue area which will promote a balanced mixture of land uses in the corridor. The new residents of the project will support existing and new businesses along San Pablo Avenue.

LU4.1: Mixture of Uses. Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.

The proposed project will enhance the mixture of uses in the San Pablo Avenue Specific Plan Area. The location of the project will provide the residents with convenient access to businesses, parks, schools, public transit and the Ohlone Greenway. The design of the project will allow for surveillance of the street, enhancing public safety.

LU6.2: Circulation Alternatives. To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing anyone to preclude the others. On San Pablo Avenue, in many constrained rights-of-way, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority.

The location of the project provides convenient access to frequent public transit along San Pablo Avenue as well as the El Cerrito del Norte BART station. The location also provides convenient walking access to local businesses.

CD1.9: Building Design. A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent “pedestrian” scale along streets

and compatibility among neighboring land uses.

The proposed project is designed on a pedestrian scale and addresses Eastshore Boulevard with building entries and windows along the street.

CD2.1: Street Frontages. Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere and are interesting for pedestrians. Require buildings in the San Pablo Avenue Specific Plan area to be directly abutting sidewalks, with window openings, entries and high levels of transparency along the pedestrian frontage.

The building will abut the sidewalk on Eastshore Boulevard and features ample window openings and three entries along the street. These windows will allow surveillance of the street from the units within the project.

CD2.3: Streetscape Improvements. Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.

The San Pablo Avenue Specific Plan implemented standards and requirements for public right-of-way improvements. The project is consistent with the standards and will enhance the adjacent public rights of way in compliance with the San Pablo Avenue Specific Plan.

CD3.3: Site Landscaping. Improve the community's appearance by requiring aesthetically designed screening and landscaping on public and private sites. Ensure that public landscaping includes entry areas, street medians, parks, and schools. Require landscaping for all private sites, yard spaces, parking lots, plazas, courtyards, and recreational areas.

The project has provided landscaping in conformance with the San Pablo Avenue Specific Plan standards. Landscaping will be provided to soften the building edge along Eastshore Boulevard.

CD3.12: Landscape Species. Indigenous and drought-tolerant species that reduce water usage and are compatible with El Cerrito's climate are encouraged.

The proposed plant palette includes native, drought-tolerance trees such as Strawberry Trees, Crape Myrtles, Flowering Plums and Elm. Drought-tolerant and low water use shrubs and ground cover include Yarrow, Agave, Aloe, Kangaroo Paw, Manzanita, Bulbine, Little John Bottlebrush, Ceanothus, Wild Rye, Atlas Fescue, Sunrose, Lion's Tail, Mat Rush, Fringe Flower, Myoporum, Heavenly Bamboo, New Zealand Flax, Mock Orange, Rosemary, Sage, Blue Chalk Sticks, Germander, and Coast Rosemary.

CD4.2: Building Articulation. Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.

The proposed building is articulated in compliance with the San Pablo Avenue Specific Plan. The building includes a varied roofline and interesting building forms. The building is designed at a human scale with building entries along Eastshore Boulevard and San Pablo Avenue.

CD5.1: Design Review Process. Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family

homes on existing lots).

The proposed project requires Tier II Design Review approval from the Design Review Board in compliance with the San Pablo Avenue Specific Plan.

T2.1: Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:

- o Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors.
- o Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.
- o Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.
- o Direct growth occurs along transit corridors.
- o Encourage retail, commercial, and office uses in ground floor space in combination with upper- floor housing along San Pablo Avenue.

The project will provide 305 new residences near public transportation and local businesses, along transit corridors. The location of the project adjacent to BART, bus lines, and adjacent to bicycle lanes will allow residents a choice on modes of transportation.

T2.2: Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use.

The project will have building entries directly onto Eastshore Boulevard that provide convenient access to the adjacent bus stop, sidewalks, and bike lanes on Eastshore Boulevard.

H2.2: Encourage the construction of transit-oriented developments (TODs) that seek to maximize opportunities for the use of public transit and transportation corridors through high-density residential and mixed-use projects along those corridors in accordance with the San Pablo Avenue Specific Plan and the City's Incentives Program (Chapter 19.23 of the El Cerrito Zoning Ordinance.)

The project provides high-density housing along a transit corridor consistent with the Transit-Oriented Higher-Intensity Mixed Use Transect Zone in the San Pablo Avenue Specific Plan.

H2.3: Continue to enforce the sections of the Zoning Ordinance that increase density, reduce parking requirements, and establish design and development standards to create inviting, mixed-use neighborhoods around transit, and enforce the San Pablo Avenue Specific Plan.

The San Pablo Avenue Specific Plan reduced parking requirements and eliminated maximum density in the plan area. This project will enhance the mix of uses in the corridor adjacent to public transit. The project complies fully with the standards of the San Pablo Avenue Specific Plan, once the requested concessions and waivers are applied.

Required Findings

Pursuant to Section 2.03.08.01.02.B.3 of the San Pablo Avenue Specific Plan, in acting to approve or conditionally approve an application for the Design Component of a Tier II Site Plan and Design Review,

the Design Review Board shall make the following findings:

- a. That the project is consistent with the Specific Plan and complies with all applicable Specific Plan design standards; and

As discussed in this report and in the February 7, 2024 Design Review Board staff report, with concessions and waivers pursuant to the state density bonus, the project complies with all standards of the San Pablo Avenue Specific Plan.

- b. That the project is consistent with the El Cerrito General Plan.

As discussed in this report, the project will implement the following policies of the El Cerrito General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Views and Vistas, CD1.7: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape improvements, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Potential Environmental Impacts, R1.3: View Protection and Vista Points, R1.13: Project Design, Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development.

Staff Recommendation

Based on the information contained in this report, staff recommend denial of the appeal (Planning Application No. PL24-0013) of Tier II Design Review approval PL22-0015, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

Move adoption of Planning Commission Resolution 2024-07 denying appeal of the Design Review Board approval of Tier II Design Review Planning Application No. PL22-0015.

Appeal Period

Within ten (10) calendar days after the date of the decision, the Planning Commission action may be appealed to the City Council.

Attachments

1. Draft Resolution
2. Project Plans, dated January 11, 2024
3. Appeal
4. Response to CEQA Claims of the Appeal
5. Design Review Board Staff Report, 2/7/2024
6. Initial Study Checklist

Planning Commission Resolution PC2024-07

APPLICATION NO. PL24-0013

A RESOLUTION OF THE CITY OF EL CERRITO PLANNING COMMISSION DENYING AN APPEAL OF DESIGN REVIEW BOARD APPROVAL OF PLANNING APPLICATION PL22-0015 GRANTING TIER II DESIGN REVIEW FOR CONSTRUCTION OF A NEW BUILDING CONTAINING 305 RESIDENTIAL UNITS AT 1711-1755 EASTSHORE BOULEVARD.

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Higher-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Higher-Intensity Mixed Use and the project is located on a Gateway Street designation;

WHEREAS, the project has been found to be consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182;

WHEREAS, the site is located at 1711-1755 Eastshore Boulevard;

WHEREAS, the existing Assessor's Parcel Number of the site is 513-371-005;

WHEREAS, the applicant submitted a preliminary application for review under the under the Housing Crisis Act of 2019 (SB 330) on January 31, 2022;

WHEREAS, on March 25, 2022, the applicant submitted an application for Tier II Design Review, pursuant to SB 330 and the State Density Bonus;

WHEREAS, on December 16, 2022, the application was determined to be complete; and

WHEREAS, on November 1, 2023, the Design Review Board conducted a public hearing on the project, received public testimony, provided feedback to the applicant and continued the item to a future meeting; and

WHEREAS, on February 7, 2024, the Design Review Board approved Planning application No. PL22-0015 granting Tier II Design Review for construction of a new building containing 305 residential units at 1711-1755 Eastshore Boulevard; and

WHEREAS, on February 15, 2024, Andrew Graf of Adams Broadwell Joseph & Cordozo on behalf of Contra Costa Residents for Responsible Development submitted an appeal of the Design Review Board's approval of Planning application No. PL22-0015 to the Planning Commission pursuant to Chapter 19.39 (Appeals) of the El Cerrito Municipal Code; and

WHEREAS, on April 17, 2024, the Planning Commission held a duly noticed public hearing to consider the appeal, hear public testimony, and provide an opportunity for the appellant, applicant, and any interested party to be heard. At the April 17, 2024 public hearing, the Planning Commission reviewed and carefully considered the appeal, project application submittals, and all other testimony and evidence presented in the record and during the hearing.

NOW THEREFORE, based on the entirety of the record before it, which includes, without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq. (collectively, "CEQA"); the El Cerrito General Plan; the San Pablo Avenue Specific Plan and Program Environmental Impact Report certified for the Specific Plan; the El Cerrito Municipal Code; the project application materials; the project's Initial Study dated September 25, 2024 and prepared by LSA; all site plans; all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed April 17, 2024 public hearing; and any and all other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of El Cerrito hereby finds and determines as follows:

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The documents and other material constituting the record for these proceedings are located at the Community Development Department for the City of El Cerrito, 10890 San Pablo Ave, El Cerrito, CA 94530, and in the custody of the Community Development Department Director.
3. The project is consistent with the Program Environmental Impact Report ("Program EIR") certified for the San Pablo Avenue Specific Plan ("Specific Plan"), pursuant to CEQA Guidelines Sections 15168(c) and 15182 and is subject to the Program Environmental Impact Report mitigation measures listed below. Accordingly, because the project satisfies the criteria listed under CEQA Guidelines sections 15182 and 15168, and none of the conditions under section 15162 have been met, no subsequent environmental impact report or analysis would be required. Specifically, the following facts are provided as an illustration of the basis in support of this finding, among other supporting evidence in the record below.

- **There is no substantial evidence that there are substantial changes proposed in the project that will require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

As set forth in the record, the proposed project is within the scope set forth under the Specific Plan and complies with its intent and regulations. In particular, the Specific Plan identifies potential obstruction of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way as a part of implementing the plan, and requires Mitigation Measure 4-1 to address the potential impact through subsequent permits, conditions, agreements or other measures. The project applicant in this case has complied with MM 4-1 by providing visual simulations of the proposed project from the foregoing scenic viewpoints, as described in the accompanying staff report and the memorandum provided by LSA. The project is also entitled to receive waivers and concessions under State Density Bonus Law, and underwent Tier II discretionary approval by the City, thereby complying with the Specific Plan and Program EIR and does not include any substantial changes or creating new severe impacts to require major revisions to the Program EIR.

- **There are no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The Specific Plan and Program EIR evaluated the environmental effects of implementing the Specific Plan, which would include a total of 3,206 residential units and 343,112 square feet of commercial floor area. The level of development associated with the proposed project,

which consists of a new six-story, approximately 315-unit apartment building with approximately 1,340 square feet of office space/mail room, 610 square feet of amenity space and ground floor parking garage, is within the scope of Specific Plan implementation and the analysis of the Program EIR. The Program EIR provided appropriate, reasonable plan-level health risk and diesel-particulate-matter (DPM) analysis, among other items and review it conducted, and requires Mitigation Measure 5-2 to conduct project-specific analysis to reduce potential impacts to less than significant. The proposed project, in this instance as described in the record below, complied with MM 5-2 by preparing a construction health-risk analysis to evaluate risks to off-site receptors and emission, and incorporates a condition of approval to reduce pollutant concentration during construction. Therefore, there are no substantial changes in the circumstances under which the project is undertaken requiring major revisions to the Program EIR under CEQA Guidelines 15162.

- **There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Program EIR was certified that shows: (1) the project will have one or more significant effects not discussed in the Program EIR; (2) significant effects previously examined will be substantially more severe than shown in the Program EIR; or (3) mitigation measures or alternatives previously found not feasible, or that are considerably different from those previously analyzed, would not be feasible and substantially reduce one or more significant effects of the project but the project proponent declines to adopt the mitigation measure or alternative.** *As noted in the LSA memo and the record below, health risks and DPM/TACs associated with construction-related air emissions are not new information, but instead are widely known prior to the certification of the Program EIR. As such, and as described in the LSA memo, the Program EIR appropriately analyzed potential impacts based on existing information and in accordance with established BAAQMD standards. Similarly, the Program EIR conducted reasonable and appropriate analysis with regards to operation health risks and GHG emissions, and the proposed project does not otherwise produce new severe impacts that exceed the scope of such analysis. For instance, the project's GHG emissions would fall within the GHG emissions estimated for the Specific Plan as identified in the Program EIR and the project's initial study. The Program EIR also included appropriate mitigation measures to reduce potentially significant impacts, which the project is incorporating by way of conditions of approval. Therefore, none of the foregoing conditions as listed in CEQA Guidelines section 15162(a)(3) are met and no subsequent environmental impact report would be required.*
4. The project provides affordable housing as required by El Cerrito Municipal Code Chapter 19.30 (Inclusionary Zoning) and concurrently requests a Density Bonus pursuant to Government Code Section 65915 et al. The bonus request includes requests for three concessions, pursuant to Government Code Section 65915(d)(2), and four waivers, pursuant to Government Code Section 65915(e), described in detail as follows:
- a) Pursuant to Government Code Section 65915(d)(2), the project may include a request for three (3) concessions based on the number of affordable housing units provided on-site. A concession, as defined by Government Code Section 65915(k) and in relevant part, consists of a reduction of a development standard. In addition to meeting the requirement for on-site affordable housing, a concession must result in identifiable and actual cost reductions, to provide for affordable housing costs.

The project includes concessions requesting a reduction in minimal first floor ceiling height to 10-feet from the 14-feet required in the San Pablo Avenue Specific Plan Section 2.01.03; reduction of the 25%

upper story transparency requirements as required in the San Pablo Avenue Specific Plan Section 3.01.01 – Regulation by Street Type; and an increase in building length to approximately 475-feet from the maximum of 300-feet as required in the San Pablo Avenue Specific Plan Section 2.05.02.03 – Building Length. The project application includes adequate documentation to substantiate the eligibility of the concession request (i.e., actual cost reductions). Therefore, this approval grants the requested concession in accordance with Government Code Section 65915(d)(2).

- b) Pursuant to Government Code Section 65915(e), the project includes four waivers from the San Pablo Avenue Specific Plan: Section 2.05.02.02.04 – Upper Floor Setback pertaining to not casting shadows beyond the curb line on the opposite side of the street; Section 2.05.06.02.02 – Plaza pertaining to 50% of the open space being free from shadows for 2/3 of the daylight hours; Section 2.01.06 – Private/Common Open Space pertaining to the infeasibility of providing the open space on site; and FBC Table 05 – Transect Zone Development Standards pertaining to long-term bicycle parking and the effect that additional parking would have on unit count. State law sets no limit on the number of waivers that may be requested but requires that they relate to a development standard that, in relevant part, "will have the effect of physically precluding the construction of affordable housing."
- 5. As set forth in the accompanying staff report and the record below, the project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the standards for the Gateway Street, the standards for the Transit-Oriented Higher-Intensity Mixed Use district, and all other applicable standards of the San Pablo Avenue Specific Plan.
 - 6. The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Views and Vistas, CD1.7: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape improvements, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Potential Environmental Impacts, R1.3: View Protection and Vista Points, R1.13: Project Design, Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development.

NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Planning Commission denies the Appeal Application No. PL24-0014 and upholds the Design Review Board approval of Application No. PL22-0015, subject to the following conditions:

Planning Division:

- 1. The project will be constructed substantially in conformance with the plans dated January 11, 2024. Minor changes may be approved by the Zoning Administrator. All improvements shall be implemented in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved.
- 2. If Applicant constructs buildings or makes improvements in accordance with these approvals but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for non-issuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.
- 3. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

4. If not exercised, this design review approval shall expire two years from the date of this action pursuant to Section 19.32.100 of the El Cerrito Municipal Code.
5. The applicant shall share the conditions of approval with their general contractor for the project. The general contractor shall sign a copy of the conditions of approval to acknowledge that he/she is aware of all these conditions of approval and will comply as directed. Before issuing a building permit, this signed copy shall be returned to the planning and building division and kept as part of the project file. The conditions of approval shall be reviewed at the mandatory pre-construction meeting held between the City and the General Contractor. A copy of the conditions of approval shall always be maintained on the project site during construction.
6. Prior to issuance of a building permit, the applicant shall demonstrate compliance with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code to the satisfaction of the Zoning Administrator. The project shall be fully compliant with Chapter 13.50 prior to the issuance of the Certificate of Occupancy.
7. In compliance with Chapter 16.34 of the El Cerrito Municipal Code, the applicant shall submit plans for undergrounding of utilities adjacent to the project to the satisfaction of the Building Official prior to issuance of a building permit.
8. The cost of all automobile parking shall be separate from the sale or rental price of all residential units, unless prohibited by affordable housing financing requirements or Federal or State law. All residential unit renters and/or buyers shall be free not to rent and/or purchase parking.
9. Prior to issuance of a Building Permit, the project shall comply with all provisions of Chapter 19.30: Inclusionary Zoning of the El Cerrito Municipal Code, and the applicant shall enter into an affordable housing regulatory agreement with the City.
10. The applicant shall maintain the number of affordable units required to qualify for the three concessions requested under Section 65915(d)(2). This includes seventy-three (73) lower income units (24% of the units) and fifteen (15) moderate income units (5% of the units). The Zoning Administrator may approve a modified mix of affordable units that maintains the project's eligibility for three concessions.
11. The applicant shall maintain the subject property in a manner free from public nuisances in accordance with Municipal Code Chapter 8.34 (Nuisance Abatement).
12. Until construction of the project is complete, the applicant shall post a sign on the site which:
 - a. Is visible to pedestrians.
 - b. Is a minimum size of 36 inches by 48 inches.
 - c. Is made of durable material(s)
 - d. Includes an illustration of the approved project and contact information for the applicant.
13. Prior to the submission for building permit, the plans shall be revised to indicate a 24-foot wide driveway at the southern entrance, from Eastshore Boulevard, to the site.
14. Prior to the submission for building permit the plans shall be revised to enclose the area of the central stairwell, located mid-building along Eastshore Boulevard, between the 2nd and 3rd floor to provide additional building security.

15. To the maximum extent permitted by law, Applicant, its related entities, assignees, and successors in-interest (collectively, "Applicant") shall defend (with counsel acceptable to the City), hold harmless, and indemnify the City and its officials, officers, agents, employees, and volunteers (collectively, "Indemnified Parties") against all liability, damages, claims, costs, demands, judgments, losses (direct or indirect), actions, causes of action, proceedings, or other forms of legal or equitable relief of every nature (1) arising out of or in connection with Applicant's construction, maintenance, or operation of the Project or any part of the Project, or its failure to comply with any of its obligations contained in this approval, including these Conditions of Approval, or its failure to comply with any applicable law or regulation; (2) seeking to attack, overturn, set aside, void, stay, or otherwise amend or rescind any or all final Project approvals, analysis or determination related to the Project under or pursuant to the California Environmental Quality Act, or granting of any permit or other entitlement issued or granted or any implementing action by the City as part of the Project approvals; or (3) any referendum filed to rescind or repeal all or any aspect of the Project approvals, including any litigation filed by or against the City related to such a referendum. Applicant's obligations pursuant to this paragraph include reimbursement of all Indemnified Parties' direct and indirect costs associated with any of the foregoing, including but not limited to attorneys' fees and costs, expert witness fees and costs, court costs, and City Staff overhead costs and normal day-to-day business expenses incurred by the City, including but not limited to any and all costs which may be incurred by the City in conducting an election as a result of a referendum to rescind or repeal all or any aspect of the Project approvals. The Applicant obligations set forth in this paragraph shall remain in effect for the life of the Project approvals and shall survive termination, extinguishment, or invalidation of the Project approvals.
16. Prior to Certificate of Occupancy, the applicant shall construct all proposed public open space areas, including those areas in the public right of way along the Eastshore Boulevard frontage as depicted on the plans. The cost of design and construction of the proposed parklet will be credited towards the required public open space in-lieu fee. The applicant shall submit a fee credit request in writing and include a cost estimate prepared by qualified professional utilizing industry best practices for cost estimating. In no case shall the credit issued exceed the design and construction costs of the public, off-site open space and, if an estimate acceptable to the City Engineer indicates the opposite, the difference shall be paid prior to a certificate of occupancy being issued. If the removal of the off-site public open space becomes necessary, prior to the lifespan of the project (i.e., abutting mixed-use building), and the open space is not replaced, the applicant shall pay the applicable in-lieu fee at that time. Removal or modification of the public open space within the public right of way at the sole discretion of the City shall not require payment of in-lieu fee.
17. Prior to Certificate of Occupancy, the applicant shall submit, subject to City Engineer approval, a maintenance agreement for the proposed public open space areas located within the public right of way along Eastshore Boulevard. Said agreement shall include a civil engineering plan prepared by a licensed engineer, obligate the applicant to maintain the open space for the life of the project (i.e., abutting mixed-use building), and specify responsibilities for removal, replacement, and restoration of the open space facilities if City or other utilities need access, and any liability for damages relating to personal injury and property. Said agreement will need to be reviewed by City attorney, and applicant shall pay for the estimated costs for legal preparation and/or review of this agreement.

Conditions based on applicable mitigation measures from the San Pablo Avenue Specific Plan Program EIR:

18. Aesthetics and Visual Resources. (Mitigation 4.2): Building facades shall be of non-reflective materials, and windows shall incorporate non-reflective coating.
19. Air Quality (Mitigation Measure 5.1): Implement the following BAAQMD-recommended measures to

control particulate matter emissions during construction. City staff will spot check that these measures are being implemented throughout the construction phase of the project. These measures reduce diesel particulate matter PM2.5 and PM10 created from construction to ensure that short-term health impacts to nearby sensitive receptors are avoided or reduced:

Dust (PM2.5 and PM10) Control Measures:

- a. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.
- b. Cover all hauling trucks or maintain at least two feet of freeboard.
- c. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.
- d. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).
- e. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
- f. Limit traffic speeds on any unpaved roads to 15 mph.
- g. Replant vegetation in disturbed areas as quickly as possible.
- h. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.
- i. Post a publicly visible sign(s) 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.

Additional Measures to Reduce Diesel Additional Measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions:

- a. The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011.
 - b. Clear signage at all construction sites shall be posted indicating that diesel and gasoline equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site.
 - c. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
 - d. Properly tune and maintain equipment for low emissions.
20. Air Quality (Mitigation Measure 5.2): Prior to issuance of building permit the applicant shall complete a project-level construction health risk assessment to the satisfaction of the Zoning Administrator. This assessment shall be completed either through screening or refined modeling to identify impacts and, if necessary, include performance standards and industry-recognized measures to be accomplished through, though is not limited to, the following measures:
- a. Construction equipment selection.
 - b. Use of alternative fuels and engine retrofits temporary line power or electric equipment.
 - c. Modified construction schedule; and
 - d. Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.

21. Biological Impacts (Mitigation Measure 6.1): Removal of trees, shrubs, or weedy vegetation between February 1 and August 31 shall require a survey for nesting birds by a qualified wildlife biologist to the satisfaction of the Zoning Administrator. The survey shall be conducted no sooner than 14 days prior to the start of removal of trees, shrubs, or weedy vegetation. Survey results shall be valid for 21 days following the survey. Any removal of trees, shrubs, or weedy vegetation more than 21 days after a survey shall require a new survey. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

A qualified biologist shall conduct preconstruction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed or otherwise disturbed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

The survey for nesting birds, bats and suitable bat roosting habitat may be conducted simultaneously.

22. Prior to the issuance of a building permit, the applicant shall implement a program that includes the following elements:
- a. Archeological and Cultural/Tribal resource identification training procedures for construction personnel
 - b. Procedures for reporting archeological, cultural, and tribal resource discoveries
23. Historic and Cultural Resources (Mitigation Measure 7.2): If subsurface archeological or cultural resources are encountered during ground-disturbing activities, work in the immediate vicinity shall be stopped and a qualified archaeologist shall be retained to evaluate the finds following the procedures described in Mitigation Measures 7-3 of the San Pablo Avenue Specific Plan Environmental Impact Report. Project personnel shall not collect cultural resources. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply, and there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Contra Costa County Coroner has been notified of the remains and has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.
24. Paleontological Resources (Mitigation Measure 7.3): The applicant shall implement a program that includes the following elements:
- a. Paleontological resource identification training procedures for construction personnel
 - b. Spot-checks by a qualified paleontological monitor of all excavations deeper than seven feet below ground surface.
 - c. Procedures for reporting paleontological discoveries and their geologic context.

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources, and the project paleontologist shall evaluate the resource and its stratigraphic context. The

monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a local museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a local museum repository for permanent curatorship and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared and submitted to the Zoning Administrator.

25. Geology and Soils (Mitigation Measure 8.1): As required by the Building Official, subject to City review and approval, the applicant shall complete and implement the geotechnical mitigation recommendations identified in the required site-specific geotechnical investigations and engineering studies, in coordination with City grading permit and building permit performance standards.
26. Noise (Mitigation 13.1): The Project shall incorporate the following noise attenuation measures into the final project design:
- a. Wall assembly. Except as modified in Section 5 below, exterior walls shall consist of 7/8" stucco over 2 layers of water-resistant barrier, over 1/2" metal lath, over 1/2" sheathing, over 2x6 studs spaced 16 inches apart on center, over 1/2" gypsum board, with 3 1/2" inch batt insulation (minimum R-13) installed in the wall cavity.
 - b. Provide mechanical ventilation. The project will require forced air mechanical ventilation to permit occupancy of units with windows open or closed at the discretion of the occupants.
 - c. Window sound transmission class (STC) ratings. To ensure exterior wall assemblies
 - d. provide exterior to interior noise reductions needed that achieve daily noise exposure (45 dBA Ldn) and maximum instantaneous (50 dBA Lmax in bedrooms / 55 dBA Lmax in other rooms), window assemblies shall consist of:
 - i. North Building Section
 - Windows shall have an STC rating of 32 dBA or higher.
 - ii. Central Building Section
 - Windows shall have an STC rating of 32 dBA or higher.
 - iii. South Building Section
 - Dwelling units with any portion of their exterior façade within 140 feet of the centerline of I-80 shall incorporate windows with an STC rating of 36 dBA or higher.
 - All other dwelling units shall have an STC rating of 32 dBA or higher.
 - e. Window assemblies: All window assemblies shall be well fitted, sealed, and weather stripped. Window assemblies (perimeter of assembly, any gaps during assembly installation) shall be sealed with an acoustical caulk/sealant to reduce noise.
 - f. Enhanced Wall Assembly Construction. To ensure exterior wall assemblies in the south building section provide exterior to interior noise reductions that achieve daily noise exposure (45 dBA Ldn) and maximum instantaneous (50 dBA Lmax in bedrooms / 55 dBA Lmax in other rooms), the following enhanced wall assemblies shall be used for any 2nd to 6th floor exterior wall assemblies with all or part of the wall assembly within 140 feet of the centerline of I-80:
 - i. Studios with 1 exterior wall and apartment living rooms shall use 24-inch stud spacing, or incorporate the design measures listed in ii below.
 - ii. Corner studios with 2 exterior walls and apartment bedrooms shall:
 - Install fiberboard beneath the 1/2" exterior sheathing/stucco and 1/2" interior gypsum board; and

- Studs shall be staggered/alternated in their attachment to exterior and interior wall panels;
or
- Metal channel studs shall be employed in wall construction.

27. Noise (Mitigation 13.2): New commercial development proposed in the same building as or adjacent to residential development could result in noise levels exceeding City standards.

- a. Noise levels at residential property lines from commercial development shall be maintained not in excess of the General Plan and Municipal Code limits.
- b. Ensure that noise-generating activities, such as maintenance and loading and unloading, are limited to the hours of 7:00 AM to 9:00 PM.

28. Noise and Land Use Compatibility / Construction Noise (Mitigation Measure 13.3): Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures shall be implemented to reduce noise from construction activities:

- a. Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
- b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- c. Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- d. Prohibit unnecessary idling of internal combustion engines.
- e. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- f. Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
- g. If noise conflicts occur which are not irresolvable by proper scheduling, a temporary noise control blanket barrier shall be erected, as determined to be necessary by the Zoning Administrator, along building facades facing construction sites.
- h. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- i. Construction activities (including the loading and unloading of materials and truck movements) and excavating, grading, and filling activities (including warming of equipment motors) shall be limited to the hours of 7:00 AM to 6:00 PM on weekdays and to the hours of 9:00 AM and 5:00 PM on Saturdays. Work shall be prohibited on Sundays and Holidays.
- j. Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing.
- k. Designate a “construction liaison” who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

29. Noise and Land Use Compatibility/Construction Noise (Mitigation 13-4): The following measures are recommended to reduce vibration from construction activities:

- a. Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
- b. Avoid using vibratory rollers and tampers near sensitive areas.
- c. In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
 - i. Identify sites that would include vibration compaction activities (such as pile driving) and have

the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.

- ii. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.
- iii. Design construction contingencies that would be implemented when vibration levels approached the limits.
- iv. At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- v. When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- vi. Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities. Make appropriate repairs or compensation when damage has resulted from construction activities.
- vii. Make appropriate repairs or compensation when damage has resulted from construction activities.

Prior to the issuance of a permit for grading or demolition, the project plans shall incorporate the following provisions due to construction vibration activities that could exceed 0.3 in/sec PPV at nearby buildings:

- Prohibit the use of heavy vibration-generating construction equipment within 20 feet of adjacent residential buildings.
- Use a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, when compacting materials within 20 feet of adjacent commercial buildings. Only use the static compaction mode when compacting materials within 15 feet of residential buildings.
- Avoid dropping heavy equipment or materials and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of adjacent residential buildings.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Project Specific Conditions of Approval:

30. The project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 Final emissions standards or equivalent.
31. Prior to issuance of a Certificate of Occupancy, the applicant shall apply to the Public Works Department for red curb parking within at least 10 feet of the project driveway to ensure safe sight distance for vehicles exiting the parking garage onto Eastshore Avenue.
32. Subject to approval by the City Arborist, existing and proposed street trees adjacent to the project driveways shall be trimmed to provide at least 6 feet of clearance between the lowest branch and the ground at all times.
33. The 5-foot walls surrounding the public plaza should be reduced to a maximum of 36-inches.

34. Prior to building permit approval, the applicant shall submit to the Zoning Administrator for their approval a cutsheet/detail indicating the types of doors with windows that be installed at the pedestrian entrances.
35. The barbeque in the public plaza may be removed from the plans or substituted with another amenity pursuant to approval of the Zoning Administrator in consultation with the Police Chief and the Fire Marshal.

Public Works Department:

36. Prior to the issuance of a Building Permit, the project applicant must prepare a project-specific traffic study memo, prepared by a qualified professional (Licensed Engineer) to:
 - a. Determine trip generation for the project and whether the net new vehicle miles traveled (VMT) generated by the project are within the parameters of the Specific Plan EIR traffic analysis
 - b. Analyze multi-modal circulation patterns on-site and in the surrounding area resulting from the site plan, and
 - c. Determine the applicable City Transportation Impact Fee (TIF) and West County Subregional Transportation Mitigation Program (STMP) Fee
37. Prior to the issuance of a Building Permit, the applicant shall update the Stormwater Control Plan to show the roof, as depicted on sheet A3.1, and indicate all roof leaders feeding into the treatment area.
38. Prior to the issuance of a Building Permit, the applicant shall update the Stormwater Control Plan and project plans to correct errors, including, but limited to: on page 7, DMA 1 is incorrectly shown to flow into IMP 1, DMA 3 is incorrectly shown to flow IMP 3; on the plan DMA's 2 and 16 are incorrectly shown to drain to IMP 4.
39. Prior to the issuance of a Building Permit, the plans shall be updated to show turning radius of all drive aisles in the proposed parking area.
40. Prior to the issuance of a Building Permit, the applicant shall obtain a Caltrans Encroachment Permit for any traffic control, roadwork, or trenching on San Pablo Avenue, and submit to the City of El Cerrito Public Works Department for a Public Works Encroachment Permit.
41. As part of the Building Permit Application, the applicant shall submit a draft Stormwater O&M Plan. Prior to issuance of a Certificate of Occupancy, the applicant shall submit a final Stormwater O&M Plan, including as-builts, and execute the Stormwater O&M Agreement.
42. Earthwork and grading operations in excess of 50 cubic yards will require the applicant to submit a detailed grading plan, obtain a Grading & Transportation Permit and pay all associated fees.
43. Prior to the issuance of a Building Permit, the applicant shall provide drainage plan for new roof and any rain leaders. All drainage is encouraged to stay on-site, draining towards treatment facilities.
44. Applicant shall replace sidewalk at locations per the discretion of the Public Works Director. Replacement of sidewalk flags along the property frontage is required to meet current City and ADA standards.

45. Any new street trees are required to have irrigation and an establishment period of 3 years prior to acceptance by the City. New street trees must be from the City Master Tree List and approved by the City Arborist before installation.
46. Applicant must obtain a Public Works Encroachment Permit and pay all associated fees for any street tree, sidewalk and driveway work. These improvements shall be designed and constructed per City Standard Details.
47. Prior to the issuance of a building permit, a design level geotechnical investigation shall be completed to assess specific soils and geologic conditions of each building site and proposed drainage improvements. Structural and foundation design recommendations made in such reports shall be incorporated into building plans. A copy of the stamped and signed geotechnical report for the site shall be provided by applicant to Public Works for reference.
48. As part of the Building Permit Application, the applicant shall submit a complete Erosion and Sediment Control Plan that will be implemented during construction.

Building Department:

49. Submitted plans must comply with the 2022 California Building Codes and City of El Cerrito ordinances.
50. Sheet A2.0: The primary route from the sidewalk to the lobby and leasing office is drawn through what appear to be stepped landings. Prior to issuance of a building permit, the plans shall be revised to provide an accessible route. (If the gray arcs are decorative tile, or otherwise level, compliance is already met.)
51. Sheets A2.0 & A3.0: Accessible parking spaces and accessible EV parking spaces are drawn with access aisles, but the access aisles do not connect to an accessible route to the nearby elevator and stairs – they instead require traversing the drive aisles, which is discouraged, and must at a minimum be marked with a crosswalk. [CBC 1109A.7 #3]
52. Sheet A2.0: The parking structure below the podium appears to be designed as an enclosed parking garage. Prior to issuance of a building permit, the plans shall be revised to provide a mechanical ventilation and exhaust system per CBC 406.6.2, or if the parking structure is open, provide openings complying with CBC 406.5.2 and document them on plans, similar to the window study on Sheet A6.2.
53. Prior to issuance of a building permit, the plans shall be revised to provide dimensions from the property line to the nearest building face at the narrowest point. (Currently dimensions are to the existing building instead.) Walls within 30' of the property line (not the neighboring building) shall be 1-hour rated per CBC Table 705.5. Similarly, openings are limited based on fire separation distance (to the property line) per CBC Table 705.8. The plans shall demonstrate opening area compliance.
54. Sheet A3.0: Two accessible parking spaces are shown; if the spaces are assigned then this meets the required accessible parking spaces of CBC 1109A.3 and 4. If parking spaces are unassigned, a greater rate (5 percent instead of 2 percent) of spaces must be provided. [CBC 1109A.5] Prior to issuance of a building permit, the plans shall be revised to include a table documenting the division of spaces for assigned and unassigned, and the corresponding accessible spaces for each type. (Note that per CBC 1109A.3, at least one accessible space of each offered type is required.)
55. Sheet A3.0: Prior to issuance of a building permit, the plans shall be revised to provide EV parking spaces per CALGreen 4.106.4.2.2. 72 parking spaces requires: 8 EV capable spaces (10%), 18 EV ready spaces

(25%), and 4 EV chargers (5%). Please label the EV ready, capable, and installed charger spaces.

56. Sheet A3.2: All multifamily buildings under 10 stories must be solar ready per CEnC 110.10(a)3 at a minimum. Prescriptively, both a PV system and batteries are required – see Equation 170.2-D for required PV size, and equations 170.2-E and F for required battery energy and power capacities. Prior to issuance of a building permit, show the allocated PV and battery spaces on plans. [CEnC 170.2(g) and (h)]

Fire Department:

The following are City of El Cerrito Fire Department conditions/requirements specific to the proposed project at 1711-1755 Eastshore Blvd

57. Building Construction

- a. Building construction shall meet current California and El Cerrito Fire Codes, National Fire Protection Association Codes, and current California and El Cerrito Building Codes and amendments at the time of permit submittal.

58. Space Allocation for Fire Pump and Generator

- a. The Fire Department notes that the Ground Floor plan on sheet A2.0 indicates various MEP rooms. It is the responsibility of the applicant to include the necessary spaces for a Fire Pump and Generator. Note that the ECFD does not consider PG&E to be a reliable source of power in emergency conditions. Since the current plan does not indicate dedicated spaces for those components, it is the responsibility of the applicant to provide such space as required by an engineer and any associated code clearances/access.

59. Access

- a. Stairwells shall have roof access without the use of ladders.
- b. A “KNOX BOX” rapid entry system shall be installed with keys for all common areas at all primary access points utilized by the Fire Department.
- c. Final location of these boxes shall be approved by the Fire Department

60. Fire Flow Requirements

- a. Provide code analysis of required total firefighting water.
- b. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements.
- c. All fire hydrants within 500’ of the exterior of the structure shall be retrofitted with a wet hydrant system with two (2) 4-1/2” discharge and one (1) 2-1/2” discharge.
- d. One fire hydrant shall be located withing 75’ of the building’s FDC.
- e. If required, plans for fire service underground shall be submitted for review, approval, and permit under separate cover.

61. Fire Department Access/Gates/Roll up doors

- a. If gates or roll-up doors are installed, they shall be operable using a Knox Key.
- b. A “KNOX BOX” switch shall be installed to operate all gates or roll-up doors.
- c. Final Knox Box switch locations shall be approved by the Fire Department.

62. Fire Pump

- a. A fire pump may be required for a building of this size. Provide a preliminary water supply analysis for the sprinkler system. If a pump is required, the location of the fire pump room shall be provided, and the pump shall be installed per NFPA 20.

- b. Provide an alternate source of power for the fire pump per NFPA 20, section A9.3.2, Annex A, as well as Section 9.3.1
 - c. Calculations shall be submitted that determine the size of the pump but minimum size to be 500 gallons per minute (GPM).
63. Fire Sprinkler / Underground
- a. Fire riser and FDC locations shall be submitted for review and approval.
 - b. The fire riser / control room shall be accessible from the outside of the building and shall be clearly signposted.
 - c. Fire FDC's shall be in locations acceptable for the fire department for emergency operations.
 - d. Fire FDC's shall be interconnected with fire sprinklers and standpipes.
 - e. All overhangs and balconies shall have sprinkler coverage.
 - f. Fire sprinkler plans, and fire system underground pipe shall be submitted for review and approval. Deferred submittals will not be accepted.
64. Standpipes
- a. Standpipes shall be wet and shall be in all stairwells.
 - b. All standpipes shall extend to the roof.
 - c. A minimum flow of 250 gallons per minute shall be available at the highest point of each standpipe. Flow requirement shall be demonstrated at final approval.
 - d. Fire Department valve connections shall be in the intermediate landings of stairwells on each level.
 - e. Standpipe locations shall be provided so that interior hose pulls shall not exceed 150 feet to all portions of the interior of the building.
65. Smoke & Heat Vents
- a. Smoke & heat vents shall be installed on the roof above each stairwell.
 - b. Smoke & heat vents shall be equipped with fusible link.
 - c. Smoke & heat vents shall be equipped with manual release for emergency operations.
66. Fire Alarm System
- a. Approved fire alarm system shall be required.
 - b. Fire alarm plans shall be submitted for review and approval. Deferred submittals will not be accepted.
67. Smoke Detection
- a. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level to be approved by Inspector.
 - b. Smoke detectors shall be 120-volt powered with battery backup.
 - c. Smoke detectors shall be interconnected when more than one is required per sleeping area.
 - d. Single Station or Multiple-Station Smoke alarm(s) are not required to activate fire alarm system outside of sleeping area.
68. Carbon Monoxide Detectors
- a. Carbon monoxide alarm shall be installed outside of and adjacent to sleeping area in each residential unit.
 - b. Carbon Monoxide detectors shall be installed in accordance with NFPA 720.
 - c. Carbon Monoxide alarms shall be 120-volt powered with battery backup and shall be interconnected with the smoke detectors to be approved by Inspector.
69. Electrical

- a. Electrical equipment rooms shall be identified on the door(s) leading to room(s).
 - b. All electrical breakers shall be labeled to their function.
70. Premises Identification
- a. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property.
 - b. Numbers shall be a minimum of 6" in height.
 - c. Address shall be either internally or externally illuminated.
71. Emergency Egress
- a. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CFC 1030 to be approved by Inspector.
 - b. Escape or rescue windows shall be installed in accordance with CFC 1030 to be approved by Inspector.
 - c. Emergency electrical system to automatically illuminate means of egress.
 - d. Exit signs shall be internally or externally illuminated.
 - e. Braille or tactile exit route and exit signs shall be posted for ADA compliance.
 - f. Emergency electrical system to automatically illuminate means of egress.
 - g. Exit Plan signage required on each floor.
72. Emergency Responder Radio Communication System (ERRCS)
- a. Radio frequency signal strength analysis shall be conducted throughout the building.
 - b. If radio signal strength deficiencies are identified, signal boosters shall be installed to achieve adequate signal strength and boosters shall be maintained.
 - c. Boosters shall be compatible to the local emergency responders radio system for Fire and police.
73. Prior to building permit issuance, the applicant shall submit and obtain Fire Marshal approval of a site security plan addressing fire prevention practices (e.g., 24-hour site surveillance through cameras, security guards, waste dumpsters with metal

Stege Sanitary District:

74. The applicant shall not reroute the existing HDPE sanitary sewer main without first getting permission from the Stege Sanitary District Board of Directors. A formal request shall be submitted to the Stege Sanitary District by providing a letter of request to the Board including proposal, design, and reasoning for this reroute. This may only be addressed during a regularly scheduled Board Meeting.
75. All permanent structures must be at least 5 feet from the centerline off existing sanitary sewer mains.
76. Trash enclosures and all catch basins directed to the sanitary sewer shall be protected from rainwater and stormwater using grading design and protective roof overhangs.
77. If connecting to the existing HDPE pipe at Eastshore Boulevard, the applicant shall not cut into HDPE pipe. Either tap and electrofuse a new lateral connection or call TAP-TITE Company to connect a saddle.
78. All new open trench sewer laterals shall be minimum 6 inches diameter and may be clay or cast iron. (ABD, PVC or open trench HDPE is not permitted). This shall be noted on the plans prior to issuance of a building permit.

City Arborist:

79. Prior to issuance of a building permit, the applicant shall address the following:

a. Tree Palette:

- i. Include abbreviated tree names and quantity in the plan view
- ii. Revise pattern of proposed street trees such that there is an alternating pattern of one [Saratoga Laurel](#) tree then two Ginkgo biloba 'Magyar' or [equal](#) trees. Locate these species at a maximum of twenty five feet on center (O.C.). Modifications to tree species shall be approved by the City Arborist.
- iii. Consider relocating or removing Arbutus marina away from the ROW sidewalk, since this tree species drops significant amounts of sticky, messy fruit that can make a sidewalk unpleasant and be tracked indoors on shoes.
- iv. All ROW trees must conform to [The Guideline Specifications for Nursery Tree Quality](#) and shall be inspected with their nursery receipts by the City Representative prior to planting; contact 3 days in advance.
- v. Landscape plan shall verify that a City approved 18" root barrier shall be installed at outside edges of ROW planters (Deeproot or equal).

b. Plant Palette:

- i. No planting within 48" of ROW street trees.
- ii. Specify all plants proposed for ROW planting.

c. Provide an Irrigation Plan that shows the following:

- i. Tree Bubblers for each new ROW tree shall be 3 Rainbird 1400 series bubblers each on ½" IPS flexible PVC tubing minimum six feet in length to reposition as tree grows.
- ii. ROW Tree valves shall be separate from shrub/groundcover valves
- iii. All remote-control valves operating ROW landscape shall have unobstructed access from the ROW and be equipped with a ball valve on upstream side of valve.
- iv. Developer shall provide color coded irrigation valve charts of valves in ROW prior to TCO.

Design Review Board:Conditions

The following shall be provided for review and approval by the Zoning Administrator prior to issuance of a building permit:

- 80. Pedestrian gates shall be provided adjacent to both proposed vehicle gates.
- 81. Provide an overhead trellis for the second-floor outdoor deck area.
- 82. A different material for the metal garage than the metal railing to add more interest to the appearance of the parking garage.
- 83. Provide one or two bicycle rooms with a goal of accommodating at least 40 bicycles.
- 84. Provide additional details for proposed lighting on the exterior of the building with the intent that the building and site are well lit for safety purposes in a manner consistent with El Cerrito Municipal Code Section 19.21.050.A.
- 85. Each residential unit shall have a minimum of 15 square feet of daylight openings with one or more windows.
- 86. Revise the walls surrounding the public plaza such that they vary in height between 36" and 48" tall.

Recommendations

The following are recommendations for the applicant to consider:

87. Enclose both lobby areas to provide separation from the parking garage.
88. Leave the reading rooms open, without a wall or door separating them from the hallways.
89. Provide a taller wall for the second-floor outdoor deck that separates it from the freeway.
90. Provide common open space somewhere on the roof of the building.
91. Label the one-bedroom units that do not have solid wall separation from the living room as junior one bedroom, unless the California Building Code allows for these units to be considered as one-bedroom units.

CERTIFICATION

I certify that this resolution was adopted by the El Cerrito Planning Commission at a regular meeting held on April 17, 2024, upon motion of Board member _____, second by Board member _____:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sean Moss, AICP
Planning Manager

EL CERRITO APARTMENTS
EL CERRITO, CA

DESIGN REVIEW SUBMITTAL
JANUARY 11, 2024

SHEET INDEX

CS-1 COVER SHEET		ARCHITECTURE (CONT.)	
CIVIL ENGINEERING		A7.0	CONCEPTUAL MATERIAL AND COLOR BOARD
C-101	EXISTING CONDITIONS	A8.0	CONCEPTUAL VIEW STUDIES
C-102	DIMENSIONED SITE PLAN	A8.1	CONCEPTUAL VIEW STUDIES
C-103	GRADING & DRAINAGE PLAN	A8.2	CONCEPTUAL VIEW STUDIES
C-104	UTILITY PLAN	A8.3	CONCEPTUAL VIEW STUDIES
C-105	STORMWATER CONTROL PLAN	A8.4	CONCEPTUAL VIEW STUDIES
ARCHITECTURE		A8.5	CONCEPTUAL VIEW STUDIES
A1.0	SITE PHOTOS	A8.6	CONCEPTUAL BART STATION VIEW STUDIES
A2.0	CONCEPTUAL SITE PLAN	A9.0	CONCEPTUAL SHADOW STUDY
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A2.2	CONCEPTUAL FIRE PLAN - UPPER FLOOR	A9.2	CONCEPTUAL SHADOW STUDY
A2.3	CONCEPTUAL TRASH MANAGEMENT PLAN	A10.0	CONCEPTUAL SIGNAGE DETAIL
A3.0	CONCEPTUAL BUILDING PLAN	LANDSCAPE ARCHITECTURE	
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A3.2	CONCEPTUAL BUILDING PLAN	L-2	PUBLIC OPEN SPACE ENLARGEMENT
A4.0	CONCEPTUAL UNIT PLANS	L-3	ENLARGEMENT - CALLOUT PLAN
A5.0	CONCEPTUAL BUILDING ELEVATIONS	L-3.1	ENLARGEMENT - CALLOUT PLAN
A5.1	CONCEPTUAL BUILDING ELEVATIONS	L-4	PUBLIC OPEN SPACE ENLARGEMENT
A5.2	CONCEPTUAL BUILDING ELEVATIONS	L-5	ENLARGEMENT - LAYOUT PLAN
A5.3	CONCEPTUAL BUILDING ELEVATIONS	L-6	OVERALL SITE - IRRIGATION PLAN
A5.4	CONCEPTUAL ELEVATION DIAGRAM	L-7	PLANT PALETTE & SITE IMAGERY
A6.0	CONCEPTUAL 3D VIEWS	ELECTRICAL	
A6.1	CONCEPTUAL 3D VIEWS	E1.00	SITE ELECTRICAL PLAN
A6.2	CONCEPTUAL PRIVACY AND WINDOW STUDY	E1.01	SITE PHOTOMETRIC PLAN
A6.3	CONCEPTUAL PRIVACY AND WINDOW STUDY	E1.02	LUMINAIRE SPECIFICATIONS



PROJECT TEAM

APPLICANT/OWNER:
AMG & ASSOCIATES, LLC
PO Box 260770
Encino, CA 91426
(818) 380-2600 Ext. 14
Contact: Alexis Gevorgian
agevorgian@amglanland.com

RESIDENTIAL ARCHITECT:
AO ARCHITECTS
144 North Orange Street
Orange, CA 92866
(714) 639-9860
Contact: Ioanna Magiati
ioannam@aoarchitects.com
Contact: Victoria Huynh
victoriah@aoarchitects.com

CIVIL ENGINEER:
BELLECCI & ASSOCIATES
2290 Diamond Boulevard
Suite 100
Concord, CA 94520
(925) 318-2041
Contact: Alexandra Farros-Hoepfner
alexandra@bellecci.com

LANDSCAPE ARCHITECT:
VANDERTOOLEN ASSOCIATES
855 Bordeaux Way
Suite 240
Napa, CA 94558
(707) 224-2299
Contact: Kathryn Mendenhall
katy@vandertooleen.com

ELECTRICAL ENGINEER:
DC ENGINEERING
440 East Corporate Drive
Suite 103
Meridian, Idaho 83642
(208) 493-0067
Contact: Josh Farmer
jfarmer@dcengineering.net



VICINITY MAP

SITE ZONING INFORMATION			
PARCEL	DISTRICT & TRANSECT ZONE	DOWNTOWN TRANSIT-ORIENTED HIGHER INTENSITY MIXED-USE (TOHIMU)	
	ADJACENT ZONE(S)	TOHIMU	
	STREET TYPE(S)	GATEWAY STREET- EASTSHORE BLVD	
	EXISTING	PROPOSED	
	LOT AREA	3.87 AC (168,577.2 SF)	1.82 AC (79,396 SF), 2.05 AC N.T.C.
	TOTAL BUILDING SQUARE FOOTAGE	50,905 SF*	222,000 SF
TOTAL	LOT COVERAGE	0.3%	38.215 SF (PODIUM) / 79,396 SF = 0.5
	FLOOR AREA RATIO	0.3*	2.8
	NUMBER OF UNITS	TOTAL : 305	
		STUDIO (S1, S2)	1 BEDROOM (A1, A2, A3)
		65 (21%)	240 (79%)
		ALLOWABLE	PROPOSED
HEIGHT	HEIGHT	65'-0" MAXIMUM**	71'-0" (TOP OF PARAPET)
			80'-0" (TOP OF STAIR)
	STORIES	3 STORIES RESIDENTIAL MIN.	5 STORIES RESIDENTIAL
GROSS FLOOR AREA	1ST FLOOR / PODIUM LEVEL		38,215 SF
	2ND FLOOR		36,757 SF
	3RD FLOOR		36,757 SF
	4TH FLOOR		36,757 SF
	5TH FLOOR		36,757 SF
	6TH FLOOR		36,757 SF
AMENITY SPACE	TOTAL		222,000 SF
	ENCLOSED AMENITY / CLUBHOUSE / READING ROOM		4,545 SF
	LEASING OFFICE / MAIL		1,340 SF
COMMON/ OPEN SPACE	PRIVATE/ COMMON SPACE	805 SF/UNIT	0
	TOTAL	305 x 80 SF = 24,400 SF	
	PUBLIC OPEN SPACE	255 SF / 1000 SF = 5.527 SF	WITHIN PROPERTY: 3.651 SF
STREET TYPES	SIDEWALK AMENITY ZONE	4'-0" MIN.	4'-0" MIN.
	SIDEWALK PEDESTRIAN ZONE	6'-0" MIN. CLEAR PATH	6'-0" MIN. CLEAR PATH
	SIDEWALK ACTIVITY ZONE	0'-0" MIN.	0'-0" MIN.
ARCHITECTURE	BUILDING LENGTH	300' MAX.	264'-5" ALONG EASTSHORE BLVD
	SETBACKS:		
	GROUND FLOOR FRONT SETBACK	15' FOR RESIDENTIAL MAX.	RESIDENTIAL ABOVE GROUND
		10' FOR NONRESIDENTIAL MAX.	0'-0" FROM PROPERTY LINE
			10'-0" FROM STREET
			30'-3"
PARKING	SIDE SETBACK	0'	
	REAR SETBACK	NOT APPLICABLE- THE REAR SIDE OF THE PROJECT IS FACING 80 FREEWAY.	
	ENCROACHMENT INTO SETBACK		
BUILDING ANALYSIS	FRONT		
	REAR	2'-0" MAX.	0
		4'-0" MAX.	0
PARKING	BICYCLE		
	LONG TERM: 1 SPACE/ UNIT	305 UNITS x 1 = 305 SPACES	305 (BIKE HOOK PROPOSED WITHIN UNITS)
	SHORT TERM: 1 SPACE/ 10 UNITS	305 UNITS/ 10 = 31 SPACES	
BUILDING ANALYSIS	CAR	RESIDENTIAL - UP TO 1/UNIT	58 STALLS (PODIUM)
			5 STALLS (OFF-STREET)
BUILDING ANALYSIS	OCCUPANCY TYPE	R-2	
	CONSTRUCTION TYPE	TYPE (S) LEVELS TYPE III OVER ONE (1) LEVEL TYPE I-A	
	EXTERIOR WALLS	2 HR.	
BUILDING ANALYSIS	SPRINKLERED	YES	
	ELEVATOR	YES	
	ALLOWABLE HEIGHT	65'-0"***	
BUILDING ANALYSIS	PROPOSED HEIGHT	71'-0" (TOP OF PARAPET), 80'-0" (TOP OF STAIR)	
	ALLOWABLE # OF STORIES	3 STORIES RESIDENTIAL MIN./ 2 STORIES COMMERCIAL MIN.	
	PROPOSED # OF STORIES	5 STORIES RESIDENTIAL/ 1 STORY PODIUM	

* NOT IN CONTRACT (N.T.C.)
** 65'-0" MAXIMUM HEIGHT IF THE PROJECT IS CONSISTENT WITH THE AFFORDABLE HOUSING PROJECT, AS DEFINED BY STATE LAW

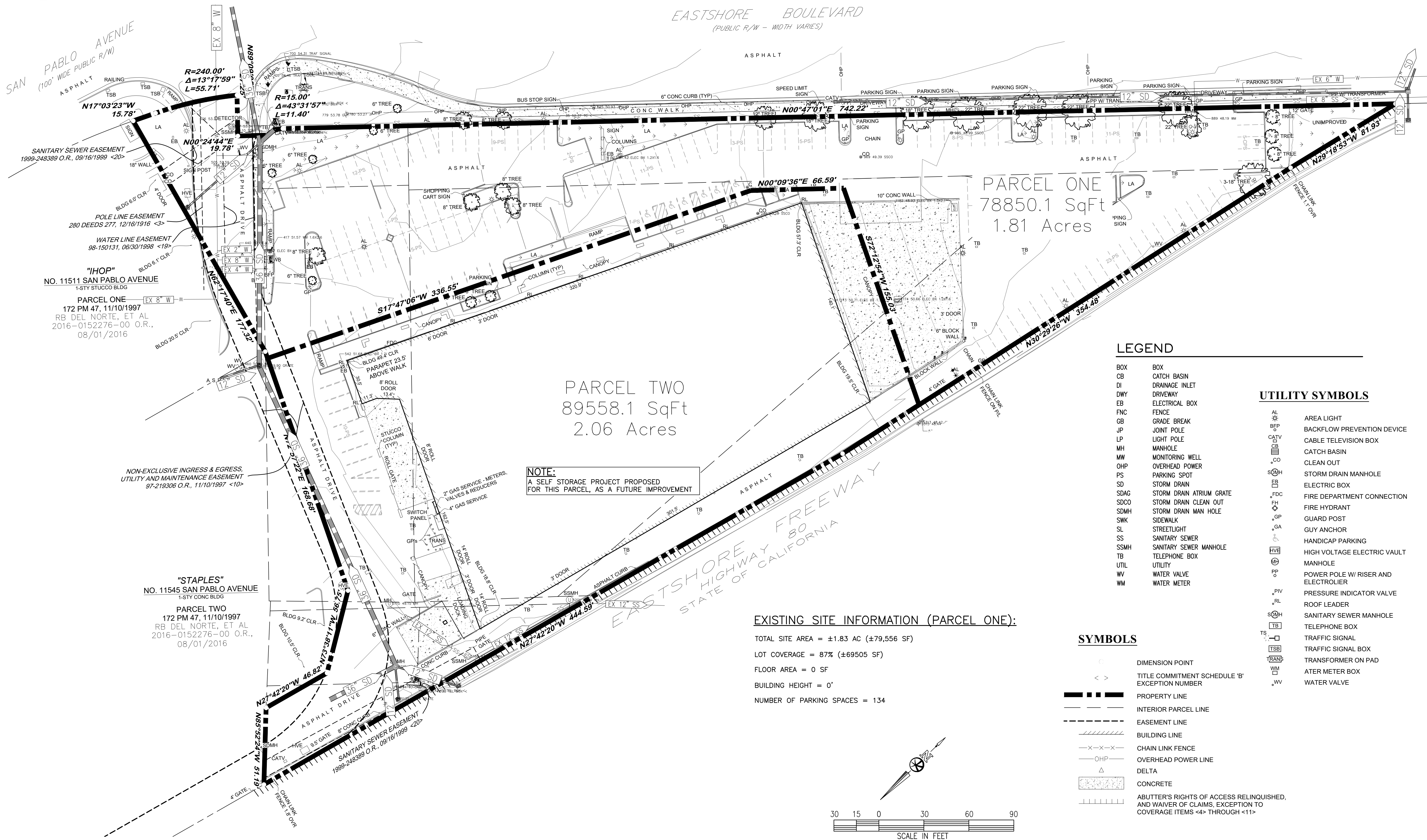
EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

CS-1





LEGEND

- | | |
|------|--------------------------|
| BOX | BOX |
| CB | CATCH BASIN |
| DI | DRAINAGE INLET |
| DWY | DRIVEWAY |
| EB | ELECTRICAL BOX |
| FNC | FENCE |
| GB | GRADE BREAK |
| JP | JOINT POLE |
| LP | LIGHT POLE |
| MH | MANHOLE |
| MW | MONITORING WELL |
| OHP | OVERHEAD POWER |
| PS | PARKING SPOT |
| SD | STORM DRAIN |
| SDAG | STORM DRAIN ATRIUM GRATE |
| SDCO | STORM DRAIN CLEAN OUT |
| SDMH | STORM DRAIN MAN HOLE |
| SWK | SIDEWALK |
| SL | STREETLIGHT |
| SS | SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| TB | TELEPHONE BOX |
| UTIL | UTILITY |
| WV | WATER VALVE |
| WM | WATER METER |
- | | |
|-------|-------------------------------------|
| AL | AREA LIGHT |
| BFP | BACKFLOW PREVENTION DEVICE |
| CATV | CABLE TELEVISION BOX |
| CB | CATCH BASIN |
| CO | CLEAN OUT |
| SDMH | STORM DRAIN MANHOLE |
| EB | ELECTRIC BOX |
| FDC | FIRE DEPARTMENT CONNECTION |
| PH | FIRE HYDRANT |
| GP | GUARD POST |
| GA | GUY ANCHOR |
| HVP | HANDICAP PARKING |
| HVE | HIGH VOLTAGE ELECTRIC VAULT |
| HP | MANHOLE |
| PP | POWER POLE W/ RISER AND ELECTROLIER |
| PIV | PRESSURE INDICATOR VALVE |
| RL | ROOF LEADER |
| SDMH | SANITARY SEWER MANHOLE |
| TB | TELEPHONE BOX |
| TS | TRAFFIC SIGNAL |
| TSB | TRAFFIC SIGNAL BOX |
| TRANS | TRANSFORMER ON PAD |
| WM | ATER METER BOX |
| WV | WATER VALVE |

SYMBOLS

- | | |
|---|--|
| ○ | DIMENSION POINT |
| < > | TITLE COMMITMENT SCHEDULE 'B' EXCEPTION NUMBER |
| --- | PROPERTY LINE |
| --- | INTERIOR PARCEL LINE |
| --- | EASEMENT LINE |
| --- | BUILDING LINE |
| -x-x-x- | CHAIN LINK FENCE |
| -OHP- | OVERHEAD POWER LINE |
| △ | DELTA |
| CONCRETE | CONCRETE |
| ABUTTER'S RIGHTS OF ACCESS RELINQUISHED, AND WAIVER OF CLAIMS, EXCEPTION TO COVERAGE ITEMS <4> THROUGH <11> | |

NOTE:
BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION SHOWN
HEREON WAS PREPARED BY:
TRONOFF ASSOC. - LAND SURVEYORS
1255 STARBOARD DR., SUITE A
WEST SACRAMENTO,
AUGUST 2016

BELLECCI & ASSOCIATES MAKES NO WARRANTY OR
REPRESENTATION THAT THE BOUNDARY AND TOPOGRAPHIC SURVEY
INFORMATION SHOWN HEREON IS COMPLETE AND ACCURATE.

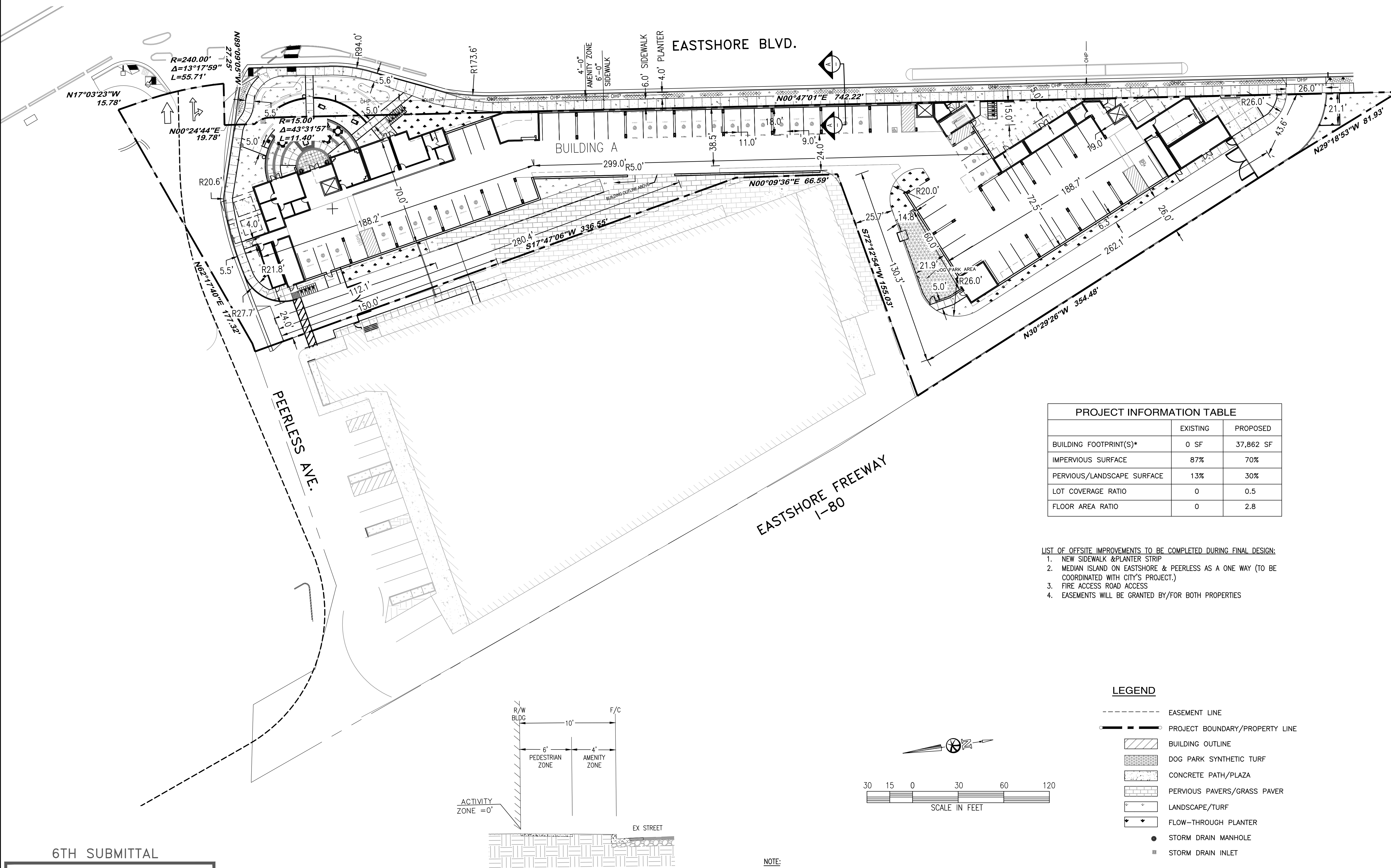
NOTE:
A SELF STORAGE PROJECT PROPOSED
FOR THIS PARCEL, AS A FUTURE IMPROVEMENT

EXISTING SITE INFORMATION (PARCEL ONE):

TOTAL SITE AREA = ±1.83 AC (±79,556 SF)
LOT COVERAGE = 87% (±69505 SF)
FLOOR AREA = 0 SF
BUILDING HEIGHT = 0'
NUMBER OF PARKING SPACES = 134

6TH SUBMITTAL

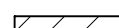
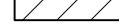
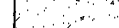
PRELIMINARY
NOT FOR CONSTRUCTION



PROJECT INFORMATION TABLE		
	EXISTING	PROPOSED
BUILDING FOOTPRINT(S)*	0 SF	37,862 SF
IMPERVIOUS SURFACE	87%	70%
PERVIOUS/LANDSCAPE SURFACE	13%	30%
LOT COVERAGE RATIO	0	0.5
FLOOR AREA RATIO	0	2.8

- LIST OF OFFSITE IMPROVEMENTS TO BE COMPLETED DURING FINAL DESIGN:
1. NEW SIDEWALK & PLANTER STRIP
 2. MEDIAN ISLAND ON EASTSHORE & PEERLESS AS A ONE WAY (TO BE COORDINATED WITH CITY'S PROJECT.)
 3. FIRE ACCESS ROAD ACCESS
 4. EASEMENTS WILL BE GRANTED BY/FOR BOTH PROPERTIES

LEGEND

- | | |
|---|--------------------------------|
|  | EASEMENT LINE |
|  | PROJECT BOUNDARY/PROPERTY LINE |
|  | BUILDING OUTLINE |
|  | DOG PARK SYNTHETIC TURF |
|  | CONCRETE PATH/PLAZA |
|  | PERVIOUS PAVERS/GRASS PAVER |
|  | LANDSCAPE/TURF |
|  | FLOW-THROUGH PLANTER |
|  | STORM DRAIN MANHOLE |
|  | STORM DRAIN INLET |

NOTE:

1. ALL WALKWAYS TO MEET ADA STANDARDS.
2. EVA DRIVEWAY TO COMPLY WITH FIRE DEPARTMENT STANDARDS.
3. PEERLESS AVE. WILL BE DESIGNED AS A ONE-WAY STREET, PER CITY REQUEST.
DETAILS TO COME DURING IMPROVEMENT PLAN PROCESS AND PER S PRELIMINARY TRAFFIC STUDY.

6TH SUBMITTAL

PRELIMINARY
NOT FOR CONSTRUCTION

A-A
NTS

SHEET
C-102
OF 105

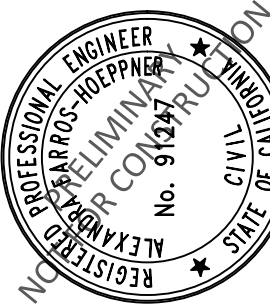
JOB NO
18037

EL CERRITO APARTMENTS 1755 EASTSHORE, LLC

DIMENSIONED SITE PLAN

EL CERRITO CONTRA COSTA COUNTY CALIFORNIA

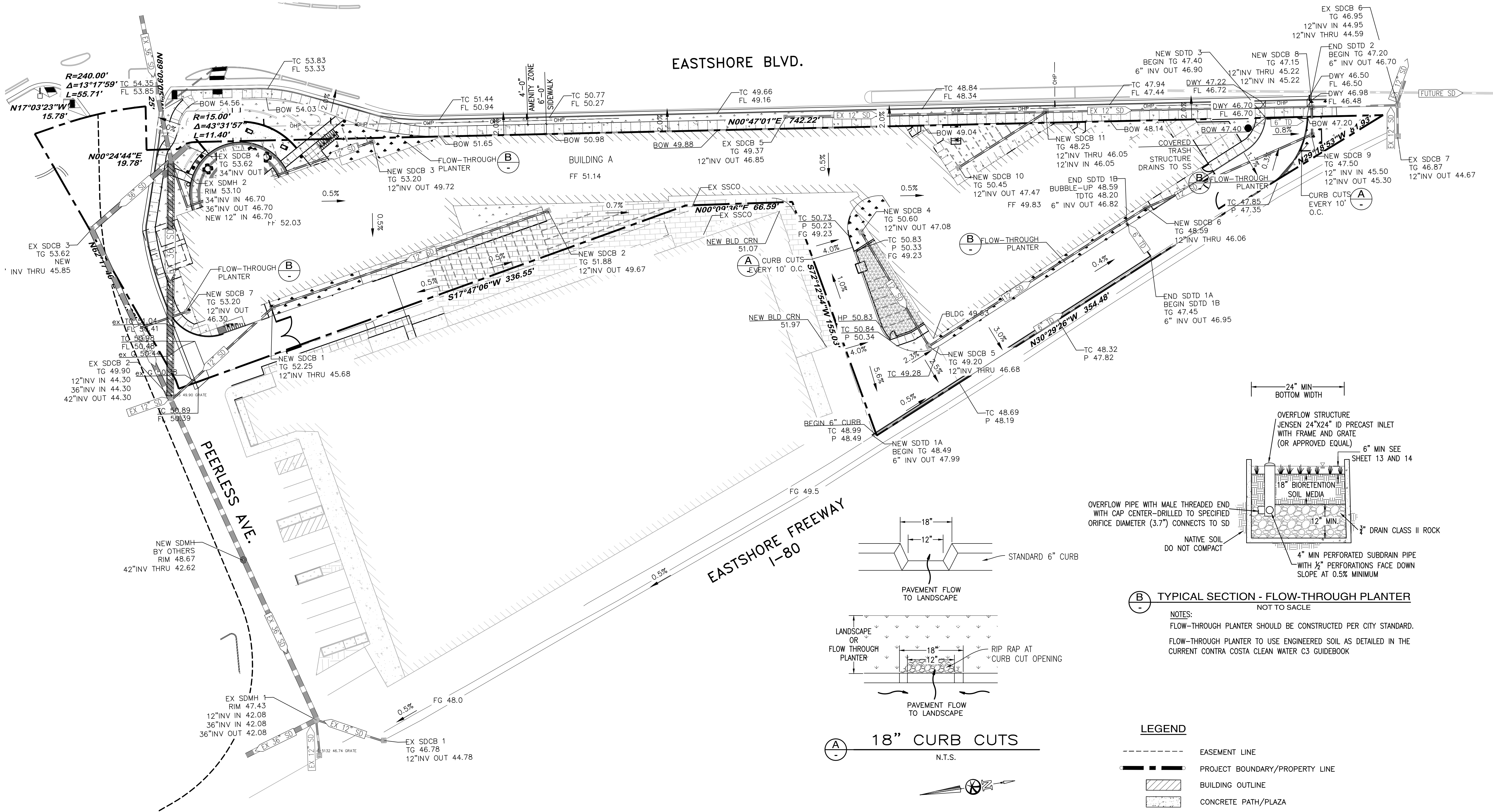
01/11/2024
DATE
PI
DRAWN BY
AFH
CHECKED BY



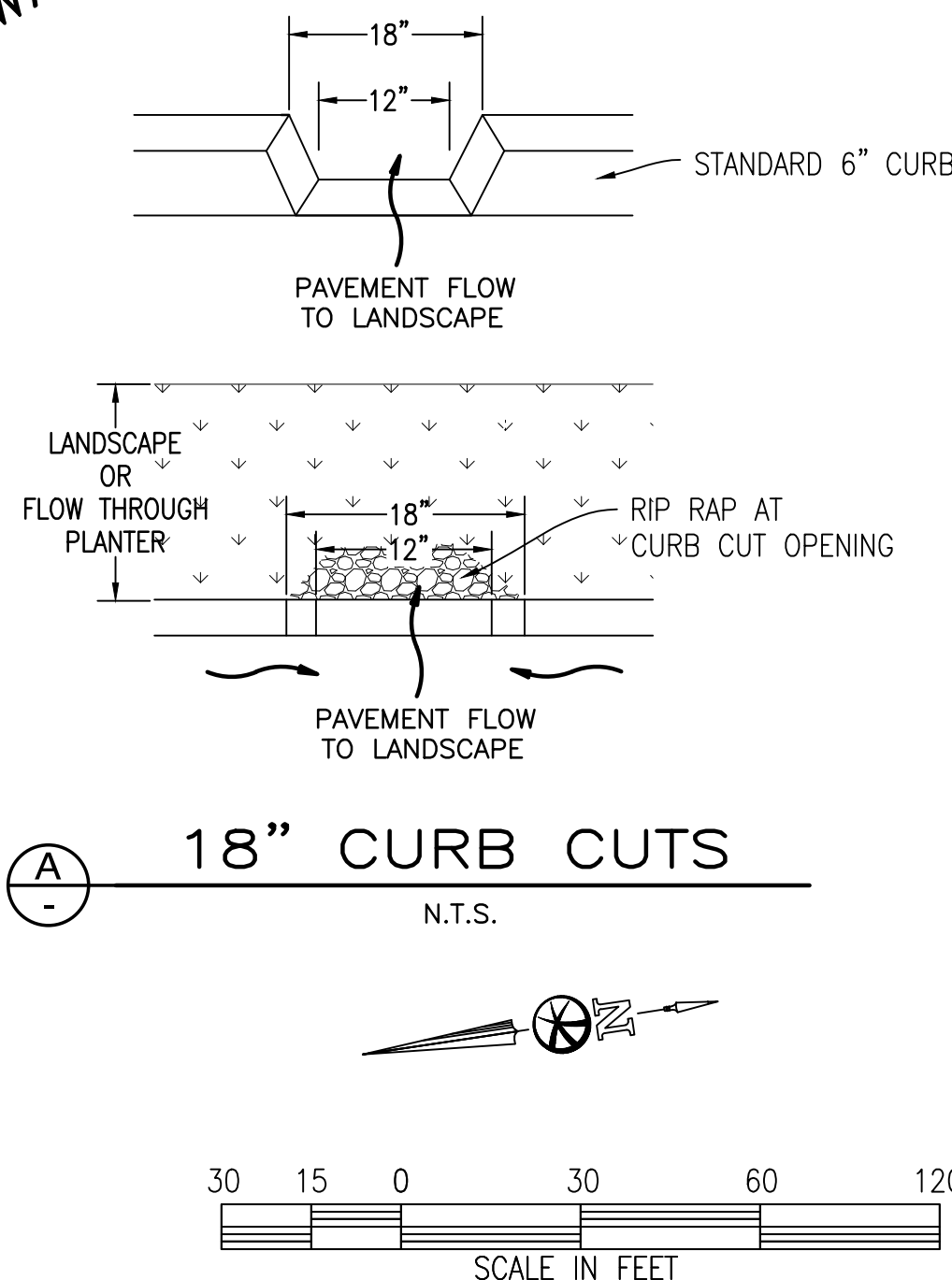
Bellecci
Intelligent Infrastructure

925 • 685 • 4569 bellecci.com

BY	DATE	REVISIONS
----	------	-----------



NOTE:
1. ALL WALKWAYS TO MEET ADA STANDARDS.
2. EVA DRIVEWAY TO COMPLY WITH FIRE DEPARTMENT STANDARDS.

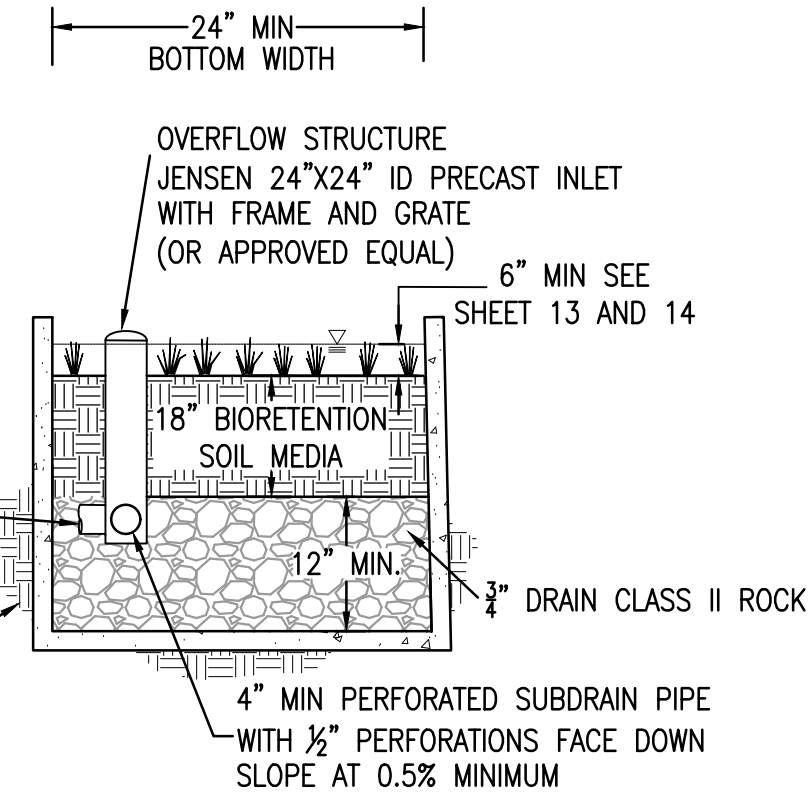


(B) TYPICAL SECTION - FLOW-THROUGH PLANTER
NOT TO SCALE

NOTES:
FLOW-THROUGH PLANTER SHOULD BE CONSTRUCTED PER CITY STANDARD.
FLOW-THROUGH PLANTER TO USE ENGINEERED SOIL AS DETAILED IN THE CURRENT CONTRA COSTA CLEAN WATER C3 GUIDEBOOK

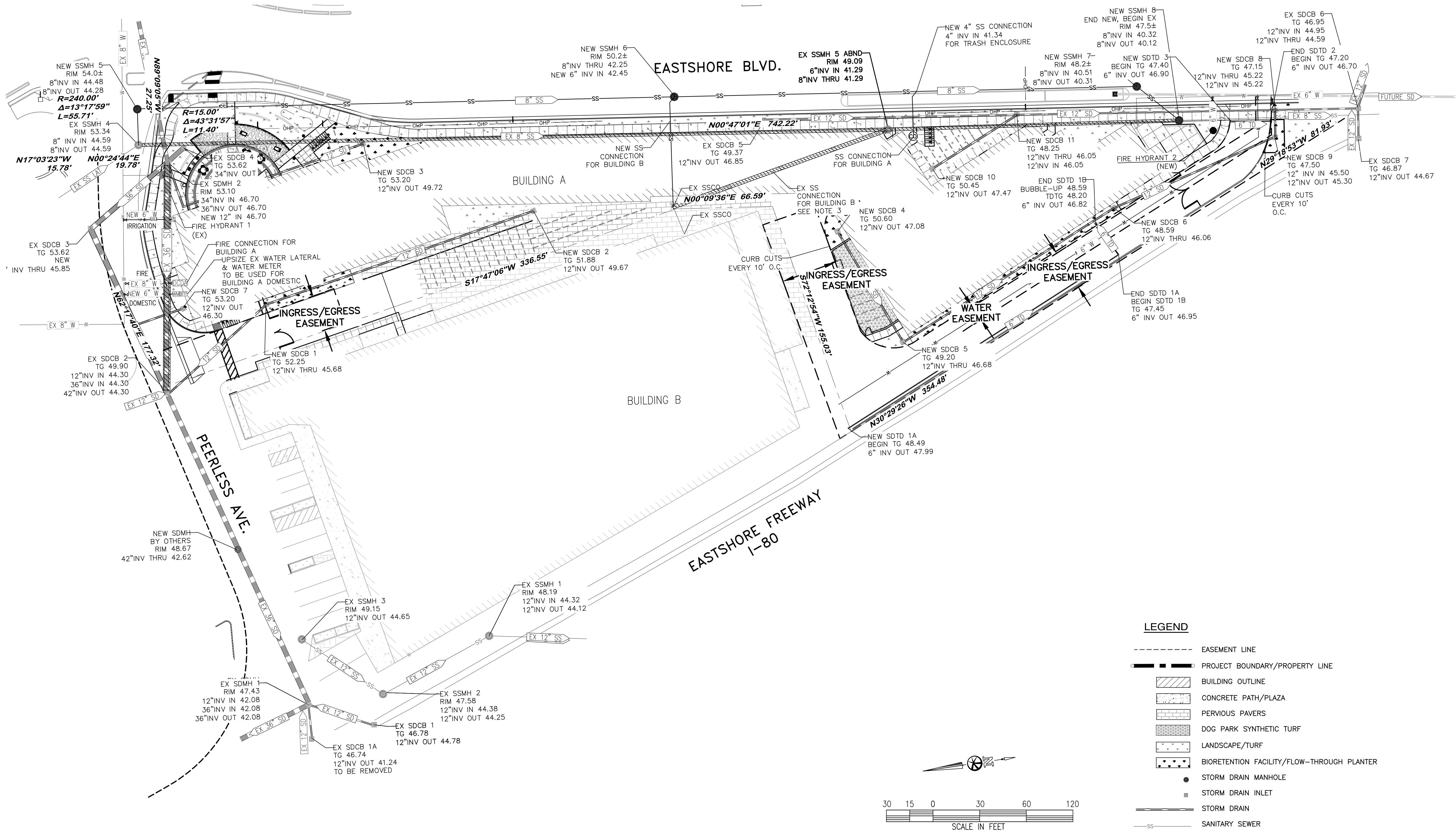
LEGEND

- EASEMENT LINE
- PROJECT BOUNDARY/PROPERTY LINE
- BUILDING OUTLINE
- CONCRETE PATH/PLAZA
- DOG PARK SYNTHETIC TURF
- PERVIOUS PAVERS
- LANDSCAPE/TURF
- BIORETENTION FACILITY/FLOW-THROUGH PLANTER
- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- STORM DRAIN PIPE
- STORM DRAIN PERFORATED PIPE
- CURB CUTS



6TH SUBMITTAL
PRELIMINARY
NOT FOR CONSTRUCTION

SHEET C-103 OF 105	EL CERRITO APARTMENTS 1755 EASTSHORE, LLC	GRADING & DRAINAGE PLAN	EL CERRITO CONTRA COSTA COUNTY CALIFORNIA	REVISIONS	
				BY	DATE
JOB NO. 18037	01/11/2024		DATE	PI	
	DRAWN BY AFH		CHECKED BY	AFH	
Bellecci Intelligent Infrastructure		bellecci.com		925 • 685 • 4569	



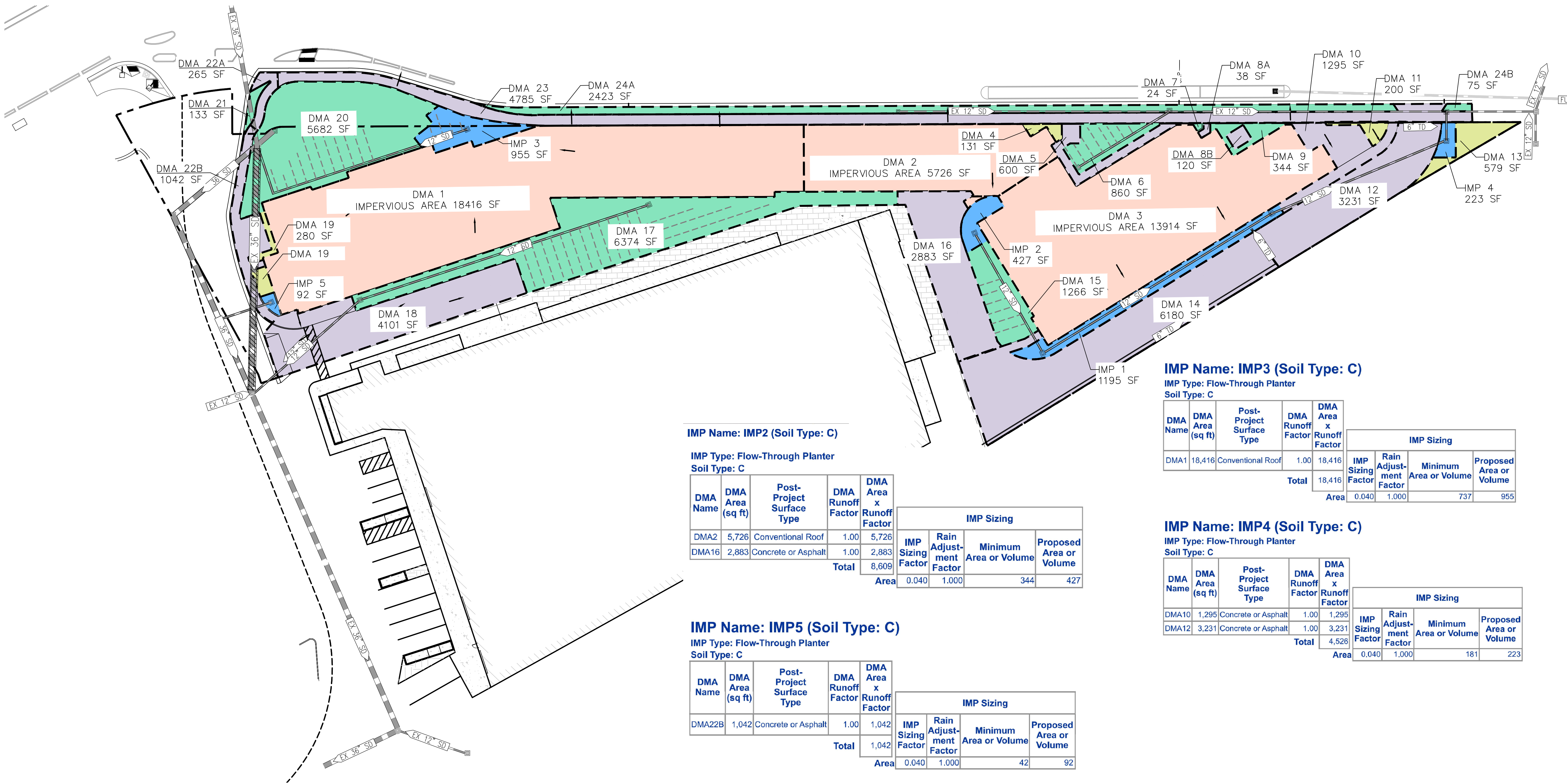
6TH SUBMITTAL

PRELIMINARY
NOT FOR CONSTRUCTION

NOTE:

1. UTILITIES TO BE CONSTRUCTED PER CITY STANDARDS.
2. WATER LINES ARE PROPOSED. FINAL DESIGN PER EBMUD.

[illegible]



IMP SIZING SUMMARY

I. Self-Treating Areas

DMA Name	Area (sq ft)
DMA4	131
DMA11	200
DMA13	579
DMA19	280

II. Self-Retaining Areas

DMA Name	Area (sq ft)
DMA6	860
DMA9	344
DMA15	1266
DMA17	6374
DMA20	5682
DMA21	133
DMA24A/B	2423
DMA7	24

III. Areas Draining to Self-Retaining Areas

DMA Name	Area (sq ft)	Surface Type	Runoff Factor	Product (Area x Runoff Factor) [A]	Receiving Self Retaining DMA	Receiving Self-Retaing DMA Area (sq ft) [B]	Ratio [A]/[B]
DMA5	600.0	Concrete or Asphalt	1.0	600.0	DMA6	860	0.70
DMA18	4,101.0	Concrete or Asphalt	1.0	4,101.0	DMA17	6,374	0.64
DMA22A	265.0	Concrete or Asphalt	1.0	265.0	DMA21	133	1.99
DMA23	4,785.0	Concrete or Asphalt	1.0	4,785.0	DMA24A/B	2,423	1.97
DMA8A	38.0	Concrete or Asphalt	1.0	38.0	DMA7	24	1.58
DMA8B	120.0	Concrete or Asphalt	1.0	120.0	DMA9	344	0.35

IMP Name: IMP1 (Soil Type: C)

IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing
DMA3	13,914	Conventional Roof	1.00	13,914	IMP Sizing IMP Sizing Factor: 0.040 Rain Adjust-ment Factor: 1.000 Minimum Area or Volume: 804 Proposed Area or Volume: 1,195
DMA14	6,180	Concrete or Asphalt	1.00	6,180	
Total	20,094				

IMP Name: IMP2 (Soil Type: C)

IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing
DMA2	5,726	Conventional Roof	1.00	5,726	IMP Sizing IMP Sizing Factor: 0.040 Rain Adjust-ment Factor: 1.000 Minimum Area or Volume: 344 Proposed Area or Volume: 427
DMA16	2,883	Concrete or Asphalt	1.00	2,883	
Total	8,609				

IMP Name: IMP5 (Soil Type: C)

IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing
DMA22B	1,042	Concrete or Asphalt	1.00	1,042	IMP Sizing IMP Sizing Factor: 0.040 Rain Adjust-ment Factor: 1.000 Minimum Area or Volume: 42 Proposed Area or Volume: 92
Total	1,042				
Area	0.040				

IMP Name: IMP3 (Soil Type: C)

IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing
DMA1	18,416	Conventional Roof	1.00	18,416	IMP Sizing IMP Sizing Factor: 0.040 Rain Adjust-ment Factor: 1.000 Minimum Area or Volume: 737 Proposed Area or Volume: 955
Total	18,416				
Area	0.040				

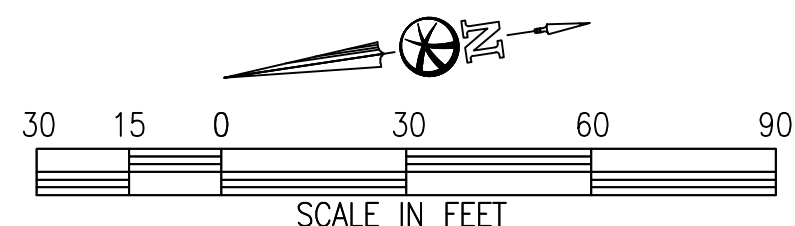
IMP Name: IMP4 (Soil Type: C)

IMP Type: Flow-Through Planter
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing
DMA10	1,295	Concrete or Asphalt	1.00	1,295	IMP Sizing IMP Sizing Factor: 0.040 Rain Adjust-ment Factor: 1.000 Minimum Area or Volume: 181 Proposed Area or Volume: 223
DMA12	3,231	Concrete or Asphalt	1.00	3,231	
Total	4,526				

LEGEND

- PROJECT BOUNDARY
- DMA BOUNDARY
- PROPOSED STORM DRAIN LINE
- 4" PERFORATED PIPE
- EASEMENT LINE
- IMPERVIOUS DMA - CONVENTIONAL ROOF
- IMPERVIOUS DMA - ASPHALT/CONCRETE
- SELF-RETAINING LANDSCAPE/PERV. PAVERS
- SELF-TREATING LANDSCAPE
- BIORETENTION/FLOW-THROUGH PLANTER
- DIRECTION OF FLOW
- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- PROPOSED STORM TRENCH DRAIN=N



NOTES:
1. HOLLAND 60MM PERVIOUS PAVERS OR APPROVED EQUAL TO BE USED FOR PERMEABLE PAVERS.

EL CERRITO APARTMENTS
1755 EASTSHORE, LLC
STORMWATER CONTROL PLAN
EL CERRITO CONTRA COSTA COUNTY CALIFORNIA

REVISIONS

DATE

BY

01/11/2024

DATE

PI

DRAWN BY

AFH

CHECKED BY

NO. 13737

REGISTERED PROFESSIONAL ENGINEER

EL CERRITO, CALIFORNIA

NO. 91094

REGISTERED PROFESSIONAL CIVIL ENGINEER

EL CERRITO, CALIFORNIA

SHEET

C-105

OF 105

JOB NO.

18037

Bellecci

Intelligent Infrastructure

925 • 685 • 4569

bellecci.com

6TH SUBMITTAL
PRELIMINARY
NOT FOR CONSTRUCTION



AERIAL VIEW



STREET VIEW 1



STREET VIEW 2



STREET VIEW 3



STREET VIEW 4



STREET VIEW 5



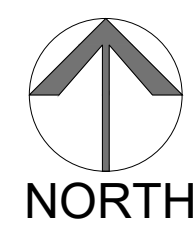
STREET VIEW 6

EL CERRITO APARTMENTS

AMG & ASSOCIATES

EL CERRITO, CA

SITE PHOTOS



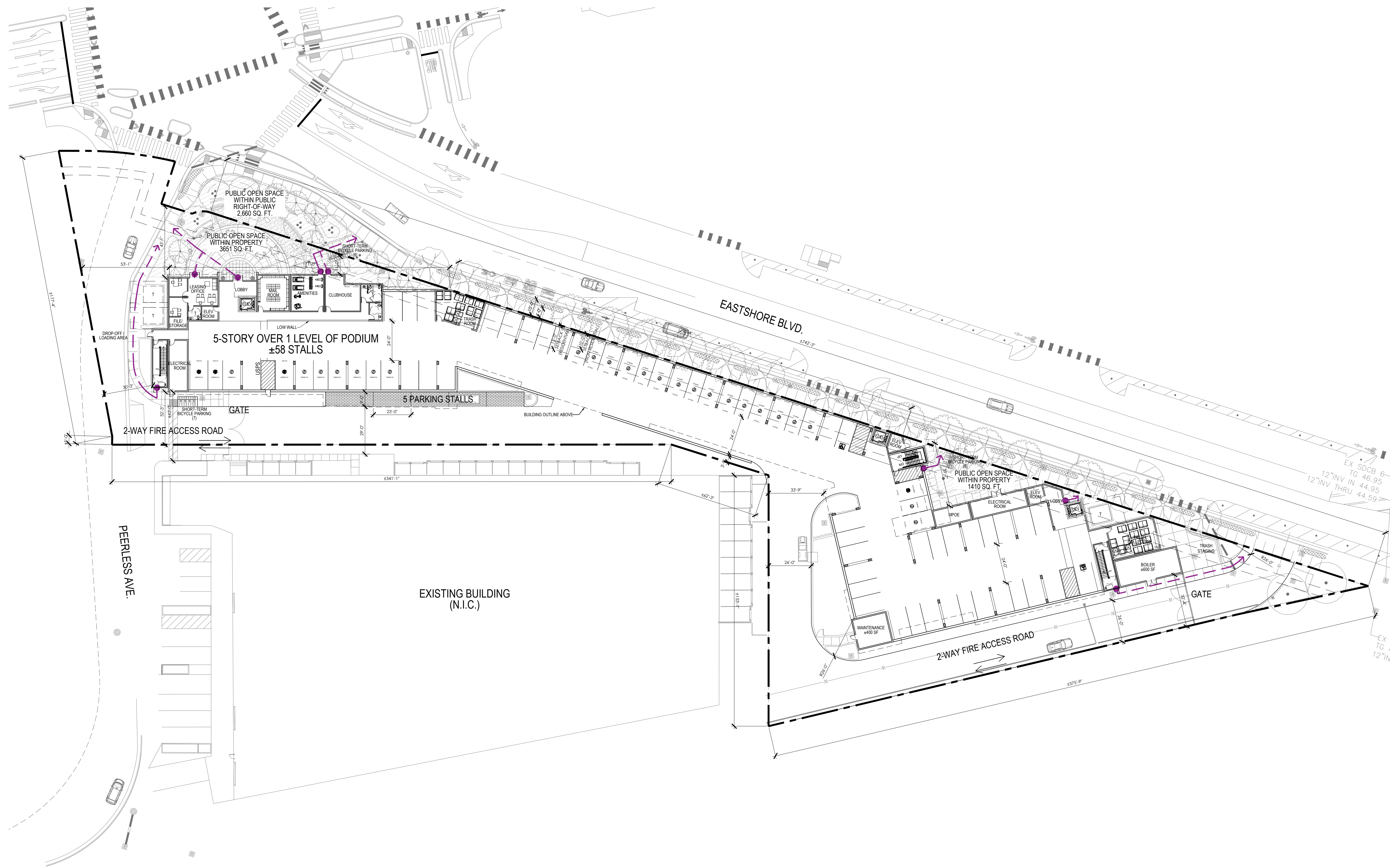
NORTH

DATE: 01-11-2024
JOB NO.: 2017-694

A1.0

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

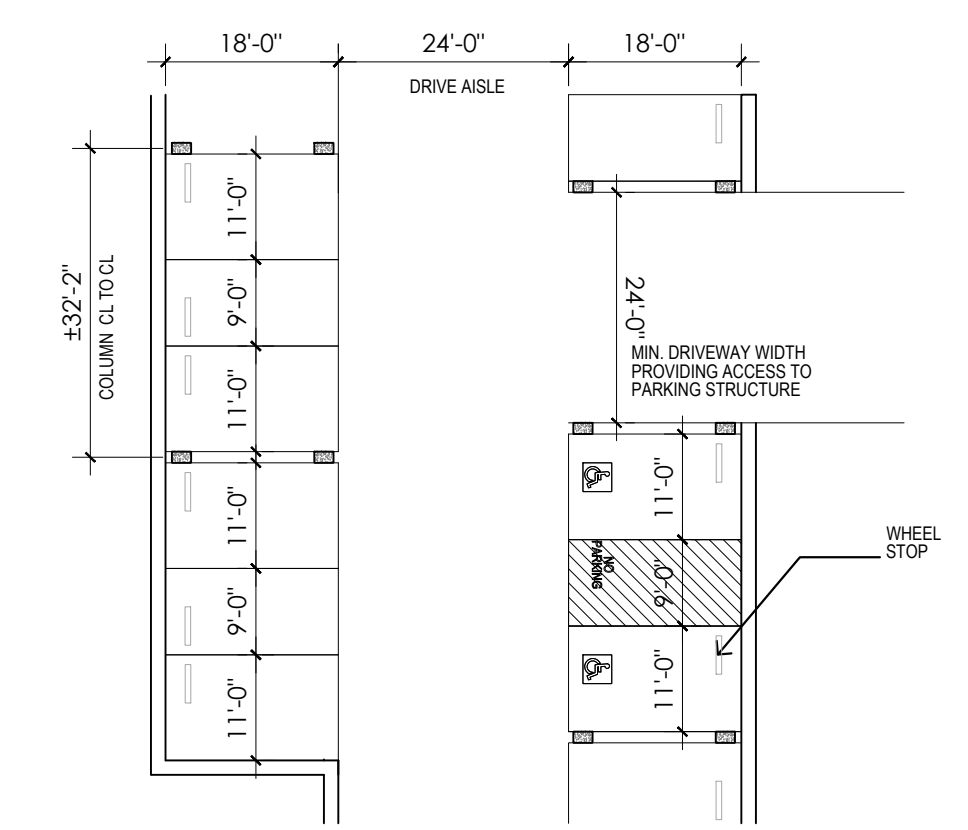




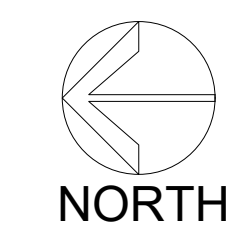
LEGEND

● —→ PRIMARY PATH OF TRAVEL

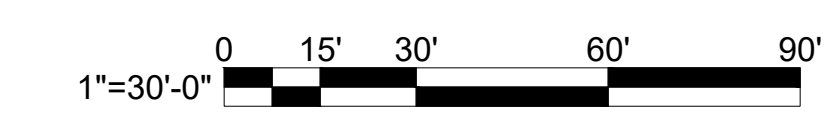
REFER TO CIVIL AND LANDSCAPE EXHIBITS FOR MORE INFORMATION



TYPICAL STANDARD PARKING GARAGE STALL



NORTH



CONCEPTUAL SITE PLAN

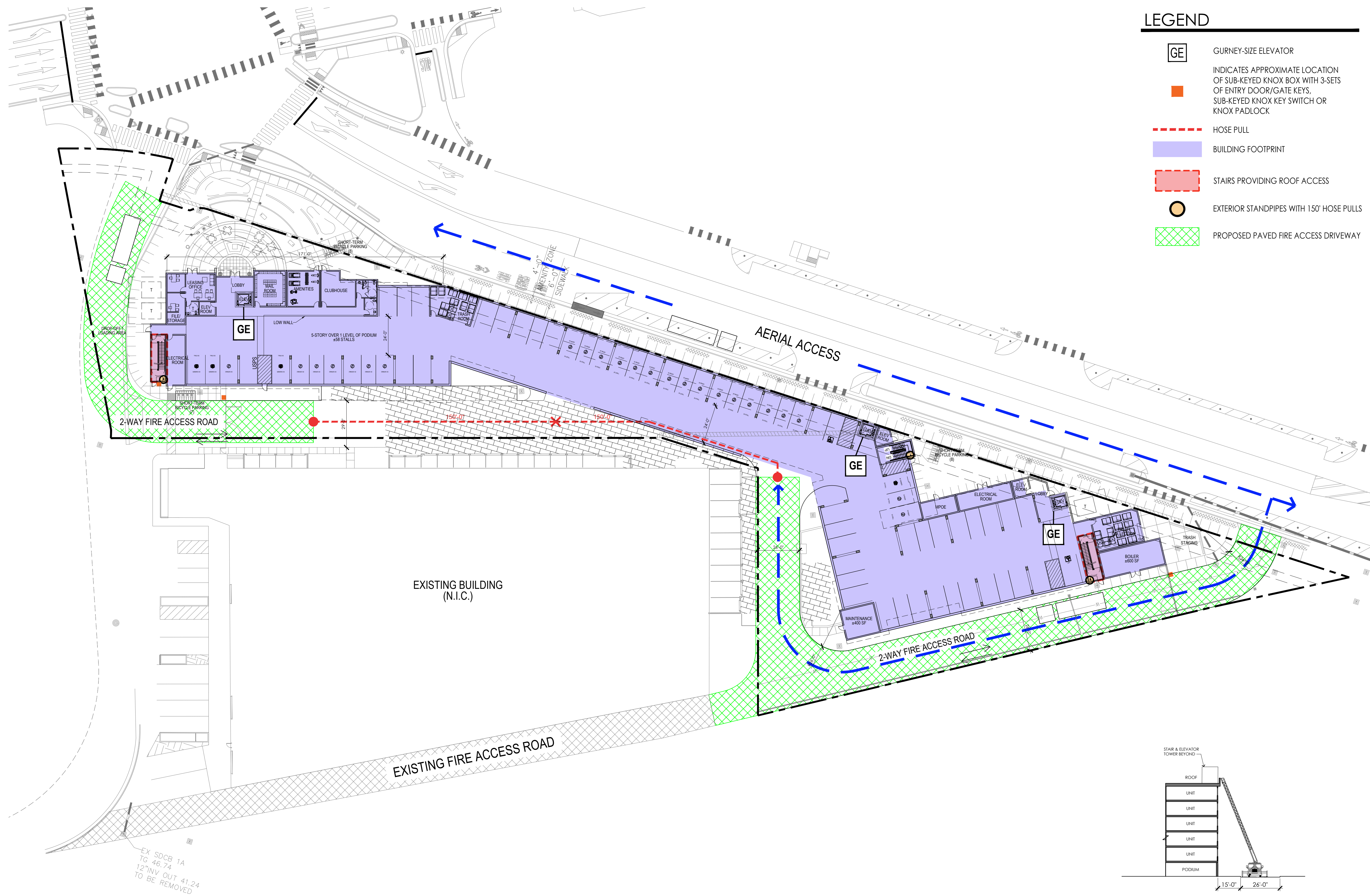
EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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- LEGEND
- GE

GURNEY-SIZE ELEVATOR
- INDICATES APPROXIMATE LOCATION OF SUB-KEYED KNOX BOX WITH 3-SETS OF ENTRY DOOR/GATE KEYS, SUB-KEYED KNOX KEY SWITCH OR KNOX PADLOCK
- HOSE PULL
- BUILDING FOOTPRINT
- STAIRS PROVIDING ROOF ACCESS
- EXTERIOR STANDPIPES WITH 150' HOSE PULLS
- PROPOSED PAVED FIRE ACCESS DRIVEWAY

- NOTES
1.

BUILDING CONSTRUCTION SHALL MEET CURRENT BUILDING, CALIFORNIA FIRE CODES, AND THE EL CERRITO FIRE CODE.
2.

EMERGENCY VEHICLE ACCESS (EVA) ROADS SHALL BE A MINIMUM OF 26 FEET IN WIDTH AND 13 FEET 6 INCHES OF UNOBSTRUCTED VERTICAL CLEARANCE WITH AN ALL-WEATHER DRIVING SURFACE THAT CAN SUPPORT A MINIMUM OF 75,000 POUNDS.
3.

WHERE A FIRE HYDRANT IS REQUIRED AND LOCATED ON AN EVA THE MINIMUM WIDTH SHALL BE 26 FEET, EXCLUSIVE OF SHOULDERS.
4.

WHERE THE VERTICAL DISTANCE BETWEEN GRADE PLANE AND THE HIGHEST ROOF SURFACE EXCEEDS 30 FEET AN APPROVED AERIAL FIRE APPARATUS ACCESS ROAD SHALL BE PROVIDED.
5.

AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET, EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF THE BUILDING OF PORTION THEREOF.
6.

AT LEAST ONE REQUIRED ACCESS ROUTE MEETING THE AERIAL ACCESS ROADS REQUIREMENTS SHALL BE LOCATED WITHIN A MINIMUM OF 15 FEET AND A MAXIMUM OF 30 FEET FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING.
7.

IF GATES ARE INSTALLED ACROSS EVA ROADS, GATES SHALL BE OPERABLE BY THE USE OF A KNOX KEY.
8.

A "KNOX BOX" SHALL BE INSTALLED WITH KEYS FOR ALL COMMON AREAS TO BE INSTALLED AT ALL PRIMARY ACCESS POINT UTILIZED BY THE FIRE DEPARTMENT
9.

FIRE FDC'S SHALL BE IN LOCATIONS ACCEPTABLE FOR FIRE DEPARTMENT VALVE CONNECTIONS FOR FIRE OPERATIONS.
10.

FIRE FDC'S SHALL BE INTERCONNECTED WITH FIRE SPRINKLERS AND STANDPIPES.
11.

STANDPIPES SHALL BE WET.
12.

STANDPIPES SHALL EXTEND TO THE ROOF.
13.

FIRE DEPARTMENT VALVE CONNECTIONS SHALL BE IN THE INTERMEDIATE LANDINGS OF STAIRWELLS.
14.

INTERIOR HOSE PULLS SHALL NOT EXCEED 150 FEET TO ALL PORTIONS OF THE INTERIOR OF THE BUILDING.
15.

SMOKE & HEAT VENTS SHALL BE INSTALLED ON ROOF ABOVE EACH STAIRWELL.
16.

SMOKE & HEAT VENTS SHALL BE EQUIPPED WITH FUSIBLE LINK.
17.

SMOKE & HEAT VENTS SHALL BE EQUIPPED WITH MANUAL RELEASE FOR EMERGENCY OPERATIONS.
18.

CARBON MONOXIDE ALARM SHALL BE INSTALLED OUTSIDE OF AND ADJACENT TO SLEEPING AREAS WHERE FUEL-BURNING APPLIANCES ARE INSTALLED.
19.

CARBON MONOXIDE DETECTORS SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 720.
20.

CARBON MONOXIDE ALARMS SHALL BE 120 V POWERED WITH BATTERY BACKUP AND BE INTERCONNECTED WITH THE SMOKE DETECTORS.
21.

ALL ELECTRICAL BREAKERS SHALL BE LABELED.
22.

ELECTRICAL EQUIPMENT ROOMS SHALL BE IDENTIFIED ON DOOR LEADING TO ROOM.
23.

APPROVED NUMBERS OR ADDRESS SHALL BE PROVIDED IN SUCH A POSITION TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY.
24.

ADDRESS SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED.
25.

EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED.
26.

EMERGENCY ELECTRICAL SYSTEM TO AUTOMATICALLY ILLUMINATE MEANS OF EGRESS.
27.

EMERGENCY EGRESS SIGNS SHALL BE POSTED INDICATING EXIT PATH.
28.

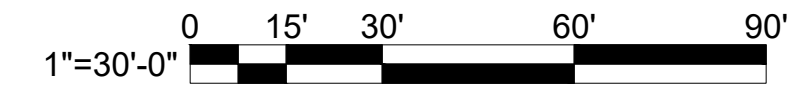
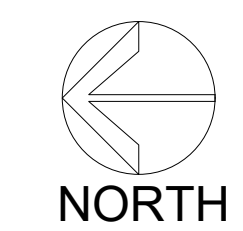
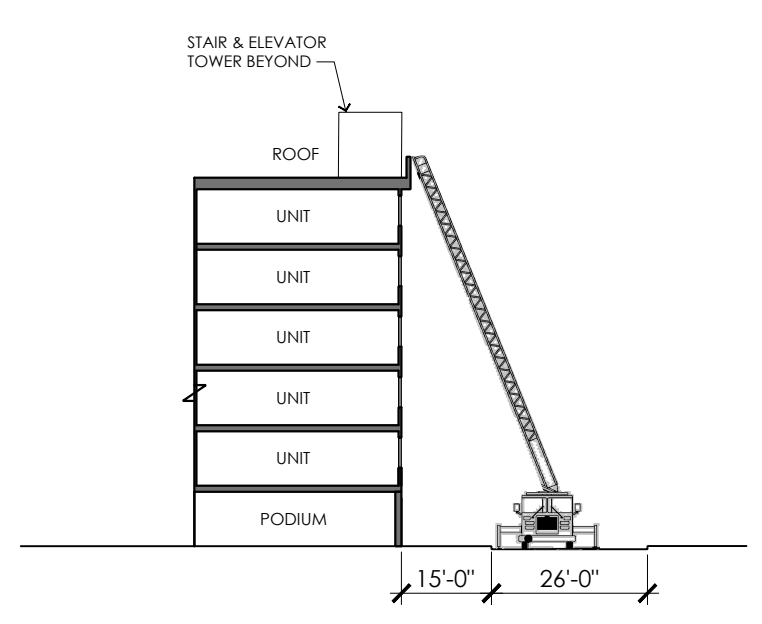
BRAILLE OR TACTILE EXIT ROUTE AND EXIT SIGNS SHALL BE POSTED FOR ADA COMPLIANCE.
29.

EMERGENCY EGRESS PLANS SHALL BE DEVELOPED.
30.

FLOOR LEVEL SIGNS SHALL BE REQUIRED ON EACH FLOOR
31.

RADIO FREQUENCY SIGNAL STRENGTH ANALYSIS SHALL BE CONDUCTED THROUGHOUT THE BUILDING.
32.

IF RADIO SIGNAL STRENGTH DEFICIENCIES ARE IDENTIFIED, SIGNAL BOOSTERS SHALL BE INSTALLED TO ACHIEVE ADEQUATE SIGNAL STRENGTH AND BOOSTERS SHALL BE MAINTAINED.



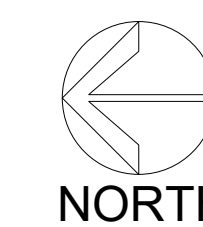
CONCEPTUAL FIRE PLAN - SITE PLAN

LEGEND

- FIRE AREA SEPARATION WALL
- GE GURNEY-SIZE ELEVATOR
- BUILDING FOOTPRINT
- STAIRS PROVIDING ROOF ACCESS



EXISTING BUILDING
(N.I.C.)



1"=30'-0" 0 15' 30' 60' 90'

CONCEPTUAL FIRE PLAN -TYPICAL UPPER FLOOR

EL CERRITO APARTMENTS
AMG & ASSOCIATES

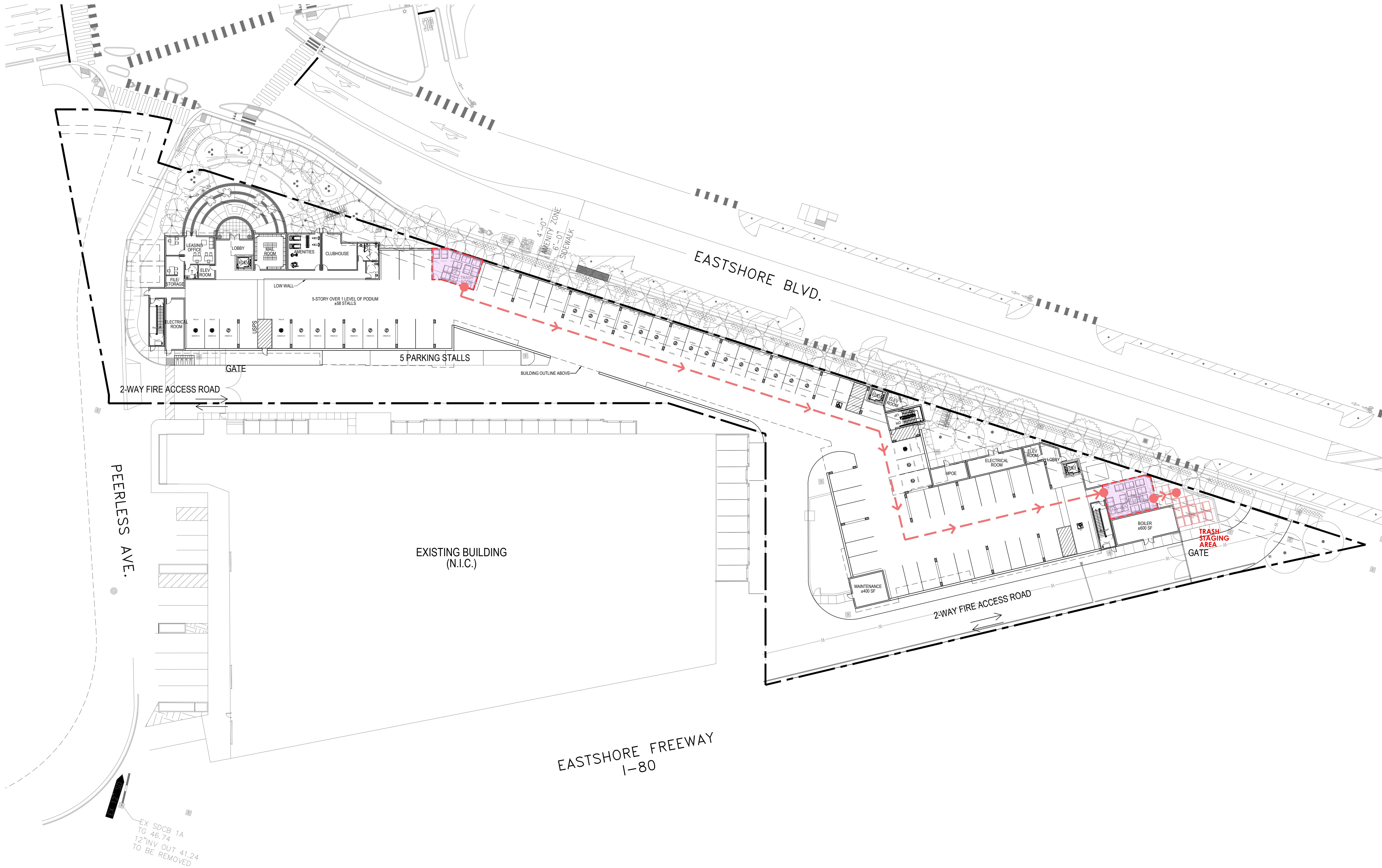
EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.2





TRASH EXHIBIT LEGEND

- STINGER TRUCK ROUTE
- HAULER TRUCK ROUTE
- FIRE AREA SEPARATION WALL

RESIDENTIAL TRASH SUMMARY	
TOTAL UNITS SERVED	310
PICK UP FREQUENCY	5-DAY PER WEEK
2-CY containers for trash	6
2-CY containers for recycling	8
1-CY containers for green waste	2
TOTAL	16

NOTES:

- A STINGER TRUCK WILL ENTER THE PARKING STRUCTURE FROM THE MAIN ENTRY. NEXT, THE STINGER WILL MOVE TRASH/RECYCLING BINS FROM TRASH ROOMS ONTO THE TRASH STAGING AREA. A HAULER TRUCK DRIVING WILL PULL INTO SERVICE LANE TOWARD THE MOVE-IN AREA BEGIN OPERATIONS. ONCE COMPLETE, THE HAULER TRUCK WILL REVERSE THEN EXIT.

TRASH ROOMS

SOLID WASTE

- A MIN. TOTAL OF TWO(2) 2-CU.YARD TRASH BINS ARE ANTICIPATED TO BE ON SITE AT ALL TIMES FOR 5-DAY PER WEEK PICK-UP SCHEDULE.
- EACH TRASH ROOM WILL HAVE ONE(1) 2-CU.YARD TRASH BIN.

RECYCLABLES

- A MIN. TOTAL OF TWO(2) 2-CU.YARD RECYCLE BINS ARE ANTICIPATED TO BE ON SITE AT ALL TIMES FOR 5-DAY PER WEEK PICK-UP SCHEDULE.
- EACH TRASH ROOM WILL HAVE ONE (1) 2-CU.YARD RECYCLE BINS.

ORGANICS

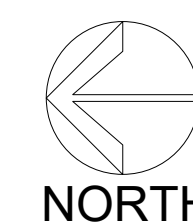
- A MIN. TOTAL OF TWO (2) 1-CU.YARD ORGANIC BINS ARE ANTICIPATED TO BE ON SITE AT ALL TIMES FOR 5-DAY PER WEEK PICK-UP SCHEDULE.
- EACH TRASH ROOM WILL HAVE ONE(1) 1-CU.YARD ORGANIC BIN.

COLLECTION

- WASTE WILL BE COLLECTED VIA CHUTES (ONE FOR RECYCLABLES AND ONE FOR SOLID WASTE) LOCATED WITHIN TWO SEPARATE ENCLOSURES IN THE PARKING STRUCTURE ON EACH LEVEL. THESE CHUTES END AT THE TWO TRASH TERMINATION ROOMS ON THE GROUND LEVEL WHERE WASTE IS SCHEDULED FOR TWICE A WEEK PICK-UP.
- THE TRASH CHUTES WILL CONTAIN A MECHANISM THAT WILL ALLOW COMPLETE SHUT-OFF IN ORDER TO REMOVE/REPLACE THE BINS AS THEY REQUIRE EMPTYING AND LIMIT ACCESS TO ALL OTHER FLOORS WHEN ANY ONE CHUTE DOOR IS OPENED.
- A VEHICLE APPROPRIATE FOR TOWING TRASH BINS WILL BE PART OF CONTRACTING WITH THE SERVICE PROVIDER.
- A PORTER WILL BE REQUIRED TO MONITOR THE TRASH LEVELS DAILY. THE MAINTENANCE OF THE TRASH ROOMS WILL BE MONITORED AND MANAGED BY PROPERTY MANAGEMENT.

STAGING AREA

THE STAGING AREA IS WHERE THE COLLECTION OF ALL BINS WILL TAKE PLACE AND WHERE THE HAULER (TRASH TRUCK) WILL PICK-UP THE BINS. IT IS LOCATED ALONG EASTSHORE BOULEVARD.



1"=30'-0"

CONCEPTUAL TRASH MANAGEMENT PLAN

A2.3

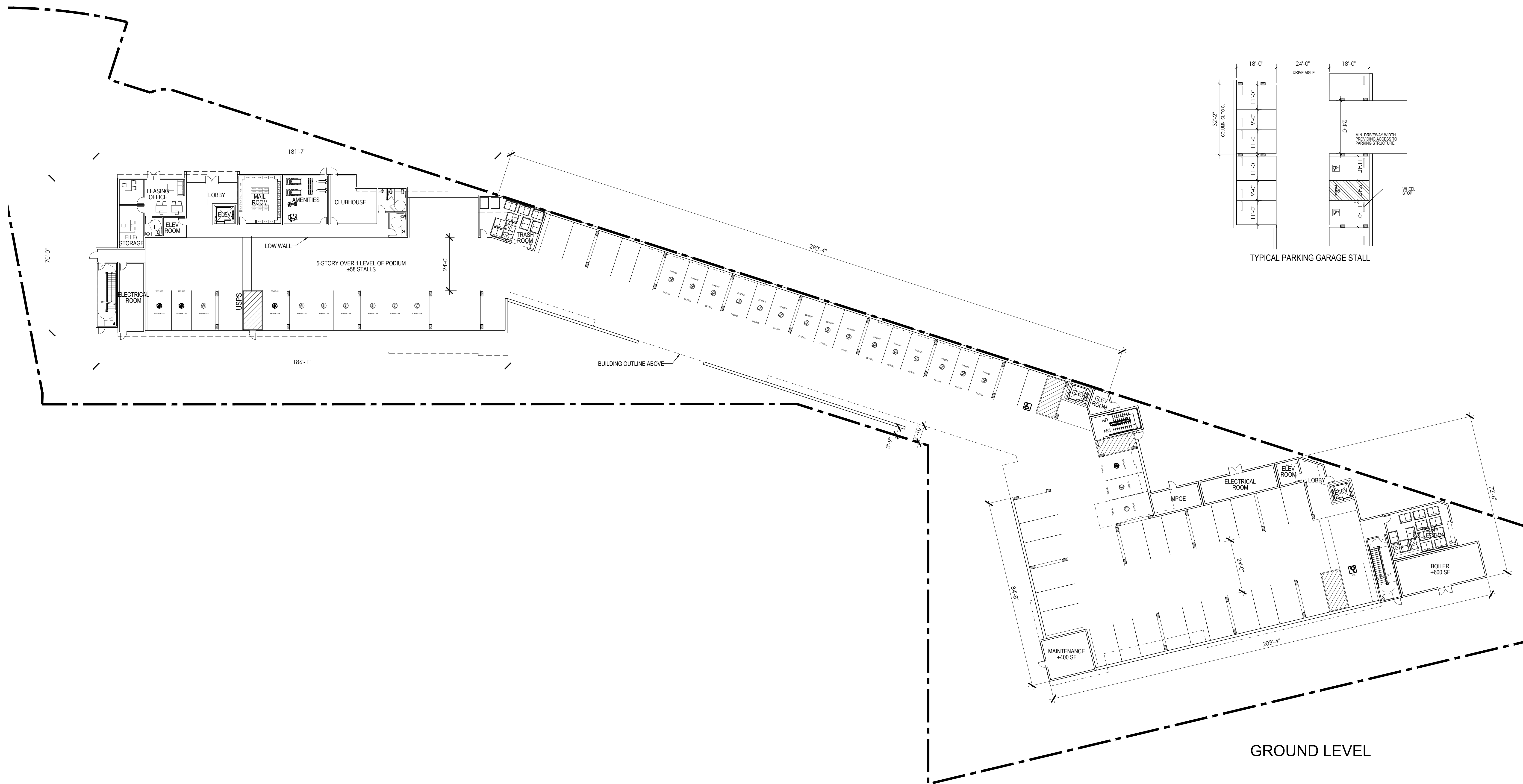
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AMG & ASSOCIATES

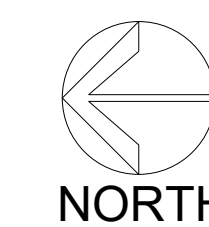
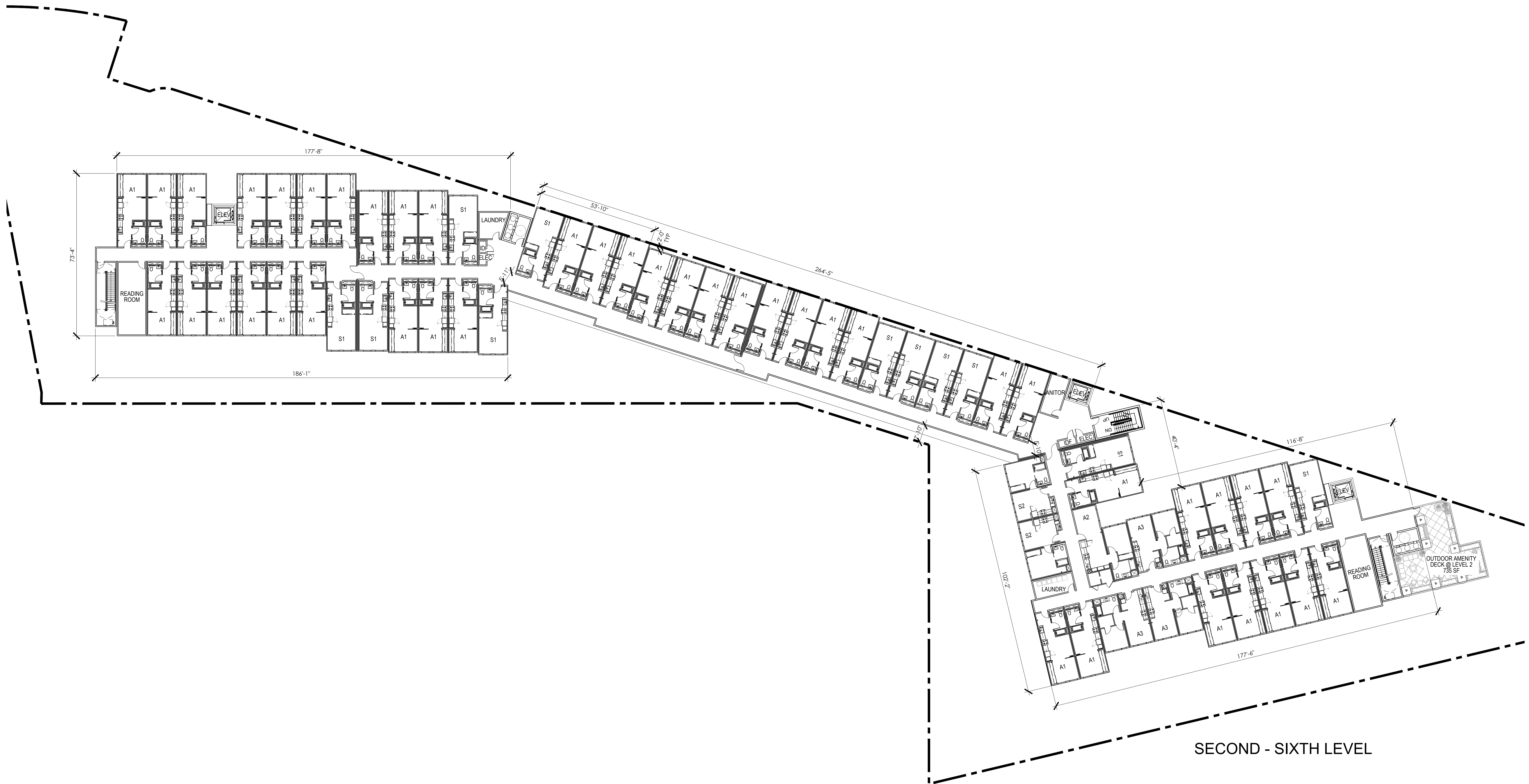
EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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(714) 639-9860







NORTH

1"=20'-0" 0 10' 20' 40' 60'

CONCEPTUAL BUILDING COMPOSITE PLANS

A3.1

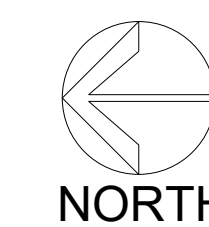
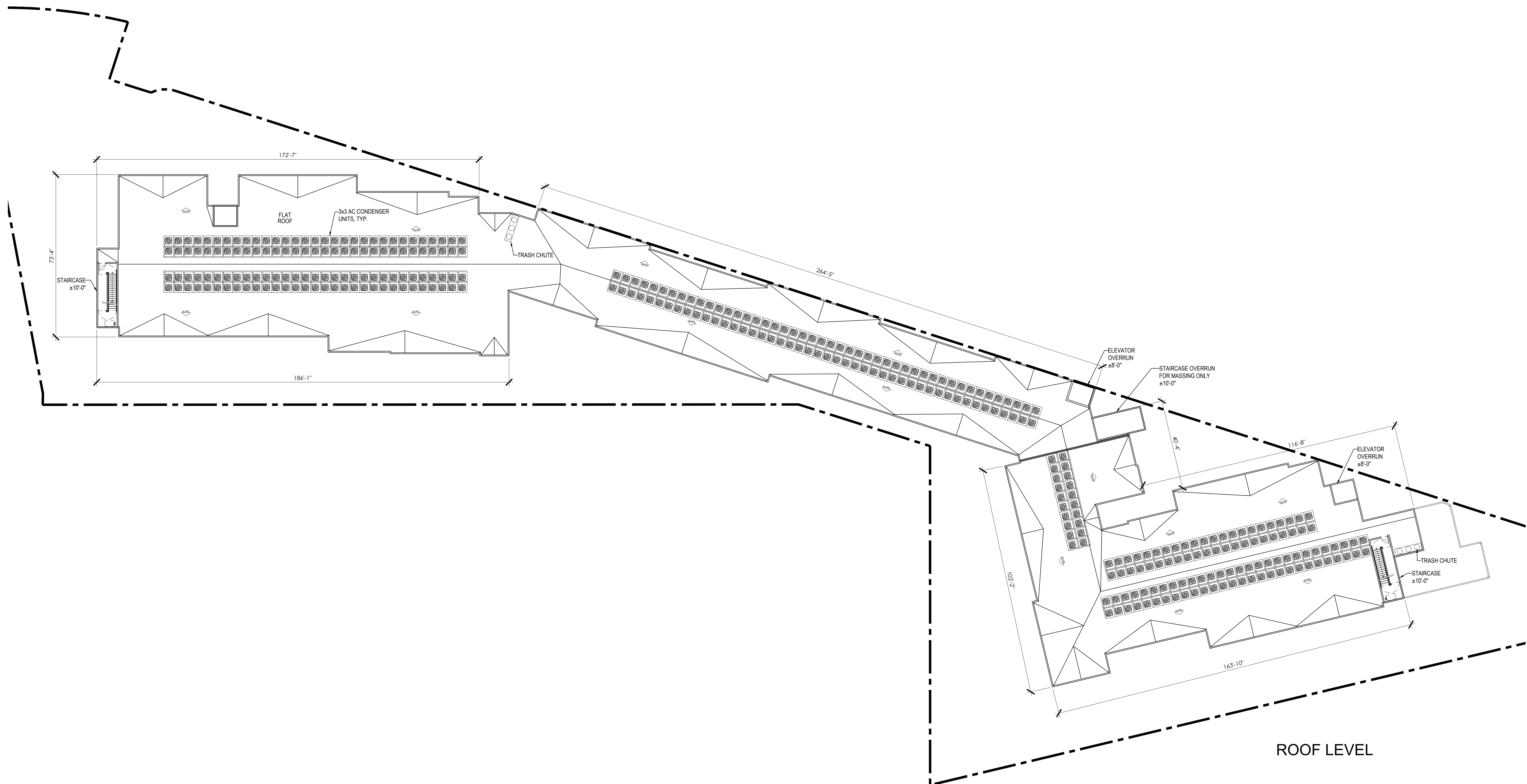
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AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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NORTH

1"=20'-0"

CONCEPTUAL BUILDING COMPOSITE PLANS

A3.2

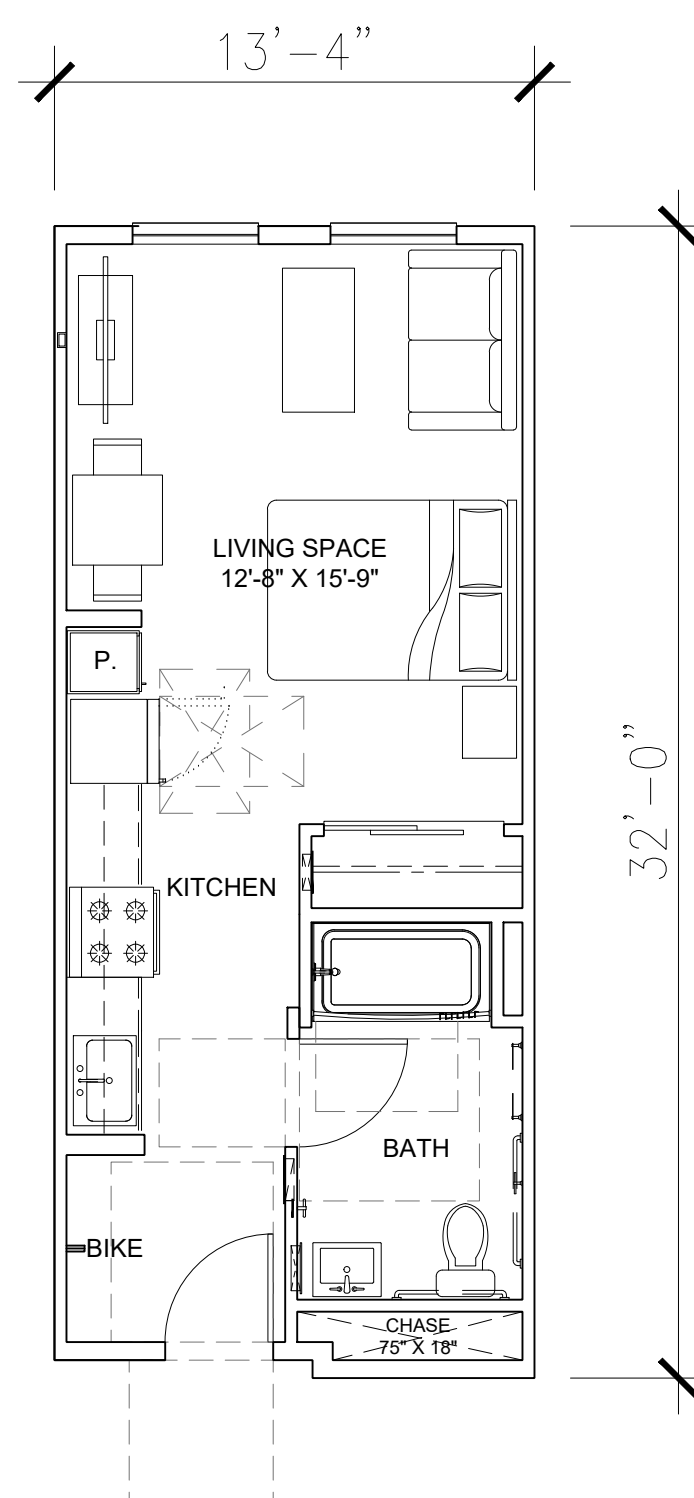
EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

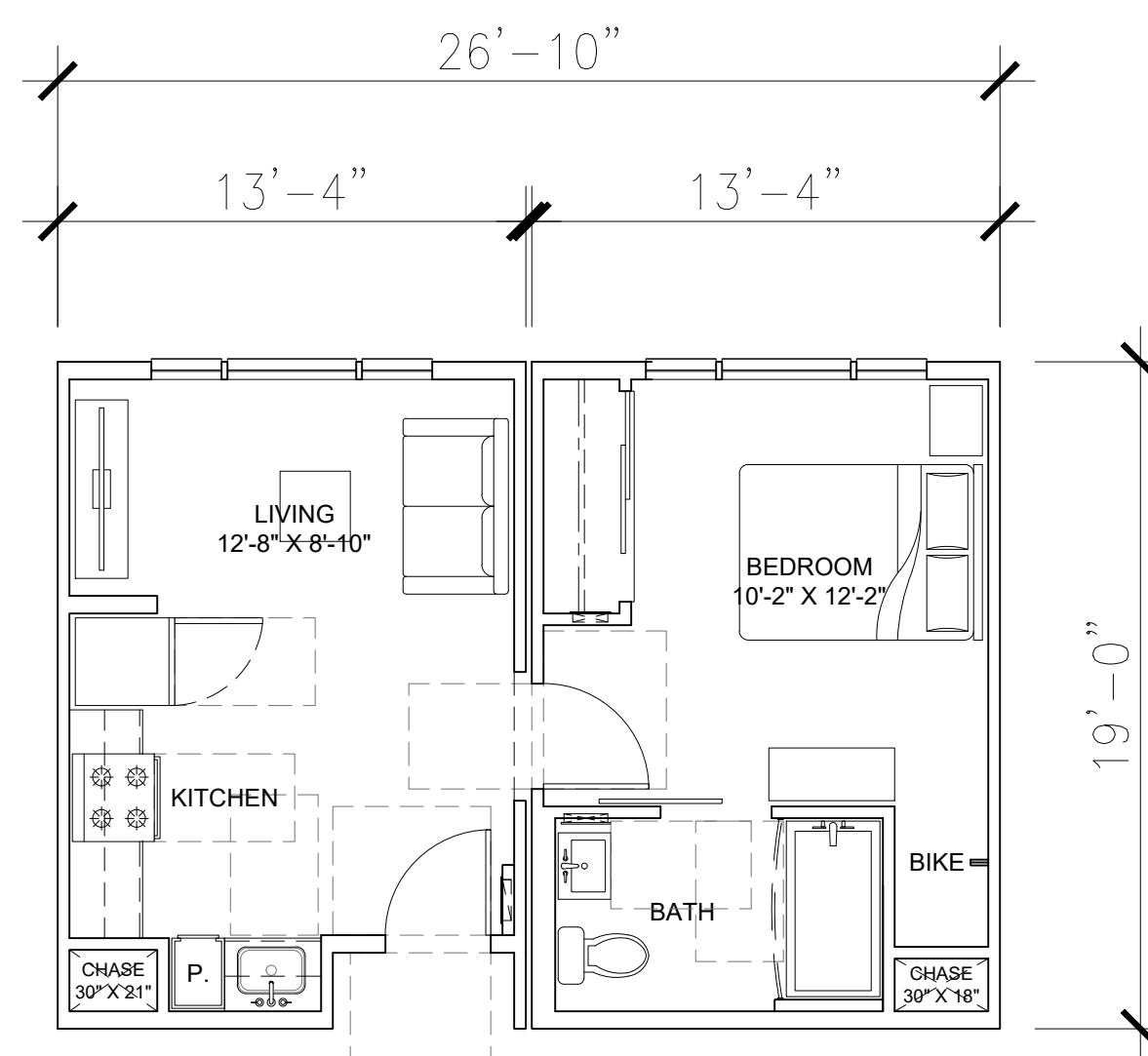
DATE: 01-11-2024
JOB NO.: 2017-694

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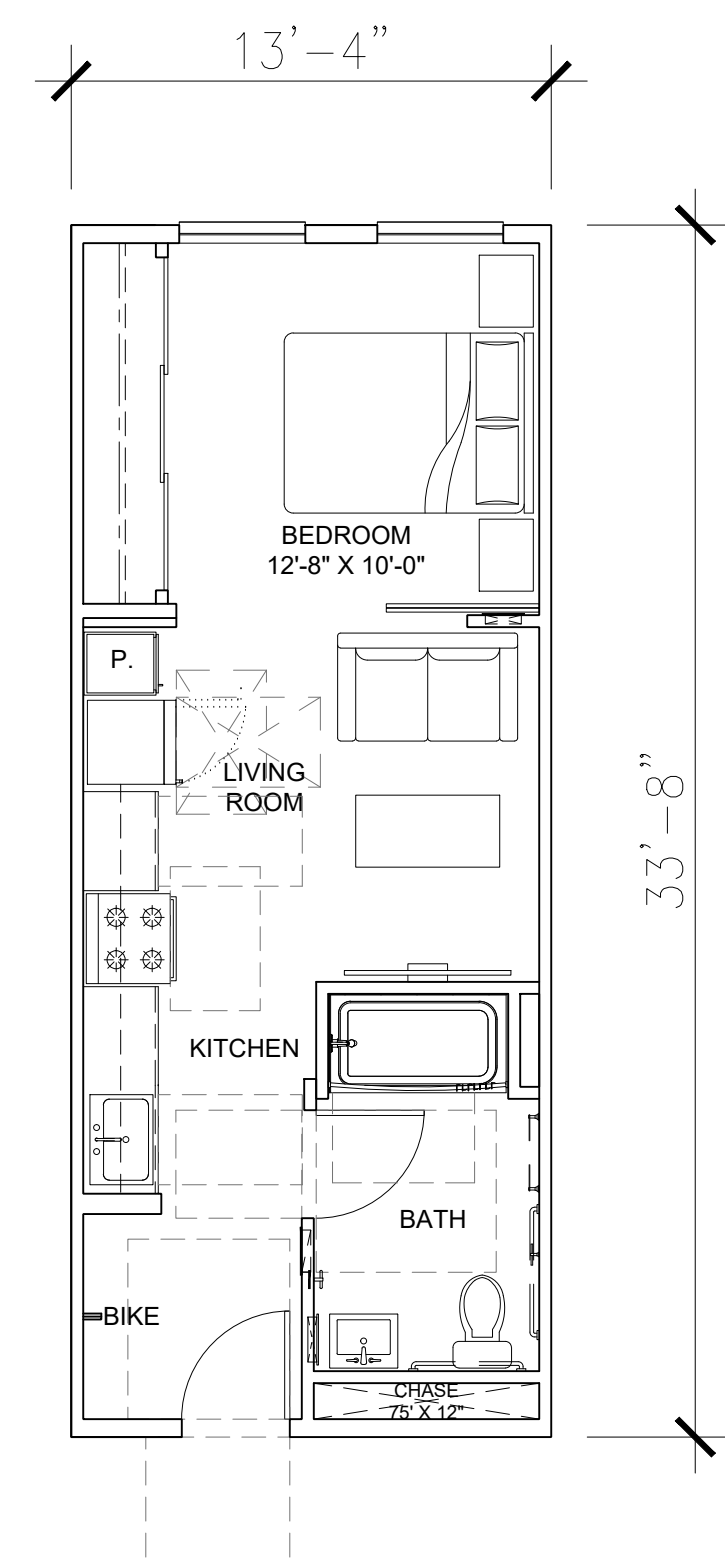




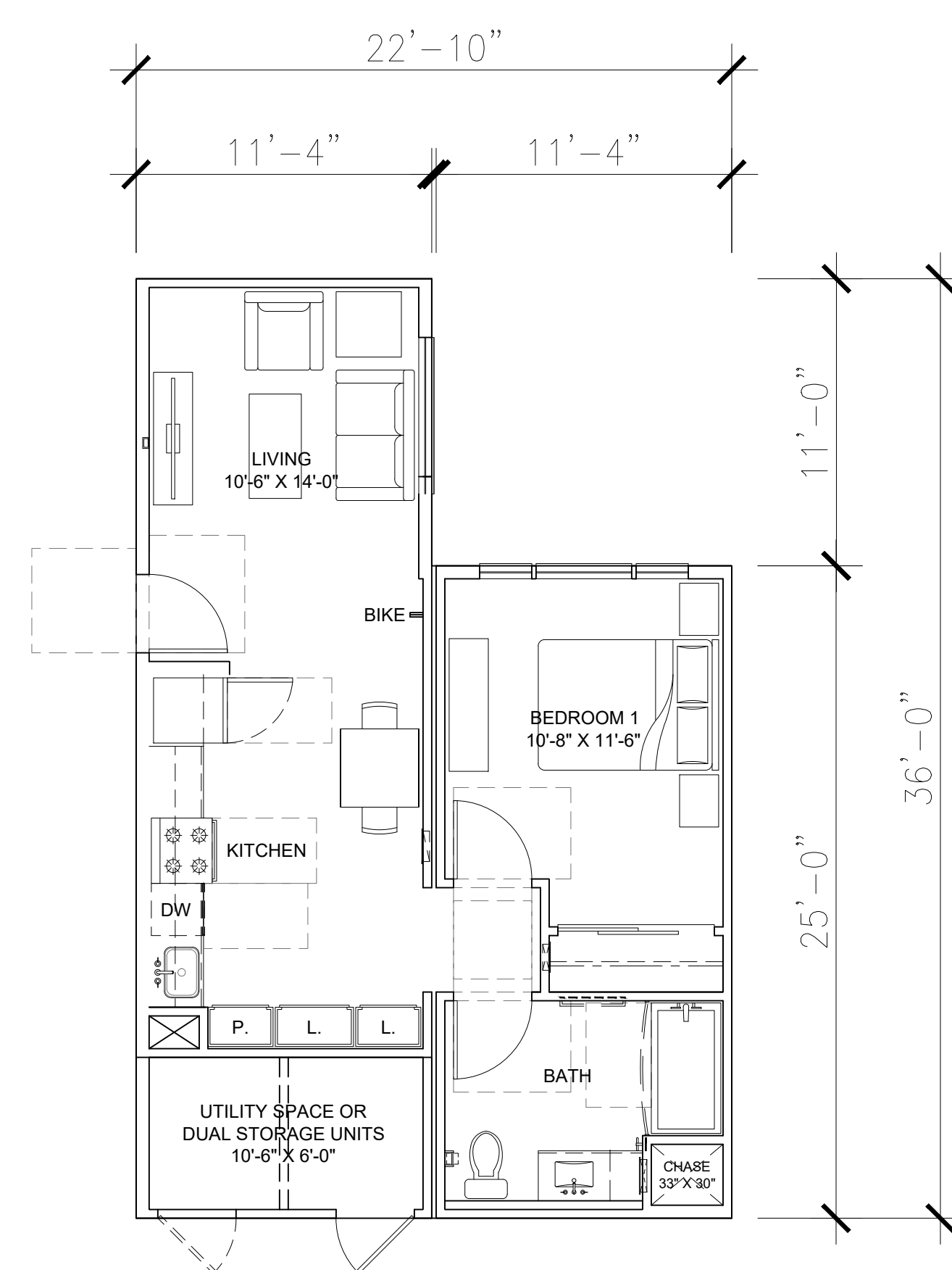
UNIT S1
STUDIO - 1 BATH
UNIT AREA: 411 SQ. FT.



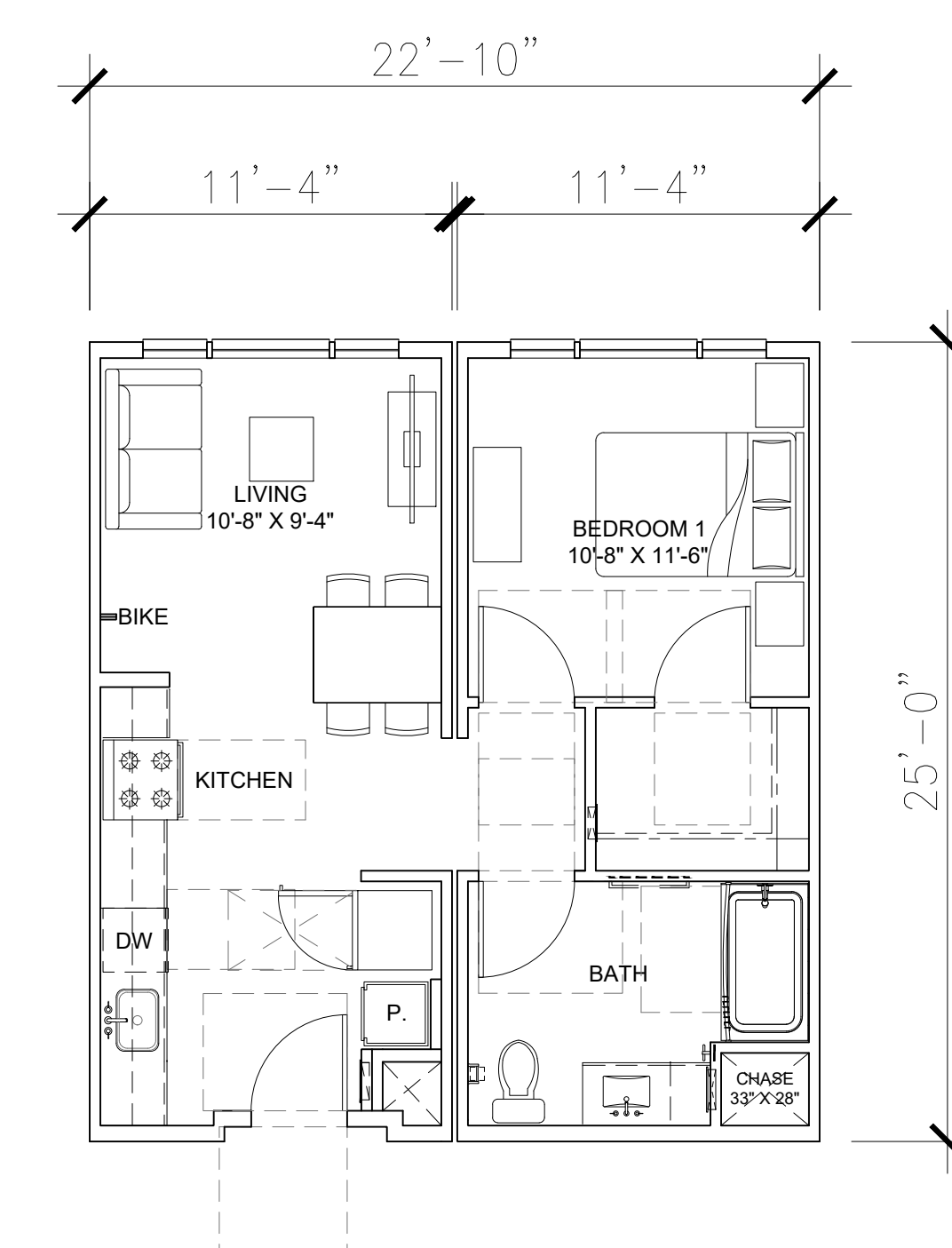
UNIT S2
STUDIO - 1 BATH
UNIT AREA: 483 SQ. FT.



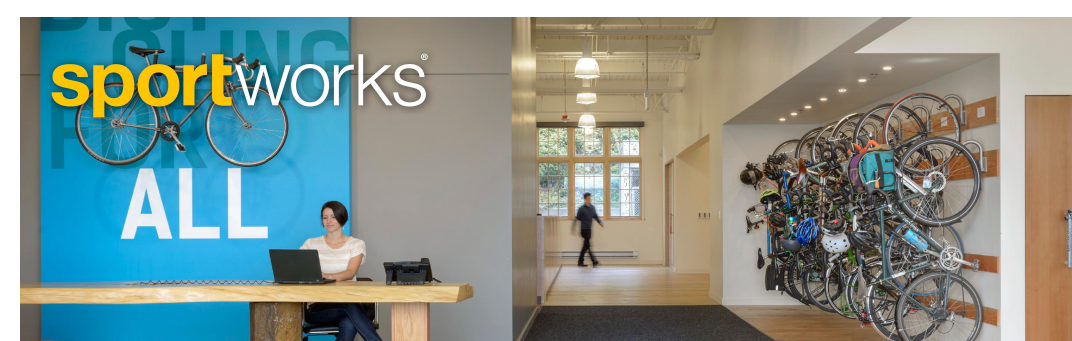
UNIT A1
1 BED - 1 BATH
UNIT AREA: 450 SQ. FT.



UNIT A2
1 BED - 1 BATH
UNIT AREA: 612 SQ. FT.



UNIT A3
1 BED - 1 BATH
UNIT AREA: 554 SQ. FT.



Crossroads

Capacity: 1 Warranty: 1 Year

- Sleek and minimalist design
- Space efficient
- Optional integrated cable or steel chain that are both U-Lock compatible
- Stainless steel construction

Product Specifications

Materials:

- Stainless Steel
- Hook Tubes: 1.25" tubing
- Mounting Brackets: 0.25" plate
- Santoprene® Rubber Bumper
- Optional Locking Chain

Finishing Options:

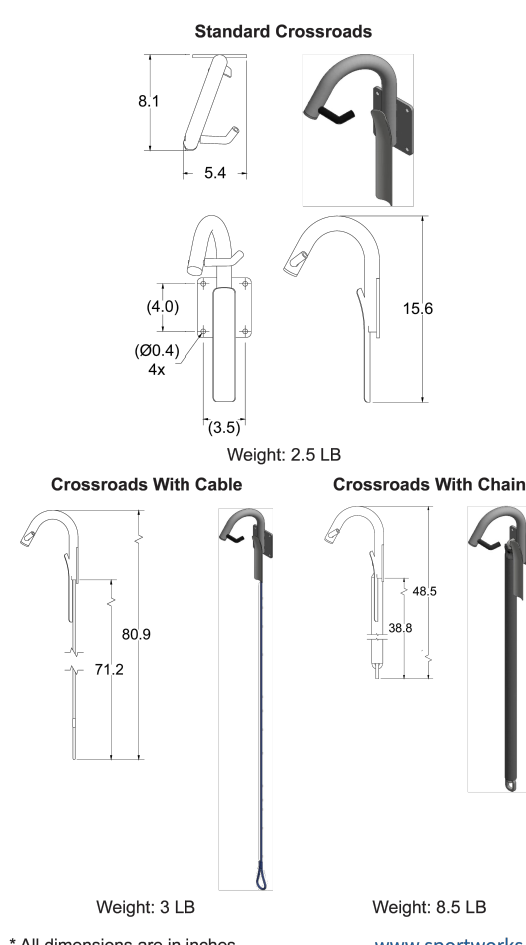
- Stainless Steel Bead Blast Satin

Mounting Options:

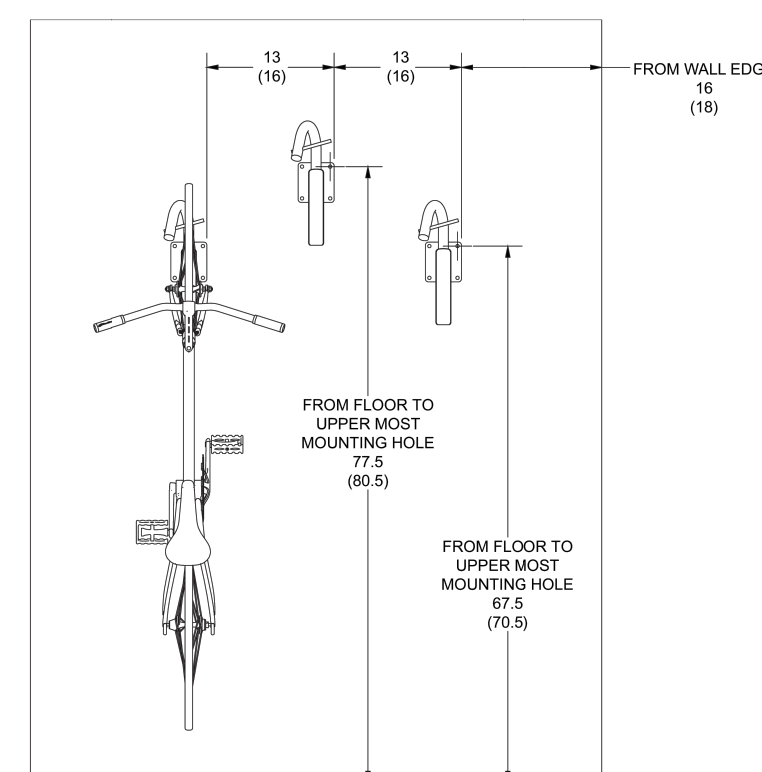
- Surface Mount
- Concrete Wedge Anchors (standard)
- Tamper Resistant Nuts (recommended)
- *For other hardware options contact our sales and support staff.

Options:

- ☐ Without Cable
- ☐ With Cable (compatible with large diameter U Locks)
- ☐ With Chain (compatible with large diameter U locks)



Spacing and Setbacks



*Many local governments will specify minimum spacing and setback requirements.

**All dimensional drawings are in inches. Minimum dimensions are placed above the recommended dimensions. Recommended dimensions are in ().

Contractor:

Job:

Notes:

Contact Information:

888-461-0555

sales@sportworks.com

www.sportworks.com

15540 Woodville Redmond Rd

NE, Bldg A-200,

Woodville, WA 98072



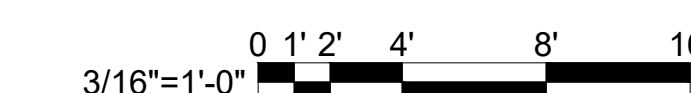
Declare.

Revised 07/01/2021

* All dimensions are in inches

Weight: 8.5 LB

www.sportworks.com



CONCEPTUAL UNIT PLANS

A4.0

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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(714) 639-9860





OVERALL - EAST ELEVATION 1



EAST ELEVATION 2

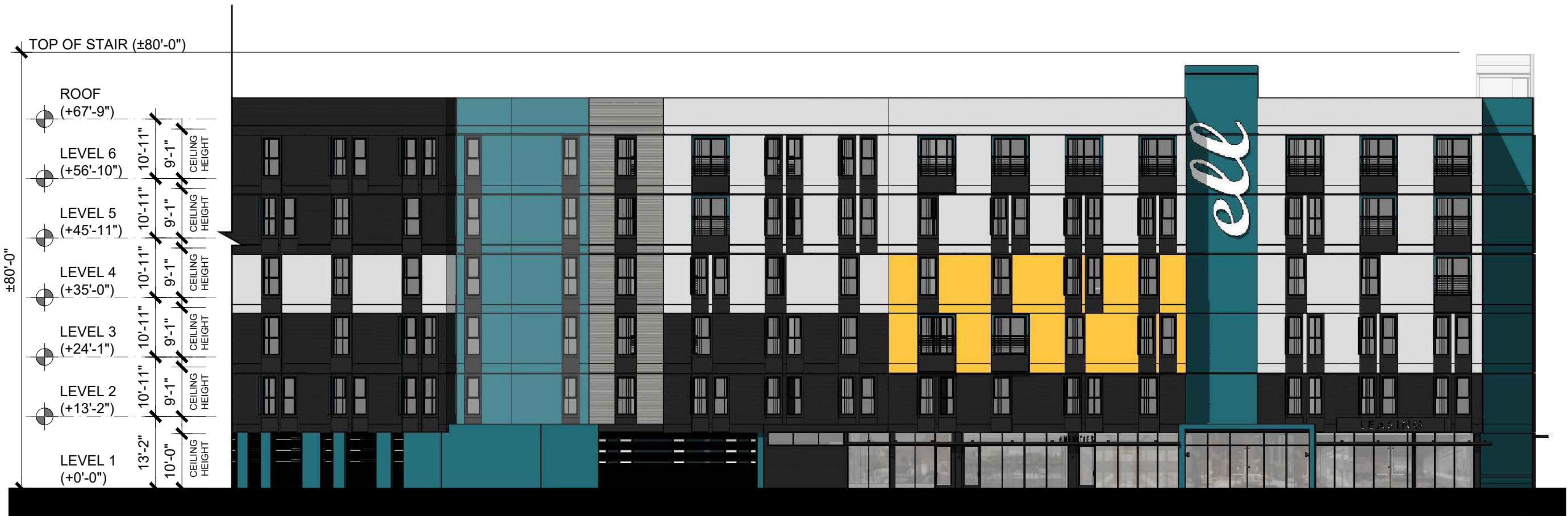
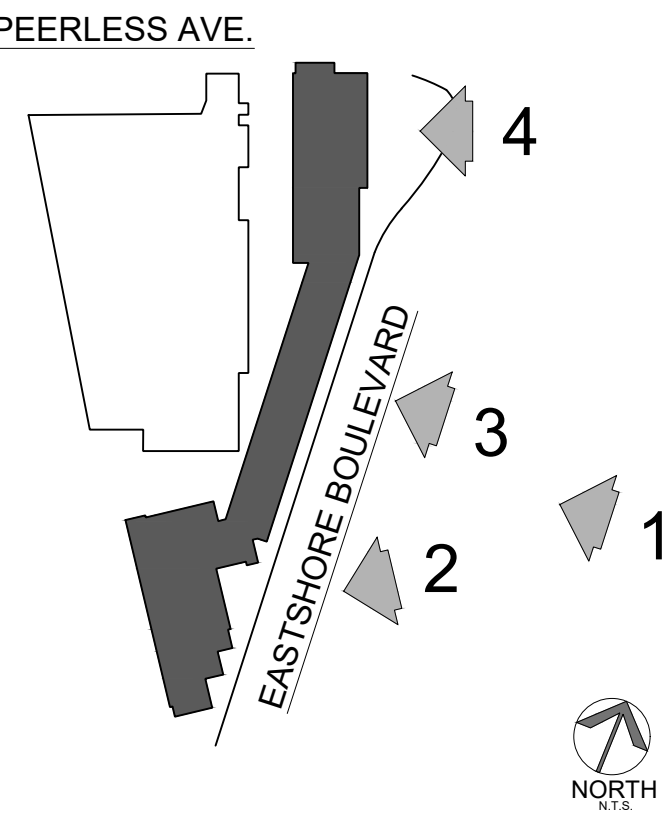


EAST ELEVATION 3

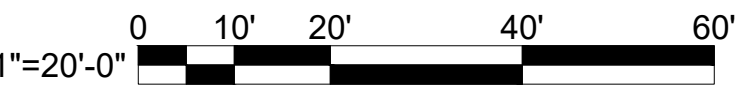
NOTES

- REFERENCE KEYNOTES A, B, AND C TO SHEET A5.1

KEY MAP



EAST ELEVATION 4



CONCEPTUAL BLDG. ELEVATIONS - EAST

A5.0

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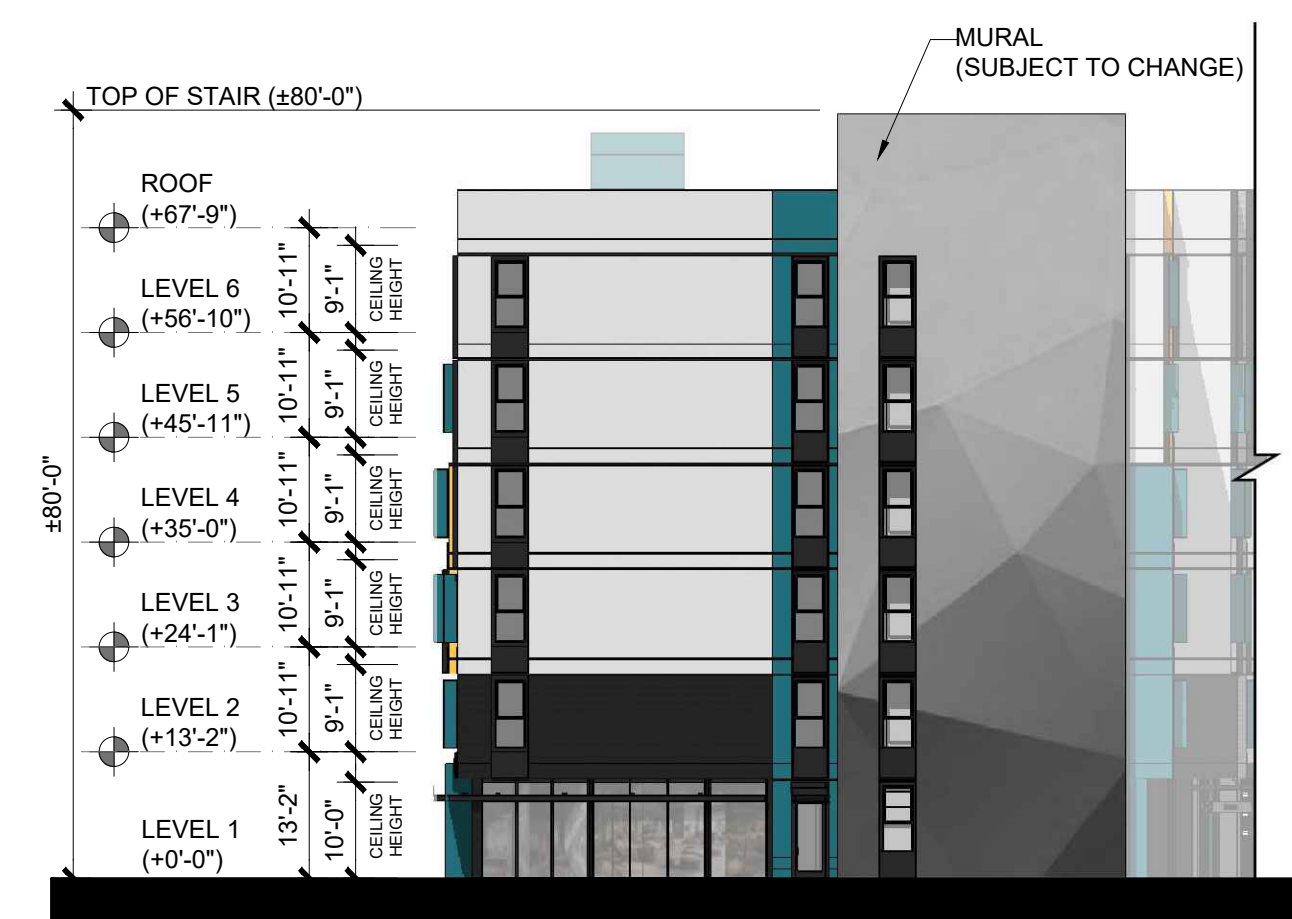
EL CERRITO, CA

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OVERALL - NORTH ELEVATION 1



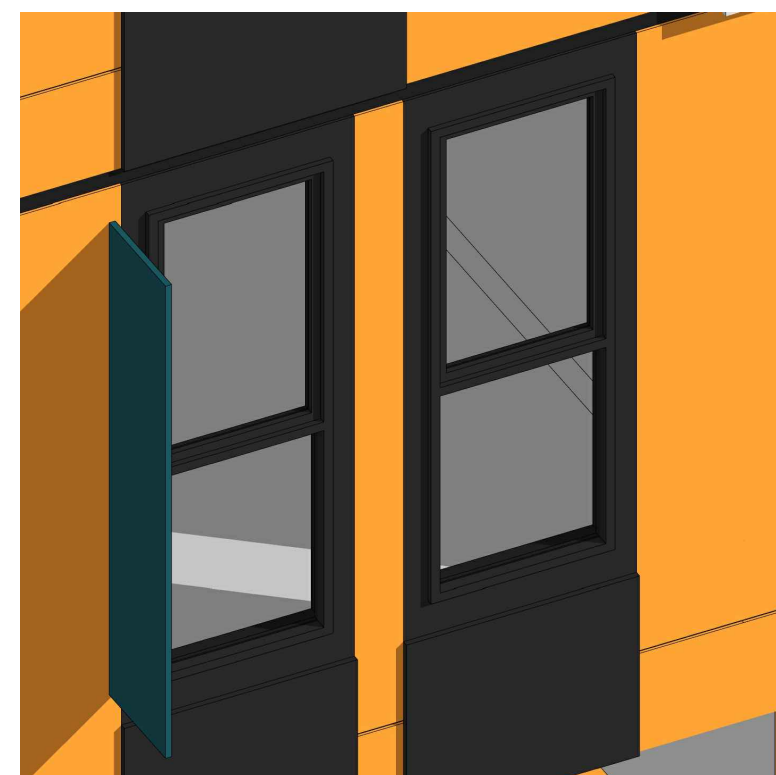
NORTH ELEVATION 2



NORTH ELEVATION 3



A. TYPE 1 :
VINYL WINDOWS *
FLUSH MOUNTED
SINGLE HUNG WINDOW
WINDOW TRIM
BLACK OR EQUAL

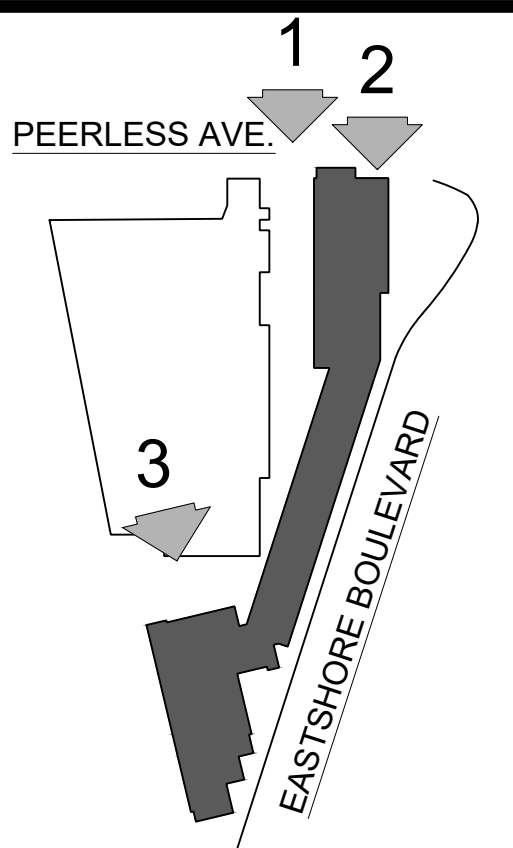


B. TYPE 2 :
VINYL WINDOWS *
FLUSH MOUNTED
WINDOW PAIR
ONE FIXED WINDOW &
ONE SINGLE HUNG
WINDOW
WINDOW TRIM
BLACK OR EQUAL



C. TYPE 3 :
VINYL WINDOWS *
FLUSH MOUNTED
SLIDER WINDOW
WINDOW FIN/TRIM
BLACK OR EQUAL

KEY MAP



1"=20'-0" 0 10' 20' 40' 60'

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AMG & ASSOCIATES

EL CERRITO, CA

CONCEPTUAL BLDG. ELEVATIONS - NORTH

A5.1

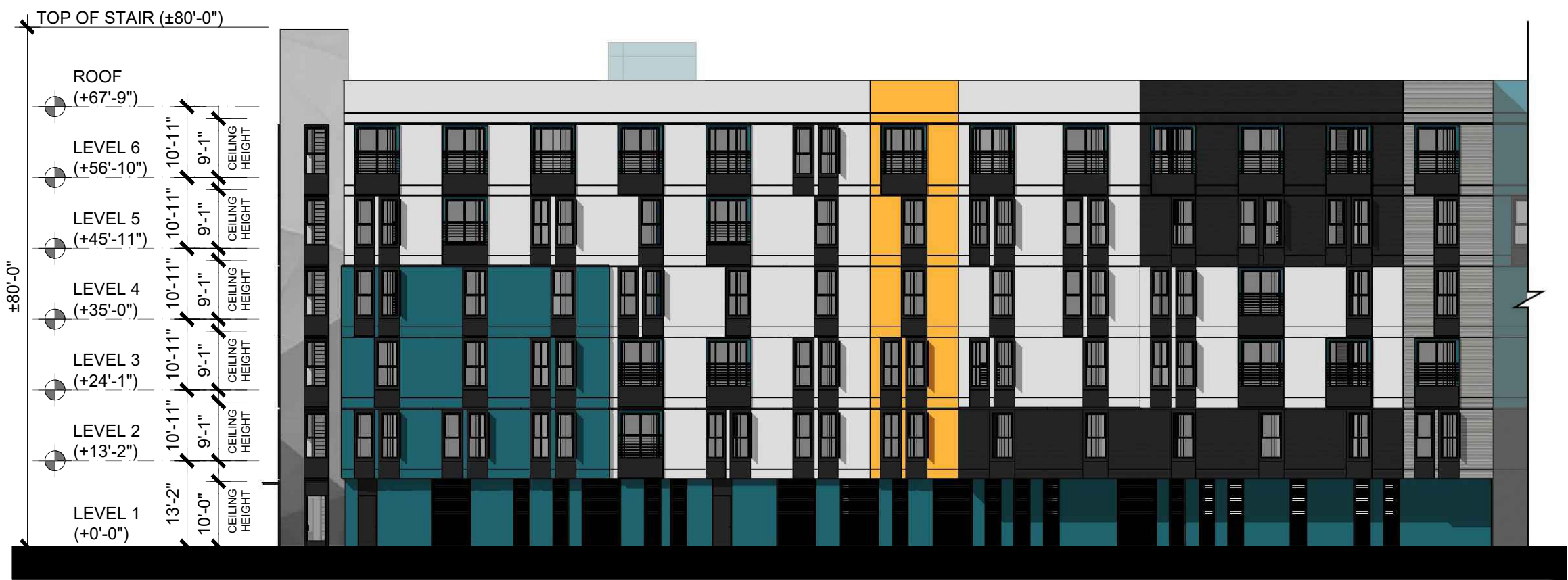
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OVERALL - WEST ELEVATION 1



WEST ELEVATION 2

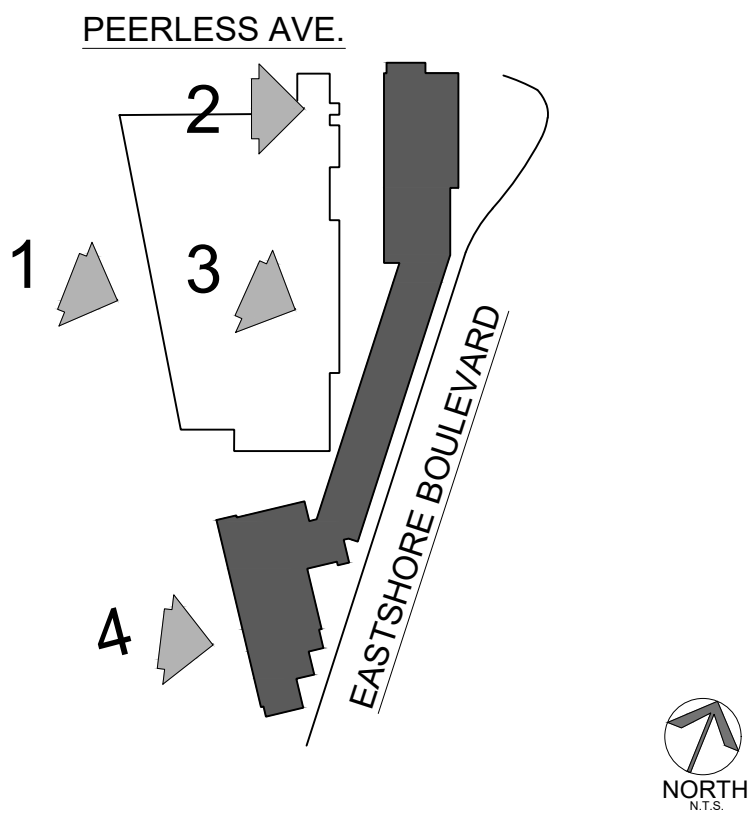


WEST ELEVATION 3

NOTES

- REFERENCE KEYNOTES A, B, AND C TO SHEET A5.1

KEY MAP



1"=20'-0"



WEST ELEVATION 4

CONCEPTUAL BLDG. ELEVATIONS - WEST

A5.2

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694
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OVERALL - SOUTH ELEVATION 1



SOUTH ELEVATION 2



A. TYPE 1 :
VINYL WINDOWS *
FLUSH MOUNTED
SINGLE HUNG WINDOW
WINDOW TRIM
BLACK OR EQUAL

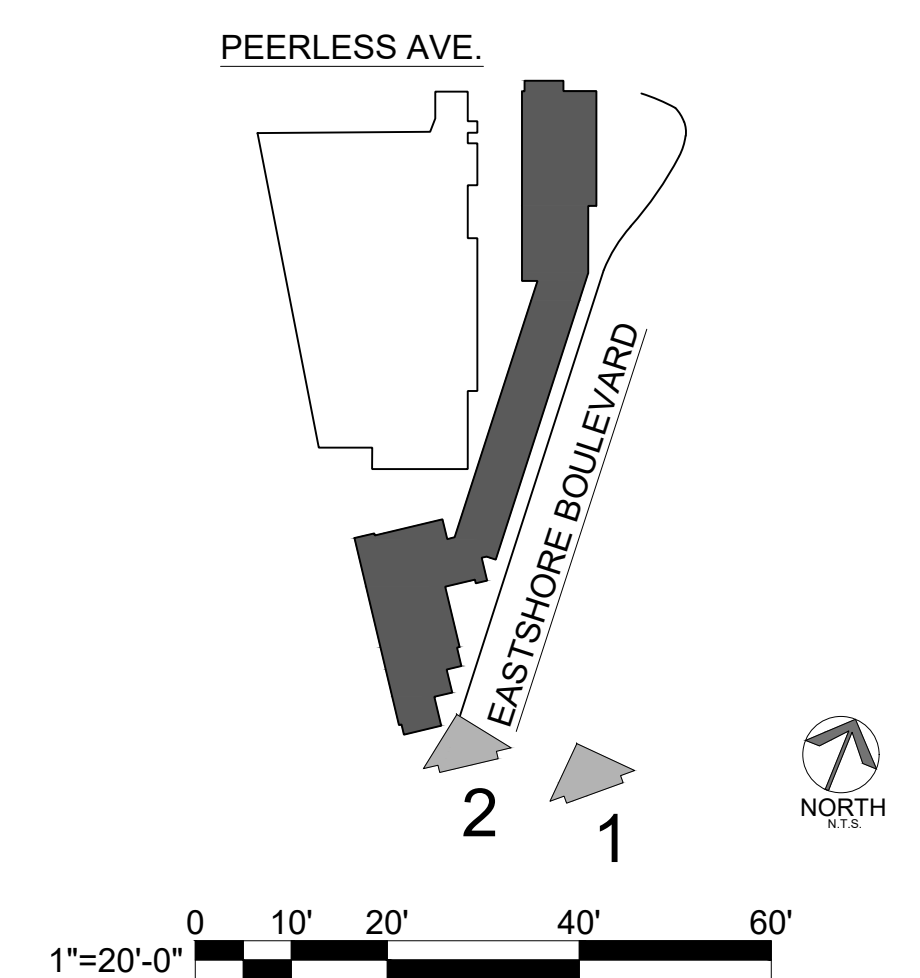


B. TYPE 2 :
VINYL WINDOWS *
FLUSH MOUNTED
WINDOW PAIR
ONE FIXED WINDOW &
ONE SINGLE HUNG
WINDOW
WINDOW TRIM
BLACK OR EQUAL



C. TYPE 3 :
VINYL WINDOWS *
FLUSH MOUNTED
SLIDER WINDOW
WINDOW FIN/TRIM
BLACK OR EQUAL

KEY MAP



CONCEPTUAL BLDG. ELEVATIONS - SOUTH

A5.3

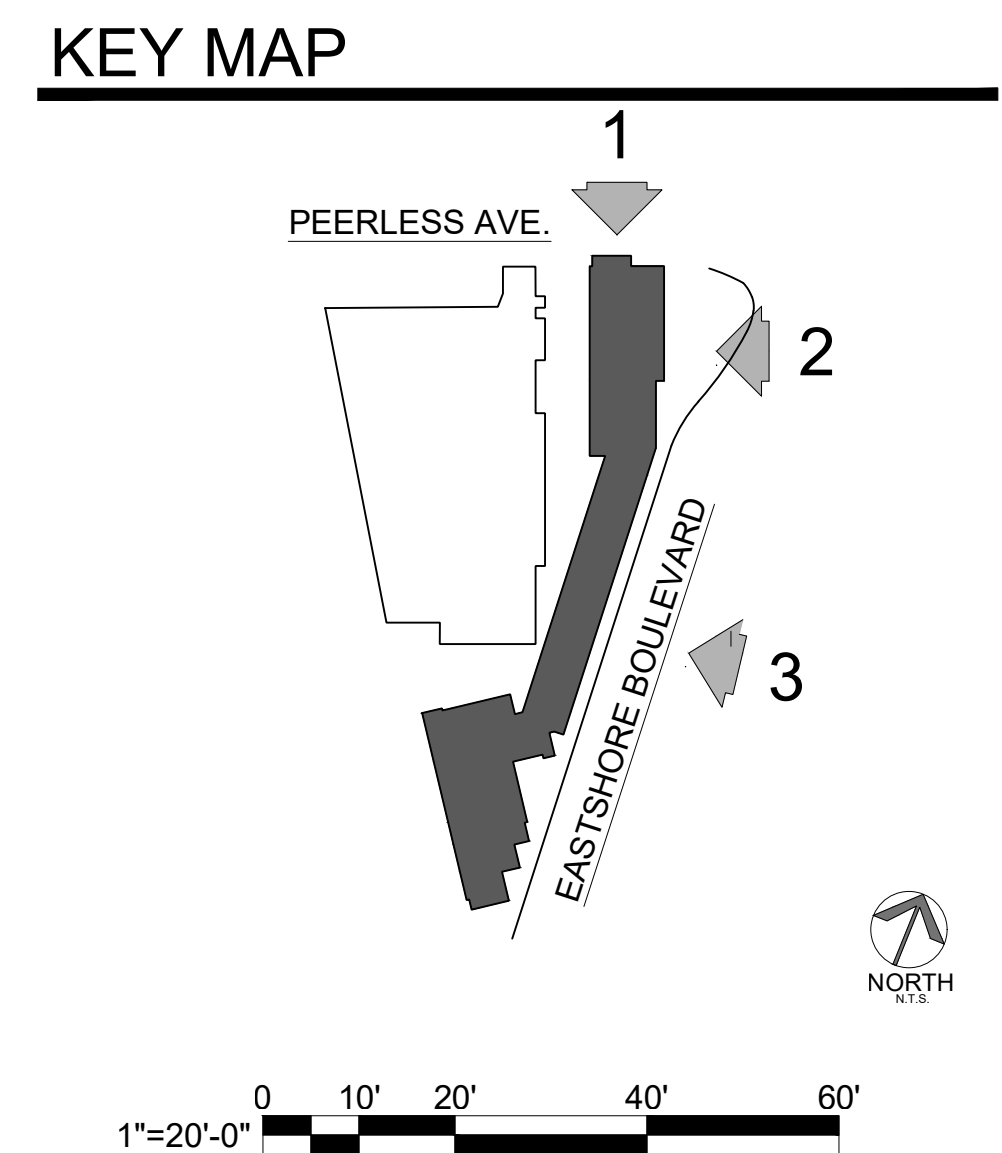
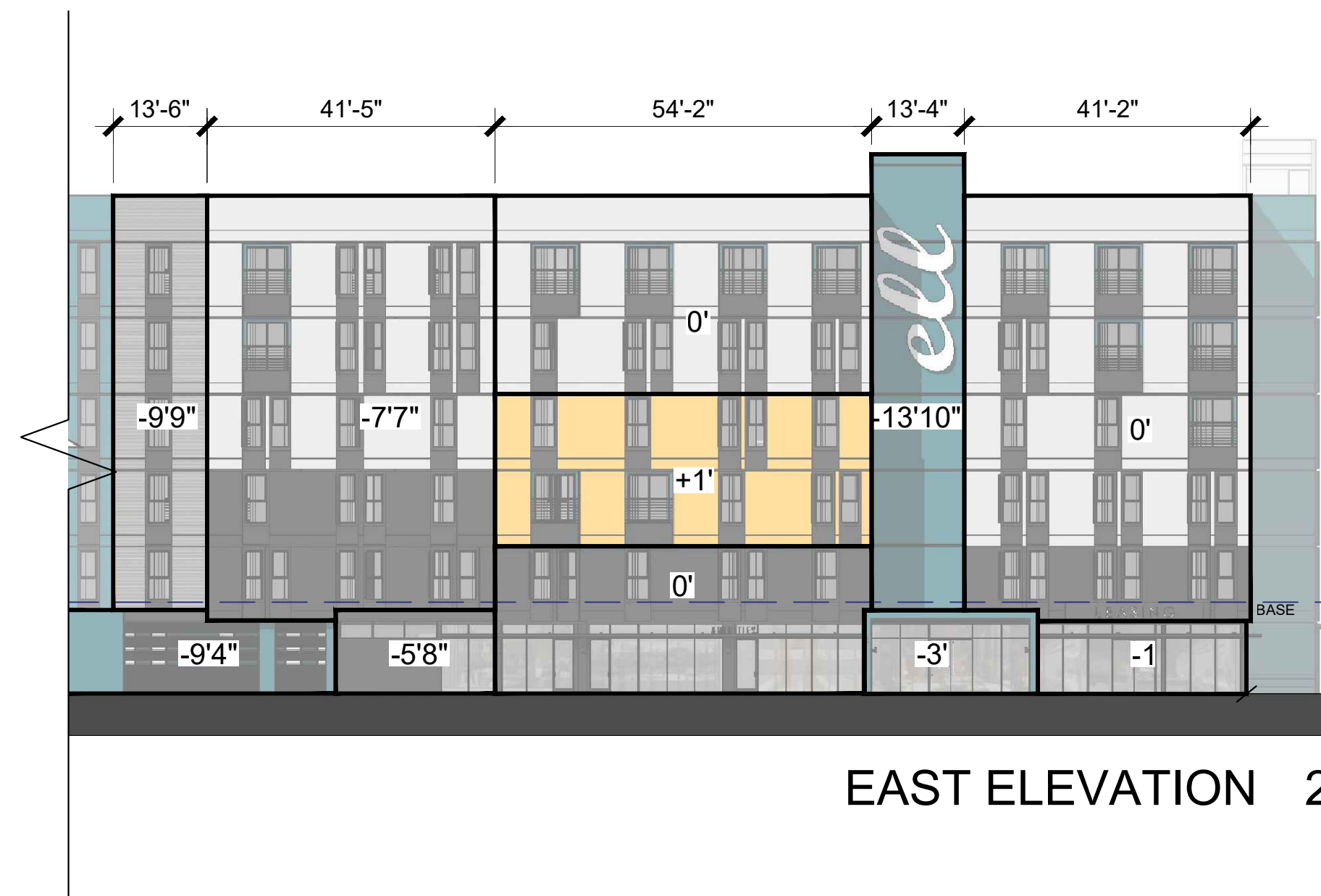
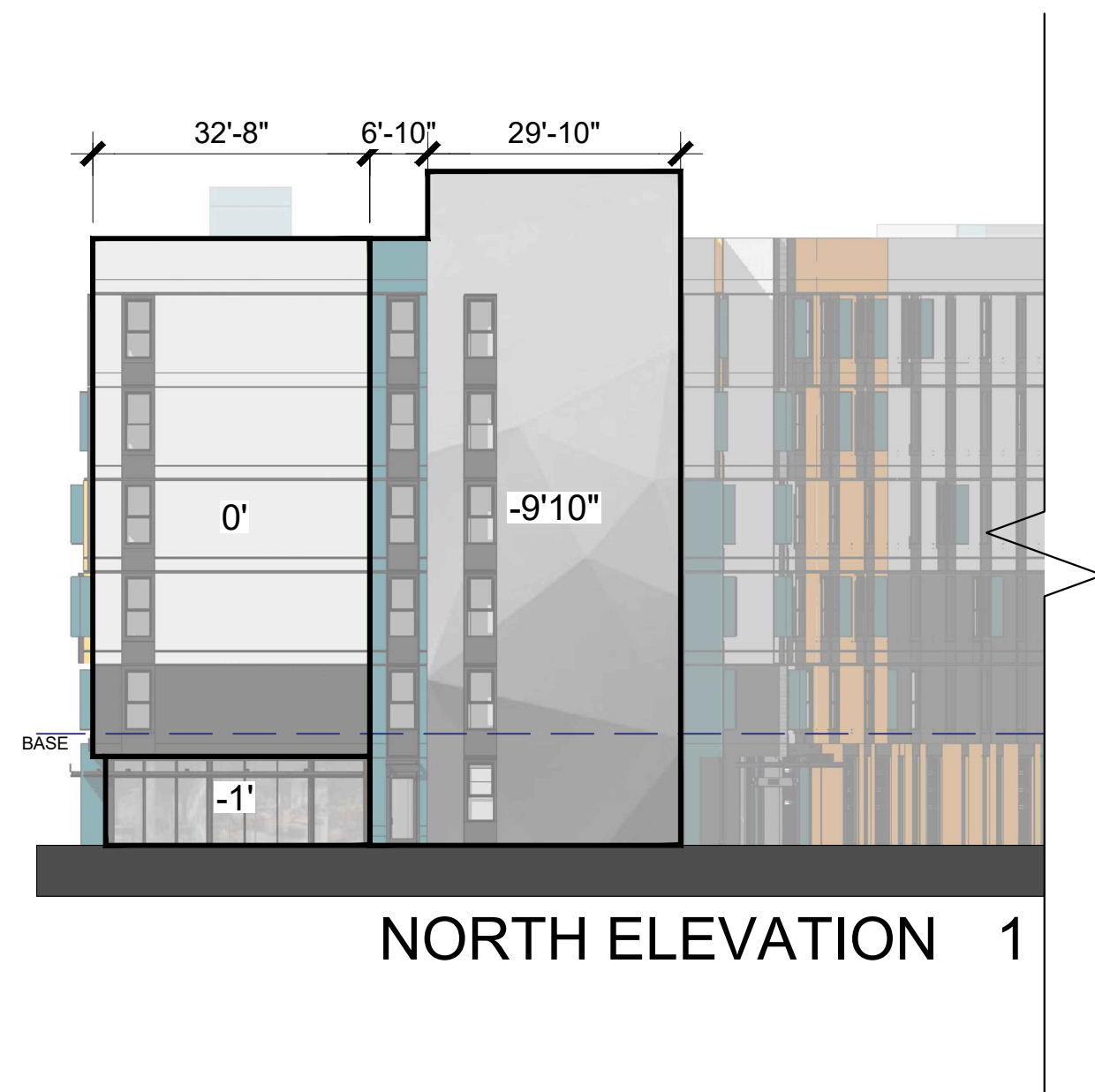
EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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VIEW 1



VIEW 2

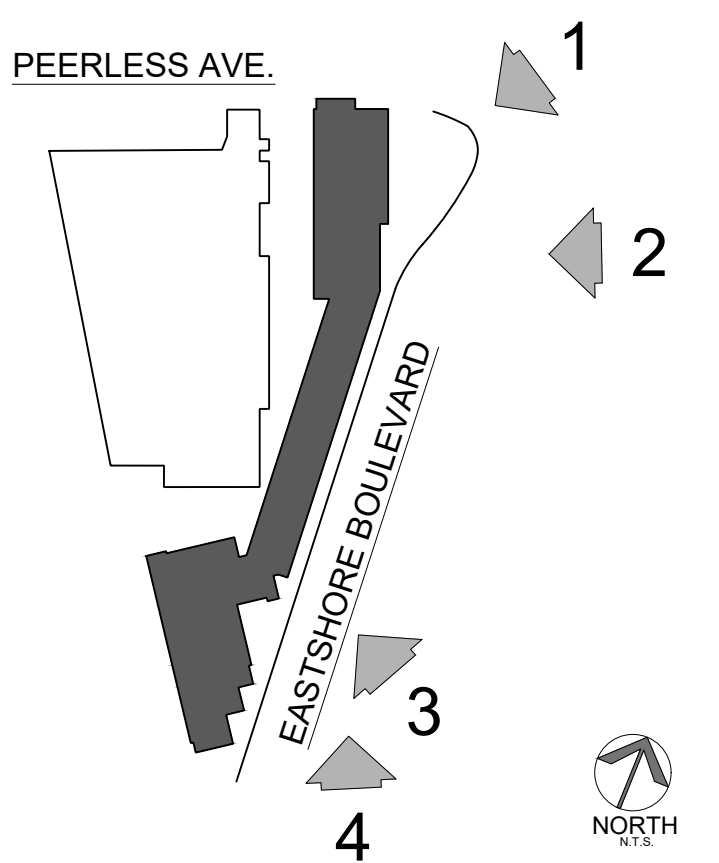


VIEW 3



VIEW 4

KEY MAP



EL CERRITO APARTMENTS

AMG & ASSOCIATES

EL CERRITO, CA

CONCEPTUAL 3D VIEWS

A6.0

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JOB NO.: 2017-694

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VIEW 5



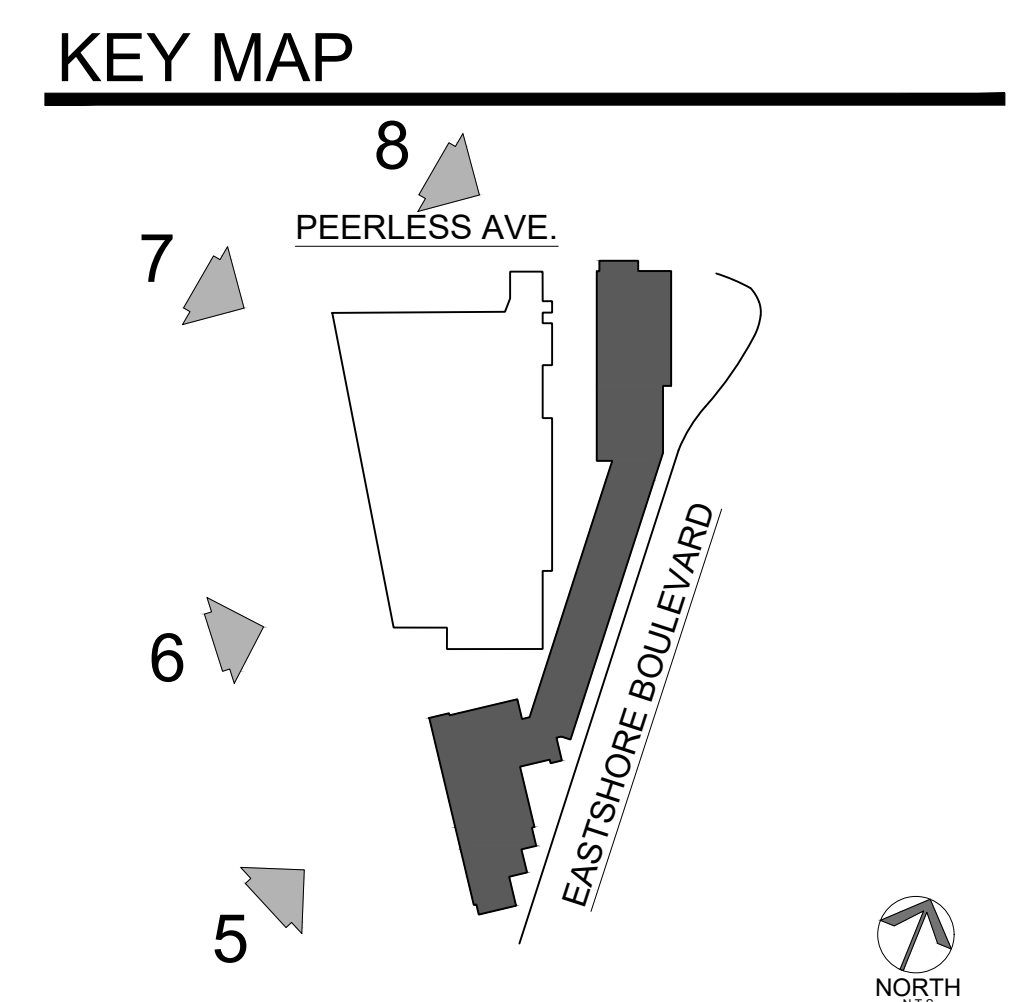
VIEW 6



VIEW 7



VIEW 8



EL CERRITO APARTMENTS

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CONCEPTUAL 3D VIEWS

A6.1

DATE: 01-11-2024
JOB NO.: 2017-694

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WEST ELEVATION 4

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 1,927 SQ. FT.
WALL AREA: 8,078 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 24% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 780 SQ. FT.
WALL AREA: 2,318 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 34% OF GLAZING AREA



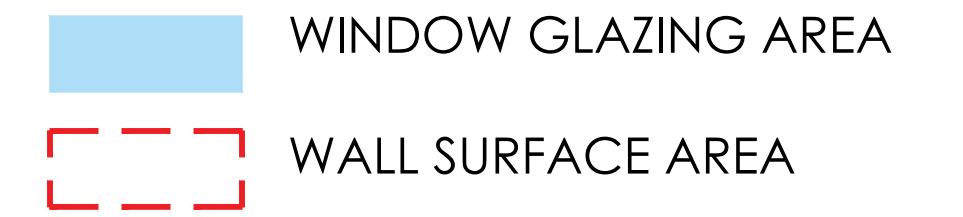
SOUTH ELEVATION 3

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 335 SQ. FT.
WALL AREA: 4,490 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 7% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 242 SQ. FT.
WALL AREA: 856 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 28% OF GLAZING AREA

TRANSPARENCY LEGEND



EAST ELEVATION 2

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 2,798 SQ. FT.
WALL AREA: 14,814 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 18% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 1,390 SQ. FT.
WALL AREA: 3,336 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 42% OF GLAZING AREA



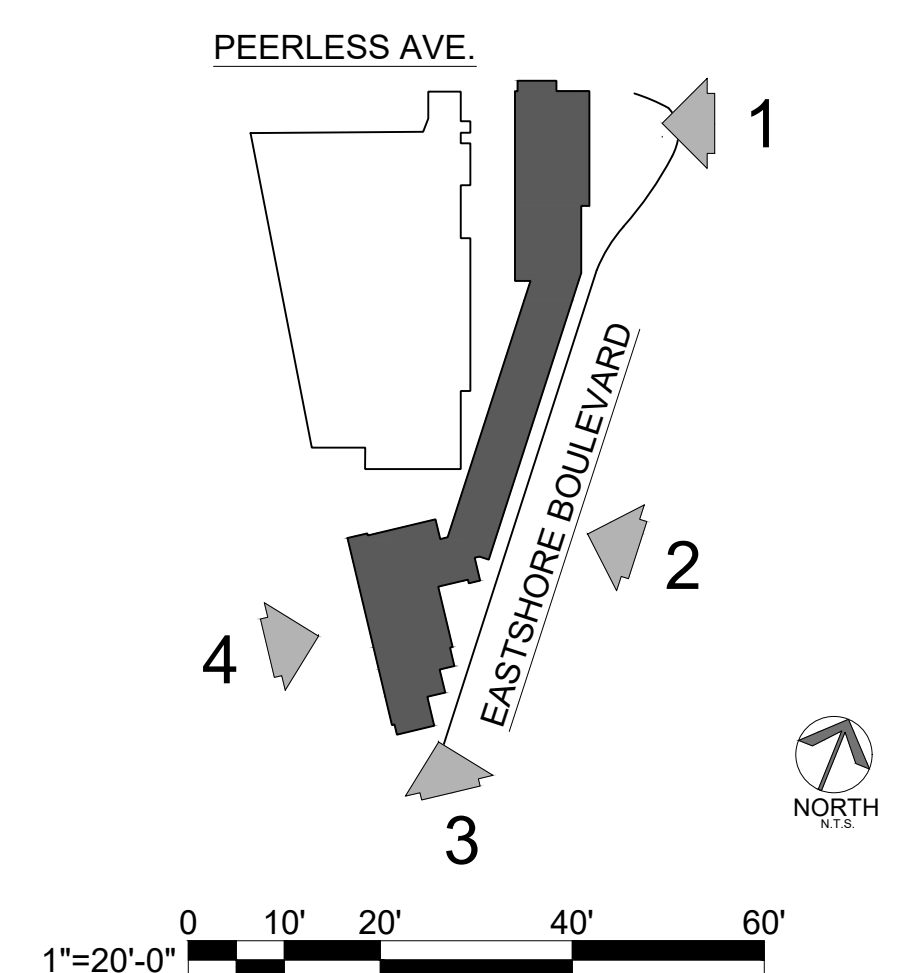
EAST ELEVATION 1

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 1,799 SQ. FT.
WALL AREA: 9,630 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 19% OF GLAZING AREA

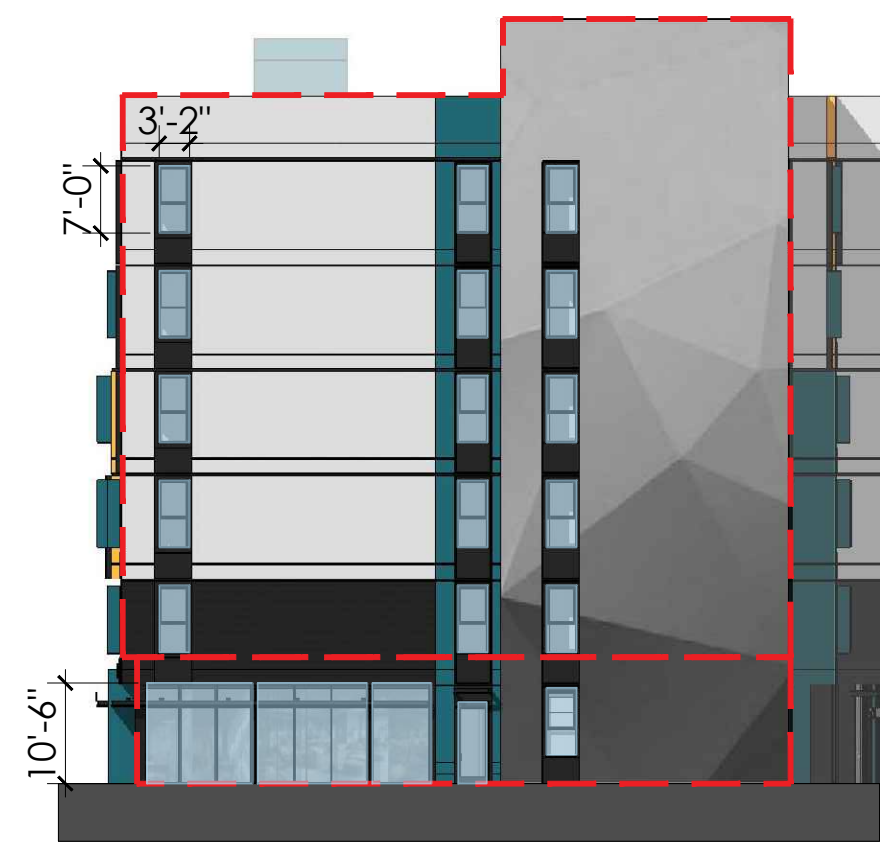
PODIUM/FIRST LEVEL
GLAZING AREA: 1,490 SQ. FT.
WALL AREA: 1,958 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 75% OF GLAZING AREA

KEY MAP



CONCEPTUAL PRIVACY AND WINDOW STUDY

A6.2



NORTH ELEVATION 4

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 333 SQ. FT.
WALL AREA: 4,309 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 7% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 333 SQ. FT.
WALL AREA: 895 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 37% OF GLAZING AREA



WEST ELEVATION 3

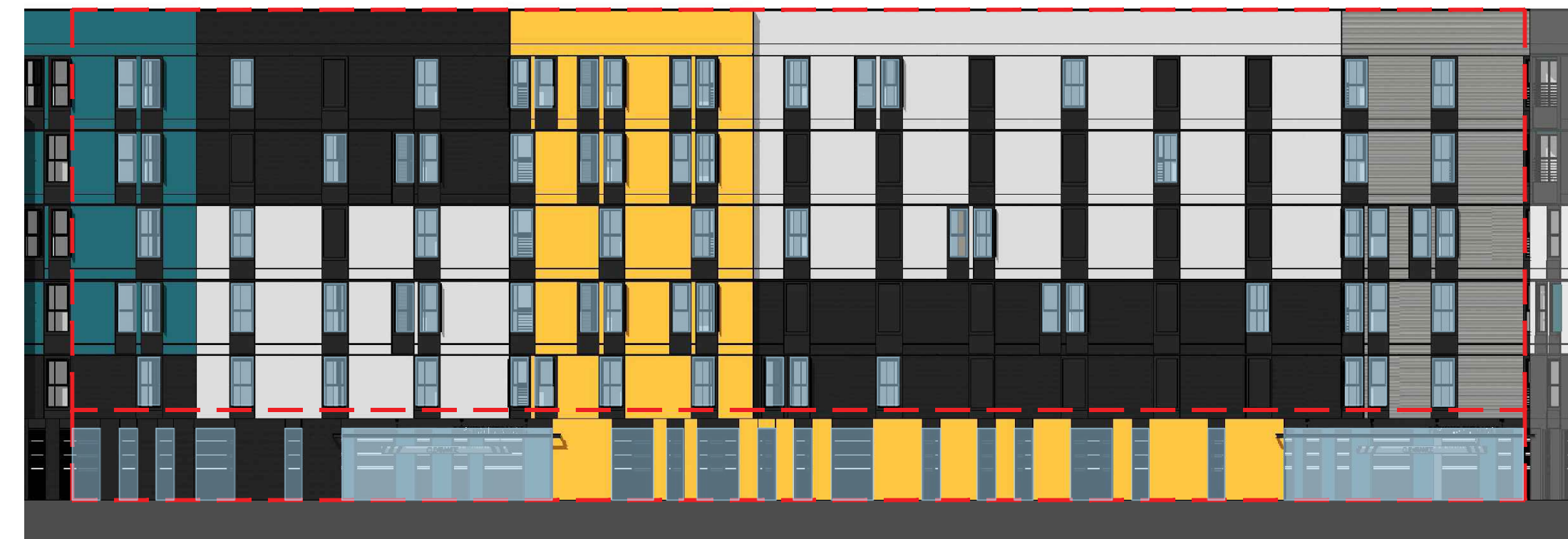
TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 2,263 SQ. FT.
WALL AREA: 10,190 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 22% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 785 SQ. FT.
WALL AREA: 2,456 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 32% OF GLAZING AREA

TRANSPARENCY LEGEND

- WINDOW GLAZING AREA
- WALL SURFACE AREA



WEST ELEVATION 2

TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 1,422 SQ. FT.
WALL AREA: 12,413 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 11% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 1,354 SQ. FT.
WALL AREA: 2,975 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 46% OF OPEN AREA



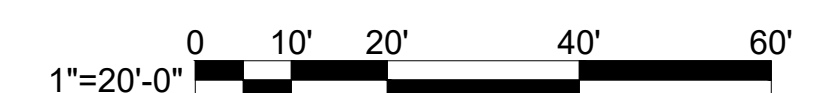
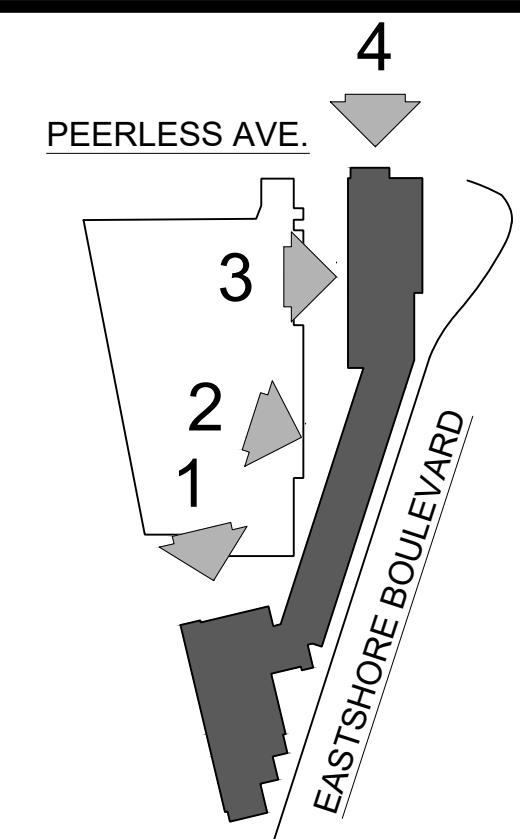
WEST ELEVATION 1

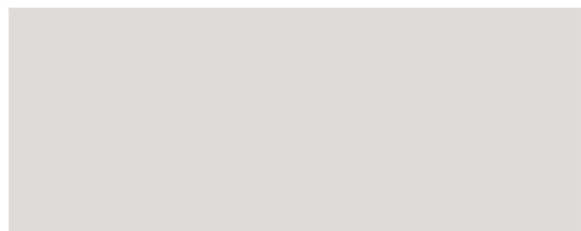
TRANSPARENCY CALCULATIONS

UPPER LEVELS
GLAZING AREA: 959 SQ. FT.
WALL AREA: 5,995 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 18% OF GLAZING AREA

PODIUM/FIRST LEVEL
GLAZING AREA: 492 SQ. FT.
WALL AREA: 1,325 SQ. FT.
THE NORTHEAST ELEVATION PROVIDES 38% OF GLAZING AREA

KEY MAP





A. SW 6259 SPATIAL WHITE



B. SW 6482 CAPE VERDE



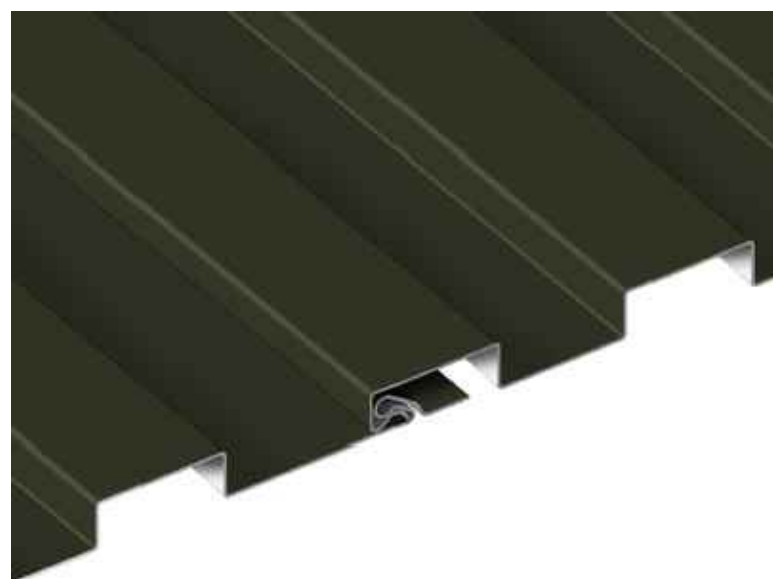
C. SW 6895 LAUGHING ORANGE



D. SW 6990 CAVIAR



1. STUCCO
LIGHT SAND FINISH



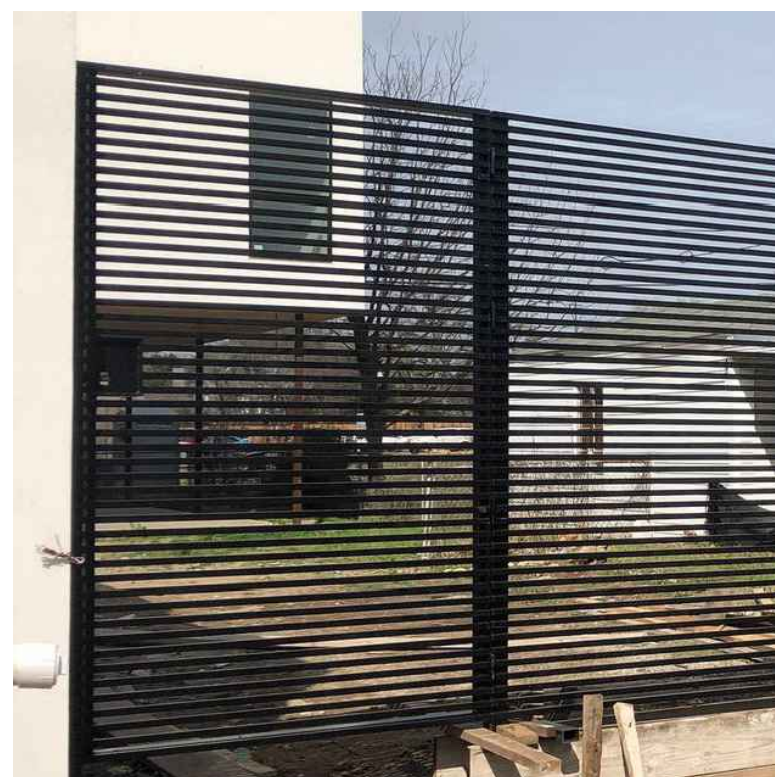
2. ATAS
METAFOR STRUCTURAL
PANEL
DOVE GREY



3. METAL AWNING



4. VINYL STOREFRONT
WINDOW SYSTEM
BLACK OR EQUAL



5. HORIZONTAL METAL RAILING
BLACK OR EQUAL



6. VINYL WINDOWS *
TYPE 1 :
SINGLE HUNG WINDOW
BLACK OR EQUAL



7. VINYL WINDOWS *
TYPE 2 :
ONE FIXED WINDOW AND
ONE SINGLE HUNG
WINDOW
BLACK OR EQUAL



8. VINYL WINDOWS *
TYPE 3 :
SLIDER WINDOW
BLACK OR EQUAL



9. VERTICAL SUN SHADE



10. WINDOW EDGE WITH
RAILING
BLACK OR EQUAL



Santiam Series | Single Hung, Horizontal Slider & Picture Windows

The Santiam slider series window design is one of the most comprehensive hung-slider window designs on the market. This versatile design is an excellent choice for upscale residential and light-commercial applications.

The vinyl is available in white, sandstone, and clay on which a myriad of color or wood-grain foils can be laminated.

Features:
Superior Hardware, we offer the best hardware on the market to ensure ease of use and ruggedness for commercial application for opening and securing the windows.

Multiple chambers on main profiles for increased strength, energy performance and efficient water drainage.

Reinforced Frame & Sash this allows for our product line to be designed into plans for taller buildings and commercial applications.

Welded sloped sill option for efficient water run-off and easy cleaning. High-definition finish for weather and stain resistance and ease of maintenance.

- Frame Depth: 3 1/2"
- Glazing Capacity: 1 1/8"
- AAMA Rating (NAFS): up to LC-PG40 Baseline
- Thermal Performance: 0.27 (based on simulation)
- STC: up to 36



* WINDOW DETAIL

CONCEPTUAL MATERIAL AND COLOR BOARD

A7.0

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-11-2024
JOB NO.: 2017-694

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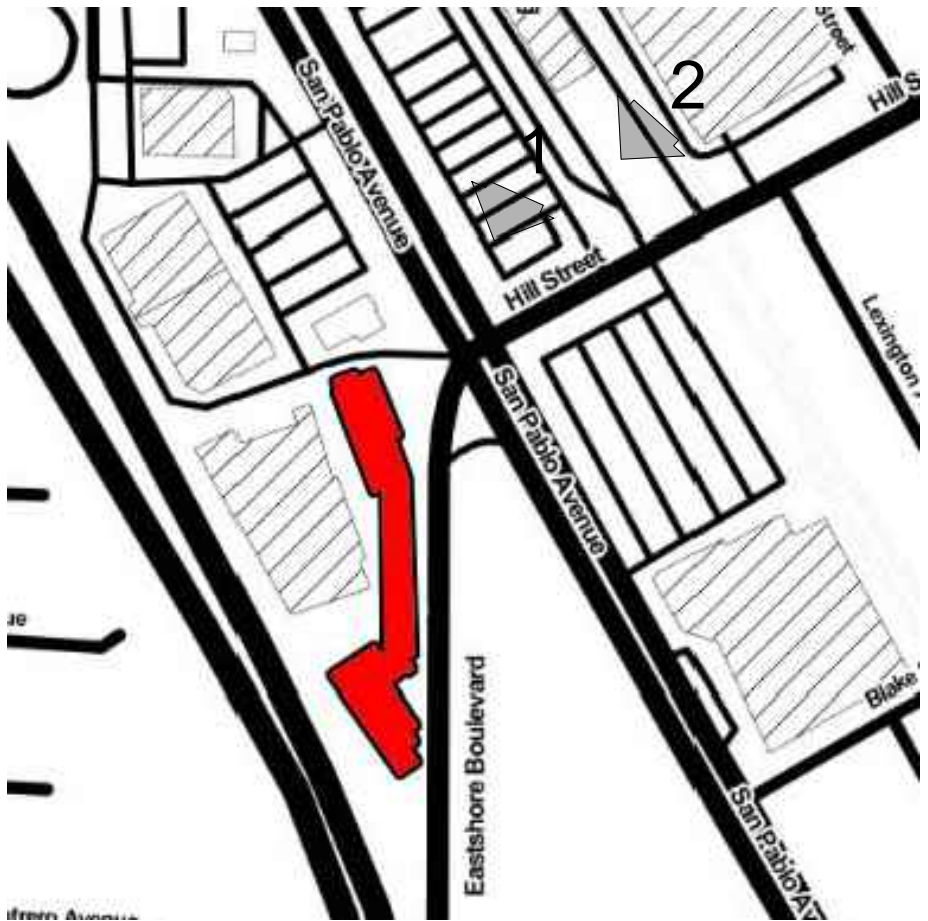


1. AERIAL VIEW LOOKING AT CORNER OF PEERLES AVE & EASTSHORE BLVD.



2. VIEW EASTSHORE BLVD. LOOKING SOUTH

KEYMAP



EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

CONCEPTUAL VIEW STUDIES

A8.0

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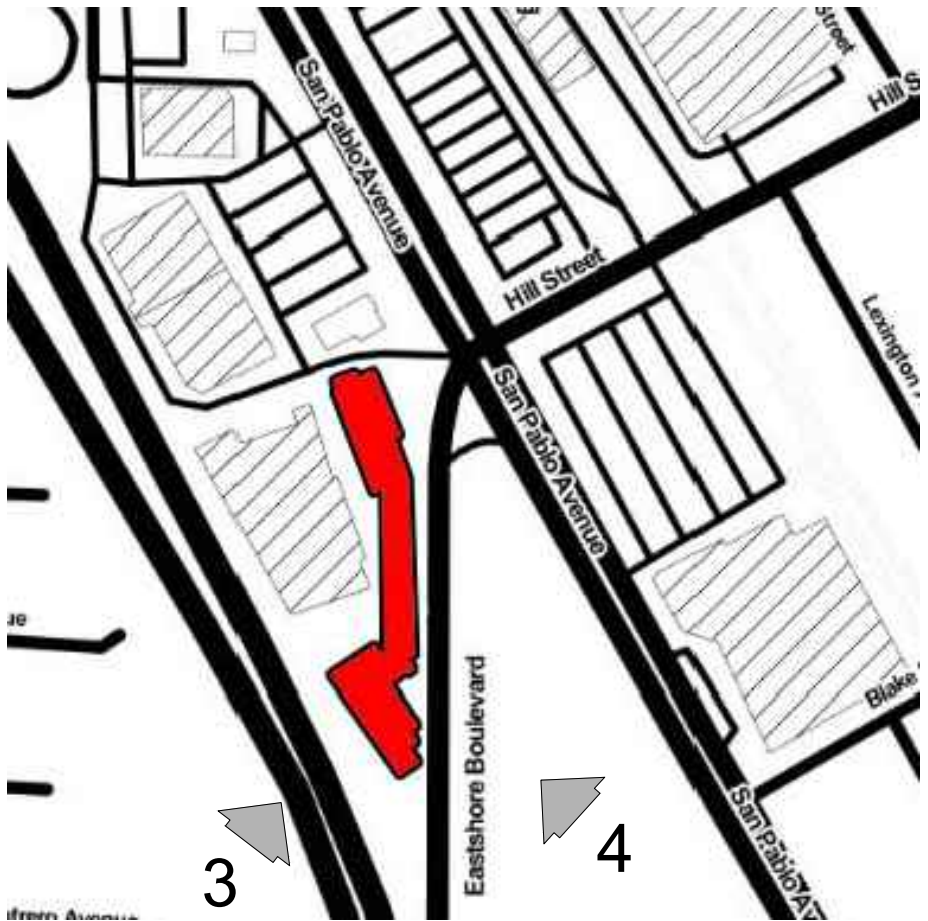


3. AERIAL VIEW LOOKING NORTH AT EASTSHORE BLVD.



4. VIEW ALONG 80 FREEWAY LOOKING NORTH

KEYMAP



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CONCEPTUAL VIEW STUDIES

A8.1

DATE: 01-11-2024
JOB NO.: 2017-694

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5. VIEW LOOKING NORTHWEST ALONG SAN PABLO AVE.

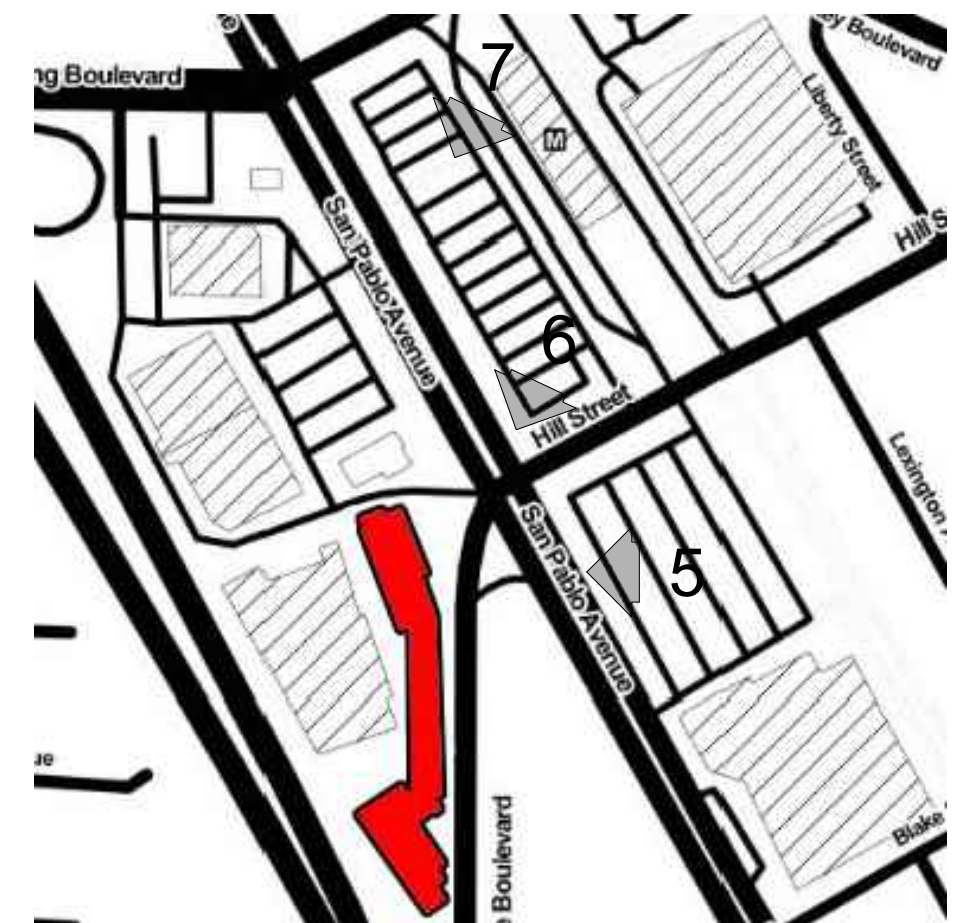


6. VIEW LOOKING SOUTHWEST ALONG SAN PABLO AVE.



7. VIEW FROM BART STATION LOOKING SOUTHWEST

KEYMAP



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CONCEPTUAL VIEW STUDIES

A8.2

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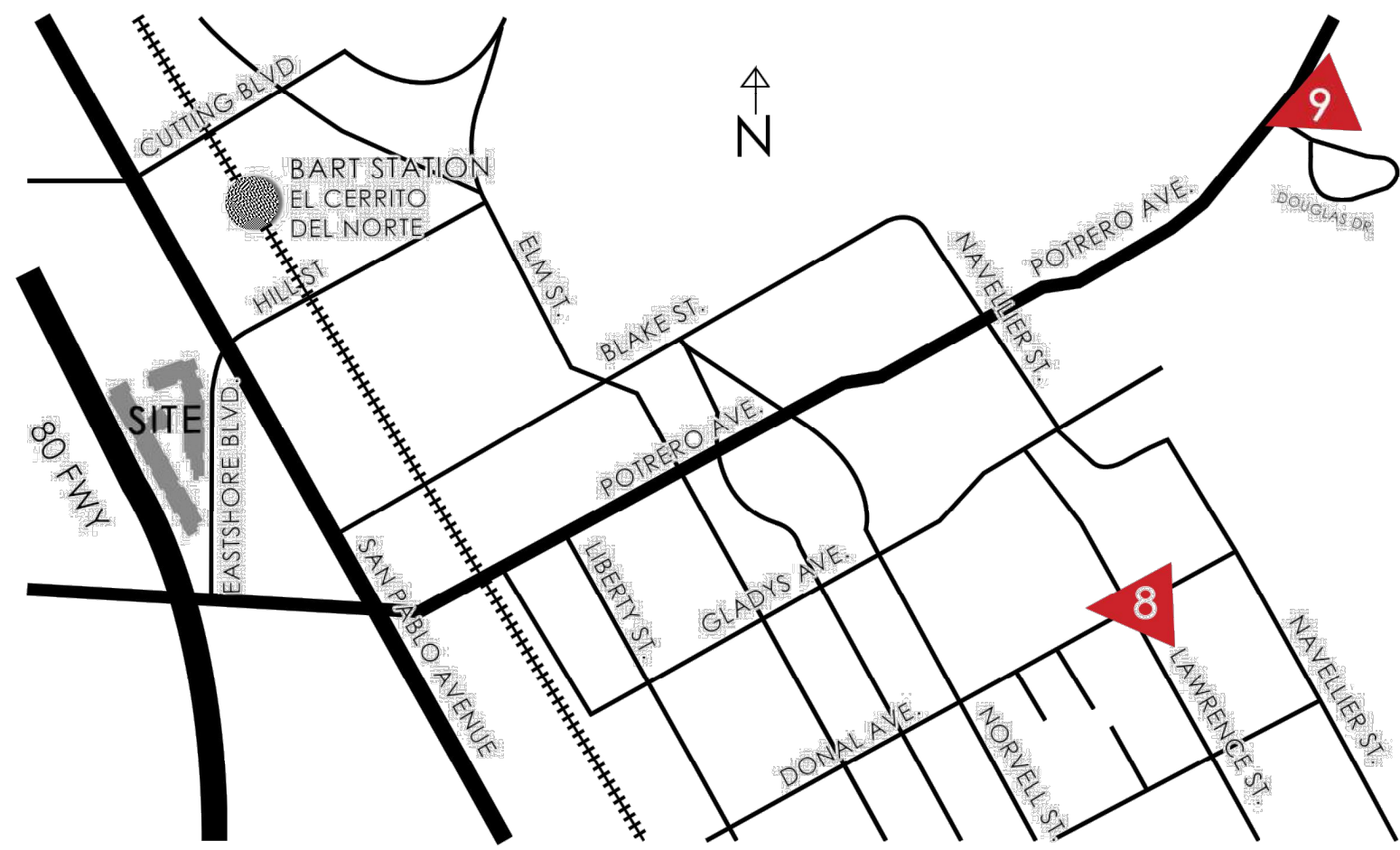


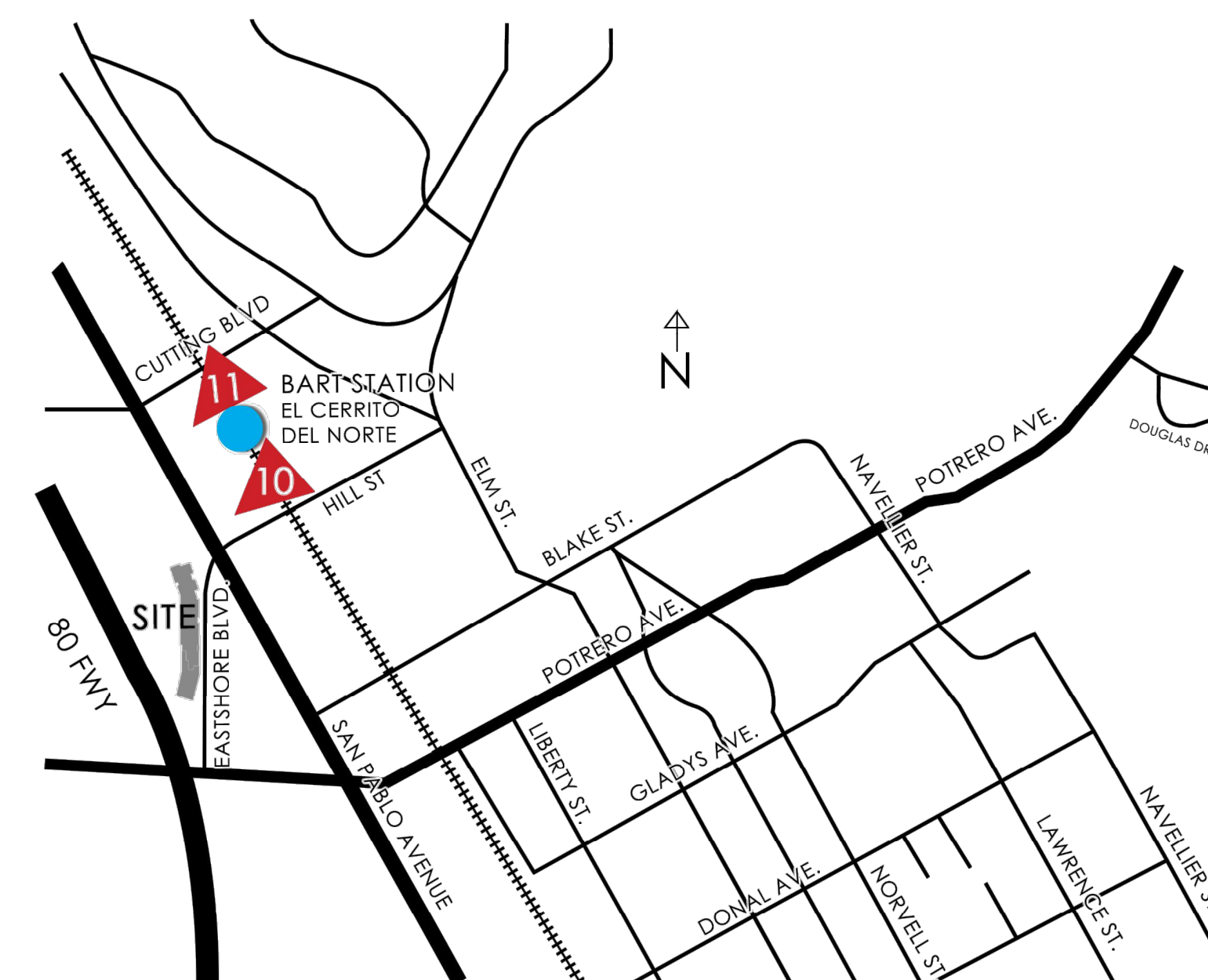
8. VIEW LOOKING WEST FROM DONAL AVE. AND LAWRENCE ST.



9. VIEW LOOKING WEST FROM POTRERO AVE. AND DOUGLAS DR.

KEYMAP





11. VIEW LOOKING SOUTH EAST FROM THE BART PLATFORM (RIGHT SIDE).

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CONCEPTUAL VIEW STUDIES

A8.4

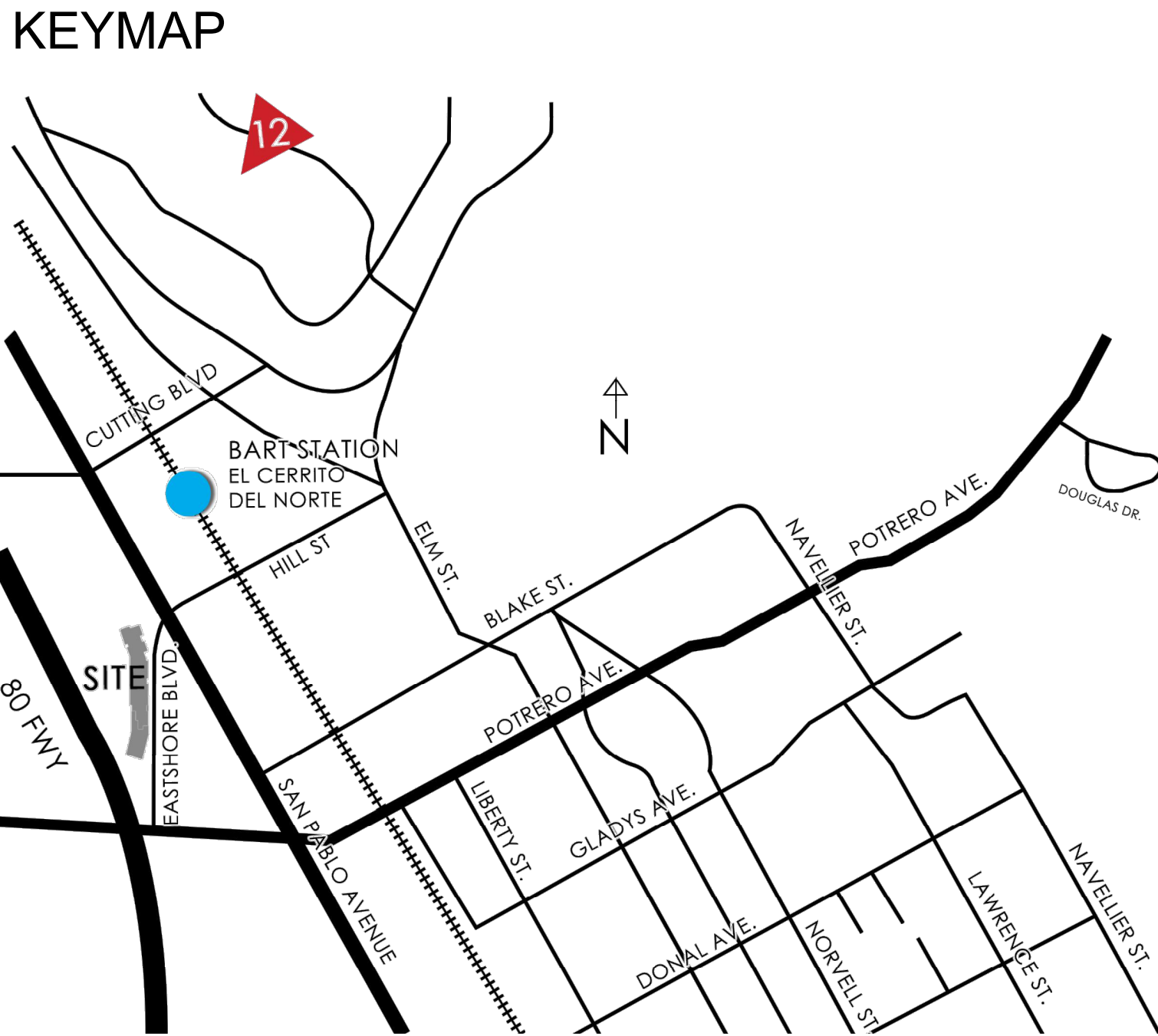
DATE: 01-11-2024
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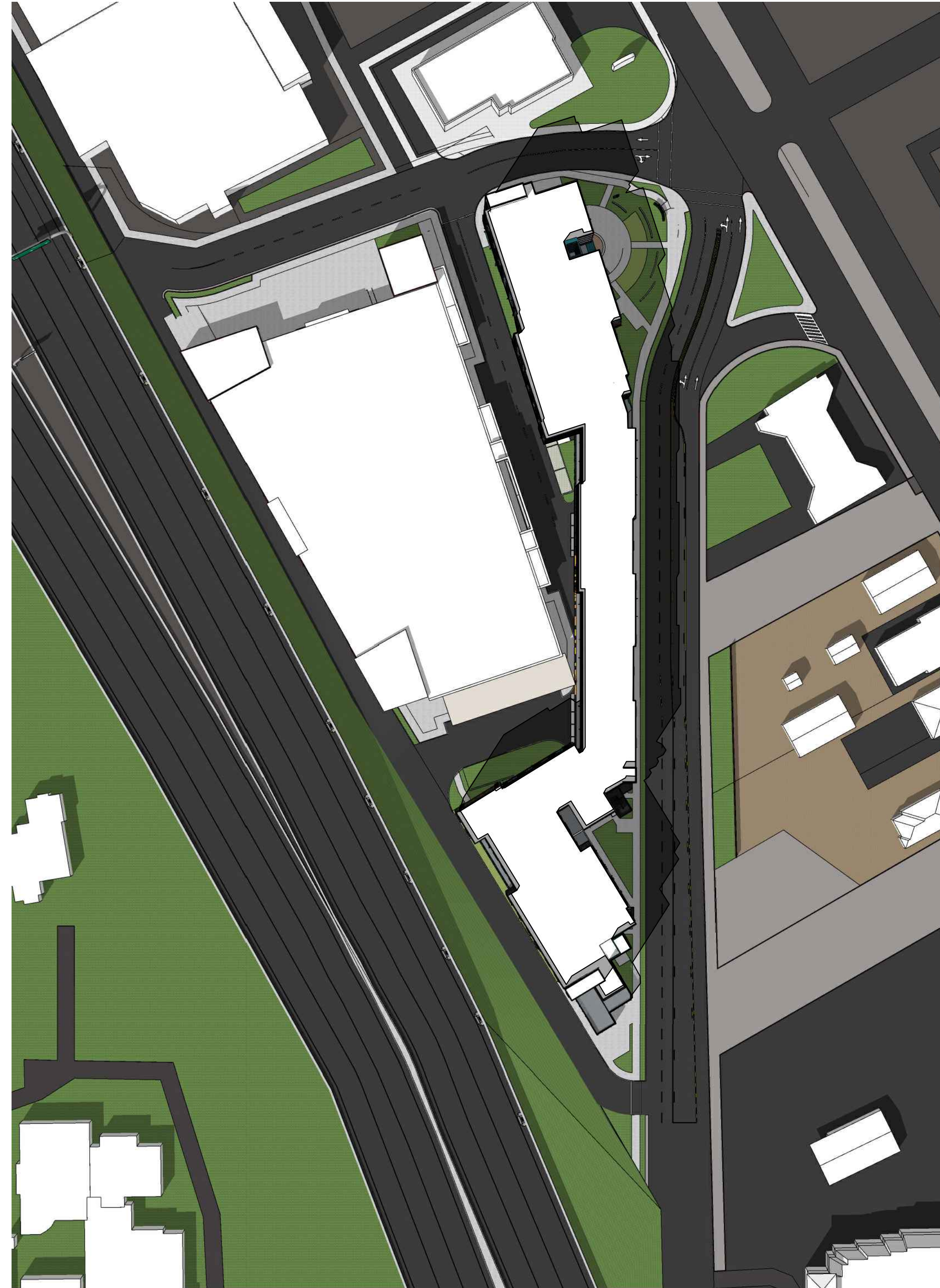


12. VIEW LOOKING SOUTH EAST FROM TAPSCOTT AVENUE.





SPRING EQUINOX - 10 AM



SPRING EQUINOX - 1:30 PM



SPRING EQUINOX - 4 PM

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CONCEPTUAL SHADOW STUDIES



A9.0

DATE: 01-11-2024
JOB NO.: 2017-694

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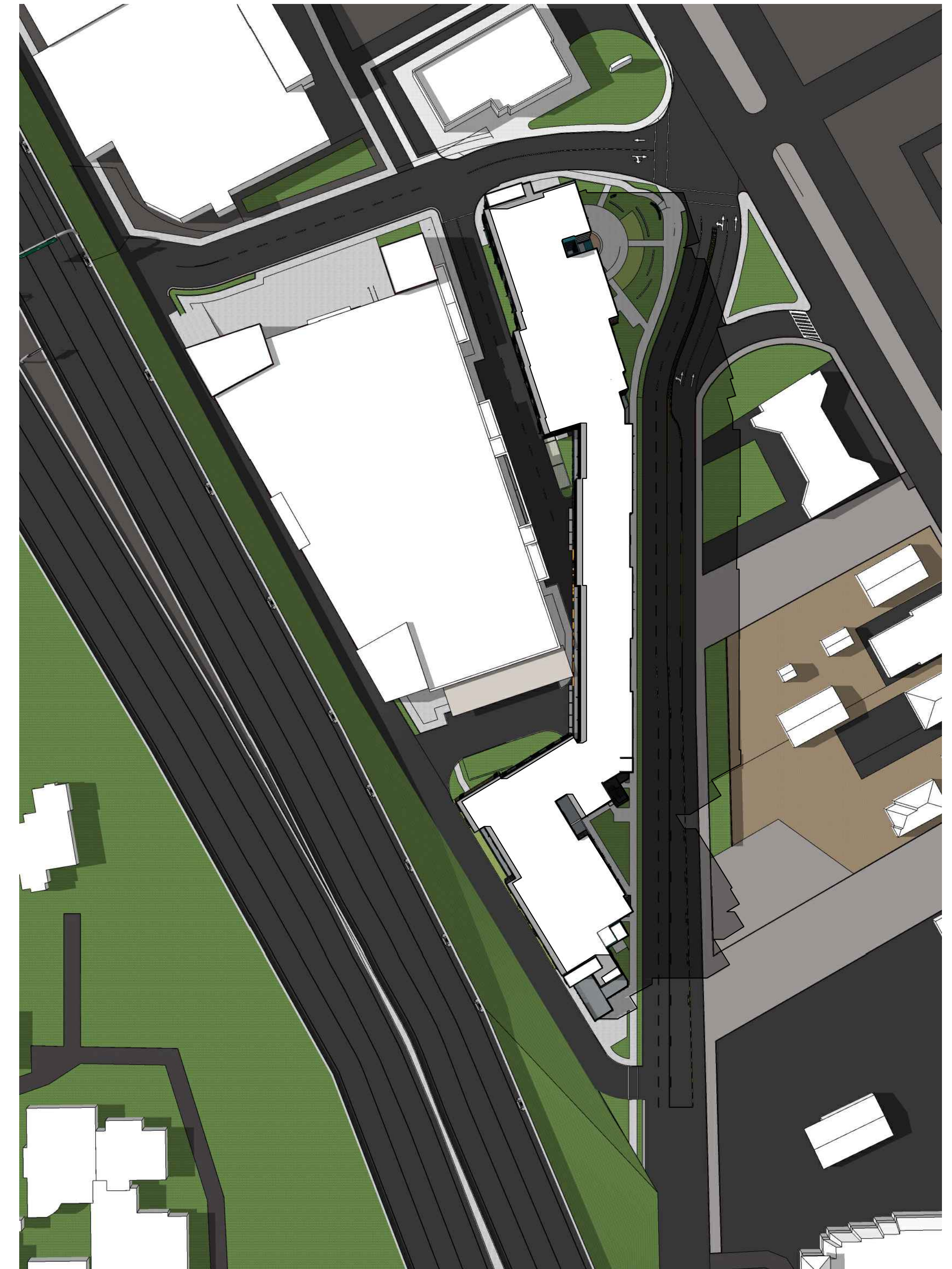




SUMMER SOLSTICE - 10 AM



SUMMER SOLSTICE - 1:30 PM



SUMMER SOLSTICE - 4 PM

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CONCEPTUAL SHADOW STUDIES



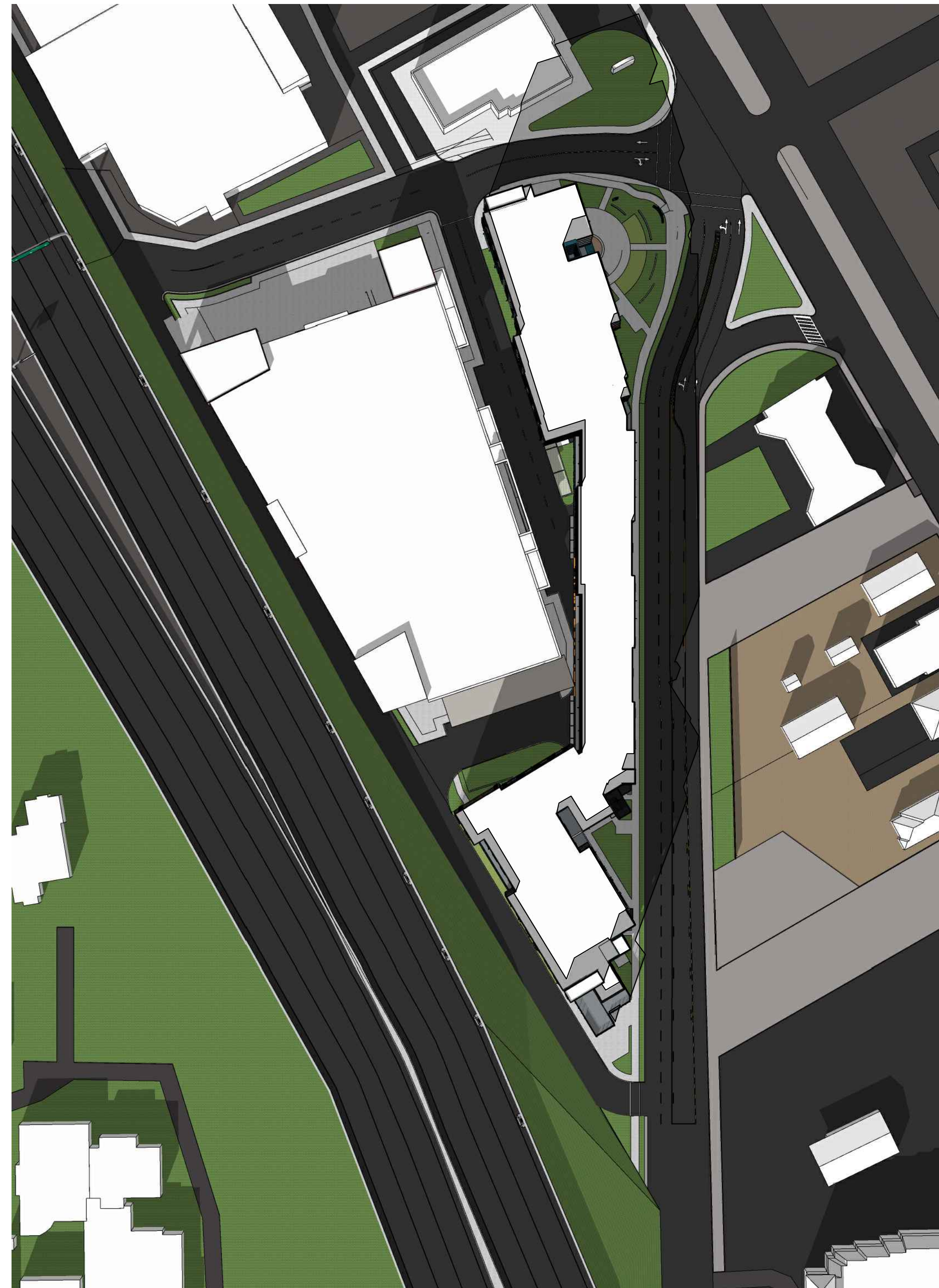
A9.1

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JOB NO.: 2017-694
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WINTER SOLSTICE - 10 AM



WINTER SOLSTICE - 1:30 PM



WINTER SOLSTICE - 4 PM

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CONCEPTUAL SHADOW STUDIES



A9.2

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JOB NO.: 2017-694

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SIGNAGE SIZES :
 A. 1'-6" X 11'-2"
 B. 1'-0" X 6'-0"

CONCEPTUAL SIGNAGE DETAILS

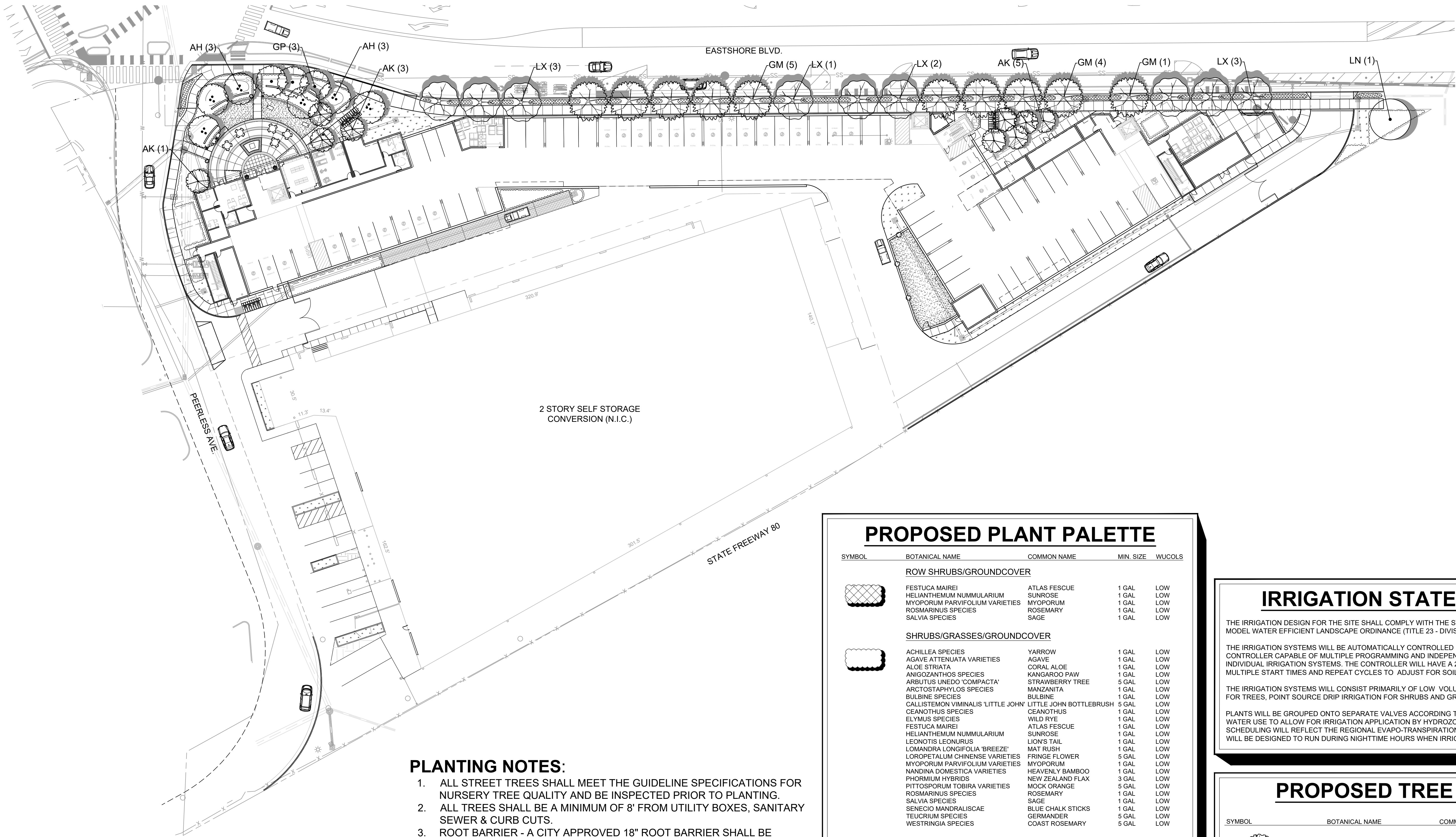
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2 STORY SELF STORAGE
CONVERSION (N.I.C.)

PLANTING NOTES:

- 1. ALL STREET TREES SHALL MEET THE GUIDELINE SPECIFICATIONS FOR NURSERY TREE QUALITY AND BE INSPECTED PRIOR TO PLANTING.
- 2. ALL TREES SHALL BE A MINIMUM OF 8' FROM UTILITY BOXES, SANITARY SEWER & CURB CUTS.
- 3. ROOT BARRIER - A CITY APPROVED 18" ROOT BARRIER SHALL BE INSTALLED AT OUTSIDE EDGES OF ROW PLANTERS (DEEPROOT OR EQUAL)
- 4. PROPOSED STREET TREE LOCATIONS SHALL MAINTAIN A MINIMUM 10' CLEARANCE FROM THE BASE OF POWER LINE POLES.
- 5. ALL ROW TREES MUST CONFORM TO THE GUIDELINE SPECIFICATIONS FOR NURSERY TREE QUALITY AND SHALL BE INSPECTED WITH THEIR NURSERY RECEIPTS BY THE CITY REPRESENTATIVE PRIOR TO PLANTING; CONTACT 3 DAYS IN ADVANCE.

NOTES:

- 1. SEE SHEET L-7 FOR PLANT PALETTE AND SITE AMENITIES IMAGERY.

PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS
ROW SHRUBS/GROUNDCOVER				
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	HELIANTHEMUM NUMMULARIUM	SUNROSE	1 GAL	LOW
	MYOPORUM PARVIFOLIUM VARIETIES	MYOPORUM	1 GAL	LOW
	ROSMARINUS SPECIES	ROSEMARY	1 GAL	LOW
	SALVIA SPECIES	SAGE	1 GAL	LOW
SHRUBS/GRASSES/GROUNDCOVER				
	ACHILLEA SPECIES	YARROW	1 GAL	LOW
	AGAVE ATTENUATA VARIETIES	AGAVE	1 GAL	LOW
	ALOE STRIATA	CORAL ALOE	1 GAL	LOW
	ANIGOZANTHOS SPECIES	KANGAROO PAW	1 GAL	LOW
	ARBUTUS UNEDDO 'COMPACTA'	STRAWBERRY TREE	5 GAL	LOW
	ARCTOSTAPHYLOS SPECIES	MANZANITA	1 GAL	LOW
	BULBINE SPECIES	BULBINE	1 GAL	LOW
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	5 GAL	LOW
	CEANOTHUS SPECIES	CEANOTHUS	1 GAL	LOW
	ELYMUS SPECIES	WILD RYE	1 GAL	LOW
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	HELIANTHEMUM NUMMULARIUM	SUNROSE	1 GAL	LOW
	LEONOTIS LEONURUS	LION'S TAIL	1 GAL	LOW
	LOMANDRA LONGIFOLIA 'BREEZE'	MAT RUSH	1 GAL	LOW
	LOROPETALUM CHINENSE VARIETIES	FRINGE FLOWER	5 GAL	LOW
	MYOPORUM PARVIFOLIUM VARIETIES	MYOPORUM	1 GAL	LOW
	NANDINA DOMESTICA VARIETIES	HEAVENLY BAMBOO	1 GAL	LOW
	PHORMIUM HYBRIDS	NEW ZEALAND FLAX	3 GAL	LOW
	PITTOSPORUM TOBIRA VARIETIES	MOCK ORANGE	5 GAL	LOW
	ROSMARINUS SPECIES	ROSEMARY	1 GAL	LOW
	SALVIA SPECIES	SAGE	1 GAL	LOW
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	1 GAL	LOW
	TEUCRIUM SPECIES	GERMANDER	5 GAL	LOW
	WESTRINGIA SPECIES	COAST ROSEMARY	5 GAL	LOW
BIORETENTION				
	ACHILLEA MILLEFOLIUM	YARROW	1 GAL	LOW
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	MANZANITA	5 GAL	LOW
	CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	LOW
	CEANOTHUS SPECIES	CALIFORNIA WILD LILAC	1 GAL	LOW
	CHONDROPETALUM TECTORUM	CAPE REED	1 GAL	LOW
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GAL	LOW
	DIETES BICOLOR	FORTNIGHT LILY	1 GAL	LOW
	ELYMIUS C. 'CANYON PRINCE'	GIANT WILD RYE	1 GAL	LOW
	EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL	LOW
	JUNCUS PATENS	CALIFORNIA GREY RUSH	1 GAL	LOW
	MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	V. LOW
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	LOW
	SYMPHORICARPOS ALBUS	SNOWBERRY	1 GAL	LOW
TURF				
	DELTA BLUEGRASS 90/10 TALL FESCUE		SOD	MOD.

IRRIGATION STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7)

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

PROPOSED TREE PALETTE

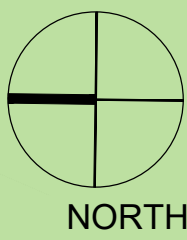
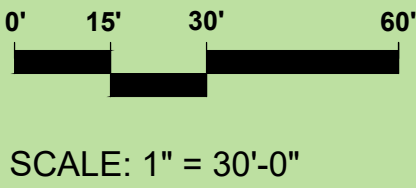
SYMBOL	BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS	QTY
AK	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BO	MOD	9
AH	ARBUTUS 'MARINA'	STRAWBERRY TREE	24" BOX	LOW	6
GP	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24" BOX	MOD	3
GM	GINKGO BILOBA 'MAGYAR'	MAGYAR MAIDENHAIR	24" BOX	MOD	10
LX	LAURUS X 'SARATOGA'	SARATOGA LAUREL	24" BOX	LOW	9
LN	ULMUS P. 'EMERALD SUNSHINE'	EMERALD SUNSHINE ELM	24" BOX	LOW	1

AMG & Associates, LLC
16633 VENTURA BLVD., SUITE 1014
ENCINO, CALIFORNIA 91436
(818)380-2600

EL CERRITO APARTMENTS
El Cerrito, California

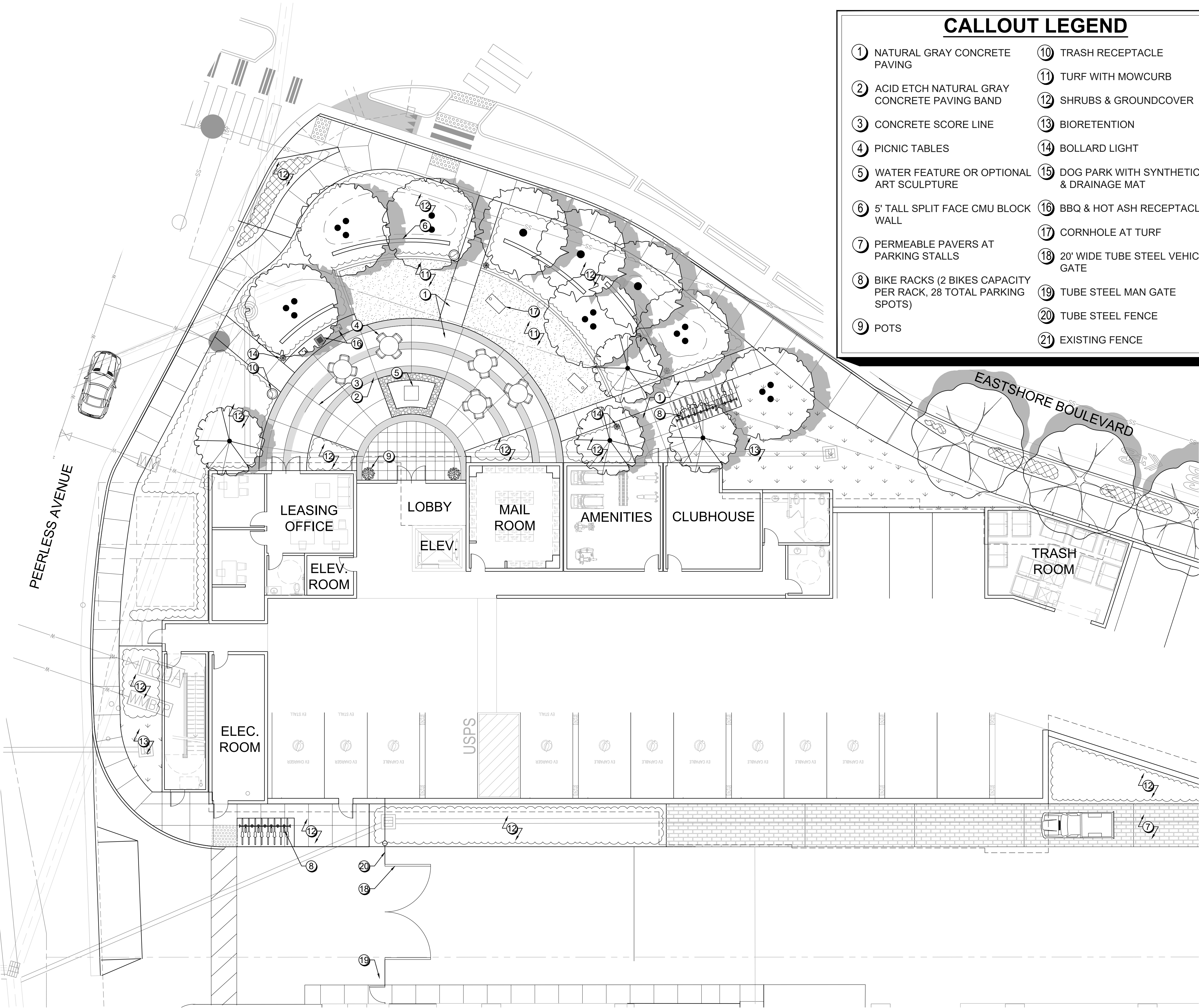
OVERALL SITE
LANDSCAPE PLAN
JANUARY 11, 2024

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com



L-1

Project No. 03218



CALLOUT LEGEND

- 1

NATURAL GRAY CONCRETE PAVING
- 2

ACID ETCH NATURAL GRAY CONCRETE PAVING BAND
- 3

CONCRETE SCORE LINE
- 4

PICNIC TABLES
- 5

WATER FEATURE OR OPTIONAL ART SCULPTURE
- 6

5' TALL SPLIT FACE CMU BLOCK WALL
- 7

PERMEABLE PAVERS AT PARKING STALLS
- 8

BIKE RACKS (2 BIKES CAPACITY PER RACK, 28 TOTAL PARKING SPOTS)
- 9

POTS
- 10

TRASH RECEPTACLE
- 11

TURF WITH MOWCURB
- 12

SHRUBS & GROUNDCOVER
- 13

BIORETENTION
- 14

BOLLARD LIGHT
- 15

DOG PARK WITH SYNTHETIC TURF & DRAINAGE MAT
- 16

BBQ & HOT ASH RECEPTACLE
- 17

CORNHOLE AT TURF
- 18

20' WIDE TUBE STEEL VEHICULAR GATE
- 19

TUBE STEEL MAN GATE
- 20

TUBE STEEL FENCE
- 21

EXISTING FENCE

PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS
ROW SHRUBS/GROUNDCOVER				
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	HELIANTHEMUM NUMMULARIUM	SUNROSE	1 GAL	LOW
	MYOPORUM PARVIFOLIUM VARIETIES	ROSEMARY	1 GAL	LOW
	ROSMARINUS SPECIES	SAGE	1 GAL	LOW
	SALVIA SPECIES		1 GAL	LOW
SHRUBS/GRASSES/GROUNDCOVER				
	ACHILLEA SPECIES	YARROW	1 GAL	LOW
	AGAVE ATTENUATA VARIETIES	AGAVE	1 GAL	LOW
	ALOE STRIATA	CORAL ALOE	1 GAL	LOW
	ANIGOZANTHOS SPECIES	KANGAROO PAW	1 GAL	LOW
	ARBUS UNEDO 'COMPACTA'	STRAWBERRY TREE	5 GAL	LOW
	ARCTOSTAPHYLOS SPECIES	MANZANITA	1 GAL	LOW
	BULBINE SPECIES	BULBINE	1 GAL	LOW
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	5 GAL	LOW
	CEANOTHUS SPECIES	CEANOTHUS	1 GAL	LOW
	ELYMUS SPECIES	WILD RYE	1 GAL	LOW
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	HELIANTHEMUM NUMMULARIUM	SUNROSE	1 GAL	LOW
	LEONOTIS LEONURUS	LION'S TAIL	1 GAL	LOW
	LOMANDRA LONGIFOLIA 'BREEZE'	MAT RUSH	1 GAL	LOW
	LOROPETALUM CHINENSE VARIETIES	FRINGE FLOWER	5 GAL	LOW
	MYOPORUM PARVIFOLIUM VARIETIES	MYOPORUM	1 GAL	LOW
	NANDINA DOMESTICA VARIETIES	HEAVENLY BAMBOO	1 GAL	LOW
	PHORMIUM HYBRIDS	NEW ZEALAND FLAX	3 GAL	LOW
	PITTOSPORUM TORBIA VARIETIES	MOCK ORANGE	5 GAL	LOW
	ROSMARINUS SPECIES	ROSEMARY	1 GAL	LOW
	SALVIA SPECIES	SAGE	1 GAL	LOW
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	1 GAL	LOW
	TEUCRIUM SPECIES	GERMANDER	5 GAL	LOW
	WESTRINGIA SPECIES	COAST ROSEMARY	5 GAL	LOW
BIORETENTION				
	ACHILLEA MILLEFOLIUM	YARROW	1 GAL	LOW
	ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	MANZANITA	5 GAL	LOW
	CAREX TUMULICOLA	BERKELEY SEDGE	1 GAL	LOW
	CEANOTHUS SPECIES	CALIFORNIA WILD LILAC	1 GAL	LOW
	CHONDRPETALUM TECTORUM	CAPE REED	1 GAL	LOW
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GAL	LOW
	DIETES BICOLOR	FORTNIGHT LILY	1 GAL	LOW
	ELYMUS C. 'CANYON PRINCE'	GIANT WILD RYE	1 GAL	LOW
	EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	1 GAL	LOW
	JUNCUS PATENS	CALIFORNIA GREY RUSH	1 GAL	LOW
	MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	V. LOW
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	LOW
	SYMPHORICARPOS ALBUS	SNOWBERRY	1 GAL	LOW
TURF				
	DELTA BLUEGRASS 90/10 TALL FESCUE		SOD	MOD.

PROPOSED TREE PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS	QTY
AK	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BO	MOD	9
AH	ARBUS 'MARINA'	STRAWBERRY TREE	24" BOX	LOW	6
GP	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24" BOX	MOD	3
GM	GINKGO BILOBA 'MAGYAR'	MAGYAR MAIDENHAIR	24" BOX	MOD	10
LX	LAURUS X 'SARATOGA'	SARATOGA LAUREL	24" BOX	LOW	9
LN	ULMUS P. 'EMERALD SUNSHINE'	EMERALD SUNSHINE ELM	24" BOX	LOW	1

NOTES:

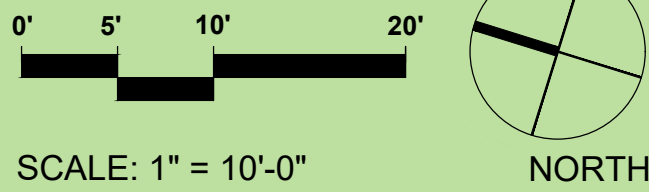
1. SEE SHEET L-7 FOR PLANT PALETTE AND SITE AMENITIES IMAGERY.

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ENCINO, CALIFORNIA 91436
(818)380-2600

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El Cerrito, California

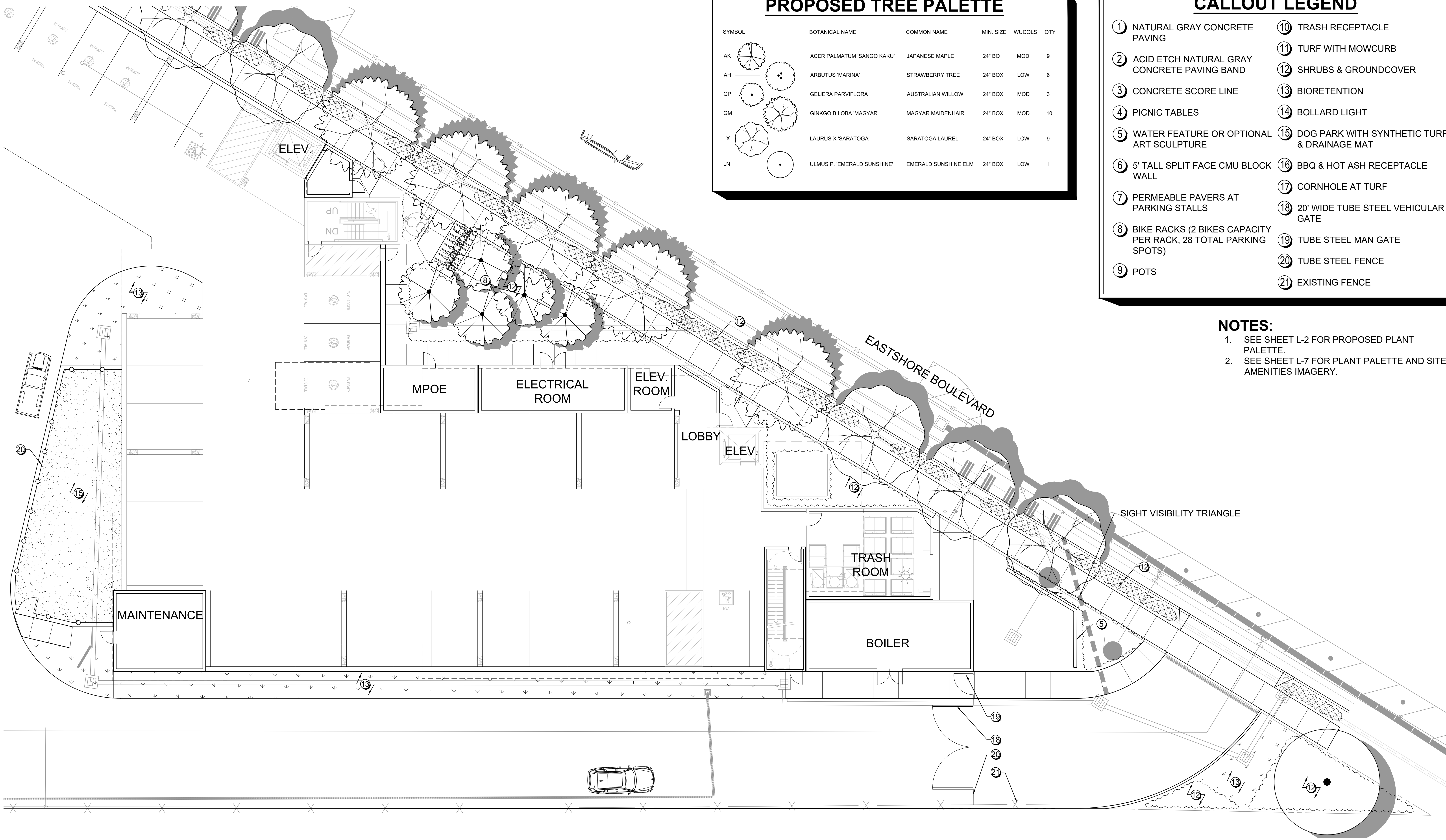
PUBLIC OPEN SPACE ENLARGEMENT
CALLOUT PLAN
JANUARY 11, 2024

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com



L-2

Project No. 03218



PROPOSED TREE PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS	QTY
AK	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BO	MOD	9
AH	ARBUTUS 'MARINA'	STRAWBERRY TREE	24" BOX	LOW	6
GP	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24" BOX	MOD	3
GM	GINKGO BILOBA 'MAGYAR'	MAGYAR MAIDENHAIR	24" BOX	MOD	10
LX	LAURUS X 'SARATOGA'	SARATOGA LAUREL	24" BOX	LOW	9
LN	ULMUS P. 'EMERALD SUNSHINE'	EMERALD SUNSHINE ELM	24" BOX	LOW	1

CALLOUT LEGEND

- 1 NATURAL GRAY CONCRETE PAVING

2 ACID ETCH NATURAL GRAY CONCRETE PAVING BAND

3 CONCRETE SCORE LINE

4 PICNIC TABLES

5 WATER FEATURE OR OPTIONAL ART SCULPTURE

6 5' TALL SPLIT FACE CMU BLOCK WALL

7 PERMEABLE PAVERS AT PARKING STALLS

8 BIKE RACKS (2 BIKES CAPACITY PER RACK, 28 TOTAL PARKING SPOTS)

9 POTS
- 10 TRASH RECEPTACLE

11 TURF WITH MOWCURB

12 SHRUBS & GROUNDCOVER

13 BIORETENTION

14 BOLLARD LIGHT

15 DOG PARK WITH SYNTHETIC TURF & DRAINAGE MAT

16 BBQ & HOT ASH RECEPTACLE WALL

17 CORNHOLE AT TURF

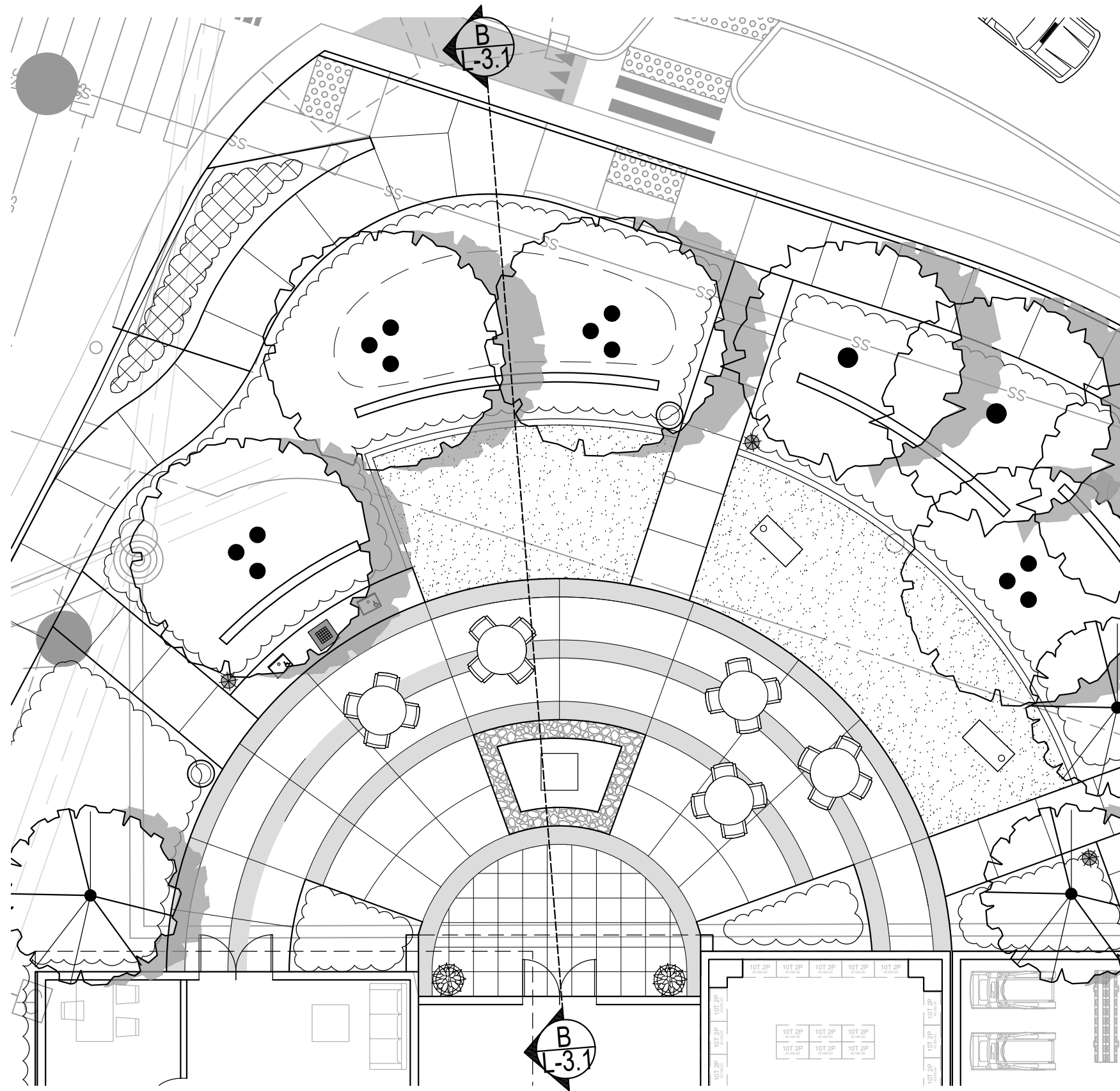
18 20' WIDE TUBE STEEL VEHICULAR GATE

19 TUBE STEEL MAN GATE

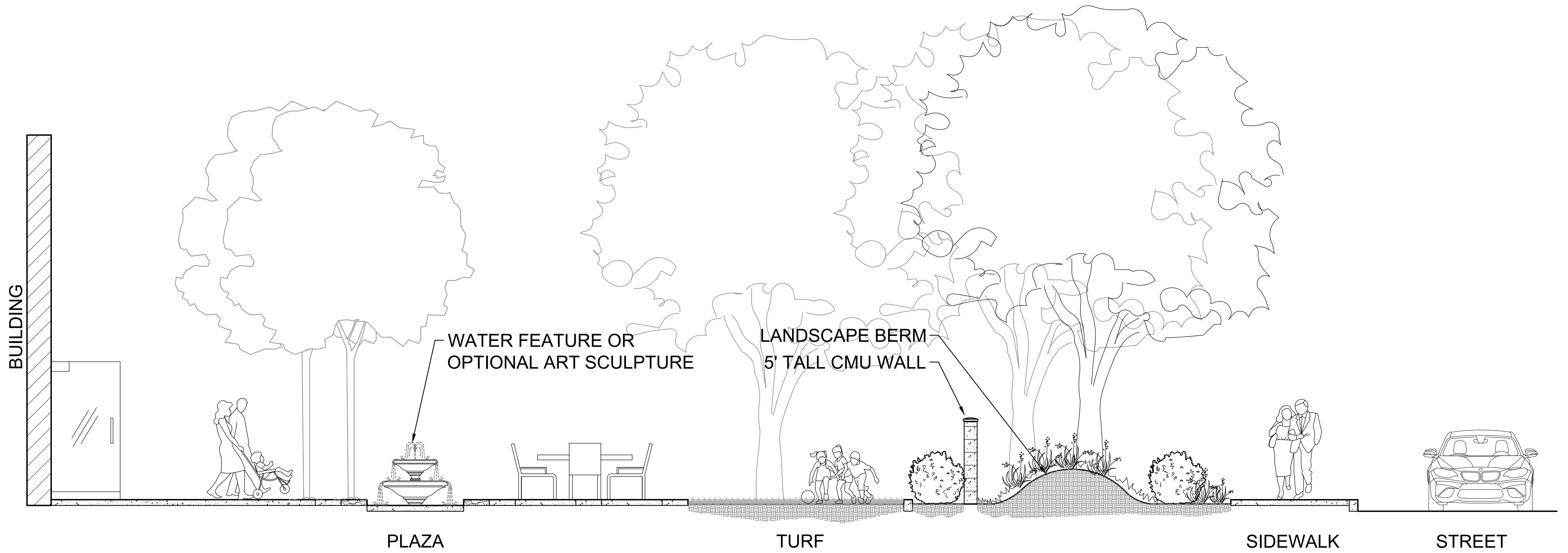
20 TUBE STEEL FENCE

21 EXISTING FENCE

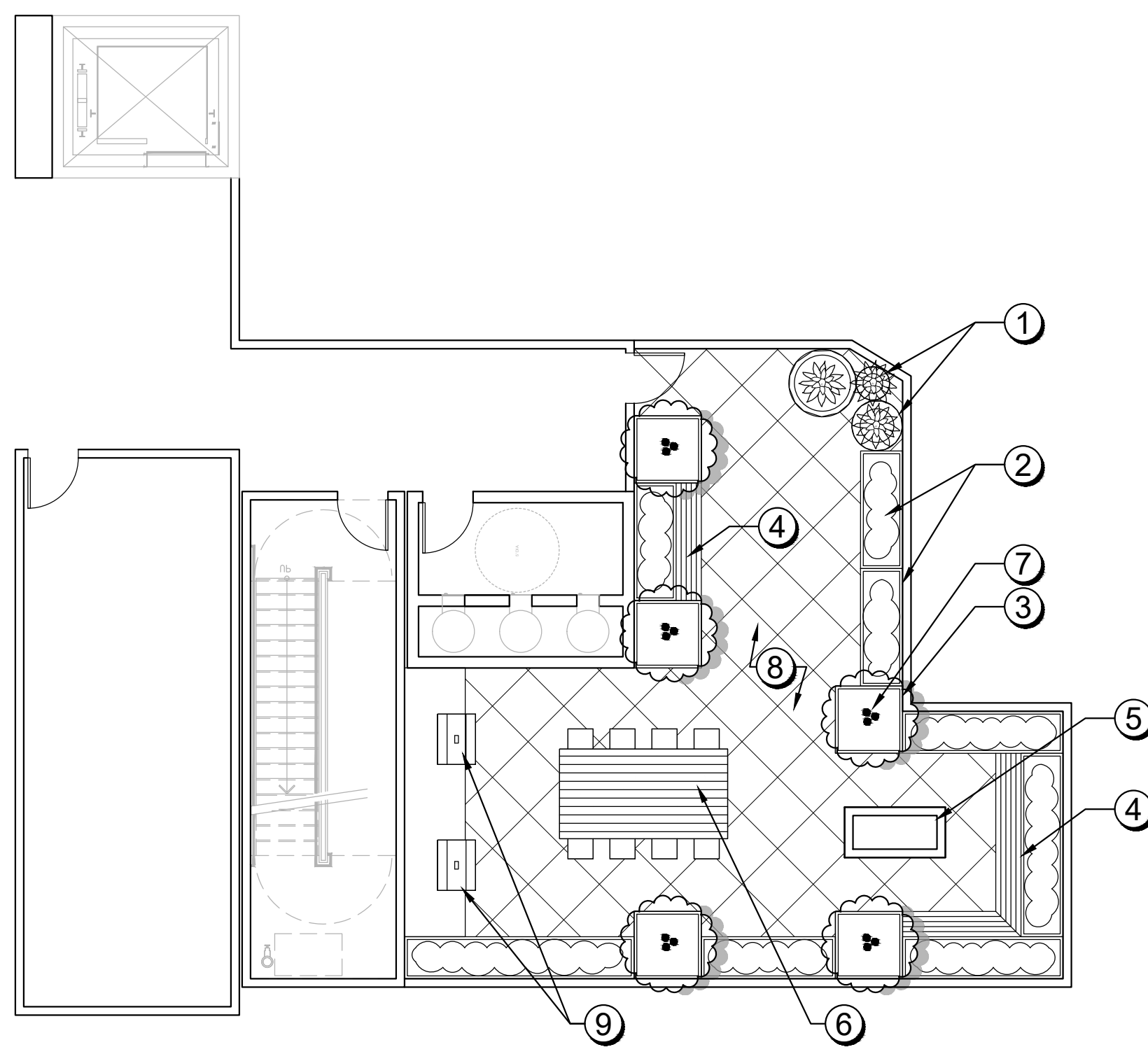
- NOTES:**
- SEE SHEET L-2 FOR PROPOSED PLANT PALETTE.
 - SEE SHEET L-7 FOR PLANT PALETTE AND SITE AMENITIES IMAGERY.



A PLAZA OPEN SPACE ENLARGEMENT
SCALE: 1" = 10'-0"



B PLAZA OPEN SPACE ELEVATION
SCALE: 1/4" = 1'-0"



C 2ND FLOOR - OUTDOOR AMENITY DECK
SCALE: 1/8" = 1'-0"

CALLOUT LEGEND

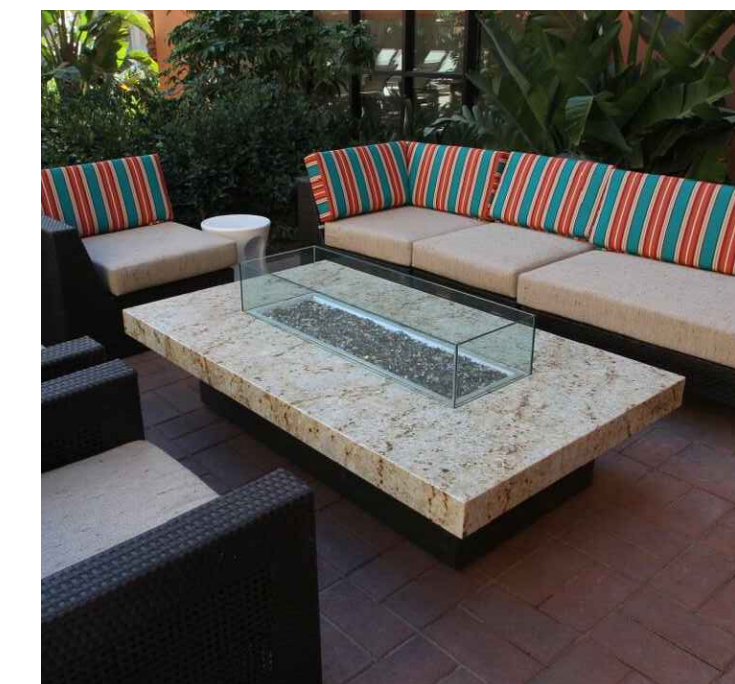
- ① ROUND PLANTER POTS
- ② RECTANGULAR PLANTER
- ③ 4' SQ PLANTER
- ④ BACKLESS BENCH MOUNTED TO PLANTER
- ⑤ FIRE TABLE
- ⑥ OUTDOOR FARM TABLE
- ⑦ SMALL PATIO TREE OR COLUMNAR TREE
- ⑧ PORCELAIN TILE
- ⑨ OUTDOOR BBQ



ROUND PLANTER POTS



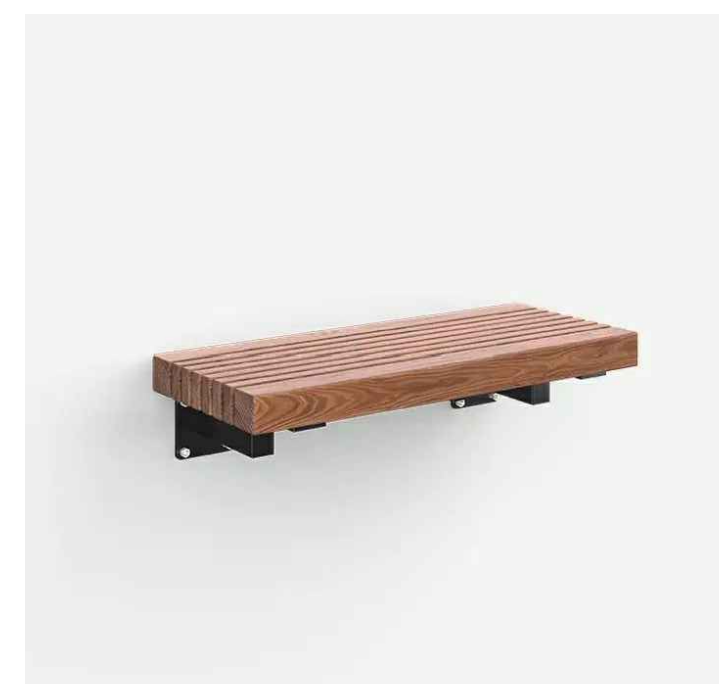
PLANTERS



FIRE TABLE



PORCELAIN TILE



BACKLESS BENCH



OUTDOOR BBQ



OUTDOOR FARM TABLE

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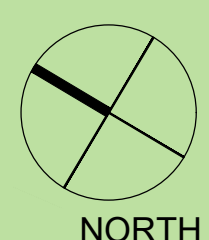
EL CERRITO APARTMENTS
El Cerrito, California

ENLARGEMENT
CALLOUT PLAN
JANUARY 11, 2024

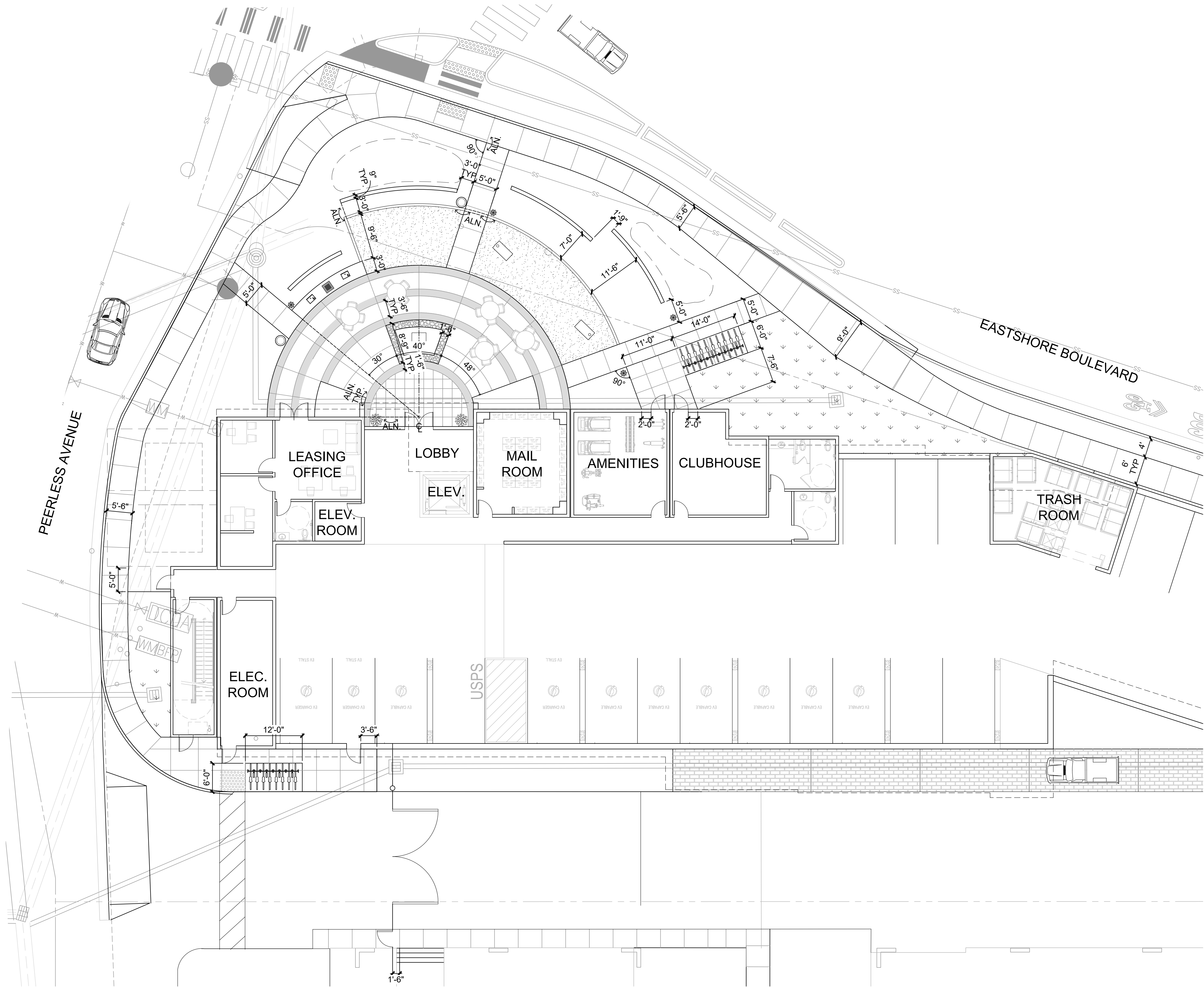
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www.vandertoolen.com



SCALE: AS NOTED



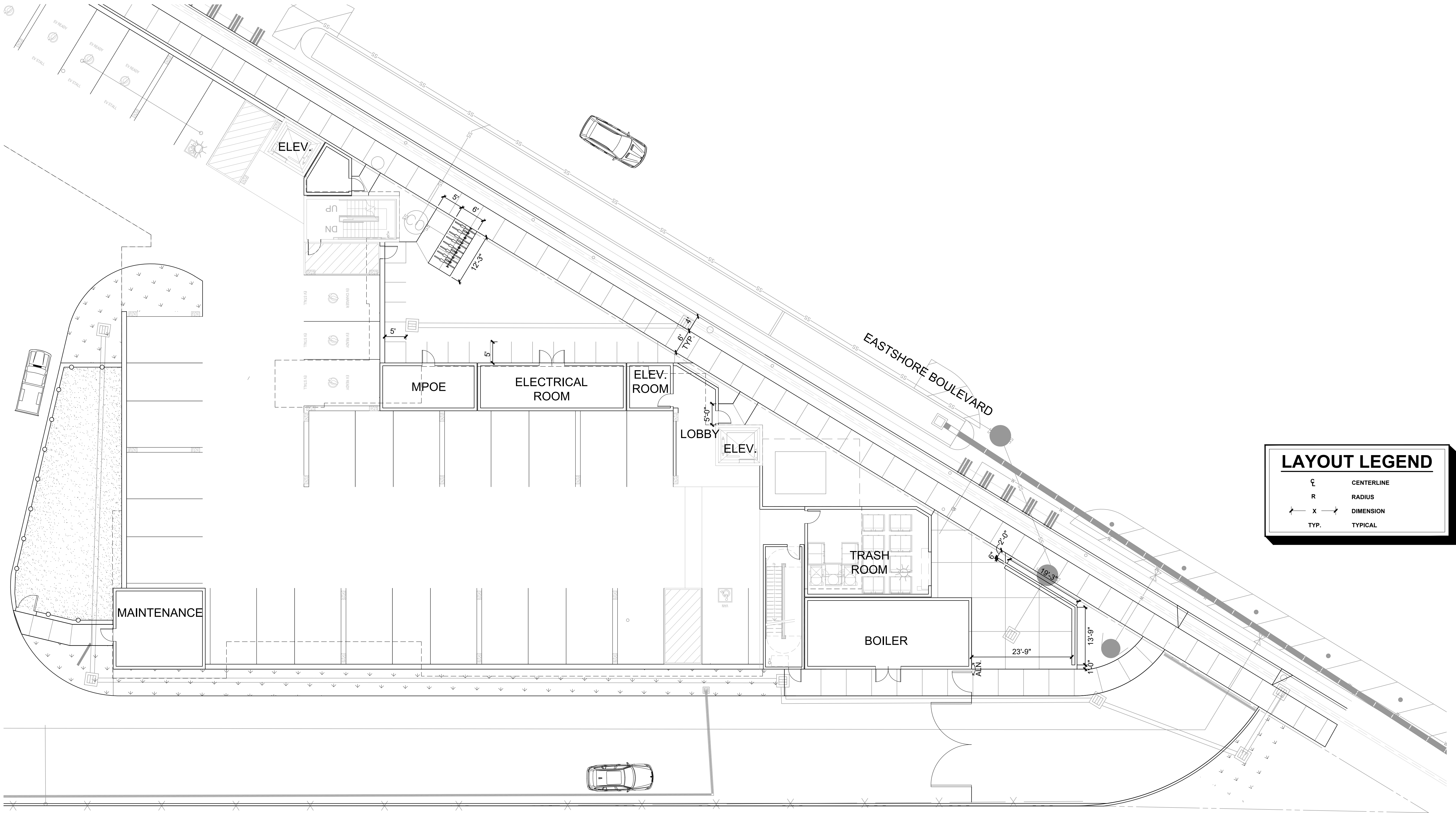
L-3.1
Project No. 03218



LAYOUT LEGEND

	CENTERLINE
	RADIUS
	DIMENSION
	TYPICAL

NOTES:
1. SEE SHEET L-7 FOR PLANT PALETTE AND SITE AMENITIES IMAGERY.



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EL CERRITO APARTMENTS

El Cerrito, California

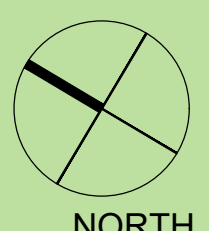
ENLARGEMENT
LAYOUT PLAN
JANUARY 11, 2024

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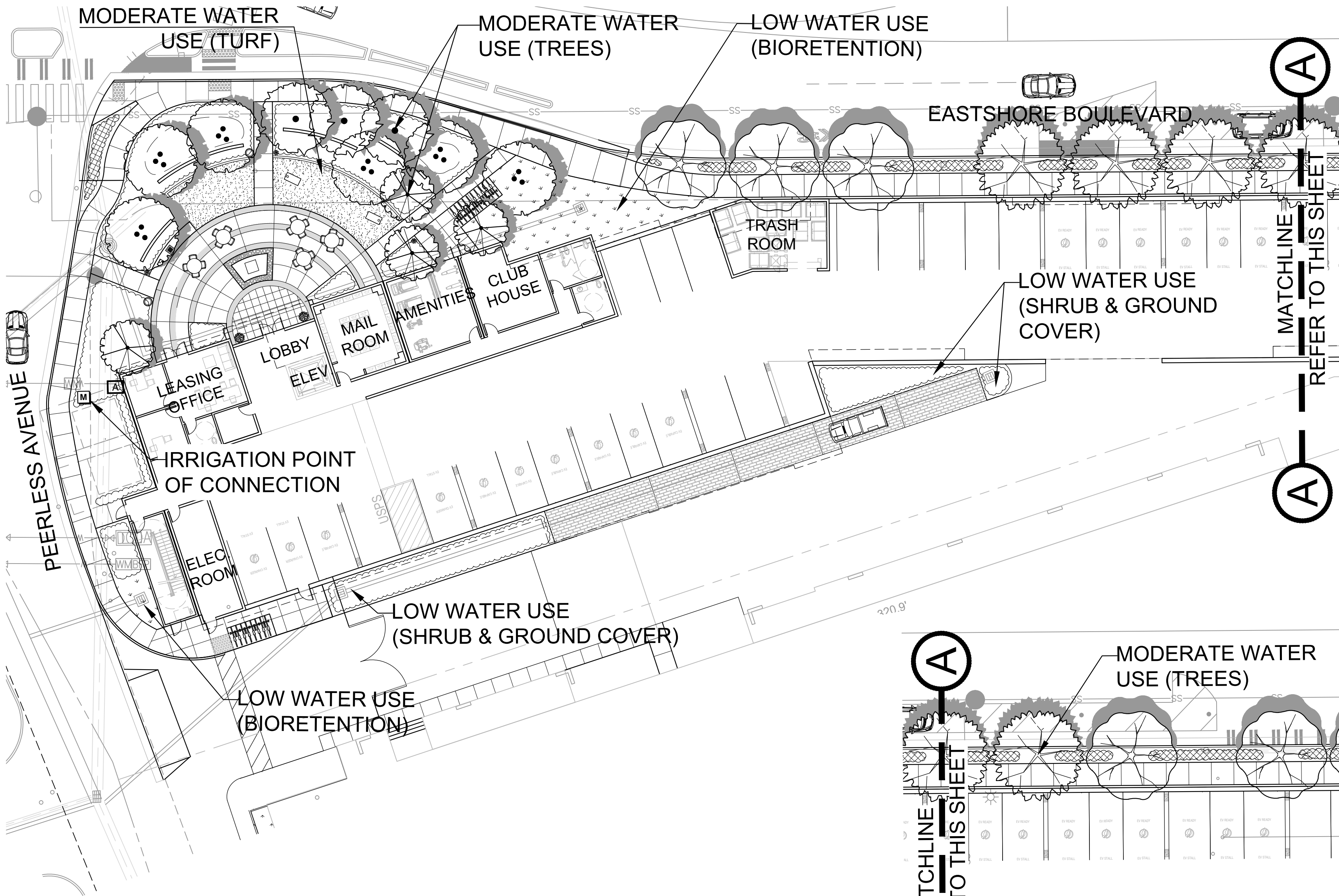
0' 5' 10' 20'

SCALE: 1" = 10'-0"



NORTH

L-5
Project No. 03218



WATER USE CALCULATIONS

Water Efficient Landscape Worksheet																
Adapted from California Code of Regulations Title 23, Division 3, Chapter 3.7, Model Water Efficient Landscape Ordinance																
Use drop down menus or type in values in white cells only. Results appear in Yellow or Red highlighted cells below.																
Site Information																
Site Name		EL CERRITO APARTMENTS														
Site Type		Residential			Allowed ETAF: 0.55											
Annual Eto (inches/yr)		49.4														
Hydrozone or Planting Description		Plant Factor (PF)		Irrigation Method (b)		Irrigation Efficiency (EI) (%)		ETAF (PF/EI)		Landscape Area (sq ft.)		ETAF x Area		*Estimated Total Water Use (gallons/yr)		
Regular Landscape Areas																
1. LOW WATER USE PLTS.		0.2	Low	Drip	0.81	0.2	8,400		2,074	63,525						
2. BIORETENTION		0.3	Low	Subsurface Drip	0.81	0.4	2,800		1,080	32,160						
3. TURF		0.6	Mod.	Overhead Spray	0.75	0.8	1,177		1,503	45,891						
4. LOW TREES		0.2	Low	Bubbler	0.81	0.2	410		107	3,287						
5. MOD. TREES		0.4	Mod.	Bubbler	0.81	0.5	260		159	3,400						
SUBTOTAL							13,836		4,870		149,162					
Special Landscape Areas																
1		0		0		0		0		0						
SUBTOTAL							0		0		0					
*Estimated Total Water Use (ETWU)							149,162		233,075							
(**) MAWA (Annual Gallons Allowed)																
(a) Hydrozone #/Planting Description		(b) Irrigation Method		(c) Irrigation Efficiency		(d) ETAF (Water Allowance Required)										
1) low water use planting		Drip		0.81 for drip		Eto x 0.62 x ETAF x Area		where								
2) bioretention		Subsurface Drip		0.85 for drip		0.62 is a conversion factor that converts inches per acre per year to gallons per square foot per year										
3) turf		Overhead Spray		0.75 for spray												
4) low water use trees		Bubbler		0.81 for bubbler				four per year								
5) moderate water use trees		Bubbler		0.81 for bubbler												
[Eto] x (0.62) x (ETAF x LA) + ([E] - ETAF) x SLA]																
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, and ETAF is 0.55 for residential areas and 0.45 for non-residential areas.																
Residential areas and 0.45 for non-residential areas.																
ETAF Calculations																
Regular Landscape Areas		Total ETAF x Area		4,870												
		Total Area		13,836												
		Average ETAF		0.35												
All Landscape Areas																
		Total ETAF x Area		4,870												
		Total Area		13,836												
		Site-wide ETAF		0.35												
Notes:																
Average ETAF (ET adjustment factor) for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.																
Calculator developed to meet code effective Dec. 1, 2015																
This calculator is for estimating purposes only.																

IRRIGATION STATEMENT

THE IRRIGATION DESIGN FOR THE SITE SHALL COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 - DIVISION 2-CHAPTER 2.7)

THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS.

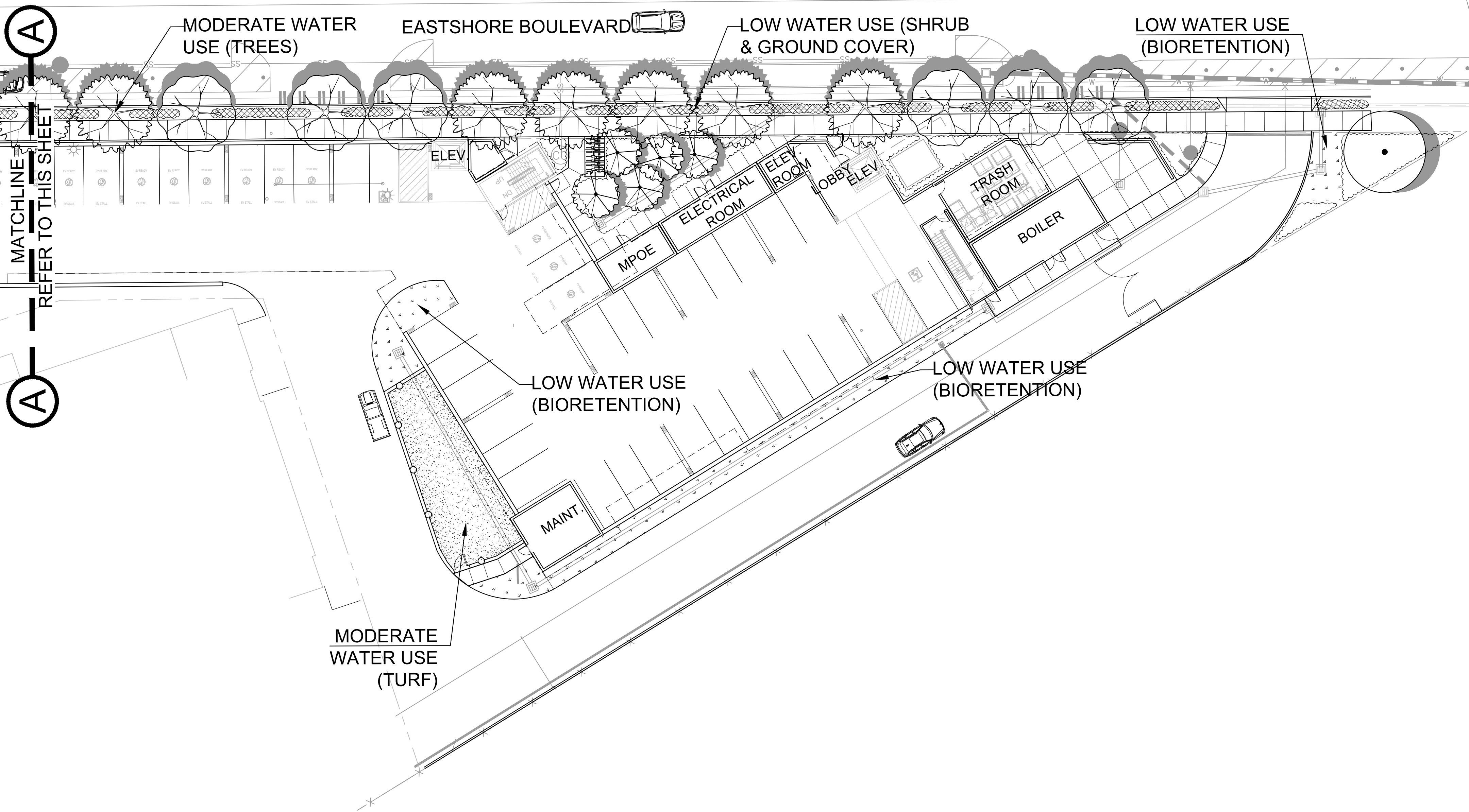
PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO-TRANSPARATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

IRRIGATION NOTES:

1. TREE BUBBLERS FOR EACH NEW ROW TREE SHALL BE (3) BUBBLERS EACH ON 1/2" IPS FLEXIBLE PVC TUBING MINIMUM 6' IN LENGTH TO REPOSITION AS TREE GROWS
2. DEVELOPER SHALL PROVIDE COLOR CODED IRRIGATION VALVE CHARTS OF VALVES IN ROW PRIOR TO TCO.
4. ALL STREET TREES SHALL BE WATERED BY A DEDICATED IRRIGATION REMOTE CONTROL VALVE (RCV) WITH ONE BALL VALVE PER RCV.

IRRIGATION EQUIPMENT LEGEND

SYMBOL	MANUF.	MODEL	DESCRIPTION
[M]	PER CITY	PER CITY	WATER METER SIZE, SERVICE LINE & PRESSURE TO BE DETERMINED.
[WV] [FS]	RAIN BIRD	FS-200-P 200-EFB-CP	FLOW-SENSING ASSEMBLY W/ NORMALLY-OPEN MASTER VALVE.
[BF]	FEBCO	LF 825 Y	LEAD FREE REDUCED PRESSURE BACKFLOW PREVENTER.
[GV]	NIBCO	T-113	ISOLATION GATE VALVE.
[A]	HUNTER	I-CORE	IRRIGATION CONTROLLER.
[C]	RAIN BIRD	44-LRC	QUICK COUPLER VALVE, LOCKING TOP WITH RUBBER COVER.
[E]	RAIN BIRD	PEB	ELECTRIC REMOTE CONTROL VALVE.
[B]	RAINBIRD	1402	TREE BUBBLER. EACH ROW TREE RECEIVES (3) BUBBLER
[D]	RAIN BIRD	XCZ-100-PRB-LC	WIDE FLOW DRIP KIT WITH PEB VALVE AND BASKET FILTER.
[O]	OLSON	EH-12 1701-004	AREA TO RECEIVE SHRUB AND GROUND COVER DRIP EMITTERS.
[R]	HUNTER	MP ROTATOR	TURF SPRAY HEAD.
[S]	HUNTER	ECO-WRAP	BIORETENTION DRIPLINE.
[Dashed Line]	APPROVED	SCH. 40	IRRIGATION MAINLINE. INSTALL AT 24" DEPTH. FOR 2.5" SIZE & SMALLER INSTALL AT 18" DEPTH OF COVER.
[Solid Line]	APPROVED	SCH. 40	IRRIGATION LATERAL LINE. INSTALL AT 12" MINIMUM DEPTH.
[Double Dashed Line]	APPROVED	SCH. 40	PIPE & WIRE SLEEVING UNDER ALL PAVING AS INDICATED ON PLAN & AS DIRECTED IN FIELD BY OWNER'S REPRESENTATIVE. SIZE SHALL BE TWICE THE DIAMETER OF PIPE TO BE SLEEVED.



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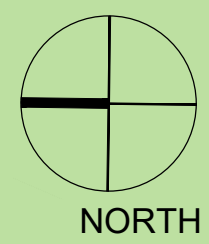
EL CERRITO APARTMENTS
El Cerrito, California

OVERALL SITE
IRRIGATION PLAN
JANUARY 11, 2024

vanderToolen Associates
855 Bordeaux Way
Suite 240
Napa, CA 94558
tel: 707.224.2299
www.vandertoolen.com



0' 15' 30' 60'
SCALE: 1" = 20'-0"



L-6
Project No. 03218

TREES



ACER PALMATUM 'SANGO KAKU'



ARBUTUS 'MARINA'



GEIJERA PARVIFLORA



GINKGO BILOBA 'MAGYAR'



LAURUS X 'SARATOGA'



ULMUS P. 'EMERALD SUNSHINE'

SHRUBS



ACHILLEA SPECIES



ANIGOZANTHOS SPECIES



ARBUTUS UNEDO 'COMPACTA'



BULBINE SPECIES



CALLISTEMON VIMINALIS 'LITTLE JOHN'



CEANOTHUS SPECIES



DODONAEA VISCOSA VARIETIES



LEONOTIS LEONURUS



LOROPETALUM CHINENSE VARIETIES



NANDINA DOMESTICA VARIETIES



ROSMARINUS SPECIES



SALVIA SPECIES



TEUCRIUM SPECIES



WESTRINGIA SPECIES

ORNAMENTAL GRASSES/GROUNDCOVERS



ARCTOSTAPHYLOS D. 'HOWARD MCINN'



CEANOTHUS 'YANKEE POINT'



ELYMUS MAGELLANICUS



FESTUCA MAIREI



HELIANTHEMUM NUMMULARIUM



LOMANDRA LONGIFOLIA 'BREEZE'



SENECIO MANDRALISCAE

BIORETENTION



ARCTOSTAPHYLOS D. 'HOWARD MCINN'



CAREX TUMULICOLA



DESCHAMPSIA CESPITOSA



JUNCUS PATENS



MIMULUS AURANTIACUS



MUHLENBERGIA RIGENS



SYMPHORICARPOS ALBUS

WALLS & PAVING



SPLIT FACE CMU WALL WITH CAP



NATURAL GRAY CONCRETE IN MEDIUM BROOM FINISH AND ACID ETCH FINISH

SITE FURNISHINGS



POTS



WATER FEATURE



BIKE RACK



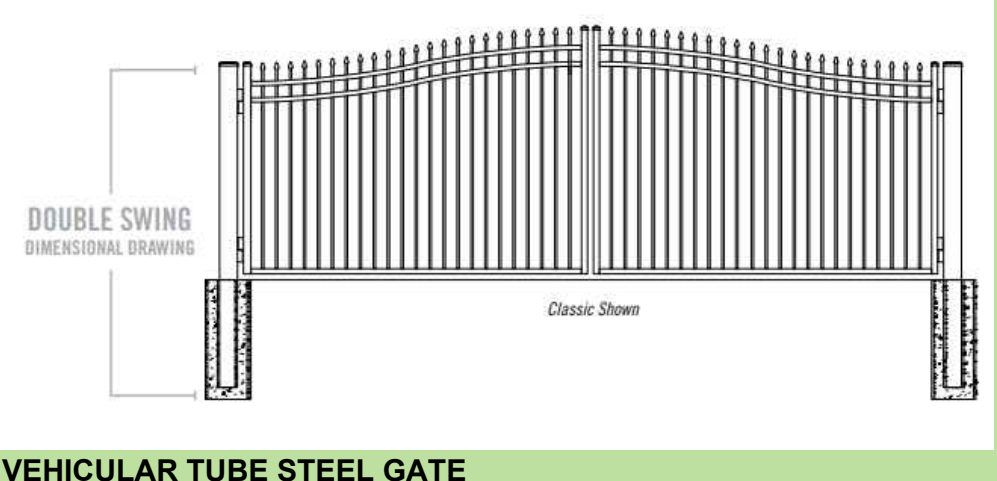
TABLE AND CHAIRS



TRASH RECEPTACLE



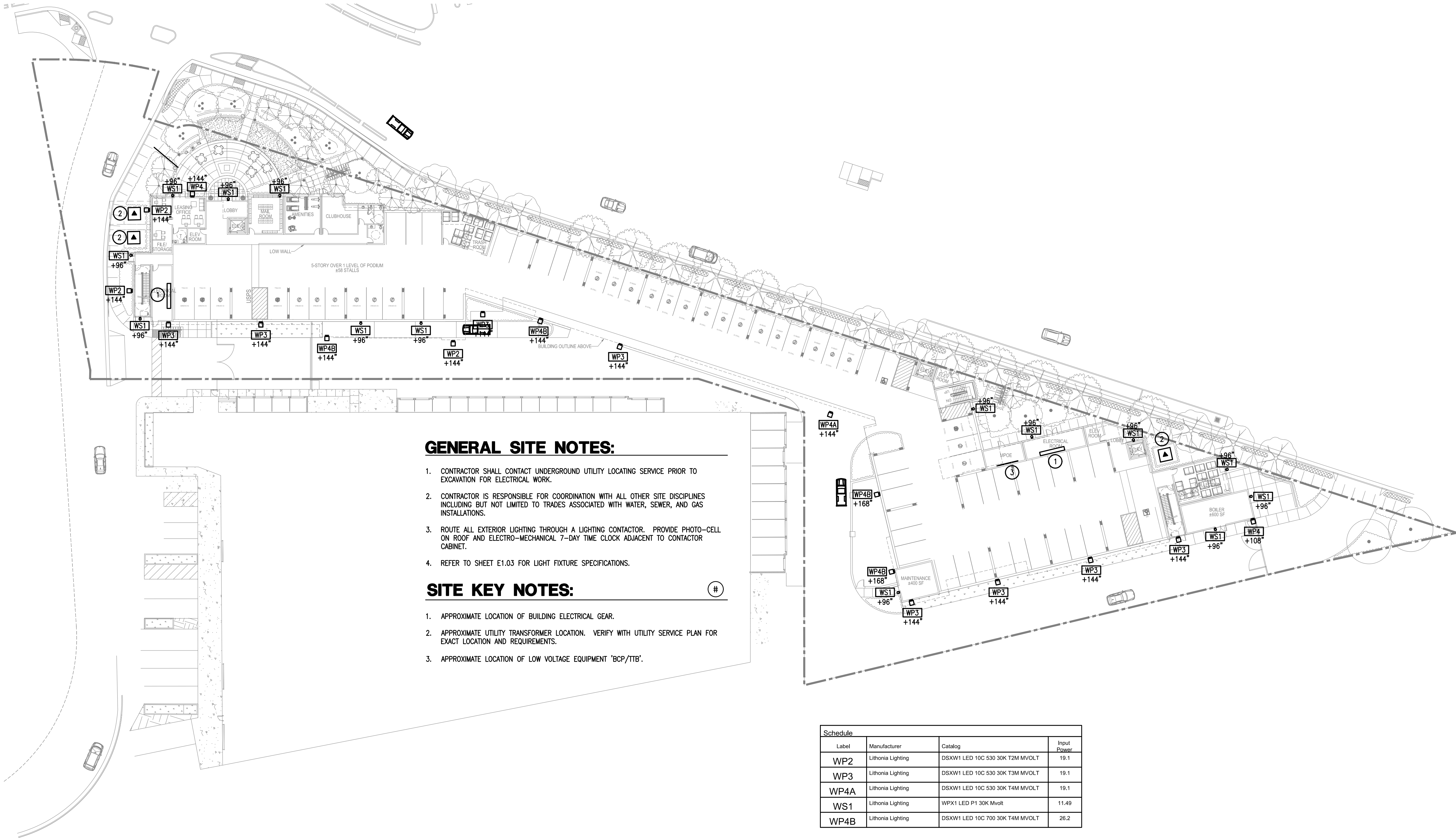
BOLLARD LIGHT



VEHICULAR TUBE STEEL GATE



TUBE STEEL FENCE



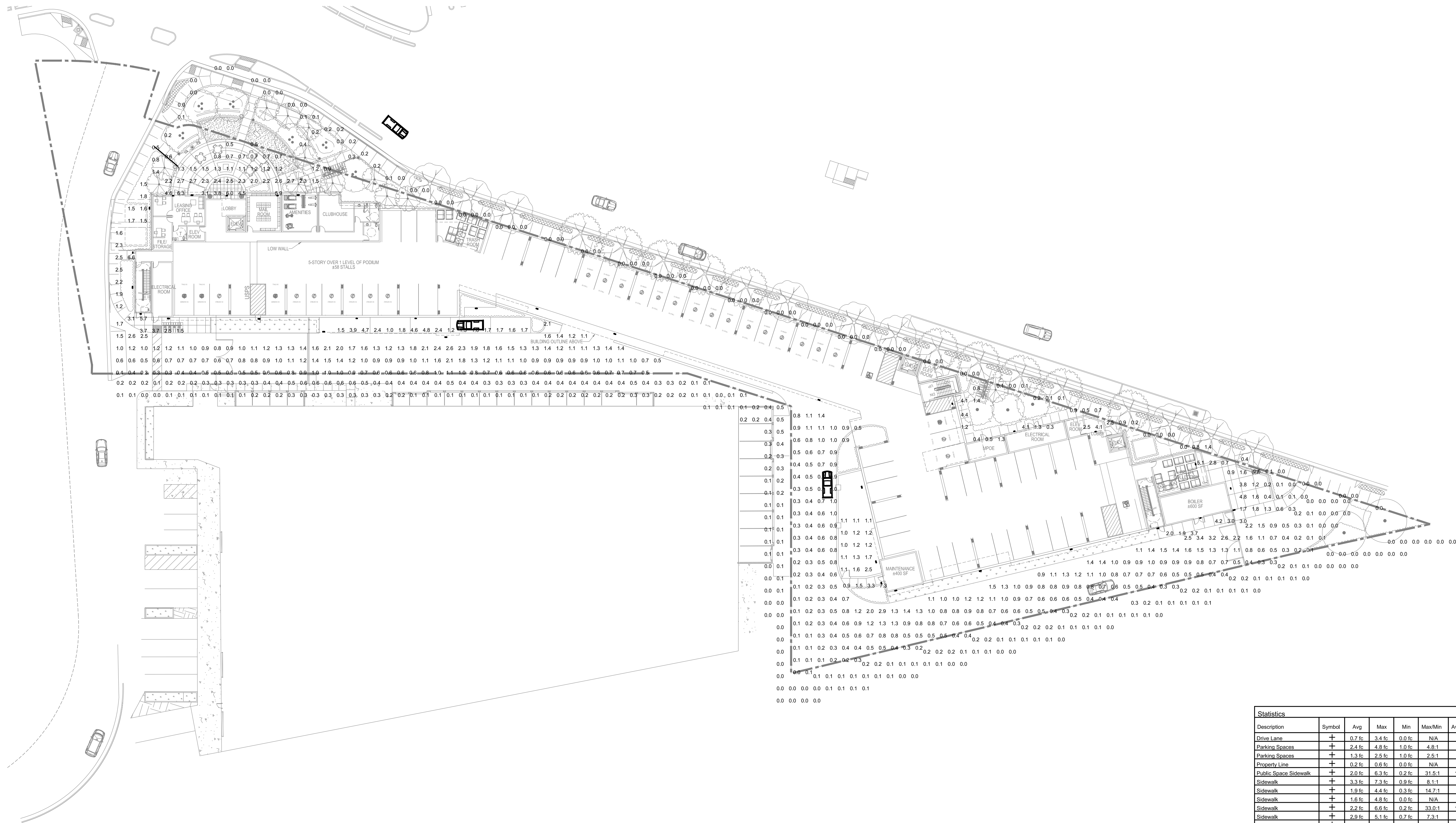
GENERAL SITE NOTES:

- 1. CONTRACTOR SHALL CONTACT UNDERGROUND UTILITY LOCATING SERVICE PRIOR TO EXCAVATION FOR ELECTRICAL WORK.
- 2. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH ALL OTHER SITE DISCIPLINES INCLUDING BUT NOT LIMITED TO TRADES ASSOCIATED WITH WATER, SEWER, AND GAS INSTALLATIONS.
- 3. ROUTE ALL EXTERIOR LIGHTING THROUGH A LIGHTING CONTACTOR. PROVIDE PHOTO-CELL ON ROOF AND ELECTRO-MECHANICAL 7-DAY TIME CLOCK ADJACENT TO CONTACTOR CABINET.
- 4. REFER TO SHEET E1.03 FOR LIGHT FIXTURE SPECIFICATIONS.

SITE KEY NOTES:

- 1. APPROXIMATE LOCATION OF BUILDING ELECTRICAL GEAR.
- 2. APPROXIMATE UTILITY TRANSFORMER LOCATION. VERIFY WITH UTILITY SERVICE PLAN FOR EXACT LOCATION AND REQUIREMENTS.
- 3. APPROXIMATE LOCATION OF LOW VOLTAGE EQUIPMENT 'BCP/TTB'.

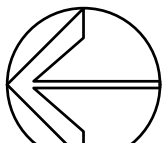
Schedule			
Label	Manufacturer	Catalog	Input Power
WP2	Lithonia Lighting	DSXW1 LED 10C 530 30K T2M MVOLT	19.1
WP3	Lithonia Lighting	DSXW1 LED 10C 530 30K T3M MVOLT	19.1
WP4A	Lithonia Lighting	DSXW1 LED 10C 530 30K T4M MVOLT	19.1
WS1	Lithonia Lighting	WPX1 LED P1 30K Mvolt	11.49
WP4B	Lithonia Lighting	DSXW1 LED 10C 700 30K T4M MVOLT	26.2



Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Drive Lane	+	0.7 fc	3.4 fc	0.0 fc	N/A	N/A
Parking Spaces	+	2.4 fc	4.8 fc	1.0 fc	4.8:1	2.4:1
Parking Spaces	+	1.3 fc	2.5 fc	1.0 fc	2.5:1	1.3:1
Property Line	+	0.2 fc	0.6 fc	0.0 fc	N/A	N/A
Public Space Sidewalk	+	2.0 fc	6.3 fc	0.2 fc	31.5:1	10.0:1
Sidewalk	+	3.3 fc	7.3 fc	0.9 fc	8.1:1	3.7:1
Sidewalk	+	1.9 fc	4.4 fc	0.3 fc	14.7:1	6.3:1
Sidewalk	+	1.6 fc	4.8 fc	0.0 fc	N/A	N/A
Sidewalk	+	2.2 fc	6.6 fc	0.2 fc	33.0:1	11.0:1
Sidewalk	+	2.9 fc	5.1 fc	0.7 fc	7.3:1	4.1:1
Sidewalk	+	2.1 fc	4.1 fc	0.8 fc	5.1:1	2.6:1
Street Sidewalk	+	0.1 fc	2.5 fc	0.0 fc	N/A	N/A
Drive Lane	+	1.1 fc	2.6 fc	0.3 fc	8.7:1	3.7:1

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

 **SITE PHOTOMETRIC PLAN**
SCALE: 1"=30'-0"

DATE: 01-10-2024
JOB NO.: 2017-694

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860


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208.288.2181 Project:23AMG01

E1.01


**Architecture.
Design.
Relationships.**



D-Series Size 1 LED Wall Luminaire



d-series

Specifications Luminaire

Width: 13-3/4" (34.9 cm)

Depth: 10" (25.4 cm)

Height: 6-3/8" (16.2 cm)

Weight: 12 lbs (5.4 kg)

Back Box (BBW, ELCW)

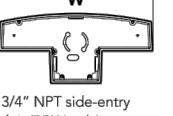
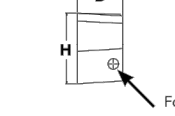
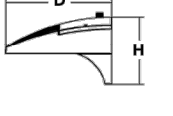
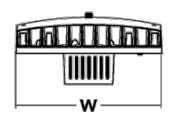
Width: 13-3/4" (34.9 cm)

Depth: 4" (10.2 cm)

Height: 6-3/8" (16.2 cm)

BBW Weight: 5 lbs (2.3 kg)

ELCW Weight: 10 lbs (4.5 kg)



For 3/4" NPT side-entry conduit (BBW only)

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED											
Series	LEDs	Drive Current	Color Temperature	Distribution	Voltage	Housing	Control Options				
DSXW1 LED	10C 10 LEDs (2x engine)	350 350 mA	30K 3000 K	T25 Type II Short	MVOLT ¹	Shipped included (black) Surface mounting bracket	PE Photocell, cell, button type ⁴	DMG 0-10v dimming wires pulled outside fixture (for use with an external control, orders separately)	PIR 180° motion/ambient light sensor, <15° mag ht ¹²	PIR/FCV Motion/ambient sensor, 15-30° mag ht ¹²	PIR/FCV Motion/ambient sensor, 15-30° mounting height, ambient sensor enabled at 16°
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹						
		700 700 mA	50K 5000 K	T35 Type III Short	208 ¹						
		20C 20 LEDs (two engines)	1000 1000 mA (1 A) ¹¹	AMPC Ambient photoper converted	240 ¹						
		T4M Type IV Medium	277 ¹								
TTM Forward Throw Medium	347 ¹⁴										
					480 ¹⁴						

Other Options

Finish selected

Shipped installed

SF Single face (120, 277 or 347V)¹⁴
DF Double face (208, 240 or 480V)¹⁴
HS House-side shield¹¹
SPD Separate surge protection¹¹

Shipped separately

BBW Bad-derment spikes
VG Vandal guard
DDL Diffused drop lens

Dark bronze

Black

Natural aluminum

White

SSXD Sandstone

DBDZD Textured dark bronze

DBLBD Textured black

DNATD Textured natural aluminum

DWHGD Textured white

DSSTD Textured sandstone

Accessories

Ordered and shipped separately

DSXW1S House-side shield (one per light engine)
DSXW1B Bad-derment spikes
DSXW1VG Vandal guard assembly

NOTES
1. 20C, 1000 is not available with PIR, PIR/FCV or PIR/HTCV.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
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9. Not available with SPD.
10. Not available with ELCW.
11. Also available as a separate accessory, see Accessories information.
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DSXW1-LED Rev. 2/05/20



D-Series Size 1 LED Wall Luminaire



d-series

Specifications Luminaire

Width: 13-3/4" (34.9 cm)

Depth: 10" (25.4 cm)

Height: 6-3/8" (16.2 cm)

Weight: 12 lbs (5.4 kg)

Back Box (BBW, ELCW)

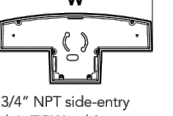
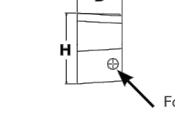
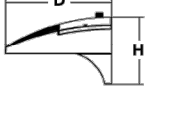
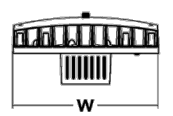
Width: 13-3/4" (34.9 cm)

Depth: 4" (10.2 cm)

Height: 6-3/8" (16.2 cm)

BBW Weight: 5 lbs (2.3 kg)

ELCW Weight: 10 lbs (4.5 kg)



For 3/4" NPT side-entry conduit (BBW only)

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED											
Series	LEDs	Drive Current	Color Temperature	Distribution	Voltage	Housing	Control Options				
DSXW1 LED	10C 10 LEDs (2x engine)	350 350 mA	30K 3000 K	T25 Type II Short	MVOLT ¹	Shipped included (black) Surface mounting bracket	PE Photocell, cell, button type ⁴	DMG 0-10v dimming wires pulled outside fixture (for use with an external control, orders separately)	PIR 180° motion/ambient light sensor, <15° mag ht ¹²	PIR/FCV Motion/ambient sensor, 15-30° mag ht ¹²	PIR/FCV Motion/ambient sensor, 15-30° mounting height, ambient sensor enabled at 16°
		530 530 mA	40K 4000 K	T2M Type II Medium	120 ¹						
		700 700 mA	50K 5000 K	T35 Type III Short	208 ¹						
		20C 20 LEDs (two engines)	1000 1000 mA (1 A) ¹¹	AMPC Ambient photoper converted	240 ¹						
		T4M Type IV Medium	277 ¹								
TTM Forward Throw Medium	347 ¹⁴										
					480 ¹⁴						

Other Options

Finish selected

Shipped installed

SF Single face (120, 277 or 347V)¹⁴
DF Double face (208, 240 or 480V)¹⁴
HS House-side shield¹¹
SPD Separate surge protection¹¹

Shipped separately

BBW Bad-derment spikes
VG Vandal guard
DDL Diffused drop lens

Dark bronze

Black

Natural aluminum

White

SSXD Sandstone

DBDZD Textured dark bronze

DBLBD Textured black

DNATD Textured natural aluminum

DWHGD Textured white

DSSTD Textured sandstone

Accessories

Ordered and shipped separately

DSXW1S House-side shield (one per light engine)
DSXW1B Bad-derment spikes
DSXW1VG Vandal guard assembly

NOTES
1. 20C, 1000 is not available with PIR, PIR/FCV or PIR/HTCV.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. Single face (SF) requires 120, 277 or 347 voltages option. Double face (DF) requires 208, 240 or 480 voltage option.
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DSXW1-LED Rev. 2/05/20



D-Series Size 1 LED Wall Luminaire



d-series

Specifications Luminaire

Width: 13-3/4" (34.9 cm)

Depth: 10" (25.4 cm)

Height: 6-3/8" (16.2 cm)

Weight: 12 lbs (5.4 kg)

Back Box (BBW, ELCW)

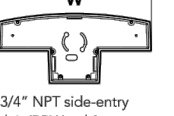
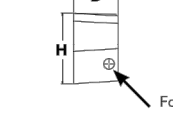
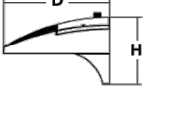
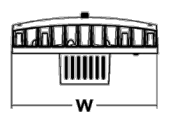
Width: 13-3/4" (34.9 cm)

Depth: 4" (10.2 cm)

Height: 6-3/8" (16.2 cm)

BBW Weight: 5 lbs (2.3 kg)

ELCW Weight: 10 lbs (4.5 kg)



For 3/4" NPT side-entry conduit (BBW only)

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED											
Series	LEDs	Drive Current	Color Temperature	Distribution	Voltage	Housing	Control Options				
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		20C 20 LEDs (two engines)	1000 1000 mA (1 A) ¹¹	AMPC Ambient photoper converted	240 ¹						
		T4M Type IV Medium	277 ¹								
TTM Forward Throw Medium	347 ¹⁴										
					480 ¹⁴						

Other Options

Finish selected

Shipped installed

SF Single face (120, 277 or 347V)¹⁴
DF Double face (208, 240 or 480V)¹⁴
HS House-side shield¹¹
SPD Separate surge protection¹¹

Shipped separately

BBW Bad-derment spikes
VG Vandal guard
DDL Diffused drop lens

Dark bronze

Black

Natural aluminum

White

SSXD Sandstone

DBDZD Textured dark bronze

DBLBD Textured black

DNATD Textured natural aluminum

DWHGD Textured white

DSSTD Textured sandstone

Accessories

Ordered and shipped separately

DSXW1S House-side shield (one per light engine)
DSXW1B Bad-derment spikes
DSXW1VG Vandal guard assembly

NOTES
1. 20C, 1000 is not available with PIR, PIR/FCV or PIR/HTCV.
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DSXW1-LED Rev. 2/05/20



D-Series Size 1 LED Wall Luminaire



d-series

Specifications Luminaire

Width: 13-3/4" (34.9 cm)

Depth: 10" (25.4 cm)

Height: 6-3/8" (16.2 cm)

Weight: 12 lbs (5.4 kg)

Back Box (BBW, ELCW)

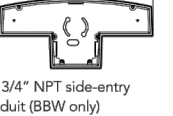
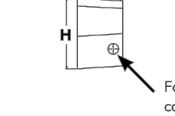
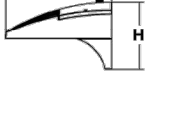
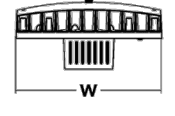
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BBW Weight: 5 lbs (2.3 kg)

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For 3/4" NPT side-entry conduit (BBW only)

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		20C 20 LEDs (two engines)	1000 1000 mA (1 A) ¹¹	AMPC Ambient photoper converted	240 ¹						
		T4M Type IV Medium	277 ¹								
TTM Forward Throw Medium	347 ¹⁴										
					480 ¹⁴						

Other Options

Finish selected

Shipped installed

SF Single face (120, 277 or 347V)¹⁴
DF Double face (208, 240 or 480V)¹⁴
HS House-side shield¹¹
SPD Separate surge protection¹¹

Shipped separately

BBW Bad-derment spikes
VG Vandal guard
DDL Diffused drop lens

Dark bronze

Black

Natural aluminum

White

SSXD Sandstone

DBDZD Textured dark bronze

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DNATD Textured natural aluminum

DWHGD Textured white

DSSTD Textured sandstone

Accessories

Ordered and shipped separately

DSXW1S House-side shield (one per light engine)
DSXW1B Bad-derment spikes
DSXW1VG Vandal guard assembly

NOTES
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DSXW1-LED Rev. 2/05/20



WPX LED Wall Packs



WPX1 LED P1 30K Mvolt

Specifications

Front View

Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Locations	Weight
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.7" (9.3 cm)	4.9" (12.3 cm), 8.6" (21.6 cm)	6.1 lbs (2.8 kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.3 cm)	4.5" (11.5 cm), 8.7" (22.1 cm)	8.2 lbs (3.7 kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm), 8.7" (22.1 cm)	11.0 lbs (5.0 kg)

Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series	Color Temperature	Voltage	Options	Finish
WPX1 LED P1	1,500 Lumens, 11W	30K 3000K	MVOLT 120V-277V	(black) None
WPX1 LED P2	2,000 Lumens, 24W	40K 4000K	347 347V ¹	EMWH Emergency battery backup, CE compliant (96V, 20°C min) ¹
WPX1 LED	4,000 Lumens, 41W	50K 5000K		DBLBD White
WPX1 LED	9,000 Lumens, 69W			ELWHC Emergency battery backup, CE compliant (140V, 20°C min) ¹
				PI Photocell ¹

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

FEATURES & SPECIFICATIONS

INTENDED USE
The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the use for the replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

INSTALLATION
WPX can be mounted directly over a standard electrical junction box. Three 1/2" inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows pole through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the frangible wiring compartment in all cases. WPX is only recommended for installations with LEDs being dimmed.

LISTINGS
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. P66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at [www.dlc.com/qualified-products](#) to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSAA) is available for all products on this page utilizing 300K color temperature only.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind, all other express and implied warranties are disclaimed. Complete warranty terms located at: [www.lithonia.com/CustomerService/Forms_and_conditions.aspx](#)

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.

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WPX LED Rev. 03/08/22

LUMINAIRE SPECIFICATIONS

SCALE: NTS

DC ENGINEERING
Careful listening. Dynamic solutions.
[www.dceengineering.net](#)
208.288.2181 Project:23AMG01

AO
Architecture.
Design.
Relationships.

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 01-10-2024
JOB NO.: 2017-694
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

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RACHAEL E. KOSS
AIDAN P. MARSHALL
TARA C. RENGIFO

Of Counsel
MARC D. JOSEPH
DANIEL L. CARDOZO

February 15, 2024

Via E-Mail and Overnight Delivery

Chair Joy Navarrete
c/o Sean Moss
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530
planning@ci.el-cerrito.ca.us; smoss@ci.el-cerrito.ca.us

Via E-Mail Only

Jeff Ballantine
jballentine@ci.el-cerrito.ca.us

Re: **Appeal to the City of El Cerrito Planning Commission of Design Review Board Resolution DRB 2024-01 Granting Approval to Planning Application No. PL22-0015 for the 1711-1755 Eastshore Boulevard Project, Pursuant to Zoning Ordinance § 19.39.040**

Dear Chair Navarrete, Planning Commissioners, Mr. Moss, and Mr. Ballantine:

We write on behalf of Contra Costa Residents for Responsible Development (“Contra Costa Residents”) to appeal the City of El Cerrito (“City”) Design Review Board’s (“Board”) approvals for the 1711-1755 Eastshore Boulevard (“Project”), Application No. PL22-0015, proposed by AMG & Associates (“Applicant”), pursuant to the City’s Municipal Code § 19.39.040. This appeal is being filed concurrently with an appeal to the City Council of the Board’s environmental review determination, pursuant to Municipal Code § 19.42.040. Contra Costa Residents respectfully requests that the Planning Commission remand this matter to City staff with direction to prepare a subsequent or supplemental environmental impact report (“EIR”) that fully discloses, analyzes, and mitigates the Project’s significant air quality, public health, and visual resource impacts.

The Applicant proposes to construct a new six-story building with 310 residential units located at 1711-1755 Eastshore Boulevard, El Cerrito, California

6848-004acp

(APN Nos. 513-371-001, 513-371-002, 513-362-110). On November 1, 2023, the Board held a public hearing to consider the Tier II design review application for the proposed Project, pursuant to the San Pablo Avenue Specific Plan (“Specific Plan”). Prior to the public hearing, Contra Costa Residents submitted written comments to the Board demonstrating that the City violated the California Environmental Quality Act (“CEQA”), Public Resources Code §§ 21000 et seq., by failing to prepare a subsequent or supplemental environmental impact report (“EIR”) based on the Project’s significant, unmitigated health risks.¹ Contra Costa Residents reiterated these deficiencies in oral comments during the public hearing. The Board continued the hearing to consider comments provided by members of the public and the Board.

On February 7, 2024, the Board held a second public hearing on the proposed Project. Prior to the hearing, Contra Costa Residents submitted written comments and accompanying expert report demonstrating that (1) the City violated CEQA by failing to prepare a subsequent or supplemental EIR because one or more events specified in Public Resources Code § 21166 had occurred, and (2) the City violated state Planning and Zoning laws, including its own Zoning Ordinances, by failing to analyze consistency with all applicable General Plan and Specific Plan policies, strategies, and guidelines.² Contra Costa Residents reiterated these deficiencies in oral comments during the public hearing. Despite these defects, the Board adopted Design Review Board Resolution 2024-01 granting Tier II Design Review approval to the Project. Contra Costa Residents files this appeal of the Board’s Project approvals.

The Specific Plan establishes the administrative procedures for Tier II design review applications. Specific Plan § 2.02.04.05.D. states that the Planning Commission has the power and duty to approve, conditionally approve, amend, or deny design review appeals of decisions by the Board pursuant to the *El Cerrito Municipal Code Chapter 19.39, Appeals*. Zoning Ordinance § 19.39.020.A. allows appeals to be filed by any person aggrieved by a decision that is subject to appeal.³ Decisions of the Board are appealable to the Planning Commission by filing a

¹ **Exhibit A**, Letter to Andrea Lucas, Design Review Board, City of El Cerrito from Andrew J. Graf, Adams Broadwell Joseph & Cardozo re: Agenda Item 6: Public Hearing – 1711-1755 Eastshore Boulevard Tier II Design Review (PL22-0015) (Nov. 1, 2023).

² **Exhibit B**, Letter to Andrea Lucas, Design Review Board, City of El Cerrito from Andrew J. Graf, Adams Broadwell Joseph & Cardozo re: Agenda Item 7: Public Hearing – 1711-1755 Eastshore Boulevard Tier II Design Review (PL22-0015) (Feb. 7, 2024); **Exhibit C**, Letter to Andrew J. Graf, Adams Broadwell Joseph & Cardozo from Matt Hagemann, Soil, Water, Air Protection Enterprises re: Comments on the 1711-1755 Eastshore Boulevard Project (Feb. 7, 2024).

³ Zoning Ordinance § 19.47.020 defines aggrieved person as “[a]ny person who alleges that their property will be injured by a decision of the Zoning Administrator, Planning Commission, or other decision-making body involved in the enforcement of this Zoning Ordinance.”

written appeal with the Zoning Administrator identifying the decision being appealed and clearly and concisely stating the reasons for appeal.⁴

The Specific Plan also establishes the administrative procedures for environmental review. Specific Plan § 2.02.04.04.E. states that the Board has the power and duty to make environmental determinations on any approvals that are subject to CEQA and the City's adopted environmental review guidelines, pursuant to the provisions of *El Cerrito Municipal Code Chapter 19.42, Environmental Review*. Zoning Ordinance § 19.42.020.B.3 states that a determination of exemption by any decision-making authority other than the City Council may be appealed to the City Council in the same manner provided for other appeals in *Chapter 19.39, Appeals*. Zoning Ordinance § 19.42.040.B. states, notwithstanding other provisions of the Zoning Ordinance, any aggrieved person may appeal a determination that a project is exempt from environmental review directly to the City Council by filing a written appeal with the City Clerk within 10 days of the date of action or notice of determination.

I. STATEMENT OF INTEREST

Contra Costa Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483, along with their members, their families, and other individuals who live and work in the City of El Cerrito.

Contra Costa Residents' individual members live, work, recreate, and raise their families in the City and surrounding communities. Accordingly, they would be directly affected by the Project's environmental, health, and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist on site.

Contra Costa Residents also has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses and industries to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused

⁴ Zoning Ordinance § 19.39.040.C.

construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

II. DECISION BEING APPEALED

Contra Costa Residents appeal the Board's adoption of Design Review Board Resolution 2024-01, Application No. PL22-0015, *A Resolution of the City of El Cerrito Design Review Board Granting Tier II Design Review Approval for Construction of a new Building Containing 305 Residential Units at 1711-1755 Eastshore Boulevard*, which was approved at the February 7, 2024 meeting.⁵ This includes, but is not limited to, an appeal of the following findings and determinations:

1. The project is consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182 and is subject to the Program Environmental Impact Report mitigation measures listed below.
2. The project provides affordable housing as required by El Cerrito Municipal Code Chapter 19.30 (Inclusionary Zoning) and concurrently requests a Density Bonus pursuant to Government Code Section 65915 et al. The bonus request includes requests for three concessions, pursuant to Government Code Section 65915(d)(2), and four waivers, pursuant to Government Code Section 65915(e), described in detail as follows:
 - a) Pursuant to Government Code Section 65915(d)(2), the project may include a request for three (3) concessions based on the number of affordable housing units provided on-site. A concession, as defined by Government Code Section 65915(k) and in relevant part, consists of a reduction of a development standard. In addition to meeting the requirement for on-site affordable housing, a concession must result in identifiable and actual cost reductions, to provide for affordable housing costs. The project includes concessions requesting a reduction in minimal first floor ceiling height to 10-feet from the 14-feet required in the San Pablo Avenue Specific Plan Section 2.01.03; reduction of the 25% upper story transparency requirements as required in the San Pablo Avenue Specific Plan Section 3.01.01 – Regulation by Street Type; and an increase in building length to approximately 475-feet from the maximum of 300-

⁵ **Exhibit D**, Design Review Board Resolution DRB 2024-01, Application No. PL22-0015, *A Resolution of the City of El Cerrito Design Review Board Granting Tier II Design Review Approval for Construction of a new Building Containing 305 Residential Units at 1711-1755 Eastshore Boulevard* (Feb. 7, 2024).

- feet as required in the San Pablo Avenue Specific Plan Section 2.05.02.03 – Building Length. The project application includes adequate documentation to substantiate the eligibility of the concession request (i.e., actual cost reductions). Therefore, this approval grants the requested concession in accordance with Government Code Section 65915(d)(2).
- b) Pursuant to Government Code Section 65915(e), the project includes four waivers from the San Pablo Avenue Specific Plan: Section 2.05.02.02.04 – Upper Floor Setback pertaining to not casting shadows beyond the curb line on the opposite side of the street; Section 2.05.06.02.02 – Plaza pertaining to 50% of the open space being free from shadows for 2/3 of the daylight hours; Section 2.01.06 – Private/Common Open Space pertaining to the infeasibility of providing the open space on site; and FBC Table 05 – Transect Zone Development Standards pertaining to long-term bicycle parking and the effect that additional parking would have on unit count. State law sets no limit on the number of waivers that may be requested but requires that they relate to a development standard that, in relevant part, "will have the effect of physically precluding the construction of affordable housing."
3. The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the standards for the Gateway Street, the standards for the Transit-Oriented Higher Intensity Mixed Use district, and all other applicable standards of the San Pablo Avenue Specific Plan.
4. The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape improvements, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Project Design, and Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development.

III. REASONS FOR APPEAL

Contra Costa Residents' February 7, 2024 comment letter and accompanying report prepared by technical expert Paul Rosenfeld of Soil, Water, Air Protection Enterprises ("SWAPE") detail the basis for the instant appeal.⁶ These documents are incorporated by reference as if fully set forth herein.

⁶ See Exhibit B; Exhibit C.

In sum, the Board violated CEQA because one or more events specified in Public Resources Code § 21166 and CEQA Guidelines § 15162 has occurred. Specifically, further environmental review is required because (1) new information about the Project's significant health risks during operation arose after the Specific Plan's Program Environmental Impact Report ("PEIR") and Supplemental Environmental Impact Report ("SEIR") were certified,⁷ (2) new information about the Project's significant greenhouse gas impacts during operation arose after the PEIR and SEIR were certified,⁸ and (3) there are substantial changes in the project that will require major revisions to the PEIR and SEIR due to a more severe aesthetic impact that was not previously examined.⁹ In addition, the Board violated CEQA by failing to comply with PEIR/SEIR Mitigation Measure 4-1, which required a project-specific evaluation of the proposed Project's impacts on scenic vistas.¹⁰ Finally, the Board did not make the findings required for approval because it failed to analyze compliance with all applicable General Plan and Specific Plan policies, strategies, and development guidelines.¹¹

IV. REQUEST FOR REMAND TO PREPARE A SUBSEQUENT OR SUPPLEMENTAL EIR

The record demonstrates that the Board abused its discretion by finding that the proposed Project was exempt from CEQA and by failing to comply with mitigation measures required for implementation of Projects pursuant to the Specific Plan. The record also demonstrates that the Board did not make all the necessary findings to approve the proposed Project because it failed to fully analyze consistency with the General Plan and Specific Plan. Contra Cost Residents urges the Planning Commission to remand this matter to City staff with direction to prepare a subsequent or supplemental EIR that fully discloses, analyzes, and mitigates the Project's air quality, public health, and visual resource impacts.

Thank you for your consideration.

Sincerely,



Andrew J. Graf

Attachments
AJG:acp

⁷ Exhibit B at pp. 6-8.

⁸ *Id.* at pp. 8-9.

⁹ *Id.* at pp. 9-15.

¹⁰ *Id.* at pp. 15-19.

¹¹ *Id.* at pp. 19-20.

EXHIBIT A

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November 1, 2023

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Re: **Agenda Item 6: Public Hearing – 1711-1755 Eastshore Boulevard Tier II Design Review (PL22-0015)**

Dear Chair Andrea Lucas, Design Review Board Members, Mr. Ballantine, and Mr. Moss:

We write on behalf of Contra Costa Residents for Responsible Development (“Contra Costa Residents”) regarding Agenda Item No. 6, the six-story, 315-unit residential development project at 1711-1755 Eastshore Boulevard (“Project”) proposed by AMG & Associates (“Applicant”). Contra Costa Residents respectfully request that the Board continue today’s hearing and direct City staff to prepare a project-level environmental impact report (“EIR”), and/or a subsequent or supplemental environmental impact report that fully discloses, analyzes, and mitigates the Project’s significant environmental impacts due to the City of El Cerrito’s (“City”) failure to comply with the California Environmental Quality Act (“CEQA”), Public Resources Code § 21100 *et seq.*

I. INTRODUCTION

The Applicant proposes to construct a new six-story building with 315 residential units totaling 219, 622 square feet located at 1711-1755 Eastshore

Boulevard, El Cerrito, California.¹ The Applicant is seeking approval of its Tier II Design Review application from the City's Design Review Board ("Board") pursuant to the San Pablo Avenue Specific Plan ("Specific Plan").²

The Board must review Tier II application for consistency with the design requirements of the Specific Plan, including exterior building colors, materials, and textures; landscaping; site plan; building facades and articulation; relationship of the development to adjacent public rights-of-way; signs; locations and footprints of bioretention facilities as required for stormwater management.³ The Board must find that the proposed Project complies with all applicable Specific Plan design standards and implements applicable goals and policies of the City's General Plan.⁴ The Board must also make environmental determinations on any approvals it grants that are subject to CEQA and the City's environmental review guidelines pursuant to the provisions of the El Cerrito Municipal Code Chapter 19.42, Environmental Review.⁵

The Project application is being processed pursuant to Senate Bill ("SB") 330 which, among other things, "locks in" standards and city ordinances applicable at the time the preliminary application is submitted, provided that a formal development application is submitted pursuant to the timelines established by SB 330.⁶ Since the preliminary application for the Project was submitted on March 25, 2022, the City claims the Project is subject to the Specific Plan as originally adopted in 2014, not the Specific Plan Update⁷ adopted in October 2022.⁸

A Program Environmental Impact Report ("PEIR") was prepared for the Specific Plan in 2014.⁹ The City claims the proposed Project is consistent with the

¹ Community Development Department, City of El Cerrito, Design Review Board Tier II Staff Report (Oct. 4, 2023) pp. 3-4 (hereinafter "Staff Report").

² El Cerrito, San Pablo Avenue Specific Plan ("Specific Plan") § 2.02.04.01 (2014), *available at* <https://www.el-cerrito.org/DocumentCenter/View/4411>.

³ Specific Plan § 2.02.07.01.02.B.2.

⁴ Specific Plan § 2.02.07.01.02.B.3.

⁵ Specific Plan § 2.02.04.04.E.

⁶ Staff Report at pp. 3-4.

⁷ City of El Cerrito, San Pablo Avenue Specific Plan Update (Oct. 2022), *available at* https://www.el-cerrito.org/DocumentCenter/View/17910/2_Form-Based-Code-101422.

⁸ Staff Report at p. 4.

⁹ Staff Report at p. 10; *see also* City of El Cerrito, Draft Environmental Impact Report: San Pablo Avenue Specific Plan (SCH #2014042025) (June 2014) (hereinafter "DEIR"), *available at* <https://www.el-cerrito.org/DocumentCenter/View/3728>; City of El Cerrito, Final Environmental Impact Report: San Pablo Avenue Specific Plan (SCH #2014042025) (August 2014) (hereinafter "FEIR"), *available at* <https://www.el-cerrito.org/DocumentCenter/View/3958/Final-EIR--1756-04-8-26-14?bidId=>.

PEIR, and therefore, exempt from CEQA pursuant to CEQA Guidelines §§ 15168 and 15182.¹⁰ As discussed in greater detail below, the City lacks substantial evidence to support the claimed exemptions. The PEIR was a planning-level CEQA document which did not analyze the Project's environmental impacts with the degree of specificity required for project-level environmental review. Nor were the project-specific impacts that were identified in the staff report addressed in the PEIR. An EIR is required for the Project for these reasons.¹¹

More specifically, the City's project-level health risk analysis ("HRA") demonstrates that the proposed Project would result in significant, unmitigated health risks from human exposure to off-road construction equipment diesel particulate matter ("DPM") emissions. These health risk impacts were not addressed at a project level in the PEIR, and therefore require that a new initial study and EIR be prepared to comply with CEQA.¹² In the alternative, the significant health risk disclosed in the HRA constitutes changed circumstances and significant new information requiring the preparation of subsequent EIR pursuant to CEQA Guidelines § 15162.

Moreover, even if the City relied on the Supplemental Environmental Impact Report¹³ ("SEIR") prepared for the Specific Plan Update to support the claimed exemptions, the SEIR suffers from the similar flaws as the PEIR. Namely, the Project's health risk impacts were not adequately addressed at a project level in the SEIR, requiring preparation of a new initial study and EIR. In the alternative, the HRA constitutes changed circumstances requiring the preparation of a subsequent EIR pursuant to CEQA Guidelines § 15162.

II. STATEMENT OF INTEREST

Contra Costa Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and

¹⁰ Staff Report at p. 10; see also *id.*, attach. 1 at p. 1..

¹¹ See 14 Cal. Code Regs ("CEQA Guidelines") § 15152.

¹² CEQA Guidelines § 15168(c)(1) ("If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the program EIR as provided in Section 15152.").

¹³ City of El Cerrito, Draft Supplemental Environmental Impact Report: San Pablo Avenue Specific Plan Update (SCH #2014042025) (July 2022) (hereinafter "DSEIR"), available at <https://www.el-cerrito.org/DocumentCenter/View/17515/Draft-SEIR---SPASP-Update>; City of El Cerrito, Final Supplemental Environmental Impact Report: San Pablo Avenue Specific Plan Update (SCH #2014042025) (Oct. 2022) (hereinafter "FSEIR"), available at https://www.el-cerrito.org/DocumentCenter/View/17907/SPA-Update_Final-SEIR-10-13-22.

worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483, along with their members, their families, and other individuals who live and work in the City of Richmond.

Contra Costa Residents' individual members live, work, recreate, and raise their families in the City of Richmond and surrounding communities. Accordingly, they would be directly affected by the Project's environmental, health, and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist on site.

Contra Costa Residents also has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses and industries to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

III. THE CITY MUST PREPARE A PROJECT-LEVEL ENVIRONMENTAL IMPACT REPORT¹⁴

A program EIR is distinct from a project-level EIR, which is prepared for a specific project and must examine site-specific considerations in detail.¹⁵ A lead agency must determine whether a subsequent activity within the program EIR will result in any environmental effects that were not examined in the program EIR.¹⁶ If the agency finds the activity would have environmental effects that were not examined in the program EIR, it must prepare an initial study to determine whether an EIR or a negative declaration is required to address those effects.¹⁷ A proposed activity may not be approved based on a program EIR if the impacts were not evaluated in the prior EIR.¹⁸ The lead agency's determination that certain impacts of a proposed activity are adequately covered by a program EIR (and does

¹⁴ Or, in the alternative, subsequent or supplemental EIR.

¹⁵ *Center for Biological Diversity v. Department of Conserv.* (2019) 36 Cal.App.5th 210, 230.

¹⁶ CEQA Guidelines § 15168(c)(1).

¹⁷ CEQA Guidelines § 15168(c)(1).

¹⁸ See *Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164; *Cetner for Sierra Nevada Conserv. V. County of El Dorado* (2012) 202 Cal.App.4th 1156.

not need to be evaluated in a later EIR) must be supported by substantial evidence.¹⁹

In the alternative, if the project was addressed by the earlier program EIR, the lead agency must then consider whether any new or more significant environmental effects could occur due to changes in circumstances or project scope, or whether new information exists that could not have been considered in the program EIR, which require preparation of a subsequent EIR.²⁰ A lead agency's decision not to prepare a subsequent EIR must be supported by substantial evidence.²¹

A. Construction Diesel Particulate Matter Emissions Were Not Adequately Addressed in the Prior EIRs

The PEIR identifies health risks associated with DPM from construction equipment as a potentially significant impact; however, the PEIR expressly defers analysis of cancer risks and PM_{2.5} exposure to a later “project-level analysis to identify the potential for significant impacts and measures to reduce those impacts to less-than-significant.”²² Because the PEIR defers analysis of health risk impacts to later projects within the Specific Plan area, the City's conclusion that the Project's health risk impacts were examined in the PEIR is unsupported by substantial evidence.

The SEIR suffers from the same deficiencies. The SEIR reiterates that the Specific Plan Update could result in potentially significant impact due to exposure of DPM emissions during construction activities and that implementation of a project-level construction HRA is required.²³ The SEIR makes no other additions or changes to the impact discussion or mitigation measures. Because the SEIR defers the health risk analysis, the City's conclusion that the Project's health risk impacts were examined in the SEIR is unsupported by substantial evidence. As a result, the City cannot claim the Project is exempt pursuant to CEQA Guidelines § 15168. The City must prepare a project-level EIR that fully discloses, analyzes, and mitigates the Project's significant environmental impacts.

¹⁹ *Mission Bay Alliance v. Office of Community Inv. & Infrastructure* (2016) 6 Cal.5th 160, 174.

²⁰ CEQA Guidelines § 15168(c)(2).

²¹ CEQA Guidelines § 15162(a).

²² DEIR at p. 5-24.

²³ SEIR at p. 5-13.

B. The Project Would Result in Significant, Unmitigated Health Risks that Were Not Disclosed in the PEIR or SEIR

The PEIR concluded that short-term emissions from DPM during construction of individual development projects was a potentially significant impact, but did not quantify the Project's health risk in an HRA.²⁴ To reduce this impact, the PEIR and SEIR require implementation of Mitigation Measure ("MM") 5-2.²⁵ MM 5-2 requires that a construction HRA be prepared on a project-by-project basis, either through screening or refined modeling, to identify impacts and, if necessary, include performance standards and industry-recognized measures to reduce exposure.²⁶ A project-level EIR is therefore required to analyze this impact.²⁷

The City prepared a construction HRA for the Project to evaluate construction period health risk to off-site receptors.²⁸ The HRA revealed that the use of Tier II off-road construction equipment would result in a potentially significant impact due to an excess cancer risk of 30.8 in one million.²⁹ The City concludes that the following project-specific condition of approval ("COA") is necessary to mitigate the health risk impact to less than significant:

The project contractor shall ensure all off-road diesel powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 emissions standards or equivalent.

Despite this finding, the Board's Draft Resolution DRB2023-03 does not include this COA.³⁰ Instead, the resolution simply restates PEIR MM 5-2, without requiring any additional project-specific mitigation.³¹

Even if it were included, the COA does not adequately mitigate the Project's potentially significant cancer risk impacts to less than significant. In determining whether the proposed mitigation would reduce the health risk impact to less than

²⁴ DEIR at p. 5-24 to 5-25.

²⁵ DEIR at p. 5-25.

²⁶ DEIR at p. 5-25.

²⁷ CEQA Guidelines § 15168(c)(1).

²⁸ Staff Report, attach. 3., Memorandum to Sean Moss, Community Development Department, El Cerrito from Theresa Wallance et al., LSA re: California Environmental Quality Act Memorandum for the 1711-1755 Eastshore Boulevard Project, El Cerrito, California (Sept. 25, 2023) (hereinafter "CEQA Checklist"); Memorandum to Kimberley Calica, AMG & Associates, LLC from Phil Gleason and William Deeman re: Air Quality and Construction Health Risk Assessment for the El Cerrito Eastshore Boulevard Apartments Project (Feb. 3, 2023) (hereinafter "HRA").

²⁹ CEQA Checklist at p. 2-8; HRA at p. 6.

³⁰ Staff Report, attach. 1.

³¹ Staff Report, attach. 1 at p. 4 (Condition 17).

significant, the Air Quality and Construction Health Risk Assessment estimated the Project's construction emissions with the use of heavy-duty off-road construction equipment that met U.S. EPA/CARB Tier 4 Final emission standards.³² However, the COA does not require the use of Tier 4 Final equipment.

This omission is critical because the EPA has two different Tier 4 standards: Tier 4 Interim and Tier 4 Final. The key difference between these standards lies in the stringency of the emissions requirements and the technology used to achieve compliance. Tier 4 emissions standards were phased in by the California Air Resources Board ("CARB") from 2011-2015.³³ The 2011 standards are referred to as "Tier 4 Interim," while the 2015 limits represent "Tier 4 Final" standards.³⁴ Tier 4 Interim is an earlier set of emissions standards for off-road diesel engines. While both standards required significant NOx and PM emissions reductions compared to previous tiers, the requirements are less stringent for Tier 4 Interim than Tier 4 Final. While Tier 4 Final equipment achieves 90% PM/DPM reductions (the air pollutants responsible for the Project's cancer risk), Tier 4 Interim has higher PM/DPM emissions (reducing PM/DPM by just 50-85%).³⁵

Tier 4 Final equipment standards are therefore more recent and demand even greater reductions in NOx and PM emissions compared to Tier 4 Interim. For example, to meet Tier 4 Final PM emissions requirements, manufacturers use more efficient diesel particulate filters that are capable of even greater PM reduction. In addition, Tier 4 Final engines use diesel exhaust fluid in conjunction with selective catalytic reduction systems, which indirectly contributes to PM reduction by promoting cleaner combustion.

By modeling mitigated DPM emissions assuming the use of Tier 4 Final equipment, the City assumed that the Project would achieve the highest emissions reductions available on the market. However, by failing to specify which "Tier 4" equipment would be required for the Project, the proposed COA would authorize the use of higher-mission Tier 4 Interim equipment which does not achieve the emissions reductions assumed in the HRA. Therefore, the City's conclusion that the

³² CEQA Checklist at p. 2-7 to 2-9; HRA at p. 6; see also *id.*, attach. 3 ("Construction Off-road Equipment Mitigation – Updated equipment for engine with 50 hp or greater to Tier 4 Final").

³³ See EPA final rule: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-control-emissions-air-pollution-nonroad-diesel> and <https://www.gpo.gov/fdsys/pkg/FR-2004-06-29/pdf/04-11293.pdf>; see 40 Code Fed. Regs. § 1039.102 (describing passed-in Tier 4 PM reductions).

³⁴ *Id.*

³⁵ See <https://dieselnet.com/standards/us/nonroad.php#tier4>; see EPA Final Rule, p. 38977 ("We expect in use PM reductions for these engines of over 50% (and large reductions in toxic hydrocarbons as well) over the five model years this standard would be in effect (2008–2012).").

Project would not result in a new impact is unsupported by substantial evidence and the City cannot rely on the COA to conclude that the Project's health risk impacts are less than significant.

C. The Project-Level Health Risk Assessment Constitutes Significant New Information

A subsequent or supplemental EIR is required if “[n]ew information, which was not known and could not have been known at the time the environmental impact report was certified becomes available.”³⁶ The new information trigger applies only to new information that was not known and could not have been known with the exercise of reasonable diligence when the prior environmental review was completed, and that the new information be of substantial importance.³⁷ If these threshold conditions are met, a further EIR is required if the new information shows that (1) the project will have significant effects not evaluated in the prior EIR or negative declaration or (2) significant effects previously examined will be substantially more severe than shown in the prior EIR.³⁸

Here, in addition to being omitted from the PEIR, the project-level HRA constitutes new information requiring preparation of a subsequent or supplemental EIR. The excess cancer risk from short-term DPM emissions associated with construction activities at the project site were not and could not have been known at the time the PEIR was certified in 2014. The PEIR did not quantify the potential cancer risk from DPM emissions associated with construction activities in the Specific Plan area, nor did it disclose the severity of those impacts.³⁹ In fact, the PEIR recognizes that “[c]ancer risk and PM2.5 exposure would have to be analyzed through project-level analysis to identify the potential for significant impacts and measures to reduce those impacts to less-than-significant.”⁴⁰

The Project's HRA is of substantial importance because it identifies the presence of potentially significant impacts which were not articulated with any specificity in the PEIR. Specifically, the HRA reveals that use of Tier II construction off-road construction equipment would result in potentially significant impacts due to an excess cancer risk of 30.8 in one million, which exceeds the applicable Bay Area Air Quality Management District (“BAAQMD”) threshold of 10

³⁶ Pub. Res. Code § 21166(c).

³⁷ CEQA Guidelines § 15162(a)(3).

³⁸ CEQA Guidelines § 15162(a)(3).

³⁹ DEIR at p. 5-24.

⁴⁰ DEIR at p. 5-24.

in one million.⁴¹ This new information stands in stark contrast to the assumption made by the PEIR that construction DPM emissions would generally occur within the Specific Plan area, resulting in potentially significant impacts.⁴²

As discussed above, the PEIR deferred analysis of health risk impacts to later projects within the Specific Plan area. In light of the HRA results, the Project would have significant impacts which were not evaluated in the prior EIRs because the excess cancer risk exceeds the BAAQMD threshold.⁴³ Moreover, even if it could be claimed that the impact was evaluated in the PEIR, the HRA demonstrates that the health risk impact is more severe than shown in the prior EIR because the HRA quantifies the excess cancer risk instead of generally assuming that the use of diesel-powered construction equipment could cause a potentially significant impact.⁴⁴ The City must prepare a subsequent or supplemental EIR to disclose, analyze, and mitigate the Project's significant health risk impacts.

D. The Project-Level Health Risk Assessment Constitutes Changed Circumstances

A subsequent or supplemental EIR is required if “[s]ubstantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.”⁴⁵ The change in circumstances must be substantial, involve new or more severe significant environmental impacts, require major revisions to the prior EIR based on the new or more severe impacts, and the impacts must not be covered in the prior EIR.⁴⁶ Here, the project-specific HRA constitutes a substantial change in circumstances.

In sum, neither the PEIR nor SEIR analyzed the health risk impacts associated with construction DPM emissions. The project-level HRA demonstrates the proposed Project would have a new or more severe significant impacts requiring major revisions to the prior EIRs because the Project's cancer risk exceeds applicable BAAQMD thresholds.⁴⁷ As a result, the Project's significant health risk impacts were not covered in the prior EIRs. The City must prepare a subsequent or supplemental EIR to disclose, analyze, and mitigate the Project's significant health risk impacts.

⁴¹ CEQA Checklist at p. 2-8; HRA at pp. 6-7.

⁴² See DEIR at p. 5-24.

⁴³ CEQA Checklist at p. 2-8; HRA at pp. 6-7.

⁴⁴ See DSEIR at p. 5-13.

⁴⁵ Pub. Res. Code § 21166(b).

⁴⁶ CEQA Guidelines § 15162(a)(2).

⁴⁷ CEQA Checklist at p. 2-8; HRA at pp. 6-7.

IV. CONCLUSION

The record demonstrates that the City lacks substantial evidence to support a finding that the proposed Project is exempt from CEQA. The Board should continue the hearing and direct City staff to prepare a project-level EIR or, in the alternative, a subsequent or supplemental EIR that analyzes, discloses, and mitigates the Project's significant environmental impacts.

Sincerely,



Andrew J. Graf

AJG:acp

EXHIBIT B

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February 7, 2024

Via E-Mail, U.S. Mail, and Hand Delivery

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Re: **Agenda Item 7: Public Hearing – 1711-1755 Eastshore Boulevard Tier II Design Review (PL22-0015)**

Dear Chair Andrea Lucas, Vice Chair Vanho, Design Review Board Members, Mr. Ballantine, and Mr. Moss:

We write on behalf of Contra Costa Residents for Responsible Development (“Contra Costa Residents”) regarding Agenda Item No. 7, the six-story, 310-unit residential development project at 1711-1755 Eastshore Boulevard (“Project”) proposed by AMG & Associates (“Applicant”). Contra Costa Residents respectfully request that the Design Review Board (“Board”) continue today’s hearing and direct City staff to prepare a subsequent or supplemental environmental impact report (“EIR”) that fully discloses, analyzes, and mitigates the Project’s significant environmental impacts due to the City of El Cerrito’s (“City”) failure to comply with the California Environmental Quality Act (“CEQA”).¹

I. INTRODUCTION

The Applicant proposes to construct a new six-story building with 310 residential units totaling 219,622 square feet located at 1711-1755 Eastshore

¹ Pub. Res. Code § 21100 *et seq.*

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Boulevard, El Cerrito, California.² The Applicant is seeking approval of its Tier II Design Review application from the Board pursuant to the San Pablo Avenue Specific Plan (“Specific Plan”).³

The Board must review Tier II applications for consistency with the design requirements of the Specific Plan, including exterior building colors, materials, and textures; landscaping; site plan; building facades and articulation; relationship of the development to adjacent public rights-of-way; signs; locations and footprints of bioretention facilities as required for stormwater management.⁴ To approve the proposed Project, the Board must find that the Project complies with all applicable Specific Plan design standards and implements applicable goals and policies of the City’s General Plan.⁵ The Board must also make environmental determinations on any approvals it grants that are subject to CEQA and the City’s environmental review guidelines pursuant to the provisions of the El Cerrito Municipal Code Chapter 19.42, Environmental Review.⁶

The Project application is being processed pursuant to Senate Bill (“SB”) 330 which, among other things, “locks in” standards and city ordinances applicable at the time the preliminary application is submitted, provided that all required information is submitted pursuant to the timelines established by SB 330.⁷ Since the preliminary application for the Project was submitted on March 25, 2022, the City concludes that the Project is subject to the Specific Plan as originally adopted in 2014, not the Specific Plan Update⁸ adopted in October 2022.⁹

A Program Environmental Impact Report (“PEIR”) was prepared for the Specific Plan in 2014.¹⁰ The City claims the proposed Project is consistent with the

² Community Development Department, City of El Cerrito, Design Review Board Tier II Staff Report (Feb. 7, 2024) pp. 3-4 (hereinafter “Staff Report”), *available at* <https://www.el-cerrito.org/ArchiveCenter/ViewFile/Item/7501>.

³ City of El Cerrito, San Pablo Avenue Specific Plan (“Specific Plan”) § 2.02.04.01 (2014), *available at* <https://www.el-cerrito.org/DocumentCenter/View/4411>.

⁴ Specific Plan § 2.02.07.01.02.B.2.

⁵ Specific Plan § 2.02.07.01.02.B.3.

⁶ Specific Plan § 2.02.04.04.E.

⁷ Staff Report at pp. 3-4; Gov. Code §§ 65489.5(h); 65941.1.

⁸ City of El Cerrito, San Pablo Avenue Specific Plan Update (“Specific Plan Update”) (Oct. 2022), *available at* https://www.el-cerrito.org/DocumentCenter/View/17910/2_Form-Based-Code-101422.

⁹ Staff Report at p. 4.

¹⁰ Staff Report at p. 10; *see also* City of El Cerrito, Draft Environmental Impact Report: San Pablo Avenue Specific Plan (SCH #2014042025) (June 2014) (hereinafter “DEIR”), *available at* <https://www.el-cerrito.org/DocumentCenter/View/3728>; City of El Cerrito, Final Environmental Impact Report: San Pablo Avenue Specific Plan (SCH #2014042025) (August 2014) (hereinafter

PEIR, and therefore, exempt from CEQA pursuant to CEQA Guidelines §§ 15168 and 15182.¹¹ In support of the claimed exemptions, the City relies on a CEQA Checklist.¹²

We reviewed the Checklist and supporting documents with the assistance of our technical experts at Soil, Water, Air Protection Enterprises (“SWAPE”), whose comments and qualifications are attached as Exhibit A.¹³ As discussed below, the City lacks substantial evidence to support the claimed exemptions. The City must prepare a subsequent or supplemental EIR because one or more events specified in Public Resources Code § 21166 and CEQA Guidelines § 15162 has occurred. Specifically, a further EIR is required because (1) new information about the Project’s significant health risks during operation arose after the PEIR was certified, (2) new information about the Project’s significant greenhouse gas (“GHG”) impacts during operation arose after the PEIR was certified, and (3) there are substantial changes in the project that will require major revisions to the PEIR due to a more severe aesthetic impact that was not previously examined.

Moreover, even if the City relies on the Supplemental Environmental Impact Report¹⁴ (“SEIR”) prepared for the Specific Plan Update to support the claimed exemptions, the SEIR suffers from the same flaws as the PEIR. Namely, a further EIR is required because (1) new information about the Project’s health risks and GHG impacts during operation arose after the SEIR was certified, (2) new information about the Project’s GHG impacts during operation arose after the SEIR was certified, and (3) there are substantial changes in the project that will require major revisions to the SEIR due to a more severe aesthetic impact that was not previously examine.

“FEIR”), available at <https://www.el-cerrito.org/DocumentCenter/View/3958/Final-EIR--1756-04-8-26-14?bidId=>.

¹¹ Staff Report at p. 10.

¹² Memorandum to Sean Moss, Planning Manager, Community Development Department, El Cerrito from Theresa Wallace, LSA re: California Environmental Quality Act (CEQA) Memorandum for the 1711-1755 Eastshore Boulevard Project, El Cerrito, California (Sept. 25, 2023) (hereinafter “CEQA Checklist”).

¹³ **Exhibit A**, Letter to Andrew J. Graf, Adams Broadwell Joseph & Cardozo from Matt Hagemann, Soil, Water, Air Protection Enterprises re: Comments on the 1711-1755 Eastshore Boulevard Project (Feb. 7, 2024).

¹⁴ City of El Cerrito, Draft Supplemental Environmental Impact Report: San Pablo Avenue Specific Plan Update (SCH #2014042025) (July 2022) (hereinafter “DSEIR”), available at <https://www.el-cerrito.org/DocumentCenter/View/17515/Draft-SEIR---SPASP-Update>; City of El Cerrito, Final Supplemental Environmental Impact Report: San Pablo Avenue Specific Plan Update (SCH #2014042025) (Oct. 2022) (hereinafter “FSEIR”), available at https://www.el-cerrito.org/DocumentCenter/View/17907/SPA-Update_Final-SEIR-10-13-22.

Finally, the Board cannot make the requisite findings because the City failed to analyze compliance with all applicable General Plan policies and Specific Plan strategies.

II. STATEMENT OF INTEREST

Contra Costa Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the International Brotherhood of Electrical Workers Local 302, Plumbers & Steamfitters Local 159, Sheet Metal Workers Local 104, Sprinkler Fitters Local 483, along with their members, their families, and other individuals who live and work in the City of Richmond.

Contra Costa Residents' individual members live, work, recreate, and raise their families in the City of Richmond and surrounding communities. Accordingly, they would be directly affected by the Project's environmental, health, and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist on site.

Contra Costa Residents also has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for businesses and industries to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

III. THE CITY MUST PREPARE A SUBSEQUENT OR SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an EIR.¹⁵ The EIR is the very heart of CEQA.¹⁶ "The foremost principle in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language."¹⁷

¹⁵ See e.g., Pub. Res. Code § 21100.

¹⁶ *Dunn-Edwards v. Bay Area Air Quality Management Dist.* (1992) 9 Cal.App.4th 644, 652.

¹⁷ *Communities for a Better Environment v. Cal. Res. Agency* (2002) 103 Cal. App.4th 98, 109.

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.¹⁸ “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’”¹⁹ The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.”²⁰

Second, CEQA directs public agencies to avoid or reduce environmental damage when “feasible” by requiring consideration of environmentally superior alternatives and adoption of all feasible mitigation measures.²¹ The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to “identify ways that environmental damage can be avoided or significantly reduced.”²² If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.”²³

A public agency commits prejudicial abuse of discretion when its actions or decisions do not substantially comply with the requirements of CEQA.²⁴ The agency abuses its discretion if it does not proceed in the manner required by law or if its decision is not supported by substantial evidence.²⁵

Once an EIR has been certified for project, the lead agency may not require preparation of a subsequent or supplement EIR unless one of three triggering conditions exist:

¹⁸ Pub. Res. Code § 21061; 14 Cal. Code Regs. (“CEQA Guidelines”) §§ 15002(a)(1), 15003(b)-(e); *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 517 (“[T]he basic purpose of an EIR is to provide public agencies and the public in general with detailed information about the effect [that] a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.”).

¹⁹ *Citizens of Goleta Valley v. Bd. of Supervisors* (“*Goleta II*”) (1990) 52 Cal.3d 553, 564.

²⁰ *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal.App.4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

²¹ CEQA Guidelines § 15002(a)(2) and (3); see also *Berkeley Jets*, 91 Cal.App.4th at 1354; *Goleta II*, 52 Cal.3d at 564.

²² CEQA Guidelines § 15002(a)(2).

²³ Pub. Res. Code § 21081; CEQA Guidelines § 15092(b)(2)(A)-(B).

²⁴ Pub. Res. Code §§ 21168, 21168.5.

²⁵ *Sierra Club*, 6 Cal.5th at 512; *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 426.

- Substantial changes are proposed in the project that will require major revisions of the EIR.
- Substantial changes occur in circumstances under which the project is being undertaken that will require major revisions in the EIR.
- New information of substantial importance to the project was not known and could not have been known when the EIR was certified as complete becomes available.²⁶

An agency's conclusion to not prepare a subsequent or supplemental EIR must be supported by substantial evidence.²⁷ As discussed below, at least two of the triggering conditions exist for the proposed Project which require preparation of a subsequent or supplemental EIR.

A. New Information Demonstrating Significant Health Risks Associated with Project Operation that Were Not Previously Known or Evaluated Has Become Available Since Certification of the PEIR and SEIR

CEQA provides that a subsequent or supplemental EIR is required if “[n]ew information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.”²⁸ The CEQA Guidelines explain that the new information must be of “substantial importance,” for example when the new information shows the project would have a significant effect not discussed in the EIR or when significant effects will be substantially more severe than shown in the previous EIR.”²⁹ Additionally, CEQA Guidelines Section 15168 provides that “If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an EIR or a Negative Declaration.”³⁰

The health risk impacts from human exposure to DPM emissions associated with operation of new residential projects developed through implementation of the Specific Plan were not discussed or evaluated in either the PEIR or the SEIR. The 2014 PEIR's discussion of operational DPM emissions focused on the existing environment's impacts on new sensitive receptors brought to the Specific Plan area; it did not evaluate the potential impact of DPM emissions that could result from implementation of new residential developments, recognizing that such analysis

²⁶ Pub. Res. Code § 21166; CEQA Guidelines § 15162.

²⁷ CEQA Guidelines §§ 15162(a), 15164(e), 15168(c)(4).

²⁸ Pub. Res. Code § 21166(c).

²⁹ CEQA Guidelines § 15162(a)(3).

³⁰ CEQA Guidelines § 15168(c).

could not be performed at the program level.³¹ The 2022 SEIR performed no quantitative health risk analysis,³² explaining that “it cannot be definitively known or concluded at this time that the mitigation measures would reduce potential adverse health effects to levels that would be less than significant based on the speculative nature and timing of specific future development projects in the Plan Update Area.”³³ The Project’s operational health effects were not discussed or evaluated in either EIR, requiring a project-level analysis in an EIR at this stage.³⁴ Moreover, the Project’s operational health risk impacts were not known and could not have been known at the time that the EIRs were prepared because the current Project did not exist and the timing of surrounding developments in the Specific Plan area was not known until the Project’s CEQA analysis was initiated.

Contra Costa Residents’ air quality consultants performed an operational health risk analysis for the Project and found that the health risk from exposure of sensitive receptors to operational toxic emissions exceeds applicable Bay Area Air Quality Management District (“BAAQMD”) significance thresholds, resulting in a significant impact which was not evaluated or known when the PEIR and SEIR were prepared.³⁵ SWAPE conducted an operational health risk assessment (“OHRA”) to evaluate impacts from exposure to diesel particulate matter (“DPM”) emissions during Project operation.³⁶ The OHRA concludes that Project operation would result in an excess cancer risk at the nearest receptor of up to 508 in one million.³⁷ This cancer risk far exceeds the applicable BAAQMD threshold of 10 in one million (as well as the BAAQMD cumulative threshold of 100 in one million), resulting in a significant impact.³⁸ The OHRA constitutes new information requiring preparation of a subsequent or supplemental EIR because it demonstrates that operation of the proposed Project poses a significant cancer risk to nearby

³¹ DEIR at pp. 5-25 to 5-29. The Specific Plan EIR expressly deferred the evaluation of construction health risk impacts from TAC emissions, this impact was never examined in the program EIR (and could not have been examined).

³² DSEIR at p. 5-13.

³³ DSEIR at p. 5-11.

³⁴ CEQA Guidelines § 15168(c); *Sierra Club v County of Fresno* (2018) 6 Cal.5th 502, 518–522 (CEQA requires a detailed analysis of the human health impacts from exposure to air pollutants that would be generated by a development project).

³⁵ *Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960; *CBE v. SCAQMD*, 48 Cal.4th at 327 (impact is significant because exceeds “established significance threshold ... constitute[ing] substantial evidence supporting a fair argument for a significant adverse impact”)

³⁶ SWAPE Comments at pp. 5-10.

³⁷ SWAPE Comments at p. 9.

³⁸ Bay Area Air Quality Management District, CEQA Thresholds of Significance (May 2017) p. 1 (hereinafter “BAAQMD Thresholds”), available at <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/tools/ceqa-guidelines-may-2017-thresholds-table-pdf.pdf?la=en>.

residents that was not previously analyzed, was not known and could not have been known before the Project was proposed.

There is substantial evidence from Contra Costa Residents' experts demonstrating that the Project's operational emissions will result in significant health risk impacts from exposure to DPM emissions that was not previously disclosed in the prior EIRs for the Specific Plan. This new information resulting from project-level analysis was not known and could not have known at the time the PEIR and SEIR were prepared, and shows the Project will result in significant health risk impacts. Therefore, the City must prepare a subsequent or supplemental EIR analyzing the Project's operational health risk impacts.

B. New Information Demonstrating Significant Greenhouse Gas Impacts Associated with Project Operation that Were Not Previously Evaluated Has Become Available Since Certification of the PEIR and SEIR

SWAPE reviewed the City's air quality model to determine operational-related GHG emissions.³⁹ Based on the modeling results, SWAPE found that the Project would cause a significant GHG impact due to Project operation.⁴⁰ Specifically, SWAPE concluded that the modeling shows the Project would result in approximately 1,569 metric tons of carbon dioxide equivalent ("MTCO_{2e}") per year during operation.⁴¹ This amount far exceeds BAAQMD's operational threshold of 1,100 MTCO_{2e}/year for projects other than stationary sources, resulting in a significant GHG impact.⁴²

GHG impacts from Project operation are more severe than those shown in the PEIR and SEIR. The PEIR concluded that implementation of the proposed Specific Plan would result in a less than significant GHG impact.⁴³ Similarly, the SEIR concluded that implementation of the Specific Plan Update would result in less than significant GHG impact.⁴⁴ In contrast, the City's air quality modeling demonstrates that the impact for the proposed Project would exceed the BAAQMD operational threshold.⁴⁵ As a result, the modeling constitutes new information regarding a significant impact that was not previously disclosed in the prior EIRs. Therefore,

³⁹ SWAPE Comments at p. 11.

⁴⁰ SWAPE Comments at p. 11.

⁴¹ SWAPE Comments at p. 11.

⁴² BAAQMD Thresholds at p. 1.

⁴³ DEIR at pp. 5-25 to 5-29.

⁴⁴ DSEIR at pp. 9-19 to 9-20.

⁴⁵ SWAPE Comments at p. 11.

the City must prepare a subsequent or supplemental EIR analyzing and mitigating the Project's significant operational GHG impacts.

C. The PEIR and SEIR Require Major Revisions Due to Substantial Changes in the Project that Result in More Severe Impacts than Were Previously Considered

CEQA provides that subsequent or supplemental EIR may be required if substantial changes proposed in the project will require major revisions of the EIR.⁴⁶ Under CEQA Guidelines § 15162(a)(1), a further EIR is required if proposed changes to the project will require “major revisions” to the previous EIR because of “new significant environmental effects or a substantial increase in the severity for the previously identified significant effects.” A proposed change in project will require preparation of a subsequent or supplemental EIR if the following four conditions are met:

- The change in the project is substantial.
- The change involves new or more severe significant environmental impacts.
- The change will require major revisions to the previous EIR based on the new or more severe impacts.
- The new or more severe impacts were not considered in the previous EIR.⁴⁷

The proposed Project's increased building length constitutes a substantial change that requires major revisions to the PEIR and SEIR because of more severe adverse effects on scenic vistas. Contra Costa Residents emphasizes that it does not oppose new construction. However, it is incumbent on the City to comply with CEQA as a means of protecting both the environment and sustainable development in the City.

When proposed project changes are of sufficient magnitude to require a further discretionary approval, the agency must review the changes to determine whether a subsequent or supplemental EIR is required.⁴⁸ Here, the Specific Plan authorizes building lengths of up to 300 feet on a Gateway Street.⁴⁹ However, the Project includes a building with a length of 475 feet.⁵⁰ The Project's increased

⁴⁶ Pub. Res. Code § 21166(a).

⁴⁷ CEQA Guidelines § 15162(a).

⁴⁸ Pub. Res. Code § 21166(a); CEQA Guidelines § 15162(a)(1).

⁴⁹ Specific Plan § 2.04.02.03.01 (FBC Table 12: Gateway Street Building Form).

⁵⁰ Staff Report at p. 7.

building length, in combination with a proposed height of nearly 68 feet, constitutes a substantial change in the project requiring major revisions to the PEIR and SEIR.

Moreover, the Project's increased building length results in more severe environmental impacts that were not previously analyzed in the PEIR or SEIR. When evaluating whether changes to the project would result in new significant environmental impacts, the agency must consider the incremental difference between the original project and the project as modified.⁵¹ The PEIR and SEIR recognized that projects developed under the Specific Plan could interfere with scenic views of Mt. Tamalpais, the Golden Gate Bridge, and the San Francisco skyline, the East Bay Hills, and Albany Hill from public rights-of-way, the two BART station platforms (El Cerrito Plaza and El Cerrito Del Norte), and areas of lower elevation hillside homes located in El Cerrito and Richmond.⁵² In fact, the PEIR particularly emphasized the scenic views from the two BART stations, stating:

"The elevated platforms at the El Cerrito Plaza and El Cerrito BART stations are two of the highest points in the Specific Plan area and afford scenic views of Mt. Tamalpais, the Golden Gate Bridge, and the San Francisco skyline along their length."⁵³

Because the Specific Plan authorized an increase in the allowable heights in the Specific Plan area over current El Cerrito standards, the PEIR found that the "taller buildings may result in impacts to key existing scenic views within the Specific Plan area, particularly from the El Cerrito Plaza and El Cerrito del Norte BART station platforms."⁵⁴ However, the Specific Plan included components to directly address visual conditions in the Specific Plan area, including development standards restricting building lengths to a maximum of 300 feet.⁵⁵ The Specific Plan also provides design view guidelines for new development within the Specific Plan area, recommending that new development (1) be designed to acknowledge views of the Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, and Albany Hill from the BART platforms and (2) break to ground level every 300 feet Uptown in the East-West direction to allow view corridors through the site.⁵⁶

⁵¹ *Benton v. Board of Supervisors* (1991) 226 Cal.App.3d 1467, 1484.

⁵² DEIR at p. 4-7.

⁵³ DEIR at p. 4-7.

⁵⁴ DEIR at p. 4-8.

⁵⁵ DEIR at p. 4-8.

⁵⁶ Specific Plan § 2.05.02.03.03.

To reduce these potentially significant impacts, the PEIR adopted Mitigation Measure 4-1.⁵⁷ Mitigation Measure 4-1 requires that the City evaluate the visual effects of individual projects under the Specific Plan as viewed from important on-site and off-site viewpoints, including the El Cerrito Del Norte BART station platform.⁵⁸ The evaluation must address the proposal's effect on views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, the East Bay Hills, and Albany Hill.⁵⁹ However, because the outcome of the decision-making process for any individual, future proposal was project-specific and could not be mitigated within the framework of the PEIR, the PEIR concluded that the impact to scenic vistas was significant and unavoidable.⁶⁰ The SEIR reached the same conclusions as the PEIR and retained Mitigation Measure 4-1 without any modifications.⁶¹

The increased building length proposed by the Project, in combination with the building height, would significantly diminish key views from the El Cerrito Del Norte BART platform that were identified in the PEIR, including Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, and Albany Hill. The Specific Plan's view design guidelines are instructive. For projects located in the Uptown area of the Specific Plan, any building with a length over 300 feet would result in a significant impact.⁶² Here, the changes in the Project would result in more severe impacts than those analyzed in the PEIR or SEIR because the 68-foot tall, 495-long residential building could obstruct key views from the El Cerrito Del Norte BART platform.

The proposed Project's increased building length above the Specific Plan maximum is similar to the project change that necessitated preparation of a subsequent EIR in *Ventura Foothill Neighbors v. County of Ventura*.⁶³ In that case, the county certified an EIR for a five-story ambulatory care clinic.⁶⁴ The EIR stated that the building would be up to 75 feet in height.⁶⁵ Subsequent to adoption of the EIR, the plans for the clinic showed that the height of building would be increased to 88.5 feet and moved approximately 260 feet north and 160 feet west of the original location.⁶⁶ The county prepared an EIR addendum concluding that no

⁵⁷ DEIR at p. 4-9.

⁵⁸ DEIR at p. 4-9.

⁵⁹ DEIR at p. 4-9.

⁶⁰ DEIR at p. 4-9.

⁶¹ DSEIR at pp. 4-3 to 4-4.

⁶² Specific Plan § 2.05.02.03.03.

⁶³ *Ventura Foothill Neighbors v. County of Ventura* (2014) 232 Cal.App.4th 429.

⁶⁴ *Id.* at p. 431-32.

⁶⁵ *Id.* at p. 432.

⁶⁶ *Ibid.*

subsequent or supplemental EIR was required; however, the addendum did not mention that the clinic would exceed the maximum height specified in the EIR.⁶⁷

In support of a motion for preliminary injunction, the petitioners declared that the increased building height and new location would significantly diminish the superior ocean view setting of those nearby residents.⁶⁸ At trial, the court concluded that the increased building height was a material discrepancy in violation of CEQA.⁶⁹ The trial court explained that there were substantial changes to the project that required major revisions of the EIR since the entire building height/view-shed analysis was gauged and analyzed for a 75-foot height building in a materially different location.⁷⁰ The trial court held that the county must draft and recirculate a focused supplemental EIR which include an analysis of the height and profile-related impacts of the clinic, as built and where built to a height of 90 feet.⁷¹ The appellate court agreed with the trial court, holding that the county abused its discretion in not preparing a supplemental EIR analyzing building height and profile-related impacts when the maximum building height of the constructed medical clinic was increased 15 feet from the height analyzed in the original EIR.⁷²

Here, the increased building length constitutes a substantial change requiring major revisions to the PEIR and SEIR since the aesthetics impact analysis in the prior EIR only considered a maximum building length of 300 feet. The City could have accounted for increased building length in its environmental review of the Specific Plan as it did for building height, but it did not. The Specific Plan restricts the maximum height of buildings located in the Transit-Oriented Higher-Intensity Mixed Use zone to 65 feet; however, if a project is consistent as an affordable housing project, as defined by state law, the maximum building height increases to 85 feet.⁷³ The Specific Plan does not include a similar provision for building length. As a result, the PEIR and SEIR's analysis was limited to impacts from projects in the Specific Plan area that include buildings with a length less than 300 feet.

In sum, the increased building length constitutes a substantial change in the project requiring major revisions to the PEIR and SEIR because of more severe

⁶⁷ *Ibid.*

⁶⁸ *Id.* at p. 433.

⁶⁹ *Ibid.*

⁷⁰ *Id.* at p. 434.

⁷¹ *Ibid.*

⁷² *Id.* at p. 436.

⁷³ Specific Plan §§ 2.01.02 (FBC Summary. Regulating Plan and Development Standards), 2.03.02.01 (FBC Table 05. Transect Zone Development Standards).

adverse impacts to key views from the El Cerrito Del Norte BART station. As a result, the City must prepare a subsequent or supplemental EIR.

D. Save Livermore Downtown v. City of Livermore Is Distinguishable

In *Save Livermore Downtown*, the city determined an affordable housing project was exempt from CEQA under Government Code § 65457.⁷⁴ The petitioners contended that the exemption did not apply, and further environmental review was necessary, because new information about the soil and groundwater contamination arose after the EIR was certified.⁷⁵ The court held that a subsequent EIR was not required because the EIR specifically considered the possibility that soil and groundwater at the project site might contain contaminants and included mitigation measures to reduce potentially significant hazard impacts.⁷⁶

Unlike *Save Livermore Downtown*, the PEIR and SEIR did not specifically consider the visual impacts from new development under the Specific Plan, nor did it consider the visual impacts of the specific Project site. Although it concluded that development of the Specific Plan could result in an adverse effect on public viewpoints, the PEIR and SEIR expressly deferred evaluation of visual effects to future proposed development under the Specific Plan through application of Mitigation Measure 4-1.⁷⁷ As discussed above, Mitigation Measure 4-1 requires that the City evaluate the visual effects of individual projects under the Specific Plan as viewed from important on-site and off-site viewpoints, including the El Cerrito Del Norte BART station platform.⁷⁸

Similarly, the PEIR and SEIR did not expressly evaluate impacts from construction DPM emissions. As the City's consultant acknowledges, both the PEIR and the SEIR were program-level documents that did not include project-specific analyses.⁷⁹ Although it concluded that development of the Specific Plan could result in potentially significant impacts associated with construction DPM emissions, the PEIR and SEIR expressly deferred evaluation to future proposed development under the Specific Plan through application of Mitigation Measure 5-2.⁸⁰ Mitigation Measure 5-2 requires that the City prepare a project-level construction health risk assessment, either through screening or refined modeling,

⁷⁴ *Save Livermore Downtown v. City of Livermore* (2022) 87 Cal.App.5th 1116, 1130.

⁷⁵ *Id.* at p. 1130-32.

⁷⁶ *Id.* at p. 1134.

⁷⁷ DEIR at p. 4-9; DSEIR at p. 4-4.

⁷⁸ DEIR at p. 4-9; DSEIR at p. 4-4.

⁷⁹ **Exhibit B**, Email from Chris Dugan to Sean Moss re: 1711 – 1755 Eastshore Boulevard Tier II Design Review – Response to Adams Broadwell Comments (Nov. 1, 2023).

⁸⁰ DEIR at p. 5-25; DSEIR at p. 5-13.

to identify impacts and, if necessary, include performance standards and industry-recognized measures to reduce exposure.⁸¹ By deferring evaluation to later project-specific proposals, the City cannot claim that visual and construction health risk impacts from new development in the Specific Plan area were previously considered in the PEIR or SEIR.

Moreover, as demonstrated in Section III.B., the PEIR and SEIR did not expressly evaluate impacts from operational DPM emissions. While the PEIR discussed the environment's impact on new sensitive receptors in the Specific Plan area, it did not evaluate the cancer risk impacts of DPM emissions from implementation of new residential developments.⁸² Therefore, the facts of *Save Livermore Downtown* are distinguishable from the instant case, and the City must prepare a subsequent or supplemental EIR.

E. *Wollmer v. City of Berkeley* Is Inapplicable

The City cannot conclude that the Project is exempt from CEQA based on *Wollmer*.⁸³ In that case, the city applied a Class 32 categorical exemption to an affordable housing project.⁸⁴ At issue was the condition that projects qualifying for the exemption must comply with all applicable general plan policy designations and policies and all applicable zoning designations and regulations, in addition to other protective criteria.⁸⁵ To accommodate the project's density bonus, the city waived or reduced zoning standards for height, floor area ratio, and setbacks.⁸⁶ The court held that the development standards which the city waived were not "applicable" to the project within the meaning of the categorical exemption, and therefore, the city properly found that the exemption applied.⁸⁷

The facts of this case differ significantly from *Wollmer*. Here, the City is claiming a statutory exemption applies to the Project. Under Government Code § 65457, residential projects undertaken to implement and is consistent with a specific plan are exempt from CEQA unless an event specified in Public Resources Code § 21166 occurs after adoption of the specific plan. CEQA Guidelines § 15182(c) clarifies the statutory exemption, stating that residential projects undertaken pursuant to and in conformity to a specific plan is eligible for a CEQA exemption, subject to the limitation that if an event describe in CEQA § 15162 occurs, the

⁸¹ DEIR at p. 5-25; DSEIR at p. 5-13.

⁸² DEIR at pp. 5-25 to 5-29.

⁸³ *Wollmer v. Berkeley* (2011) 193 Cal.App.4th 1329.

⁸⁴ *Id.* at p. 1347.

⁸⁵ *Id.* at p. 1348.

⁸⁶ *Ibid.*

⁸⁷ *Id.* at p. 1348-49.

exemption does not apply until the city prepares a subsequent or supplemental EIR on the specific plan.

Unlike *Wollmer*, the relevant inquiry here is not whether the proposed Project is undertaken pursuant to and in conformity with the Specific Plan. Rather, the inquiry is whether one of the conditions identified in Public Resources Code § 21166 is triggered. More specifically, whether substantial changes in the project will require major revisions to the PEIR and SEIR.

Such a determination does not hinge on whether provisions of the Specific Plan are “applicable” to the proposed Project. Nor is the determination impacted by the City’s concession allowing the increased building length. By its own express terms, the Housing Accountability Act (“HAA”) does not relieve a local agency from making one or more findings required pursuant to Public Resources Code § 21081 or otherwise complying with CEQA.⁸⁸ Nor does the HAA restrict the authority of a local agency to require mitigation measures to lessen the impacts of a housing development project under CEQA.⁸⁹

Here, the City must demonstrate, based on substantial evidence, that the Project’s increased building length (which exceeds the maximum building length analyzed in the PEIR and SEIR), in combination with the Project’s building height, does not constitute a substantial change in the project that requires major revisions to the PEIR and SEIR because of more severe adverse impacts to scenic vistas than those previously analyzed. As discussed below, the City failed to evaluate the Project’s impacts to scenic vistas as required by Mitigation Measure 4-1. Regardless, the Project’s visual simulations demonstrate that the proposed Project would result in more severe impacts to key views from the EL Cerrito Del Norte BART station than those analyzed in the PEIR and SEIR because of the increased building length in which exceed the maximum allowed under the Specific Plan. Therefore, the City must prepare a subsequent or supplemental EIR that discloses, analyzes and mitigates the proposed Project’s significant adverse impacts on key views from the El Cerrito Del Norte BART station.

IV. THE CITY FAILED TO COMPLY WITH MITIGATION MEASURE 4-1

As discussed in Section III.C., for new development under the Specific Plan, Mitigation Measure 4-1 requires that the City evaluate an individual project proposal’s effect on views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, East Bay Hills, and Albany Hills. However, the City did not

⁸⁸ Gov. Code § 65589.5(e).

⁸⁹ Gov. Code § 65589.5(o)(6).

prepare a VIA for the proposed Project. Instead, discussion of the proposed Project's impact on scenic vistas is limited to several conclusory paragraphs in the CEQA Checklist.⁹⁰

The Checklist recognizes that the proposed Project “could alter some views of the East Bay Hills from areas west of the project site” because the building would be approximately 79 feet in height but makes no mention of the Project's impact on other scenic vistas.⁹¹ In fact, there is no discussion of the Project's impact on views of the Golden Gate Bridge, the San Francisco skyline, or Albany Hills from the El Cerrito Del Norte BART station platforms. Furthermore, the Checklist does not disclose or analyze how the proposed building's length of 475 feet would impact these scenic vistas.

The City claims the Applicant complied with Mitigation Measure 4-1 by providing simulations of the proposed project from required viewpoints.⁹² However, the visual simulations provided by the Applicant do not relieve the City from its obligation to conduct an evaluation that addresses the Project's effect on key views.

The California Department of Transportation (“Caltrans”) has developed a Visual Impact Assessment Handbook (“VIA Handbook”) based on the CEQA aesthetics checklist, the Federal Highway Administration's Guidelines for the Visual Impact Assessment of Highway Projects,⁹³ and visual impact assessment best practices.⁹⁴ Caltrans recommends VIAs be conducted in four phases: (1) the establishment phase, (2) the inventory phase, (3) the analysis phase, and (4) the mitigation phase.⁹⁵ The VIA analytical procedure evaluates visual change by examining visual compatibility and visual contrast while considering them in relation to visual sensitivity for each alternative, landscape unit and key view.⁹⁶ Nine key activities are conducted in the analysis phase: “(1) the impact visualizations are developed; (2) visual compatibility is described (and rated); (3) visual contrast is described (and rated); (4) visual change is described (and rated);

⁹⁰ CEQA Checklist at pp. 2-1 to 2-3.

⁹¹ CEQA Checklist at p. 2-2.

⁹² CEQA Checklist at p. 2-2.

⁹³ U.S. Department of Transportation, Federal Highway Administration, Guidelines for the Visual Impact Assessment of Highway Projects (Jan. 2015), *available at* https://www.environment.fhwa.dot.gov/env_topics/other_topics/VIA_Guidelines_for_Highway_Projects.pdf.

⁹⁴ California Department of Transportation, Visual Impact Assessment Handbook (Aug. 2023) p. 1-1 (hereinafter “VIA Handbook”), *available at* <https://dot.ca.gov/-/media/dot-media/programs/design/documents/via-handbook--all.pdf>.

⁹⁵ *Id.* at p. 1-1 to 1-2.

⁹⁶ *Id.* at p. 4-1.

(5) viewer sensitivity is described (and rated); viewpoint sensitivity is described (and rated); (7) visual sensitivity is described (and rated); (8) the project's visual impact is described (and rated); and (9) the VIA report is prepared.⁹⁷

The City did not undertake these activities before determining whether effects of the Project were adequately covered by the PEIR or SEIR. Instead, the Staff Report only contains two visual simulations demonstrating views from El Cerrito Del Norte BART station.⁹⁸ Indeed, the visual simulations suggest that key views from the platform would be severely impacted by the Project because the San Francisco skyline and the Golden Gate Bridge would be entirely obstructed along significant portions of the BART platform.



10. VIEW LOOKING SOUTH EAST FROM THE BART PLATFORM (LEFT SIDE).



11. VIEW LOOKING SOUTH EAST FROM THE BART PLATFORM (RIGHT SIDE).

⁹⁷ *Ibid.*

⁹⁸ Conceptual View Studies, Sheet A8.4.

The City also claims the Project would be subject to Tier II discretionary approval by the Planning Commission and Design Review Board as the project complies with the intent and regulations of the Specific Plan.⁹⁹ This statement contains several inaccuracies. First, Tier II design review is only subject to review by the Board unless appealed to the Planning Commission.¹⁰⁰ Second, the Board is not authorized to act upon limitations regarding blockage of key views for Tier II design review; that action is only permitted when evaluating a Tier IV application.¹⁰¹ In sum, Board's review of the proposed Project's Tier II application does not ensure impacts to scenic vistas are reduced to less than significant.

The City must conduct a VIA in compliance with Mitigation Measure 4-1 before it can approve the Project. Contra Costa Residents again emphasizes that it does not oppose new developments. But it is incumbent upon the City to comply with the environmental review that it previously committed to in order to protect both the environment and sustainable development in the City.

V. THE CLAIMED CEQA EXEMPTIONS DO NOT APPLY BECAUSE PUBLIC RESOURCES CODE SECTION 21166 IS TRIGGERED

The City relies on two exemptions under the CEQA Guidelines: Sections 15168 and 15182. As discussed in Section III, Section 15182(c) does not apply because Section 15162 is triggered because (1) the OHRA constitutes significant new information of health impacts that were not previously analyzed in the prior EIRs, (2) the air quality modeling constitutes significant new information of GHG impacts that are more severe than those previously disclosed, and (3) the proposed increased building length which exceeds the applicable development standard evaluated by the PEIR and SEIR and causes a more severe adverse impact on scenic views than previously considered. In addition, the City lacks substantial evidence to conclude

Section 15168 governs tiering from programmatic EIRs. Later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.¹⁰² If a later activity would have effects that were not examined in the program EIR, a new

⁹⁹ CEQA Checklist at p. 2-2.

¹⁰⁰ Specific Plan § 2.02.07.01.02.B.

¹⁰¹ Specific Plan § 2.02.07.01.02.D.2.b.

¹⁰² CEQA Guidelines § 15162(c).

Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.¹⁰³ That later analysis may tier from the program EIR.¹⁰⁴

If the agency finds pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.¹⁰⁵ Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record.¹⁰⁶ Factors that an agency may consider in making the determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.¹⁰⁷

Here, Section 15162 does not apply because a subsequent or supplemental EIR is required as discussed in Section III. Therefore, the City cannot approve the propose Project as being within the scope of the project covered by the PEIR and SEIR.

VI. THE CITY FAILED TO ANALYZE CONSISTENCY WITH APPLICABLE GENERAL PLAN AND SPECIFIC PLAN VISUAL RESOURCE POLICIES

To approve a Tier II application, the Board must find that the proposed Project is consistent with Specific Plan and the El Cerrito General Plan.¹⁰⁸ However, the City did not evaluate consistency with all relevant policies, strategies, or guidelines governing visual resources.

For example, the Staff Report does not mention General Plan Policies CD1.7, R.13, R1.13, or Specific Plan Strategy A.2.¹⁰⁹ Policy CD1.7 states: “**Views and Vistas.** Preserve and enhance major views and vistas along major streets and open spaces, providing areas to stroll and benches to rest and enjoy views.”¹¹⁰ Policy R1.3 states: Potential Environmental Impacts. Encourage development patterns that minimize impacts on the City’s biological, visual and cultural resources, and

¹⁰³ CEQA Guidelines § 15162(c)(1).

¹⁰⁴ CEQA Guidelines § 15162(c)(1).

¹⁰⁵ CEQA Guidelines § 15162(c)(2).

¹⁰⁶ CEQA Guidelines § 15162(c)(2).

¹⁰⁷ CEQA Guidelines § 15162(c)(2).

¹⁰⁸ Specific Plan § 2.02.07.01.02.B.3.

¹⁰⁹ Staff Report at pp. 8-9, 13-14.

¹¹⁰ City of El Cerrito, General Plan (1999) p. 4-32 (“hereinafter “General Plan”), *available at* https://el-cerrito.org/DocumentCenter/View/1362/GPCHAPTER_4_3?bidId=.

integrate development with open space areas.”¹¹¹ Policy R1.13 states: “**View Protection and Vista Points.** Preserve prominent views of visual resources and the bay, and consider visual access and view corridors when reviewing development proposals. Require assessment of critical public views, ridgeline, scenic overlooks, Bay vista points, significant knolls, stands of trees, rock outcrops, and major visual features as part of the project review process to assure that projects protect natural resources through proper site planning, building design and landscaping, and that public access is provided if possible to vista points.”¹¹² Strategy A.2 states: “Reinforce distinguishing sense of place by responding to existing assets such as the Ohlone Greenway and key views.”¹¹³

The Staff Report also fails to discuss compliance with the General Plan Design and Development Guide. The Guide recommends that higher visual standards be applied to the design of larger buildings in the Del Norte BART area. Specifically, it states:

Building heights should allow for higher intensity development in keeping with the higher development costs at transit nodes. Higher structures may also be permitted for landmark towers, steeples, and other architectural building elements that would help create more character and identity to a given project. In all cases, extraordinary heights must be balanced with their impacts on local neighborhoods and communities. Since in most communities the most memorable, and often most criticized, buildings are larger buildings, higher visual standards should be applied to the design of larger buildings.¹¹⁴

None of these policies, strategies, or guidelines are identified in findings of Design Board Resolution DRB2024-01.¹¹⁵ Finally, as discussed in Section III.C., the City cannot make the requisite findings because the proposed Project would have a significant adverse impact on scenic vistas.

VII. CONCLUSION

The record demonstrates that the City lacks substantial evidence to support a finding that the proposed Project is exempt from CEQA. The Board should continue the hearing and direct City staff to prepare a subsequent or supplemental

¹¹¹ *Id.* at p. 7-5, available at https://el-cerrito.org/DocumentCenter/View/1371/GPCHAPTER_7?bidId=.

¹¹² *Id.* at p. 7-7.

¹¹³ Specific Plan § 1.05.

¹¹⁴ General Plan, appen. C at p. C-5, available at https://el-cerrito.org/DocumentCenter/View/1354/GP_Appendix_C?bidId=.

¹¹⁵ Staff Report, attachment 1, at p. 2.

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EIR that analyzes, discloses, and mitigates the Project's significant environmental impacts.

Thank you for your consideration of these comments.

Sincerely,



Andrew J. Graf

Attachments
AJG:acp

EXHIBIT C



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February 7, 2024

Andrew Graf
Adams Broadwell Joseph & Cardozo
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Subject: Comments on the 1711-1755 Eastshore Boulevard Project

Dear Mr. Graf,

We have reviewed the October 2023 Staff Report ("Staff Report") for the 1711-1755 Eastshore Boulevard Project ("Project") located in the City of El Cerrito ("City"). The Project proposes to construct 310 residential units and a 37,965-square-foot ("SF") parking garage on the 1.82-acre site.

Our review concludes that the Staff Report fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A full CEQA analysis should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the environment.

Air Quality

The Staff Report states that "no new impacts were identified, and no new mitigation measures are required" (p. 10). However, these claims are incorrect and subsequent environmental review is required pursuant to CEQA Guidelines 15162, for the Project's air quality analysis is insufficient for the following reasons.

- (1) The Staff Report fails to consider criteria air pollutant emissions for Project operations;
- (2) The Staff Report fails to adequately evaluate the Project's diesel particulate matter emissions;
and
- (3) SWAPE's screening-level analysis indicates a potentially significant health risk impact.

1) Failure to Quantify Operational Impacts of Criteria Air Pollutant Emissions

The Staff Report and associated documents fail to quantify the Project's criteria air pollutant emissions from operations. The Environmental Checklist ("Checklist"), included as Attachment B to the Staff Report, quantifies Project construction emissions (see excerpt below) (p. 2-6, Table 2.A):

Table 2.A: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Fugitive Dust PM ₁₀	Exhaust PM _{2.5}	Fugitive Dust PM _{2.5}
2023	1.3	8.3	0.1	2.3	0.1	0.6
2024	10.7	3.7	0.1	2.2	0.1	0.6
BAAQMD Thresholds	54.0	54.0	82.0	BMP	82.0	BMP
Exceed Threshold?	No	No	No	No	No	No

Source: MIG (February 2023).

BMP = best management practices

As demonstrated above, the Staff Report concludes that the Project would result in a less-than-significant construction-related air quality impact, as the reactive organic gases ("ROG"), nitrogen oxides ("NO_x"), PM_{2.5}, and PM₁₀ exhaust emissions values would not exceed Bay Area Air Quality Management District ("BAAQMD") thresholds.

However, the Staff Report and associated documents fail to mention the Project criteria air pollutant emissions that would result from operations whatsoever. Without making an effort to estimate the Project's potential operational criteria air pollutant emissions, the Staff Report lacks evidence to support the conclusion that the Project's emissions would not exceed the applicable BAAQMD significance thresholds.¹ Until further analysis is provided, we cannot verify the Project would result in a less-than-significant air quality impact. The Project should not be approved until a full CEQA analysis is prepared to adequately assess and mitigate the potential air quality impacts that Project operation may have on the surrounding environment.

2) Particulate Matter Emissions Inadequately Evaluated

The Checklist conducts a health risk analysis ("HRA") evaluating impacts from exposure to diesel particulate matter ("DPM") emissions during Project construction. Specifically, the Checklist estimates that the maximum cancer risk posed to nearby, existing residential sensitive receptors as a result of Project construction would be 30.8 in one million, which exceeds the BAAQMD significance threshold of (see excerpt below) (p. 2-8, Table 2.B).

¹ "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 2-2, Table 2-1.

Table 2.B: Unmitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

Receptor Age Range	Health Risk Increase at MEIR (Excess Cancer Risk per Million Population)	
	Scenario 2 (Tier II)	Scenario 3 (Tier IV)
Residential Child Receptor (3 rd Trimester)	30.8	7.2
Residential Child Receptor (0-2 Years of Age)	29.6	6.9
Residential Child Receptor (2-16 Years of Age)	3.9	0.9
Residential Adult Receptor (16-30 Years of Age)	0.6	0.1
Residential Adult Receptor (30)	0.5	0.1
	10.0	10.0
Threshold Exceeded?	Yes	No

Source: MIG (2023).

As a result, the Checklist states:

“As shown in Table 2.C, with Tier II equipment, the risk would exceed the BAAQMD cancer risk threshold of 10 in one million. As discussed above, the potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). Mitigation Measure 5-2 in the 2022 SEIR requires individual development projects that exceed these thresholds to implement measures to reduce these impacts to the extent feasible. Implementation of the following project specific condition of approval would be required to reduce substantial pollutant concentrations during project construction and would reduce this impact of the project to a less-than-significant level. Table 2.C identifies the results of the analysis with implementation of Project-Specific Condition of Approval 1” (p. 2-8).

The Project includes a condition of approval which requires the use of Tier 4 Final emissions standards or equivalent, in order to reduce the Project’s construction health risk impact to less-than-significant. Furthermore, regarding the long-term exposure of toxic air contaminant (“TAC”) emissions on future residents, the Checklist states.

“The 2022 SEIR made the following finding related to 2014 FEIR SPASP Mitigation Measure 5-3:

‘... the California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” As such, an evaluation of the environment’s effect on future residents and employees proposed by the Specific Plan Update is no longer required under CEQA, and Mitigation Measure 5-3, as identified in the 2014 Certified EIR is no longer applicable.’

As such, the analysis in this checklist focuses on how the proposed project could affect the environment” (p. 2-9).

The Checklist claims that an HRA is not required as the Project would not impact the environment, and environmental impacts residents and employees is not scrutinized under CEQA. However, while the Checklist states that an evaluation on future, onsite residents is not required, the Checklist fails to mention the TAC impacts or evaluate the health risks associated with Project operation to nearby, existing sensitive receptors. The Checklist's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for four reasons.

First, by failing to prepare a quantified operational HRA, the Project is inconsistent with CEQA's requirement to make "a reasonable effort to substantively connect a project's air quality impacts to likely health consequences."² According to Checklist, operation of the Project is anticipated to generate increased daily vehicle trips, which would generate additional exhaust emissions and expose nearby sensitive receptors to DPM emissions (p. 2-18 – 2-19). However, the Staff Report and associated documents fail to evaluate the TAC emissions associated with Project operation or indicate the concentrations at which such pollutants would trigger adverse health effects. Without making a reasonable effort to connect the Project's operational TAC emissions to the potential health risks posed to nearby receptors, the Project is inconsistent with CEQA's requirement to correlate the Project-generated emissions with potential adverse impacts on human health.

Second, as previously discussed, OEHHA, the organization responsible for providing guidance on conducting HRAs in California, released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015. This guidance document describes the types of projects that warrant the preparation of an HRA. Specifically, OEHHA recommends that all short-term projects lasting at least 2 months assess cancer risks.³ Furthermore, according to OEHHA:

"Exposure from projects lasting more than 6 months should be evaluated for the duration of the project. In all cases, for assessing risk to residential receptors, the exposure should be assumed to start in the third trimester to allow for the use of the ASFs (OEHHA, 2009)."⁴

OEHHA also recommends that an exposure duration of 30 years should be used to estimate the individual cancer risk at the maximally exposed individual resident ("MEIR").⁵ The AQ & HRA provides an expected Project lifetime of 70 years (Attachment 4, p. 4). Operation of the Project exceeds the 2-month and 6-month requirements set forth by OEHHA and should be evaluated for at least the entire 30-year residential exposure duration, as indicated by OEHHA guidance. These recommendations reflect the most recent state health risk policies, and as such, a full CEQA analysis should be prepared to include an

² "Sierra Club v. County of Fresno." Supreme Court of California, December 2018, available at: <https://ceqaportal.org/decisions/1907/Sierra%20Club%20v.%20County%20of%20Fresno.pdf>.

³ "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-18.

⁴ "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-18.

⁵ "Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 2-4.

analysis of health risk impacts posed to nearby sensitive receptors from DPM emissions generated during Project operation.

Third, the BAAQMD requires projects within 1,000 feet of an existing sensitive receptor or source to evaluate the cancer risk associated with Project operation (see excerpt below):⁶

Table 2-1 Air Quality CEQA Thresholds of Significance*		
Pollutant	Construction-Related	Operational-Related
Project-Level		
Risk and Hazards for new sources and receptors (Individual Project)*	Same as Operational Thresholds**	Compliance with Qualified Community Risk Reduction Plan OR Increased cancer risk of >10.0 in a million Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute) Ambient PM _{2.5} increase: > 0.3 µg/m ³ annual average <u>Zone of Influence:</u> 1,000-foot radius from property line of source or receptor

The Checklist states that there are existing sensitive receptors at the residential developments 110 feet east of the Project site (p. 2-26). As a result, an analysis of the health risk posed to nearby, existing receptors from both Project operation and construction needs to be conducted pursuant to the BAAQMD.

Fourth, while the Checklist includes a construction HRA, the HRA fails to evaluate the combined lifetime cancer risk to nearby, existing receptors as a result of Project construction and operation together. According to OEHHA guidance “the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location.”⁷ However, the Project’s HRA fails to sum each age bin to evaluate the total cancer risk over the course of the Project’s total construction and operation. This is incorrect, and an updated analysis should quantify the entirety of the Project’s construction and operational health risks together to compare to the BAAQMD threshold of 10 in one million, as referenced by the Checklist (p. 2-8, Table 2.B).

3) Screening-Level Analysis Demonstrates Significant Impacts

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.⁸ The model replaced SCREEN3, and AERSCREEN is included in the OEHHA and the California Air Pollution Control Officers Associated (“CAPCOA”) guidance as the

⁶ “California Environmental Quality Act Air Quality Guidelines.” BAAQMD, May 2017, *available at*: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 2-2, Table 2-1.

⁷ “Guidance Manual for preparation of Health Risk Assessments.” OEHHA, February 2015, *available at*: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf> p. 8-4

⁸ “AERSCREEN Released as the EPA Recommended Screening Model,” U.S. EPA, April 2011, *available at*: http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

appropriate air dispersion model for Level 2 health risk screening assessments (“HRSAs”).^{9, 10} A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project’s operational health risk impact to residential sensitive receptors using the annual PM_{2.5} exhaust estimates from the “Eastshore Blvd Apartments (Present Run - Tier 4 Final)” CalEEMod output files, as recommended by the BAAQMD.¹¹ Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life.¹² Subtracting the 344-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project’s operational DPM for an additional 29.06 years.¹³ The operational CalEEMod emissions indicate that operational activities will generate approximately 351 pounds of DPM per year throughout operation. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in daily vehicle trips over Project operation, we calculated an average DPM emission rate by the following equation:

$$\text{Emission Rate} \left(\frac{\text{grams}}{\text{second}} \right) = \frac{344 \text{ lbs}}{365 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = \mathbf{0.00495 \text{ g/s}}$$

Using this equation, we estimated an operational emission rate of 0.00495 g/s. Operation was simulated as a 1.82-acre rectangular area source in AERSCREEN, with approximate dimensions of 121- by 61-meters. A release height of three meters was selected to represent the height of stacks of operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution. The population of El Cerrito was obtained from U.S. 2021 Census data.¹⁴

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project Site. The United States Environmental Protection Agency (“U.S. EPA”) suggests that the annualized average concentration of an air pollutant be estimated by multiplying the single-hour

⁹ “Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

¹⁰ “Health Risk Assessments for Proposed Land Use Projects.” CAPCOA, July 2009, available at: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

¹¹ “California Environmental Quality Act Air Quality Guidelines.” BAAQMD, May 2017, available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 8-8.

¹² “Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-18.

¹³ See Attachment B for health risk calculations.

¹⁴ “El Cerrito.” U.S. Census Bureau, 2020, available at: <https://datacommons.org/place/geoid/0621810>.

concentration by 10% in screening procedures.¹⁵ According to the Checklist the nearest sensitive receptors are residential properties located 110 feet, or approximately 34 meters, to the east of the Project site (p. 2-26). However, review of the AERSCREEN output files demonstrates that the MEIR is located approximately 50 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project operation is approximately 19.13 $\mu\text{g}/\text{m}^3$ DPM at approximately 50 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 1.913 $\mu\text{g}/\text{m}^3$ for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA, as recommended by BAAQMD.¹⁶ Specifically, guidance from OEHHA and the California Air Resources Board ("CARB") recommends the use of a standard point estimate approach, including high-point estimate (i.e. 95th percentile) breathing rates and age sensitivity factors ("ASF") in order to account for the increased sensitivity to carcinogens during early-in-life exposure and accurately assess risk for susceptible subpopulations such as children. The residential exposure parameters, such as the daily breathing rates ("BR/BW"), exposure duration ("ED"), age sensitivity factors ("ASF"), fraction of time at home ("FAH"), and exposure frequency ("EF") utilized for the various age groups in our screening-level HRA are as follows:

¹⁵ "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." U.S. EPA, October 1992, available at: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf.

¹⁶ "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, available at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx>, p. 65, 86.

Exposure Assumptions for Residential Individual Cancer Risk						
Age Group	Breathing Rate (L/kg-day) ¹⁷	Age Sensitivity Factor ¹⁸	Exposure Duration (years)	Fraction of Time at Home ¹⁹	Exposure Frequency (days/year) ²⁰	Exposure Time (hours/day)
3rd Trimester	361	10	0.25	0.85	350	24
Infant (0 – 2)	1090	10	2	0.85	350	24
Child (2 – 16)	572	3	14	0.72	350	24
Adult (16 – 30)	261	1	14	0.73	350	24

For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the cancer potency factor (“CPF”) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day⁻¹) to derive the cancer risk estimate. Therefore, to assess exposures, we utilized the following dose algorithm:

$$Dose_{AIR, per\ age\ group} = C_{air} \times EF \times \left[\frac{BR}{BW} \right] \times A \times CF$$

where:

Dose_{AIR} = dose by inhalation (mg/kg/day), per age group

C_{air} = concentration of contaminant in air (µg/m³)

EF = exposure frequency (number of days/365 days)

BR/BW = daily breathing rate normalized to body weight (L/kg/day)

¹⁷ “Air Toxics NSR Program Health Risk Assessment Guidelines.” BAAQMD, December 2016, available at: https://www.baaqmd.gov/~media/files/planning-and-research/permit-modeling/hra_guidelines_12_7_2016_clean-pdf.pdf?la=en#:~:text=To%20assess%20potential%20inhalation%20exposure%20to%20offsite%20workers%2C%20OEHHA%20recommended,for%20an%20eight%2Dhour%20day, p. 6; see also “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

¹⁸ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 8-5 Table 8.3.

¹⁹ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 5-24; see also: “Air Toxics NSR Program Health Risk Assessment Guidelines.” BAAQMD, December 2016, available at: https://www.baaqmd.gov/~media/files/planning-and-research/permit-modeling/hra_guidelines_12_7_2016_clean-pdf.pdf?la=en#:~:text=To%20assess%20potential%20inhalation%20exposure%20to%20offsite%20workers%2C%20OEHHA%20recommended,for%20an%20eight%2Dhour%20day, p. 4, 5.

²⁰ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 5-24.

A = inhalation absorption factor (default = 1)
 CF = conversion factor (1x10⁻⁶, µg to mg, L to m³)

To calculate the overall cancer risk, we used the following equation for each appropriate age group:

$$Cancer\ Risk_{AIR} = Dose_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

where:

Dose_{AIR} = dose by inhalation (mg/kg/day), per age group
 CPF = cancer potency factor, chemical-specific (mg/kg/day)⁻¹
 ASF = age sensitivity factor, per age group
 FAH = fraction of time at home, per age group (for residential receptors only)
 ED = exposure duration (years)
 AT = averaging time period over which exposure duration is averaged (always 70 years)

Consistent with the 344-day construction schedule, the annualized average concentration for operation was used for the remainder of the 30-year exposure period, which makes up the latter 1.31 years of the infant stage of life, the entire child stage of life (2 – 16 years), and the entire adult stage of life (16 – 30 years). The results of our calculations are shown in the table below.

The Maximally Exposed Individual at an Existing Residential Receptor				
Age Group	Emissions Source	Duration (years)	Concentration (ug/m3)	Cancer Risk
3rd Trimester	Construction	0.25	*	*
	<i>Construction</i>	<i>0.69</i>	<i>*</i>	<i>0.00E+00</i>
	<i>Operation</i>	<i>1.31</i>	<i>1.9130</i>	<i>3.49E-04</i>
Infant (0 - 2)	Total	2		3.49E-04
Child (2 - 16)	Operation	14	1.9130	4.99E-04
Adult (16 - 30)	Operation	14	1.9130	7.69E-05
Lifetime		30		9.25E-04

The excess cancer risks for infants, children, and adults at the MEIR located approximately 50 meters away, over the course of Project operation, are approximately 349, 499, and 76. in one million, respectively. The excess cancer risk associated with Project operation is approximately 943 in one

million. As such, the lifetime cancer risk greatly exceeds the BAAQMD threshold of 10 in one million, resulting in a potentially significant impact not previously addressed or identified by the Staff Report.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection.²¹ The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, an EIR should be prepared and include updated, quantified air pollution model as well as an updated, quantified refined HRA which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

In regard to the Project's anticipated greenhouse gas ("GHG") emissions, the Checklist states:

"Long-term operation of the proposed project would generate GHG emissions from mobile, area, stationary, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile source GHG emissions would include project-generated vehicle trips to and from the project site. Area source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the proposed project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. Therefore, the proposed project would not generate GHG emissions that would have a significant effect on the environment. In addition, because the proposed project would be consistent with the 2022 SEIR, it would not result in any new conflicts with the GHG reduction strategies listed above. Given the above, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment and would have a less-than-significant impact related to operational GHG emissions. Therefore, operation

²¹ "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 1-5

of the proposed project would not result in new or more severe GHG impacts than identified in the 2022 SEIR” (p. 2-18 – 2-19).

As demonstrated above, the Checklist claims that since the Project would be consistent with the 2022 Supplemental Environmental Impact Report (“SEIR”), Project operations would result in a less-than-significant GHG impact. However, while the Checklist concludes that the Project would not generate GHG emissions that would have a significant effect on the environment, the Checklist fails to quantify the Project’s GHG emissions whatsoever. Until the Checklist provides a quantitative analysis regarding the Project’s GHG emissions, the Checklist’s claim that the Project would result in a less-than-significant GHG impact is unsubstantiated.

The “Eastshore Blvd Apartments (Present Run - Tier 4 Final)” CalEEMod output files disclose the Project’s mitigated GHG emissions, which include approximately 1,569 metric tons of carbon dioxide equivalents per year (“MT CO₂e/year”) of net annual operational emissions (sum of area-, energy-, and mobile-related emissions). After applying the BAAQMD’s operational threshold of 1,100 MT CO₂e/year, the Staff Report’s air model indicates a potentially significant GHG impact (see table below).²²

Annual Greenhouse Gas Emissions	
Project Phase	Proposed Project (MT CO₂e/year)
Total Operational Annual GHG Emissions	1,569
BAAQMD Threshold	1,100
<i>Exceeds?</i>	Yes

As demonstrated above, the Project’s net annual GHG emissions exceed the BAAQMD numeric threshold of 1,100 MT CO₂e/year, resulting in a potentially significant impact. A full CEQA analysis should be prepared, including an updated GHG analysis and incorporating additional mitigation measures to reduce the Project’s GHG emissions to less-than-significant levels.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant health risk and GHG impacts that should be mitigated further. In an effort to reduce the Project’s emissions, we identified several mitigation measures that are applicable to the proposed Project. To reduce the Project’s emissions, we recommend consideration of implementing all SCAG’s 2020 RTP/SCS PEIR’s Air Quality Project Level Mitigation Measures (“PMM-AQ-1”) and Greenhouse Gas Project Level Mitigation

²² “California Environmental Quality Act Air Quality Guidelines.” BAAQMD, May 2017, *available at*: <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/tools/ceqa-guidelines-may-2017-thresholds-table-pdf.pdf?la=en>, pp. 1.

Measures (“PMM-GHG-1”) that are not otherwise required under local regulation or Air District rules, as described below:²³

SCAG RTP/SCS 2020-2045	
Air Quality Project Level Mitigation Measures – PMM-AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:	
a) Minimize land disturbance.	
b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.	
d) Stabilize the surface of dirt piles if not removed immediately.	
e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.	
f) Minimize unnecessary vehicular and machinery activities.	
g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.	
j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.	
l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.	
m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.	
n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.	
o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.	
p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.	
t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.	

²³ “4.0 Mitigation Measures.” Connect SoCal Program Environmental Impact Report Addendum #1, September 2020, available at: https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocial_addendum_4_mitigationmeasures.pdf?1606004420, p. 4.0-2 – 4.0-10; 4.0-19 – 4.0-23; See also: “Certified Final Connect SoCal Program Environmental Impact Report.” Southern California Association of Governments (SCAG), May 2020, available at: <https://scag.ca.gov/peir>.

u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.
bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: - Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85% - Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. - Nonroad diesel engines on site shall be Tier 2 or higher. - Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. - Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. - Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. - The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. - The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. - The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight)
cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:

- Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. - Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking x. Chicanes/chokers - Create urban non-motorized zones - Provide bike parking in non-residential and multi-unit residential projects - Dedicate land for bike trails - Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking - Require residential area parking permit. - Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement.
Greenhouse Gas Project Level Mitigation Measures – PMM-GHG-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:
b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
c) Include off-site measures to mitigate a project's emissions.
d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;

viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above.
e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply; xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program;
f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
g) Improving transit access to rail and bus routes by incentives for construction and transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and
h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes.
i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;

iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.
k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.
l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.
m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks
n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications
o) Implement preferential parking permit program
p) Implement school pool and bus programs
q) Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing; iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

As it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045, we emphasize that the energy mix that will charge the batteries and power electrical equipment must be 100% renewable energy resources. Until the feasibility of charging the batteries with renewable energy resources only is evaluated, the Project should not be approved.

A full CEQA analysis should be prepared to include all feasible mitigation measures, as well as include updated air quality, health risk, and GHG analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to the maximum extent feasible. The full CEQA analysis should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Hagemann".

Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink, appearing to read "Paul Rosenfeld".

Paul E. Rosenfeld, Ph.D.

TITLE: Eastshore Operations

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.495E-02 g/s	0.392E-01 lb/hr
AREA EMISSION RATE:	0.670E-06 g/(s-m2)	0.532E-05 lb/(hr-m2)
AREA HEIGHT:	3.00 meters	9.84 feet
AREA SOURCE LONG SIDE:	121.00 meters	396.98 feet
AREA SOURCE SHORT SIDE:	61.00 meters	200.13 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet
RURAL OR URBAN:	URBAN	
POPULATION:	5093	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	19.13	5	50.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban

DOMINANT CLIMATE TYPE: Average Moisture

DOMINANT SEASON: Winter

ALBEDO: 0.35

BOWEN RATIO: 1.50

ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADJUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	

HT	REF TA	HT
10.0	310.0	2.0

***** AERSCREEN AUTOMATED DISTANCES *****

OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	14.42	2525.00	0.1464

25.00	17.10	2550.00	0.1444
50.00	19.13	2575.00	0.1425
75.00	16.95	2600.00	0.1407
100.00	11.16	2625.00	0.1388
125.00	8.392	2650.00	0.1370
150.00	6.620	2675.00	0.1353
175.00	5.403	2700.00	0.1336
200.00	4.527	2725.00	0.1319
225.00	3.869	2750.00	0.1303
250.00	3.361	2775.00	0.1287
275.00	2.960	2800.00	0.1271
300.00	2.633	2825.00	0.1256
325.00	2.365	2850.00	0.1241
350.00	2.141	2875.00	0.1229
375.00	1.950	2900.00	0.1222
400.00	1.787	2925.00	0.1214
425.00	1.648	2950.00	0.1207
450.00	1.525	2975.00	0.1200
475.00	1.417	3000.00	0.1193
500.00	1.323	3025.00	0.1186
525.00	1.238	3050.00	0.1179
550.00	1.162	3075.00	0.1173
575.00	1.095	3100.00	0.1166
600.00	1.033	3125.00	0.1159
625.00	0.9771	3150.00	0.1153
650.00	0.9264	3175.00	0.1146
675.00	0.8800	3200.00	0.1140
700.00	0.8376	3225.00	0.1134
725.00	0.7986	3250.00	0.1128
750.00	0.7628	3275.00	0.1122
775.00	0.7297	3300.00	0.1116
800.00	0.6989	3325.00	0.1110
825.00	0.6703	3350.00	0.1104
850.00	0.6437	3375.00	0.1098
875.00	0.6187	3400.00	0.1093
900.00	0.5953	3425.00	0.1087
925.00	0.5735	3450.00	0.1082
950.00	0.5530	3475.00	0.1076
975.00	0.5338	3500.00	0.1071
1000.00	0.5157	3525.00	0.1065
1025.00	0.4986	3550.00	0.1060
1050.00	0.4825	3575.00	0.1055
1075.00	0.4673	3600.00	0.1050
1100.00	0.4529	3625.00	0.1045
1125.00	0.4393	3650.00	0.1040
1150.00	0.4301	3675.00	0.1035
1175.00	0.4176	3700.00	0.1030
1200.00	0.4057	3725.00	0.1025
1225.00	0.3944	3750.00	0.1020
1250.00	0.3836	3775.00	0.1015

1275.00	0.3733	3800.00	0.1011
1300.00	0.3635	3825.00	0.1006
1325.00	0.3541	3850.00	0.1002
1350.00	0.3452	3875.00	0.9970E-01
1375.00	0.3366	3900.00	0.9925E-01
1400.00	0.3284	3925.00	0.9881E-01
1425.00	0.3205	3950.00	0.9837E-01
1450.00	0.3130	3975.00	0.9794E-01
1475.00	0.3057	4000.00	0.9751E-01
1500.00	0.2987	4025.00	0.9708E-01
1525.00	0.2921	4050.00	0.9666E-01
1550.00	0.2856	4075.00	0.9624E-01
1575.00	0.2794	4100.00	0.9583E-01
1600.00	0.2735	4125.00	0.9542E-01
1625.00	0.2677	4149.99	0.9502E-01
1650.00	0.2622	4175.00	0.9462E-01
1675.00	0.2568	4200.00	0.9423E-01
1700.00	0.2517	4225.00	0.9384E-01
1725.00	0.2467	4250.00	0.9345E-01
1750.00	0.2419	4275.00	0.9307E-01
1775.00	0.2372	4300.00	0.9269E-01
1800.00	0.2327	4325.00	0.9231E-01
1825.00	0.2284	4350.00	0.9194E-01
1850.00	0.2241	4375.00	0.9157E-01
1875.00	0.2201	4400.00	0.9120E-01
1900.00	0.2161	4425.00	0.9084E-01
1924.99	0.2123	4450.00	0.9048E-01
1950.00	0.2085	4475.00	0.9013E-01
1975.00	0.2049	4500.00	0.8978E-01
2000.00	0.2014	4525.00	0.8943E-01
2025.00	0.1980	4550.00	0.8909E-01
2050.00	0.1947	4575.00	0.8874E-01
2075.00	0.1915	4600.00	0.8841E-01
2100.00	0.1884	4625.00	0.8807E-01
2125.00	0.1854	4650.00	0.8774E-01
2150.00	0.1824	4675.00	0.8741E-01
2175.00	0.1796	4700.00	0.8708E-01
2200.00	0.1768	4725.00	0.8676E-01
2224.99	0.1741	4750.00	0.8644E-01
2250.00	0.1714	4775.00	0.8612E-01
2275.00	0.1689	4800.00	0.8581E-01
2300.00	0.1664	4825.00	0.8550E-01
2325.00	0.1639	4850.00	0.8519E-01
2350.00	0.1615	4875.00	0.8488E-01
2375.00	0.1592	4900.00	0.8458E-01
2400.00	0.1569	4925.00	0.8428E-01
2425.00	0.1547	4950.00	0.8398E-01
2450.00	0.1526	4975.00	0.8368E-01
2475.00	0.1505	5000.00	0.8339E-01
2500.00	0.1484		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled
 concentrations are equal to the 1-hour concentration as referenced in
 SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
 IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	19.86	19.86	19.86	19.86	N/A
DISTANCE FROM SOURCE	62.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	14.42	14.42	14.42	14.42	N/A
DISTANCE FROM SOURCE	1.00 meters				

Construction			
		Total	
Annual Emissions (tons/year)	0	Total DPM (lbs)	0
Daily Emissions (lbs/day)	0	Total DPM (g)	0
Construction Duration (days)	44562	Emission Rate (g/s)	0
Total DPM (lbs)	0	Release Height (meters)	3
Total DPM (g)	0	Total Acreage	1.82
Start Date		Max Horizontal (meters)	121.37
End Date	1/1/2022	Min Horizontal (meters)	60.68
Construction Days	44562	Initial Vertical Dimension (meters)	1.5
2022		Setting	Urban
Annual Emissions (tons/year)	0	Population	5,093
Daily Emissions (lbs/day)	0	Start Date	1/1/2023
Construction Duration (days)	365	End Date	12/11/2023
Total DPM (lbs)	0	Total Construction Days	344
Total DPM (g)	0	Total Years of Construction	0.94
Start Date	1/1/2022	Total Years of Operation	29.06
End Date	1/1/2023		
Construction Days	365		
2023			
Annual Emissions (tons/year)			
Daily Emissions (lbs/day)	0		
Construction Duration (days)	-44927		
Total DPM (lbs)	0		
Total DPM (g)	0		
Start Date	1/1/2023		
End Date			
Construction Days	-44927		

Operation	
Emission Rate	
Annual Emissions (tons/year)	0.1719
Daily Emissions (lbs/day)	0.941917808
Total DPM (lbs)	343.8
Emission Rate (g/s)	0.004945068
Release Height (meters)	3
Total Acreage	1.82
Max Horizontal (meters)	121.37
Min Horizontal (meters)	60.68
Initial Vertical Dimension (meters)	1.5
Setting	Urban
Population	5,093



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014, 2017;
- Senior Environmental Analyst, Komex H₂O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.

- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.



Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) [Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers](#). *Water Air Soil Pollution*. **233**, 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

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Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

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Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS-6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

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Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. *The 23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation*. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference Orlando, FL*.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cuntly of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido” Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilbert, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

EXHIBIT D

Design Review Board Resolution DRB2024-01**APPLICATION NO. PL22-0015****A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER II DESIGN REVIEW APPROVAL FOR CONSTRUCTION OF A NEW BUILDING CONTAINING 305 RESIDENTIAL UNITS AT 1711-1755 EASTSHORE BOULEVARD.**

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Higher-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Higher-Intensity Mixed Use and the project is located on a Gateway Street designation;

WHEREAS, the project has been found to be consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182;

WHEREAS, the site is located at 1711-1755 Eastshore Boulevard;

WHEREAS, the existing Assessor's Parcel Number of the site is 513-371-005;

WHEREAS, the applicant submitted a preliminary application for review under the under the Housing Crisis Act of 2019 (SB 330) on January 31, 2022;

WHEREAS, on March 25, 2022, the applicant submitted an application for Tier II Design Review, pursuant to SB 330 and the State Density Bonus;

WHEREAS, on December 16, 2022, the application was determined to be complete; and

WHEREAS, on November 1, 2023, the Design Review Board conducted a public hearing on the project, received public testimony, provided feedback to the applicant and continued the item to a future meeting;

WHEREAS, on February 7, 2024, the Design Review Board, after due consideration of all evidence and reports offered for review does find and determine the following:

1. The project is consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182 and is subject to the Program Environmental Impact Report mitigation measures listed below.
2. The project provides affordable housing as required by El Cerrito Municipal Code Chapter 19.30 (Inclusionary Zoning) and concurrently requests a Density Bonus pursuant to Government Code Section 65915 et al. The bonus request includes requests for three concessions, pursuant to Government Code Section 65915(d)(2), and four waivers, pursuant to Government Code Section 65915(e), described in detail as follows:
 - a) Pursuant to Government Code Section 65915(d)(2), the project may include a request for three (3) concession based on the number of affordable housing units provided on-site. A concession, as defined by Government Code Section 65915(k) and in relevant part, consists of a reduction of a development standard. In addition to meeting the requirement for on-site affordable housing, a concession must result in an identifiable and actual cost reductions, to provide for affordable housing costs.

The project includes concessions requesting a reduction in minimal first floor ceiling height to 10-feet from the 14-feet required in the San Pablo Avenue Specific Plan Section 2.01.03; reduction of the 25% upper story transparency requirements as required in the San Pablo Avenue Specific Plan Section 3.01.01 – Regulation by Street Type; and an increase in building length to approximately 475-feet from the maximum of 300-feet as required in the San Pablo Avenue Specific Plan Section 2.05.02.03 – Building Length. The project application includes adequate documentation to substantiate the eligibility of the concession request (i.e., actual cost reductions). Therefore, this approval grants the requested concession in accordance with Government Code Section 65915(d)(2).

- b) Pursuant to Government Code Section 65915(e), the project includes four waivers from the San Pablo Avenue Specific Plan: Section 2.05.02.02.04 – Upper Floor Setback pertaining to not casting shadows beyond the curb line on the opposite side of the street; Section 2.05.06.02.02 – Plaza pertaining to 50% of the openspace being free from shadows for 2/3 of the daylight hours; Section 2.01.06 – Private/Common Open Space pertaining to the infeasibility of providing the open space on site; and FBC Table 05 – Transect Zone Development Standards pertaining to long-term bicycle parking and the effect that additional parking would have on unit count.

State law sets no limit on the number of waivers that may be requested but requires that they relate to a development standard that, in relevant part, "will have the effect of physically precluding the construction of affordable housing."

- 3. The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the standards for the Gateway Street, the standards for the Transit-Oriented Higher-Intensity Mixed Use district, and all other applicable standards of the San Pablo Avenue Specific Plan.
- 4. The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape improvements, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Project Design, and Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development.

NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Design Review Board hereby approves Application No. PL22-0015, subject to the following conditions:

Planning Division:

1. The project will be constructed substantially in conformance with the plans dated January 11, 2024. Minor changes may be approved by the Zoning Administrator. All improvements shall be implemented in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved.
2. If Applicant constructs buildings or makes improvements in accordance with these approvals but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for non-issuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.
3. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.
4. If not exercised, this design review approval shall expire two years from the date of this action pursuant to Section 19.32.100 of the El Cerrito Municipal Code.
5. The applicant shall share the conditions of approval with their general contractor for the project. The general contractor shall sign a copy of the conditions of approval to acknowledge that he/she is aware of all these conditions of approval and will comply as directed. Before issuing a building permit, this signed copy shall be returned to the planning and building division and kept as part of the project file. The conditions of approval shall be reviewed at the mandatory pre-construction meeting held between the City and the General Contractor. A copy of the conditions of approval shall always be maintained on the project site during construction.
6. Prior to issuance of a building permit, the applicant shall demonstrate compliance with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code to the satisfaction of the Zoning Administrator. The project shall be fully compliant with Chapter 13.50 prior to the issuance of the Certificate of Occupancy.
7. In compliance with Chapter 16.34 of the El Cerrito Municipal Code, the applicant shall submit plans for undergrounding of utilities adjacent to the project to the satisfaction of the Building Official prior to issuance of a building permit.
8. The cost of all automobile parking shall be separate from the sale or rental price of all residential units, unless prohibited by affordable housing financing requirements or Federal or State law. All residential unit renters and/or buyers shall be free not to rent and/or purchase parking.
9. Prior to issuance of a Building Permit, the project shall comply with all provisions of Chapter 19.30: Inclusionary Zoning of the El Cerrito Municipal Code, and the applicant shall enter into an affordable housing regulatory agreement with the City.
10. The applicant shall maintain the number of affordable units required to qualify for the three concessions requested under Section 65915(d)(2). This includes seventy-three (73) lower income units (24% of the units) and fifteen (15) moderate income units (5% of the units). The Zoning Administrator may approve a modified mix of affordable units that maintains the project's eligibility for three concessions.

11. The applicant shall maintain the subject property in a manner free from public nuisances in accordance with Municipal Code Chapter 8.34 (Nuisance Abatement).
12. Until construction of the project is complete, the applicant shall post a sign on the site which:
 - a. Is visible to pedestrians.
 - b. Is a minimum size of 36 inches by 48 inches.
 - c. Is made of durable material(s)
 - d. Includes an illustration of the approved project and contact information for the applicant.
13. Prior to the submission for building permit, the plans shall be revised to indicate a 24-foot wide driveway at the southern entrance, from Eastshore Boulevard, to the site.
14. Prior to the submission for building permit the plans shall be revised to enclose the area of the central stairwell, located mid-building along Eastshore Boulevard, between the 2nd and 3rd floor to provide additional building security.
15. To the maximum extent permitted by law, Applicant, its related entities, assignees, and successors in interest (collectively, "Applicant") shall defend (with counsel acceptable to the City), hold harmless, and indemnify the City and its officials, officers, agents, employees, and volunteers (collectively, "Indemnified Parties") against all liability, damages, claims, costs, demands, judgments, losses (direct or indirect), actions, causes of action, proceedings, or other forms of legal or equitable relief of every nature (1) arising out of or in connection with Applicant's construction, maintenance, or operation of the Project or any part of the Project, or its failure to comply with any of its obligations contained in this approval, including these Conditions of Approval, or its failure to comply with any applicable law or regulation; (2) seeking to attack, overturn, set aside, void, stay, or otherwise amend or rescind any or all final Project approvals, analysis or determination related to the Project under or pursuant to the California Environmental Quality Act, or granting of any permit or other entitlement issued or granted or any implementing action by the City as part of the Project approvals; or (3) any referendum filed to rescind or repeal all or any aspect of the Project approvals, including any litigation filed by or against the City related to such a referendum. Applicant's obligations pursuant to this paragraph include reimbursement of all Indemnified Parties' direct and indirect costs associated with any of the foregoing, including but not limited to attorneys' fees and costs, expert witness fees and costs, court costs, and City Staff overhead costs and normal day-to-day business expenses incurred by the City, including but not limited to any and all costs which may be incurred by the City in conducting an election as a result of a referendum to rescind or repeal all or any aspect of the Project approvals. The Applicant obligations set forth in this paragraph shall remain in effect for the life of the Project approvals and shall survive termination, extinguishment, or invalidation of the Project approvals.
16. Prior to Certificate of Occupancy, the applicant shall construct all proposed public open space areas, including those areas in the public right of way along the Eastshore Boulevard frontage as depicted on the plans. The cost of design and construction of the proposed parklet will be credited towards the required public open space in-lieu fee. The applicant shall submit a fee credit request in writing and include a cost estimate prepared by qualified professional utilizing industry best practices for cost estimating. In no case shall the credit issued exceed the design and construction costs of the public, off-site open space and, if an estimate acceptable to the City Engineer indicates the opposite, the difference shall be paid prior to a certificate of occupancy being issued. If the removal of the off-site public open space becomes necessary, prior to the lifespan of the project (i.e., abutting mixed-use building), and the open space is not replaced, the applicant shall pay the applicable in-lieu fee at that time. Removal or modification of the public open space within the public right of way at the sole discretion of the City shall

not require payment of in-lieu fee.

17. Prior to Certificate of Occupancy, the applicant shall submit, subject to City Engineer approval, a maintenance agreement for the proposed public open space areas located within the public right of way along Eastshore Boulevard. Said agreement shall include a civil engineering plan prepared by a licensed engineer, obligate the applicant to maintain the open space for the life of the project (i.e., abutting mixed-use building), and specify responsibilities for removal, replacement, and restoration of the open space facilities if City or other utilities need access, and any liability for damages relating to personal injury and property. Said agreement will need to be reviewed by City attorney, and applicant shall pay for the estimated costs for legal preparation and/or review of this agreement.

Conditions based on applicable mitigation measures from the **San Pablo Avenue Specific Plan Program EIR**:

18. Aesthetics and Visual Resources. (Mitigation 4.2): Building facades shall be of non-reflective materials, and windows shall incorporate non-reflective coating.
19. Air Quality (Mitigation Measure 5.1): Implement the following BAAQMD-recommended measures to control particulate matter emissions during construction. City staff will spot check that these measures are being implemented throughout the construction phase of the project. These measures reduce diesel particulate matter PM2.5 and PM10 created from construction to ensure that short-term health impacts to nearby sensitive receptors are avoided or reduced:

Dust (PM2.5 and PM10) Control Measures:

- a. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.
- b. Cover all hauling trucks or maintain at least two feet of freeboard.
- c. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.
- d. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).
- e. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
- f. Limit traffic speeds on any unpaved roads to 15 mph.
- g. Replant vegetation in disturbed areas as quickly as possible.
- h. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.
- i. Post a publicly visible sign(s) 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.

Additional Measures to Reduce Diesel Additional Measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions:

- a. The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011.
- b. Clear signage at all construction sites shall be posted indicating that diesel and gasoline equipment

standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site.

- c. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
- d. Properly tune and maintain equipment for low emissions.

20. Air Quality (Mitigation Measure 5.2): Prior to issuance of building permit the applicant shall complete a project-level construction health risk assessment to the satisfaction of the Zoning Administrator. This assessment shall be completed either through screening or refined modeling to identify impacts and, if necessary, include performance standards and industry-recognized measures to be accomplished through, though is not limited to, the following measures:

- a. Construction equipment selection.
- b. Use of alternative fuels and engine retrofits temporary line power or electric equipment.
- c. Modified construction schedule; and
- d. Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.

21. Biological Impacts (Mitigation Measure 6.1): Removal of trees, shrubs, or weedy vegetation between February 1 and August 31 shall require a survey for nesting birds by a qualified wildlife biologist to the satisfaction of the Zoning Administrator. The survey shall be conducted no sooner than 14 days prior to the start of removal of trees, shrubs, or weedy vegetation. Survey results shall be valid for 21 days following the survey. Any removal of trees, shrubs, or weedy vegetation more than 21 days after a survey shall require a new survey. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

A qualified biologist shall conduct preconstruction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed or otherwise disturbed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

The survey for nesting birds, bats and suitable bat roosting habitat may be conducted simultaneously.

22. Prior to the issuance of a building permit, the applicant shall implement a program that includes the following elements:

- a. Archeological and Cultural/Tribal resource identification training procedures for construction personnel
- b. Procedures for reporting archeological, cultural, and tribal resource discoveries

23. Historic and Cultural Resources (Mitigation Measure 7.2): If subsurface archeological or cultural resources are encountered during ground-disturbing activities, work in the immediate vicinity shall be stopped and a qualified archaeologist shall be retained to evaluate the finds following the procedures described in Mitigation Measures 7-3 of the San Pablo Avenue Specific Plan Environmental Impact Report. Project personnel shall not collect cultural resources. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall

apply, and there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Contra Costa County Coroner has been notified of the remains and has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

24. Paleontological Resources (Mitigation Measure 7.3): The applicant shall implement a program that includes the following elements:
- Paleontological resource identification training procedures for construction personnel
 - Spot-checks by a qualified paleontological monitor of all excavations deeper than seven feet below ground surface.
 - Procedures for reporting paleontological discoveries and their geologic context.

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources, and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a local museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a local museum repository for permanent curatorship and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared and submitted to the Zoning Administrator.

25. Geology and Soils (Mitigation Measure 8.1): As required by the Building Official, subject to City review and approval, the applicant shall complete and implement the geotechnical mitigation recommendations identified in the required site-specific geotechnical investigations and engineering studies, in coordination with City grading permit and building permit performance standards.
26. Noise (Mitigation 13.1): The Project shall incorporate the following noise attenuation measures into the final project design:
- Wall assembly. Except as modified in Section 5 below, exterior walls shall consist of 7/8" stucco over 2 layers of water- resistant barrier, over ½ metal lath, over ½" sheathing, over 2x6 studs spaced 16 inches apart on center, over ½" gypsum board, with 3 ½" inch batt insulation (minimum R-13) installed in the wall cavity.
 - Provide mechanical ventilation. The project will require forced air mechanical ventilation to permit occupancy of units with windows open or closed at the discretion of the occupants.
 - Window sound transmission class (STC) ratings. To ensure exterior wall assemblies
 - provide exterior to interior noise reductions needed that achieve daily noise exposure (45 dBA Ldn) and maximum instantaneous (50 dBA Lmax in bedrooms / 55 dBA Lmax in other rooms), window assemblies shall consist of:
 - North Building Section
 - Windows shall have an STC rating of 32 dBA or higher.
 - Central Building Section
 - Windows shall have an STC rating of 32 dBA or higher.

- iii. South Building Section
 - Dwelling units with any portion of their exterior façade within 140 feet of the centerline of I-80 shall incorporate windows with an STC rating of 36 dBA or higher.
 - All other dwelling units shall have an STC rating of 32 dBA or higher.
 - e. Window assemblies: All window assemblies shall be well fitted, sealed, and weather stripped. Window assemblies (perimeter of assembly, any gaps during assembly installation) shall be sealed with an acoustical caulk/sealant to reduce noise.
 - f. Enhanced Wall Assembly Construction. To ensure exterior wall assemblies in the south building section provide exterior to interior noise reductions that achieve daily noise exposure (45 dBA Ldn) and maximum instantaneous (50 dBA Lmax in bedrooms / 55 dBA Lmax in other rooms), the following enhanced wall assemblies shall be used for any 2nd to 6th floor exterior wall assemblies with all or part of the wall assembly within 140 feet of the centerline of I-80:
 - i. Studios with 1 exterior wall and apartment living rooms shall use 24-inch stud spacing, or incorporate the design measures listed in ii below.
 - ii. Corner studios with 2 exterior walls and apartment bedrooms shall:
 - Install fiberboard beneath the ½" exterior sheathing/stucco and ½" interior gypsum board; and
 - Studs shall be staggered/alternated in their attachment to exterior and interior wall panels; or
 - Metal channel studs shall be employed in wall construction.
27. Noise (Mitigation 13.2): New commercial development proposed in the same building as or adjacent to residential development could result in noise levels exceeding City standards.
- a. Noise levels at residential property lines from commercial development shall be maintained not in excess of the General Plan and Municipal Code limits.
 - b. Ensure that noise-generating activities, such as maintenance and loading and unloading, are limited to the hours of 7:00 AM to 9:00 PM.
28. Noise and Land Use Compatibility / Construction Noise (Mitigation Measure 13.3): Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures shall be implemented to reduce noise from construction activities:
- a. Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
 - b. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
 - c. Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
 - d. Prohibit unnecessary idling of internal combustion engines.
 - e. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
 - f. Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
 - g. If noise conflicts occur which are not irresolvable by proper scheduling, a temporary noise control blanket barrier shall be erected, as determined to be necessary by the Zoning Administrator, along building facades facing construction sites.
 - h. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
 - i. Construction activities (including the loading and unloading of materials and truck movements) and excavating, grading, and filling activities (including warming of equipment motors) shall be limited to the hours of 7:00 AM to 6:00 PM on weekdays and to the hours of 9:00 AM and 5:00 PM on Saturdays. Work shall be prohibited on Sundays and Holidays.

- j. Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing.
- k. Designate a “construction liaison” who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

29. Noise and Land Use Compatibility/Construction Noise (Mitigation 13-4): The following measures are recommended to reduce vibration from construction activities:

- a. Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
- b. Avoid using vibratory rollers and tampers near sensitive areas.
- c. In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
 - i. Identify sites that would include vibration compaction activities (such as pile driving) and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.
 - ii. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.
 - iii. Design construction contingencies that would be implemented when vibration levels approached the limits.
 - iv. At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
 - v. When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
 - vi. Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities. Make appropriate repairs or compensation when damage has resulted from construction activities.
 - vii. Make appropriate repairs or compensation when damage has resulted from construction activities.

Prior to the issuance of a permit for grading or demolition, the project plans shall incorporate the following provisions due to construction vibration activities that could exceed 0.3 in/sec PPV at nearby buildings:

- Prohibit the use of heavy vibration-generating construction equipment within 20 feet of adjacent residential buildings.
- Use a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, when compacting materials within 20 feet of adjacent commercial buildings. Only use the static compaction mode when compacting materials within 15 feet of residential buildings.
- Avoid dropping heavy equipment or materials and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of adjacent residential buildings.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact

information of such person shall be clearly posted on the construction site.

Project Specific Conditions of Approval:

30. The project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 Final emissions standards or equivalent.
31. Prior to issuance of a Certificate of Occupancy, the applicant shall apply to the Public Works Department for red curb parking within at least 10 feet of the project driveway to ensure safe sight distance for vehicles exiting the parking garage onto Eastshore Avenue.
32. Subject to approval by the City Arborist, existing and proposed street trees adjacent to the project driveways shall be trimmed to provide at least 6 feet of clearance between the lowest branch and the ground at all times.
33. The 5-foot walls surrounding the public plaza should be reduced to a maximum of 36-inches.
34. Prior to building permit approval, the applicant shall submit to the Zoning Administrator for their approval a cutsheet/detail indicating the types of doors with windows that be installed at the pedestrian entrances.
35. The barbeque in the public plaza may be removed from the plans or substituted with another amenity pursuant to approval of the Zoning Administrator in consultation with the Police Chief and the Fire Marshal.

Public Works Department:

36. Prior to the issuance of a Building Permit, the project applicant must prepare a project-specific traffic study memo, prepared by a qualified professional (Licensed Engineer) to:
 - a. Determine trip generation for the project and whether the net new vehicle miles traveled (VMT) generated by the project are within the parameters of the Specific Plan EIR traffic analysis
 - b. Analyze multi-modal circulation patterns on-site and in the surrounding area resulting from the site plan, and
 - c. Determine the applicable City Transportation Impact Fee (TIF) and West County Subregional Transportation Mitigation Program (STMP) Fee
37. Prior to the issuance of a Building Permit, the applicant shall update the Stormwater Control Plan to show the roof, as depicted on sheet A3.1, and indicate all roof leaders feeding into the treatment area.
38. Prior to the issuance of a Building Permit, the applicant shall update the Stormwater Control Plan and project plans to correct errors, including, but limited to: on page 7, DMA 1 is incorrectly shown to flow into IMP 1, DMA 3 is incorrectly shown to flow IMP 3; on the plan DMA's 2 and 16 are incorrectly shown to drain to IMP 4.
39. Prior to the issuance of a Building Permit, the plans shall be updated to show turning radius of all drive aisles in the proposed parking area.
40. Prior to the issuance of a Building Permit, the applicant shall obtain a Caltrans Encroachment Permit for any traffic control, roadwork, or trenching on San Pablo Avenue, and submit to the City of El Cerrito Public Works Department for a Public Works Encroachment Permit.

41. As part of the Building Permit Application, the applicant shall submit a draft Stormwater O&M Plan. Prior to issuance of a Certificate of Occupancy, the applicant shall submit a final Stormwater O&M Plan, including as-builts, and execute the Stormwater O&M Agreement.
42. Earthwork and grading operations in excess of 50 cubic yards will require the applicant to submit a detailed grading plan, obtain a Grading & Transportation Permit and pay all associated fees.
43. Prior to the issuance of a Building Permit, the applicant shall provide drainage plan for new roof and any rain leaders. All drainage is encouraged to stay on-site, draining towards treatment facilities.
44. Applicant shall replace sidewalk at locations per the discretion of the Public Works Director. Replacement of sidewalk flags along the property frontage is required to meet current City and ADA standards.
45. Any new street trees are required to have irrigation and an establishment period of 3 years prior to acceptance by the City. New street trees must be from the City Master Tree List and approved by the City Arborist before installation.
46. Applicant must obtain a Public Works Encroachment Permit and pay all associated fees for any street tree, sidewalk and driveway work. These improvements shall be designed and constructed per City Standard Details.
47. Prior to the issuance of a building permit, a design level geotechnical investigation shall be completed to assess specific soils and geologic conditions of each building site and proposed drainage improvements. Structural and foundation design recommendations made in such reports shall be incorporated into building plans. A copy of the stamped and signed geotechnical report for the site shall be provided by applicant to Public Works for reference.
48. As part of the Building Permit Application, the applicant shall submit a complete Erosion and Sediment Control Plan that will be implemented during construction.

Building Department:

49. Submitted plans must comply with the 2022 California Building Codes and City of El Cerrito ordinances.
50. Sheet A2.0: The primary route from the sidewalk to the lobby and leasing office is drawn through what appear to be stepped landings. Prior to issuance of a building permit, the plans shall be revised to provide an accessible route. (If the gray arcs are decorative tile, or otherwise level, compliance is already met.)
51. Sheets A2.0 & A3.0: Accessible parking spaces and accessible EV parking spaces are drawn with access aisles, but the access aisles do not connect to an accessible route to the nearby elevator and stairs – they instead require traversing the drive aisles, which is discouraged, and must at a minimum be marked with a crosswalk. [CBC 1109A.7 #3]
52. Sheet A2.0: The parking structure below the podium appears to be designed as an enclosed parking garage. Prior to issuance of a building permit, the plans shall be revised to provide a mechanical ventilation and exhaust system per CBC 406.6.2, or if the parking structure is open, provide openings complying with CBC 406.5.2 and document them on plans, similar to the window study on Sheet A6.2.

53. Prior to issuance of a building permit, the plans shall be revised to provide dimensions from the property line to the nearest building face at the narrowest point. (Currently dimensions are to the existing building instead.) Walls within 30' of the property line (not the neighboring building) shall be 1-hour rated per CBC Table 705.5. Similarly, openings are limited based on fire separation distance (to the property line) per CBC Table 705.8. The plans shall demonstrate opening area compliance.
54. Sheet A3.0: Two accessible parking spaces are shown; if the spaces are assigned then this meets the required accessible parking spaces of CBC 1109A.3 and 4. If parking spaces are unassigned, a greater rate (5 percent instead of 2 percent) of spaces must be provided. [CBC 1109A.5] Prior to issuance of a building permit, the plans shall be revised to include a table documenting the division of spaces for assigned and unassigned, and the corresponding accessible spaces for each type. (Note that per CBC 1109A.3, at least one accessible space of each offered type is required.)
55. Sheet A3.0: Prior to issuance of a building permit, the plans shall be revised to provide EV parking spaces per CALGreen 4.106.4.2.2. 72 parking spaces requires: 8 EV capable spaces (10%), 18 EV ready spaces (25%), and 4 EV chargers (5%). Please label the EV ready, capable, and installed charger spaces.
56. Sheet A3.2: All multifamily buildings under 10 stories must be solar ready per CEnC 110.10(a)3 at a minimum. Prescriptively, both a PV system and batteries are required – see Equation 170.2-D for required PV size, and equations 170.2-E and F for required battery energy and power capacities. Prior to issuance of a building permit, show the allocated PV and battery spaces on plans. [CEnC 170.2(g) and (h)]

Fire Department:

The following are City of El Cerrito Fire Department conditions/requirements specific to the proposed project at 1711-1755 Eastshore Blvd

57. Building Construction
 - a. Building construction shall meet current California and El Cerrito Fire Codes, National Fire Protection Association Codes, and current California and El Cerrito Building Codes and amendments at the time of permit submittal.
58. Space Allocation for Fire Pump and Generator
 - a. The Fire Department notes that the Ground Floor plan on sheet A2.0 indicates various MEP rooms. It is the responsibility of the applicant to include the necessary spaces for a Fire Pump and Generator. Note that the ECFD does not consider PG&E to be a reliable source of power in emergency conditions. Since the current plan does not indicate dedicated spaces for those components, it is the responsibility of the applicant to provide such space as required by an engineer and any associated code clearances/access.
59. Access
 - a. Stairwells shall have roof access without the use of ladders.
 - b. A "KNOX BOX" rapid entry system shall be installed with keys for all common areas at all primary access points utilized by the Fire Department.
 - c. Final location of these boxes shall be approved by the Fire Department
60. Fire Flow Requirements
 - a. Provide code analysis of required total firefighting water.

- b. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements.
 - c. All fire hydrants within 500' of the exterior of the structure shall be retrofitted with a wet hydrant system with two (2) 4-1/2" discharge and one (1) 2-1/2" discharge.
 - d. One fire hydrant shall be located within 75' of the building's FDC.
 - e. If required, plans for fire service underground shall be submitted for review, approval, and permit under separate cover.
61. Fire Department Access/Gates/Roll up doors
- a. If gates or roll-up doors are installed, they shall be operable using a Knox Key.
 - b. A "KNOX BOX" switch shall be installed to operate all gates or roll-up doors.
 - c. Final Knox Box switch locations shall be approved by the Fire Department.
62. Fire Pump
- a. A fire pump may be required for a building of this size. Provide a preliminary water supply analysis for the sprinkler system. If a pump is required, the location of the fire pump room shall be provided, and the pump shall be installed per NFPA 20.
 - b. Provide an alternate source of power for the fire pump per NFPA 20, section A9.3.2, Annex A, as well as Section 9.3.1
 - c. Calculations shall be submitted that determine the size of the pump but minimum size to be 500 gallons per minute (GPM).
63. Fire Sprinkler / Underground
- a. Fire riser and FDC locations shall be submitted for review and approval.
 - b. The fire riser / control room shall be accessible from the outside of the building and shall be clearly signposted.
 - c. Fire FDC's shall be in locations acceptable for the fire department for emergency operations.
 - d. Fire FDC's shall be interconnected with fire sprinklers and standpipes.
 - e. All overhangs and balconies shall have sprinkler coverage.
 - f. Fire sprinkler plans, and fire system underground pipe shall be submitted for review and approval. Deferred submittals will not be accepted.
64. Standpipes
- a. Standpipes shall be wet and shall be in all stairwells.
 - b. All standpipes shall extend to the roof.
 - c. A minimum flow of 250 gallons per minute shall be available at the highest point of each standpipe. Flow requirement shall be demonstrated at final approval.
 - d. Fire Department valve connections shall be in the intermediate landings of stairwells on each level.
 - e. Standpipe locations shall be provided so that interior hose pulls shall not exceed 150 feet to all portions of the interior of the building.
65. Smoke & Heat Vents
- a. Smoke & heat vents shall be installed on the roof above each stairwell.
 - b. Smoke & heat vents shall be equipped with fusible link.
 - c. Smoke & heat vents shall be equipped with manual release for emergency operations.
66. Fire Alarm System
- a. Approved fire alarm system shall be required.
 - b. Fire alarm plans shall be submitted for review and approval. Deferred submittals will not be accepted.

67. Smoke Detection

- a. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level to be approved by Inspector.
- b. Smoke detectors shall be 120-volt powered with battery backup.
- c. Smoke detectors shall be interconnected when more than one is required per sleeping area.
- d. Single Station or Multiple-Station Smoke alarm(s) are not required to activate fire alarm system outside of sleeping area.

68. Carbon Monoxide Detectors

- a. Carbon monoxide alarm shall be installed outside of and adjacent to sleeping area in each residential unit.
- b. Carbon Monoxide detectors shall be installed in accordance with NFPA 720.
- c. Carbon Monoxide alarms shall be 120-volt powered with battery backup and shall be interconnected with the smoke detectors to be approved by Inspector.

69. Electrical

- a. Electrical equipment rooms shall be identified on the door(s) leading to room(s).
- b. All electrical breakers shall be labeled to their function.

70. Premises Identification

- a. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property.
- b. Numbers shall be a minimum of 6" in height.
- c. Address shall be either internally or externally illuminated.

71. Emergency Egress

- a. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CFC 1030 to be approved by Inspector.
- b. Escape or rescue windows shall be installed in accordance with CFC 1030 to be approved by Inspector.
- c. Emergency electrical system to automatically illuminate means of egress.
- d. Exit signs shall be internally or externally illuminated.
- e. Braille or tactile exit route and exit signs shall be posted for ADA compliance.
- f. Emergency electrical system to automatically illuminate means of egress.
- g. Exit Plan signage required on each floor.

72. Emergency Responder Radio Communication System (ERRCS)

- a. Radio frequency signal strength analysis shall be conducted throughout the building.
- b. If radio signal strength deficiencies are identified, signal boosters shall be installed to achieve adequate signal strength and boosters shall be maintained.
- c. Boosters shall be compatible to the local emergency responders radio system for Fire and police.

73. Prior to building permit issuance, the applicant shall submit and obtain Fire Marshal approval of a site security plan addressing fire prevention practices (e.g., 24-hour site surveillance through cameras, security guards, waste dumpsters with metal

74. The applicant shall not reroute the existing HDPE sanitary sewer main without first getting permission from the Stege Sanitary District Board of Directors. A formal request shall be submitted to the Stege Sanitary District by providing a letter of request to the Board including proposal, design, and reasoning for this reroute. This may only be addressed during a regularly scheduled Board Meeting.
75. All permanent structures must be at least 5 feet from the centerline off existing sanitary sewer mains.
76. Trash enclosures and all catch basins directed to the sanitary sewer shall be protected from rainwater and stormwater using grading design and protective roof overhangs.
77. If connecting to the existing HDPE pipe at Eastshore Boulevard, the applicant shall not cut into HDPE pipe. Either tap and electrofuse a new lateral connection or call TAP-TITE Company to connect a saddle.
78. All new open trench sewer laterals shall be minimum 6 inches diameter and may be clay or cast iron. (ABD, PVC or open trench HDPE is not permitted). This shall be noted on the plans prior to issuance of a building permit.

City Arborist:

79. Prior to issuance of a building permit, the applicant shall address the following:

a. Tree Palette:

- i. Include abbreviated tree names and quantity in the plan view
- ii. Revise pattern of proposed street trees such that there is an alternating pattern of one [Saratoga Laurel](#) tree then two Ginkgo biloba 'Magyar' or [equal](#) trees. Locate these species at a maximum of twenty five feet on center (O.C.). Modifications to tree species shall be approved by the City Arborist.
- iii. Consider relocating or removing Arbutus marina away from the ROW sidewalk, since this tree species drops significant amounts of sticky, messy fruit that can make a sidewalk unpleasant and be tracked indoors on shoes.
- iv. All ROW trees must conform to [The Guideline Specifications for Nursery Tree Quality](#) and shall be inspected with their nursery receipts by the City Representative prior to planting; contact 3 days in advance.
- v. Landscape plan shall verify that a City approved 18" root barrier shall be installed at outside edges of ROW planters (Deeproot or equal).

b. Plant Palette:

- i. No planting within 48" of ROW street trees.
- ii. Specify all plants proposed for ROW planting.

c. Provide an Irrigation Plan that shows the following:

- i. Tree Bubblers for each new ROW tree shall be 3 Rainbird 1400 series bubblers each on ½" IPS flexible PVC tubing minimum six feet in length to reposition as tree grows.
- ii. ROW Tree valves shall be separate from shrub/groundcover valves
- iii. All remote-control valves operating ROW landscape shall have unobstructed access from the ROW and be equipped with a ball valve on upstream side of valve.
- iv. Developer shall provide color coded irrigation valve charts of valves in ROW prior to TCO.

CERTIFICATION

I certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on February 7, 2024, upon motion of Board member _____, second by Board member _____:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sean Moss, AICP
Planning Manager



CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: April 10, 2024

To: Sean Moss, Planning Manager, City of El Cerrito

FROM: Theresa Wallace AICP, Principal/Environmental Planner

SUBJECT: Response to Letter from Adams Broadwell Joseph & Cardozo regarding 1711-1755 Eastshore Boulevard Project, El Cerrito, California

This memorandum provides responses to the comments made by Adams Broadwell Joseph & Cardozo in regard to the Appeal to the City of El Cerrito Planning Commission of Design Review Board Resolution DRB2023-01 Granting Approval to Planning Application No. PL22-0015 of the 1711-1755 Eastshore Boulevard Project (proposed project). This memorandum responds to the comments made regarding the Initial Study LSA prepared to support the City's finding that the proposed project is exempt from further CEQA review per Section 15168(c) of the California Environmental Quality Act (CEQA). Comments that do not directly relate to the analysis in the Initial Study (i.e., are outside the scope of this document) or that do not include facts, reasonable assumptions predicated upon facts, and/or expert opinion supported by facts are not given specific responses.

Generally, the commenter suggests that the City lacks substantial evidence to support the claimed exemptions and that preparation of a subsequent Environmental Impact Report (EIR) is required. This assertion is based on the commenter's opinion that the evaluation of several technical topics is inadequate and represents new information and/or changed circumstances that require the preparation of a subsequent EIR. Responses to the specific comments provided in this letter are provided herein.

CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. As such, the City first prepared an Initial Study to determine if the CEQA standards for supplemental review were triggered by the proposed project including whether the proposed project could have a new or substantially more severe significant effect on the environment than was already identified in the San Pablo Avenue Specific Plan (SPASP) Project and Final Environmental Impact Report (FEIR)¹ and SPASP Update Final Supplemental Environmental Impact Report (2022

¹ El Cerrito, City of, 2014. *San Pablo Avenue Specific Plan Final Environmental Impact Report*. August.

SEIR).¹ Based on the evaluation of all environmental issue topics in the Initial Study, the City determined that, in light of the whole record and based on substantial evidence, the proposed project was considered within the scope of the evaluation within the SPASP FEIR and SEIR and no new impacts were identified, no new mitigation measures are required, pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the proposed project would not require further review under CEQA.

The Initial Study includes an evaluation of all environmental issue topics outlined in the CEQA Guidelines in accordance with CEQA's supplemental review standards. In addition, consistent with CEQA Guidelines Section 15097 the City has prepared a Mitigation Monitoring and Reporting Program (MMRP) that is based on the mitigation measures identified in the 2022 SEIR, and identifies which measures are applicable to the proposed project. The MMRP identifies each required mitigation measure, the schedule or timing for implementation, and the parties responsible for implementing and monitoring the required action. The MMRP is designed to ensure implementation of the applicable mitigation measures and would be required as part of the project approval. The project applicant would be required to implement the MMRP as a condition of project approval.

It should be noted that the existence of public controversy over the environmental effects of a project does not in and of itself require the preparation of an EIR if there is no substantial evidence before the City that the project may have a significant effect on the environment. Substantial evidence must consist of facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Specific points raised by the commenter that relate to the adequacy of the Initial Study are responded to below. Based on a review of all of the comments received on the Initial Study, the City has determined that, consistent with the conclusions in the CEQA Memorandum and accompanying Initial Study, there is no substantial evidence that with implementation of the recommended mitigation measures and required regulatory measures, the standards for preparation of a subsequent EIR are triggered.

RESPONSES TO LETTER DATED NOVEMBER 1, 2023 (ATTACHMENT A)

A. Construction Diesel Particulate Matter Emissions Were Not Adequately Addressed in the Prior EIRs

The comment asserts that the SPASP FEIR identifies health risks associated with diesel particulate matter (DPM) from construction equipment as a potentially significant impact but defers analysis of cancer risks and PM2.5 to a later "project-level analysis to identify the potential for significant impacts and measures to reduce those impacts to less-than-significant." The comment further asserts that the 2022 SEIR also defers the health risk analysis. As such, the comment claims that the City's conclusion that the project's health risk impacts were examined in the previous environmental documents is unsupported by substantial evidence.

¹ El Cerrito, City of. 2022. *San Pablo Avenue Specific Plan Update Final Supplemental Environmental Impact Report*. October.

As defined by CEQA Guidelines section 15168, a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically;
- As logical parts in the chain of contemplated actions;
- In connection with rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in several different ways.

CEQA does not specify the level of detail that must be included in a program EIR. Rather, the level of analysis required depends on the nature of the project and is subject to the “rule of reason.” Consistent with a program-level of review, the SPASP FEIR and 2022 SEIR evaluated the environmental effects of implementing the SPASP, which would include a total 3,206 residential units and 343,112 square feet of commercial floor area. The level of development associated with the proposed project, which includes a new six-story, approximately 315-unit apartment building with approximately 1,340 square feet of office space/mail room, 610 square feet of amenity space and a ground-floor parking garage, is within the scope of the prior environmental review.

As acknowledged by the comment, both the SPASP FEIR and 2022 SEIR identify health risks associated with diesel particulate matter (DPM) from construction equipment as a potentially significant impact. As specified in the SPASP FEIR, the amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Therefore, a plan-level health risk assessment cannot be performed. The level of analysis provided in the SPASP FEIR and 2022 SEIR related to construction-related DPM and the associated health risks is appropriate and consistent with the “rule of reason.”

B. The Project Would Result in Significant Unmitigated Health Risks that Were Not Disclosed in the PEIR or SEIR

The comment asserts that the SPASP FEIR concluded that short-term emissions from DPM during construction was a potentially significant impact but did not quantify the proposed project’s health risk in an HRA. As described above, the amount to which receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Therefore, a plan-level health risk assessment cannot be performed. Consequently, the 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). Mitigation Measure 5-2 in the 2022 SEIR requires project-level construction health risk assessments (HRA) on a project-by-project basis, either through screening or refined modeling, to

identify impacts and, if necessary, include performance standards and industry-recognized measures to reduce exposure. Reduction in health risk can be accomplished through, though is not limited to, the following measures: construction equipment selection; use of alternative fuels and engine retrofits; modified construction schedule; and implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust. The 2022 SEIR determined that implementation of these industry-recognized measures would reduce TAC construction impacts to a less-than-significant level.

CEQA Guidelines Section 15126.4(a)(1)(B) allows that the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review, provided that the agency (1) commits itself to the mitigation (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential actions that can feasibly achieve that performance standard that will be considered, analyzed and potentially incorporate in the mitigation measure. In compliance with Section 15126.4(a)(1)(B), Mitigation Measure 5-2 requires that a project-specific analysis be conducted and identifies performance standards and industry-recognized measures to be included to reduce potential impacts to less than significant.

A construction HRA was prepared for the proposed project, which evaluates construction period health risk to off-site receptors using a dispersion model to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). As detailed in the Initial Study, the results of the HRA indicate that with Tier II equipment, the risk would exceed the BAAQMD cancer risk threshold of 10 in one million. Therefore, consistent with Mitigation Measure 5-2, a project specific condition of approval, which specifies that all off-road diesel-powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 emissions standards or equivalent, would be required to reduce substantial pollutant concentrations during project construction. The analysis further demonstrates that implementation of this Project-Specific Condition of Approval 1 would reduce this impact of the project to a less-than-significant level.

Tier 4 final emission standards became effective in 2015. As of January 1, 2024, Tier 4 interim equipment is not available and fleets are required to incorporate equipment that is Tier 4 final or higher. Therefore, it is not necessary to specify Tier 4 interim or Tier 4 final, as Tier 4 final is consistent with current regulatory standards.

C. The Project-Level Health Risk Assessment Constitutes Significant New Information

The comment asserts that the project-level HRA constitutes new information requiring preparation of a subsequent or supplemental EIR. These impacts are not new information that was not known or could not have been known at the time the SPASP FEIR and 2022 SEIR were certified. The issue of TACs and health risks associated with construction-related air emissions was widely known prior to the certification of these EIRs. The BAAQMD established the numerical screening criteria and threshold for PM_{2.5} and risk thresholds for TACs in June 2010. Further, the 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-

2). Therefore, the impact of construction-related DPM and other TACs was known at the time of the certification of the prior EIRs. Under CEQA standards, it is not new information that requires analysis in a supplemental or subsequent EIR. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

D. The Project-Level Health Risk Assessment Constitutes Changed Circumstances

The comment asserts that the project-level HRA constitutes a substantial change in circumstances requiring preparation of a subsequent or supplemental EIR. There are no substantial changes to the circumstances assumed in the SPASP FEIR or 2022 SEIR that would result in new or substantially more severe significant impacts from the project than those previously identified in the prior environmental documents. As documented in the Initial Study, the existing environmental conditions or circumstance in and around the project site have not changed such that implementation of the proposed project would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the SPASP FEIR and 2022 SEIR. As described above, the 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). As required by Mitigation Measure 5-2, a project-specific HRA was prepared and a project-specific condition of approval was identified to reduce construction-related DPM impacts to a less than significant level.

RESPONSES TO LETTER DATED FEBRUARY 7, 2024 (ATTACHMENT B)

A. New Information Demonstrating Significant Health Risks Associated with Project Operation that Were Not Previously Known or Evaluated Has Become Available Since Certification of the SPASP FEIR and 2022 SEIR

The comment asserts that the health risk impacts from human exposure to DPM emissions associated with operation of new residential projects developed through implementation of the SPASP were not discussed or evaluated in either the SPASP FEIR or the 2022 SEIR. Further, the comment asserts that based on the operational health risk analysis prepared by SWAPE, operation of the proposed project would result in an excess cancer risk at the nearest receptor of up to 508 in one mill, in excess of the applicable BAAQMD threshold. This, the comment concludes, represents new information that was not known and could not have been known at the time the SPASP FEIR and 2022 SEIR were prepared and necessitates preparation of a subsequent or supplemental EIR.

As stated in the SPASP FEIR, implementation of the SPASP would allow growth of new residential land uses that could include sensitive receptors, as well as new non-residential and uses that would be potential new emissions sources. TAC sources were identified within a 1,000-foot radius from planned and entitled projects in the SPASP area, including stationary sources permitted by BAAQMD, roadways with more than 10,000 annual average daily traffic (AADT), and highways or freeways. Then, using screening analysis tools, potential risk and hazard impacts were assessed. The SPASP FEIR identified Mitigation Measure 5-3, which requires site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within specified overlay distances from TAC sources.

As the comment states, the 2022 SEIR made the following finding related to SPASP FEIR Mitigation Measure 5-3:

“... the California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” As such, an evaluation of the environment’s effect on future residents and employees proposed by the Specific Plan Update is no longer required under CEQA, and Mitigation Measure 5-3, as identified in the 2014 Certified EIR is no longer applicable.”

However, as part of the 2022 SEIR (see pages 5-11 and 5-12 of the Draft 2022 SEIR), a qualitative analysis was conducted to determine the potential significant health risk increases at new and existing sensitive receptor locations. The analysis was based on a review of CalEnviro Screen scores in the planning area, the effect of prevailing winds on construction and operational emissions and a qualitative analysis of whether land uses proposed by the SPASP Update could result in long-term adverse health effects during operational activities. The evaluation concludes that the SPASP Update would not exacerbate existing adverse health risks in the planning area.

As described above, the issue of TACs and health risks associated with operational air emissions was widely known prior to the certification of these EIRs. The BAAQMD established the numerical screening criteria and threshold for PM_{2.5} and risk thresholds for TACs in June 2010. Further, the potential health risks to sensitive receptors associated with implementation of the SPASP were evaluated within the “rule of reason” in both the SPASP FEIR and the 2022 SEIR. Therefore, this does not represent information that was not known and could not have been known at the time the SPASP FEIR and 2022 SEIR were prepared.

With regard to the operational HRA conducted by SWAPE, the screening level operational HRA is not accurate for several reasons and therefore does not constitute substantial evidence that the project’s construction and operational emissions will result in significant adverse health impacts. Specifically, the SWAPE operational HRA substantially overstates the potential health risks for the following reasons:

- The SWAPE operational HRA estimates risks by assuming that all operational-related PM_{2.5} exhaust emissions would be diesel particulate matter (DPM). In reality, only a small portion of the PM_{2.5} emissions generated from project operation would be DPM (estimated to be less than 5% of all emissions at most). During operation, area source emissions would be generated from the combustion of natural gas or gasoline, which does not produce DPM. In addition, since this is a residential project, only a portion of the project’s mobile source emissions would be DPM (because most passenger cars are fueled by gasoline, not diesel fuel). The assumption that all operational-related PM_{2.5} emissions are DPM vastly overstates the screening HRA’s potential risk estimates.
- The operational HRA estimates risks by assuming that all operational-related PM_{2.5} exhaust emissions would occur within the 1.82-acre project site. This is clearly wrong. Nearly all of the project’s mobile source emissions would occur off-site, on the roads used to travel to schools,

businesses, places of work, etc. Only a small amount of mobile source PM_{2.5} emissions would occur on site (estimated to be 1% to 3% of total PM_{2.5} emissions). The assumption that all operational-related PM_{2.5} emissions would occur at the site also substantially overstates the screening HRA's potential risk estimates.

As noted, the 2022 SEIR did make a reasonable effort to address operational health risks. SWAPE fails to identify that the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA) guidelines do not directly apply to the proposed project because it is not subject to Assembly Bill (AB) 2588 nor considered a stationary source hot spot of TACs. In addition, the BAAQMD's CEQA guidelines are non-mandatory. Therefore, operational risks were adequately addressed in the 2022 SEIR and there is no mandatory requirement for the preparation of an operational HRA. Furthermore, for the reasons above, SWAPE has not provided any factual evidence of a potentially significant health risk impact from project operations.

Therefore, the SWAPE operational HRA is not new information of substantial importance because it does not accurately estimate operational DPM emissions and associated DPM health risks. A subsequent EIR is not required.

B. New Information Demonstrating Significant Greenhouse Gas Impacts Associated with Project Operation that Were Not Previously Known or Evaluated Has Become Available Since Certification of the SPASP FEIR and 2022 SEIR

The comment asserts that greenhouse gas impacts from operation of the proposed project are more severe than those shown in the SPASP FEIR and 2022 SEIR, based on SWAPE's review of the City's air quality model. This, the comment concludes, represents new information regarding a significant impact that was not previously disclosed.

As discussed on page 2-18 of the Initial Study, the 2022 SEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 1.76 MTCO₂e per year, which would not exceed the specific plan-level threshold of 1.84 MT CO₂e/year. Additionally, as discussed on page 2-18, the population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. Therefore, the proposed project's GHG emissions would fall within the GHG emissions estimated for the SPASP. The proposed project would not generate GHG emissions that would have a significant effect on the environment. In addition, the proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the 2022 SEIR and further analysis is not required. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts has been identified. No new mitigation measures, beyond 2022 SEIR Mitigation Measure 5-1, are required.

C. The SPASP FEIR and 2022 SEIR Require Major Revisions Due to Substantial Changes in the Project that Result in More Severe Impacts Than Were Previously Considered

The comment asserts that the increased building length, from 300 to 475 feet, constitutes a substantial change that requires major revisions to the SPASP FEIR and 2022 SEIR because of more severe adverse effects on scenic vistas. Specifically, the increased building length proposed by the project, in combination with the building height, would significantly diminish key views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, and Albany Hill from the El Cerrito Del Norte BART platform. The comment further asserts that the City did not prepare a Visual Impact Assessment (VIA), consistent with the California Department of Transportation's (Caltrans') Visual Impact Assessment Handbook. As a result, the comment concludes that the City must prepare a subsequent or supplemental EIR.

As the comment correctly states, the primary potentially significant impact to scenic resources identified in the 2022 SEIR was the potential for implementation of the SPASP projects to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way including roadways and sidewalks, BART station platforms, and areas of lower elevation hillside homes in El Cerrito and Richmond (2022 SEIR Impact 4-1). The 2022 SEIR identified Mitigation Measure 4-1, which requires evaluation (including visual simulations, if deemed necessary) of the proposal's visual effect as viewed from important on-site and offsite viewpoints, including public rights-of-way of east-west streets (roadways and sidewalks) and the two BART station platforms in the Specific Plan area (El Cerrito Plaza and El Cerrito Del Norte), was identified to reduce impacts on scenic vistas. The 2022 SEIR further states that Mitigation Measure 4-1 shall be implemented through subsequent permits, conditions, agreements, or other measures consistent with SPASP Section 2.02. Because the outcome of this decision-making process for any individual, future proposal cannot be guaranteed the 2022 SEIR determined that this impact was significant and unavoidable.

As described in the Initial Study, the project sponsor has complied with Mitigation Measure 4-1 by providing visual simulations of the proposed project from required viewpoints as a part of the project plans dated June 1, 2022. As demonstrated in the visual simulations, the proposed project, despite the increased building length, would not impair scenic vistas of the San Francisco skyline, Albany Hill, the Golden Gate Bridge or Mt. Tamalpais from the El Cerrito Del Norte BART platform. Those features are still visible in the distance looking southeast from locations along the El Cerrito Del Norte BART platform. Further, because the project proposes that 24 percent of the units be affordable to lower income individuals, the project qualifies for a 40 percent density bonus, three (3) concessions and an unlimited number of waivers to adopted development standards under the State of California's Density Bonus Law. The increased building length is one of three concessions requested by the project applicant.

Mitigation Measure 4-1 requires evaluation (including visual simulations, if deemed necessary) of the proposal's visual effect as viewed from important on-site and offsite viewpoints, including public rights-of-way of east-west streets (roadways and sidewalks) and the two BART station platforms in the Specific Plan area (El Cerrito Plaza and El Cerrito Del Norte). The evaluation shall address the proposal's effect on views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, the East Bay Hills, and Albany Hill. Mitigation Measure 4-1 does not require preparation of a VIA in

accordance with Caltrans' VIA Handbook nor is preparation of a VIA required under any City of El Cerrito guidelines or ordinances. The VIA Handbook outlines Caltrans' current standard process for assessing visual impacts of its projects under both CEQA and NEPA. The Initial Study checklist provides an evaluation of the project's potential visual impacts in accordance with Mitigation Measure 4-1. No further analysis is required to evaluate the potential impacts to scenic resources associated with implementation of the proposed project.

The proposed project has been subject to Tier II discretionary approval by the Design Review Board. With the waivers and concessions, the project complies with the intent and regulations of the SPASP. Further, the visual simulations provided by the project applicant and the analysis provided in the Initial Study checklist demonstrate that the proposed project would not result in new or more severe impacts than those analyzed in the SPASP FEIR or 2022 SEIR. As described above, the 2022 SEIR determined that impacts on scenic vistas were significant and unavoidable and a Statement of Overriding Considerations was adopted. The analysis in the Initial Study indicates that the proposed project would not result in any new or more severe impacts compared to those previously identified in the prior EIRs; therefore, the prior Statement of Overriding Considerations adequately addresses the impacts of the proposed project.

RESPONSES TO SWAPE LETTER (ATTACHMENT C)

Air Quality

1) Failure to Quantify Operational Impacts of Criteria Air Pollutant Emissions

The comment asserts that the Initial Study fails to quantify the proposed project's operational criteria air pollutant emissions.

As discussed on page 2-7 of the Initial Study, the 2022 SEIR determined that the growth proposed by the SPASP Update would be consistent with (and not obstruct or hinder the implementation) of the 2017 Clean Air Plan's control measures, would not increase vehicle trips at a greater rate than service population, and would not increase health risk disparities among Bay Area communities. The growth proposed by a planning document (such as the SPASP Update) would not have the potential to generate long-term operational criteria air pollutant emissions that could impede the attainment of air quality standards in the San Francisco Bay Area Air Basin if it meets these criteria. As described in Section 2.14, Population and Housing, the proposed project is within the growth projections of the SPASP Update and 2022 SEIR, and therefore would not impede the attainment of air quality standards because operational impacts associated with this growth were already analyzed in the 2022 SEIR and determined to be less than significant. Therefore, the proposed project would not result in any new or more significant ambient air quality impacts and would remain less than significant. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, are required.

2) Particulate Matter Emissions Inadequately Evaluated

The comment asserts that the Initial Study did not include preparation of a quantified operational HRA and failed to evaluate the combined lifetime cancer risk to nearby, existing sensitive receptors as a result of project operation and construction.

As noted above, the 2022 SEIR did make a reasonable effort to address operational health risks. SWAPE fails to identify that the OEHHA Guidelines do not directly apply to the proposed project because it is not subject to AB 2588 nor considered a stationary source hot spot of TACs. In addition, the BAAQMD's CEQA guidelines are non-mandatory. Therefore, operational risks were adequately addressed in the 2022 SEIR and there is no mandatory requirement for the preparation of an operational HRA.

3) Screening-Level Analysis Demonstrates Significant Impacts

This comment provides the results of a screening level operational HRA prepared by SWAPE for the proposed project. Based on the results of this screening level operational HRA, SWAPE concludes that operation of the proposed project would result in a significant health risk impact that was not previously addressed in either the SPASP FEIR or 2022 SEIR or identified in the Initial Study prepared for the proposed project.

As described above, the screening level operational HRA is not accurate for several reasons and therefore does not constitute substantial evidence that the project's construction and operational emissions will result in significant adverse health impacts. Specifically, the SWAPE operational HRA substantially overstates the potential health risks for the following reasons:

- The SWAPE operational HRA estimates risks by assuming that all operational-related PM2.5 exhaust emissions would be diesel particulate matter (DPM). In reality, only a small portion of the PM2.5 emissions generated from project operation would be DPM (estimated to be less than 5% of all emissions at most). During operation, area source emissions would be generated from the combustion of natural gas or gasoline, which does not produce DPM. In addition, since this is a residential project, only a portion of the project's mobile source emissions would be DPM (because most passenger cars are fueled by gasoline, not diesel fuel). The assumption that all operational-related PM2.5 emissions are DPM vastly overstates the screening HRA's potential risk estimates.
- The operational HRA estimates risks by assuming that all operational-related PM2.5 exhaust emissions would occur within the 1.82-acre project site. This is clearly wrong. Nearly all of the project's mobile source emissions would occur off-site, on the roads used to travel to schools, businesses, places of work, etc. Only a small amount of mobile source PM2.5 emissions would occur on site (estimated to be 1% to 3% of total PM2.5 emissions). The assumption that all operational-related PM2.5 emissions would occur at the site also substantially overstates the screening HRA's potential risk estimates.

As noted, the 2022 SEIR did make a reasonable effort to address operational health risks. SWAPE fails to identify that the California Environmental Protection Agency's Office of Environmental Health Hazard Assessment (OEHHA) guidelines do not directly apply to the proposed project

because it is not subject to Assembly Bill (AB) 2588 nor considered a stationary source hot spot of TACs. In addition, the BAAQMD's CEQA guidelines are non-mandatory. Therefore, operational risks were adequately addressed in the 2022 SEIR and there is no mandatory requirement for the preparation of an operational HRA. Furthermore, for the reasons above, SWAPE has not provided any factual evidence of a potentially significant health risk impact from project operations.

Therefore, the SWAPE operational HRA is not new information of substantial importance because it provides an inaccurate assessment of project health risks and provides misleading information to the public and decision makers. No additional analysis is warranted.

Failure to Adequately Evaluate Greenhouse Gas Impacts

The comment asserts that the Initial Study fails to quantify the proposed project's GHG emissions. Further, the comment states that based on a review of the CalEEMod results provided as part of the Initial Study, operational GHG emissions would exceed the BAAQMD thresholds, resulting in a potentially significant impact. The comment also recommends specific mitigation measures that should be applied to reduce potential impacts.

As discussed above, the population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR. Therefore, the proposed project's GHG emissions would fall within the GHG emissions estimated for the SPASP. The proposed project would not generate GHG emissions that would have a significant effect on the environment. In addition, the proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the 2022 SEIR and further analysis is not required. No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond 2022 SEIR Mitigation Measure 5-1, are required.

The proposed project was properly analyzed and the Initial Study appropriately determined that the proposed project would not generate significant new GHG impacts, and CEQA does not require mitigation measures for insignificant impacts. Therefore, since no mitigation is required, then the mitigation listed by the commenter is noted, but is not required to be implemented. The analysis is adequate as provided and impacts to GHGs would remain unchanged.



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DESIGN REVIEW BOARD TIER II STAFF REPORT

February 7, 2024

1711-1755 EASTSHORE BOULEVARD

DETAILS

Application Number: PL22-0015

Applicant: AMG & Associates

Location: 1711-1755 Eastshore Boulevard

APN: 513-371-001, 513-371-002, & 513-362-110

Zoning: Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU)

General Plan: Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU)

Request: Design Review Board consideration of Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan, for a new 6-story building containing 305 residential units.

CEQA: This project is consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

EXECUTIVE SUMMARY

The requested entitlement for Design Review Board review consists of a Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan.

The proposed project includes a new 6-story building with 305 residential units totaling 222,000 square feet. The Design Review Board's authority pursuant to the Tier II Design Review process includes review of the following elements:

- Exterior building colors, materials, and textures
- Landscaping
- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

The applicant submitted this project pursuant to the SB 330 process, which limits the application to five (5) public meetings and requires that the project be subject only to objective design standards. The project has been to one (1) public meeting.

The applicant is also requesting a Density Bonus under California Government Code Section 65915(f)(1). The applicant is proposing 24% of the units as lower-income units which entitles the project to a 40% density bonus and up to three (3) concessions.

The project was reviewed by the Design Review Board on November 1, 2023. The Board provided the applicant with a series of comments. The applicant has made several revisions to the project to address the Board's comments.

Based on the information in this report supporting the required findings, staff recommends approval of the project.

Background

Site Location and Layout

The project site is located between Eastshore Boulevard and Interstate 80. The project site is currently unutilized and consists of a surface parking lot previously used by the adjacent commercial building immediately west of the project site (formerly Orchard Supply Hardware) which is undergoing renovation to a self-storage facility. Most of the project site is paved with limited ornamental landscaping. The site is located across San Pablo Avenue from the El Cerrito del Norte BART Station.

Vicinity Map



Existing Public Right-of-Way

The site has approximately 742 feet of street frontage along Eastshore Boulevard. The existing right-of-way adjacent to the property includes a sidewalk adjacent to the curb, bike lanes, and on-street parking. There is a section of right-of-way along the south end of the site that has traditionally been used as a loading/unloading area for casual carpool.

Existing/Previous Land Use

The project site is currently occupied by a parking lot that served the former Orchard Supply Hardware

(OSH) store. The existing building that housed OSH received approval for conversion to a self-storage facility in 2021/2022 (see Previous Entitlements section below). That building now sits on a separate parcel and the self-storage project is under construction.

Site Photo



Adjacent Land Uses

North: Commercial shopping center (TOHIMU)

East: Commercial uses (TOHIMU)

South: Commercial uses (TOHIMU)

West: Single-family residential, across Interstate 80 (RS-5)

Previous Entitlements

On January 4, 2021, the El Cerrito Zoning Administrator approved an Administrative Use Permit to allow personal storage land use within the building that formerly housed Orchard Supply Hardware.

On February 2, 2022, the Design Review Board approved Resolution DRB2022-01 (for Application PL21-0103) granting Tier III Design Review approval for exterior and site improvements to reuse the existing commercial building (i.e., formerly Orchard Supply Hardware) as a personal storage facility.

On November 15th, 2022, the City's Subdivision Committee approved Resolution SC2022-02 (for Application PL22-0007) granting approval of a subdivision map to create a 79,541 square-foot parcel and an 88,867 square foot parcel. The applicant has recorded the map, creating the two parcels. The first parcel contains the existing building, and the second parcel contains this project.

SB 330

This project is being processed under the review process that was created by Senate Bill 330 (SB 330). SB 330 includes the following relevant provisions:

- Requirement that the project be reviewed using only objective standards (i.e. standards that contain subjective judgement cannot be applied to the project.)
- "Locking in" standards and city ordinances applicable at the time the preliminary application is

submitted, provided that a formal development application is submitted pursuant to the timelines established in SB 330.

- Prohibition on holding more than five public hearings.

With respect to this project, the preliminary application was submitted on March 25, 2022. On that date, the recent update to the San Pablo Avenue Specific Plan had not yet been adopted. Therefore, the project subject to the San Pablo Avenue Specific Plan as originally adopted in 2014.

Additionally, this project has reviewed in one (1) public hearing and has four (4) remaining before it reaches the public hearing limit.

Analysis

Project Revisions to Address DRB Comments

The Design Review Board reviewed this project at their November 1, 2023 meeting. The following list includes a summary of DRB comments along with a description of how the applicant attempted to address each comment. In addition, Attachment 3 to the staff report includes a more thorough list of DRB comments along with responses from the applicant.

1. Amenity Spaces

- a. Consider providing additional common open space area(s) and/or amenity spaces for the residents.

Response: A new clubhouse area is provided on the ground floor in place of some parking stalls on the northeaster area of the building (see Sheet A2.0). In addition, a new outdoor amenity deck is proposed on the second floor on the southern tip of the building (see Sheet A3.1). Two reading rooms have also been added on each residential floor (Sheet A3.1)

2. Plaza

- a. Activate the plaza with activities
- b. Provide more of a buffer between the plaza and the street
- c. Provide tables and chairs that are accessible
- d. Consider creating a pathway through the proposed lawn area providing a direct route from the crosswalk to the lobby

Response: Cornhole and a barbeque area have been added to activate the plaza. Screen walls have been added to buffer the plaza from the street (see Plaza Open Space Elevation on Sheet L-3.1). Accessible tables and chairs are now shown on the plans. The pathway from the plaza to the sidewalk has been relocated accordingly.

3. Please provide addition detail on the following:

- a. Elevations
- b. The ground floor along Eastshore Blvd.
- c. Entrance to the garage
- d. Fencing and gates
- e. Trees effecting visibility for the southern driveway
- f. Location and type of signage

Response: Elevation sheets have been revised to depict overall and partial elevations. Refer to Conceptual Building Elevations on sheets A5.0-A5.3. Along the Ground Floor of Eastshore Blvd, building amenities opening to the public open space are proposed along with horizontal metal mesh for the garage ventilation within the podium. Additional orthogonal elevations views are provided on Sheet A5.0 Conceptual Building Elevations and materials are shown on Sheet A7.0. Tubular steel

fencing and gates is now shown on Sheet L-7. Sight visibility in relation to trees and the southern driveway is shown on Sheet L-3. Conceptual signage details are shown on Sheet A10.0.

4. Elevations

- a. Changes in plane are too little

Response: The revised design introduces a minimum of 2'-0" building plane depth. Refer to the updated Elevation Diagram on Sheet A5.4.

- b. Single corridor on back side of building could be more unique

Response: The single corridor has been revised with a more inviting design, featuring a minimum 2'-0" building plane depth and new window layout. Refer to Conceptual Building Composite Plans on Sheet A3.1 and Conceptual Building Elevations on Sheets A5.1 and A5.2.

- c. Consider providing windows for the North stairway, possibly following pattern of stair runs

Response: Additional windows are shown for the north elevation of the north stairway on Sheet A5.1

- d. Entry. Consider making it look like more of a main entry and improve the connection of it to the plaza. Also, consider making the lobby bigger. Also, consider adding a secondary lobby on the southern side of the building.

Response: The size of the main lobby has been increased and a secondary lobby on the southern side of the building has been added (Sheet A2.0).

- e. Consider providing reveal joints or some other means to break up the building planes, instead of using control joints.

Response: Black reveal joints are proposed

- f. Consider adding materials and/or other measures to provide additional articulation on the large turquoise stucco wall

Response: Black reveal joints are proposed to break up the massing of this elevator wall. This is also the proposed location for the building signage. See view 4 on Sheet A6.0.

- g. Consider improving the design of the three pedestrian entryways

Response: Entryways are designated by awnings, signage, and the use of glass.

5. Consider enclosing the western side of the building better to make it more of a secure site.

Response: Vehicular gates and fencing have been provided.

6. Consider enclosing the trash staging area with walls and a gate

Response: Trash enclosure area has been partially enclosed with a five foot tall CMU split face screen wall at the trash staging area. See Sheet L-3 (it is mislabeled in Legend as #5 instead of #6).

7. Consider providing an area for dogs

Response: An enclosed dog area is now proposed with synthetic turf. See #15 on Sheet L-3.

8. Landscaping

- a. Don't use dodonaea (too messy)

Response: Dodonaea shrub has been removed from the plant list

- b. Proposed trees on private property. All trees except for the two maples need full sun. Please have your landscape architect confirm that proposed trees are appropriate for being on east side of a 6 story building (in areas that likely do not have full sun for much of the day)

Response: Trees have been updated and include more part-sun exposure species.

- c. Street trees. 22 purple plums are proposed. Consider providing evergreen trees in three groups of three trees (Note: we will need the City's Arborist input on this comment).

Response: With input from the City Arborist, the applicant revised the proposed street trees

to Saratoga Laurel and Ginkgo Biloba ‘Magyar’. The City Arborist is also including new Condition of Approval #77.b in the Draft Resolution to have an alternating pattern of one Saratoga Laurel Tree then two Ginkgo biloba trees and so on.

As a result of these revisions to the plans to address DRB comments, the applicant also revised the total number of proposed residential units from 315 to 305 units. In addition, the applicant revised the types of units from 295 studio and 20 one-bedroom units to 65 studio and 240 one-bedroom units. Finally, the number of vehicle parking spaces was reduced from 68 to 63 spaces.

Project Description

The proposed project consists of a 222,000 square foot, 6-story building containing five residential floors with 305 residential units over a 1-story parking garage. The building will front onto Eastshore Boulevard and include a publicly accessible open space area centered around the main entry to the lobby. The ground-level parking garage has 58 parking spaces and will have access from Eastshore Boulevard and the shared driveway to the north of the project (often referred to as Peerless Avenue). Five stalls are provided outside the garage. The project will include 305 long-term bicycle parking spaces within the units and 31 short-term bicycle parking spaces outside the building next to the building entrances.

The project will include indoor amenity spaces for residents, an exterior deck, and public open space located by the Eastshore Boulevard and Peerless Avenue intersection. The building will feature a combination of studios and one-bedroom apartments. The project contains 65 studios and 240 one-bedroom units.

Compliance with the San Pablo Avenue Specific Plan

Chapter Two (Form Based Code) of the San Pablo Avenue Specific Plan establishes the land use regulations and development standards of the Specific Plan Area.

Some development standards apply throughout the Plan area. These include:

- Building form: articulation, and shadow analysis.
- Open Space Requirements – include private, common, and public types of open space.

Other development standards vary by transect zone. The development standards that are related to the transect zone include:

- Types of land use permitted, conditionally permitted, or prohibited.
- Building Height – the minimum and maximum heights allowed.
- Parking of vehicles – the minimum and maximum number of spaces allowed.
- Parking of bicycles – the minimum number of spaces allowed.

Other development standards are determined by the street type of the project frontage. The development standards that are related to the street type include:

- Building placement and setbacks
- Building transparency
- Required ceiling heights

This project is in the Transit-Oriented High-Intensity Mixed-Use (TOHIMU) Transect and meets most of the relevant development standards specified for its location in the Plan Area. The project is seeking concessions and waivers pursuant to the State Density Bonus to address the non-conforming aspects of the project (see Density Bonus Waivers and Concessions section below). Eastshore Boulevard is

designated as a Gateway Street.

The tables below show the relevant Specific Plan standards and the compliance of the project with those standards.

<i>Street Type Standards</i>		
Gateway Street	Required	Provided
<i>Building Placement</i>		
<i>Sidewalk Amenity Zone</i>	4 ft. min	4 ft.
<i>Sidewalk Pedestrian Zone</i>	6 ft. min	6 ft.
<i>Sidewalk Activity Zone</i>	0 ft. min	0 ft.
<i>Ground Floor Front Setback</i>	Min: Accommodate required zones; up to 10 ft. (non-residential)	0 ft., and all zones accommodated
<i>Side Setback</i>	0 ft. min	0 ft.
<i>Rear Setback</i>	See Section 2.01.05 (Shadows)	Density Bonus (see below)
<i>Pedestrian Access</i>	Street fronting ground floor units and spaces to have individual entries along front or side streets.	Main entrances face street with entrances on the side street
<i>Vehicular Access</i>	Max. 24' 2-way driveways	1 24' 2-way driveway 1 26' 2-way driveway (COA for 24' driveway)
<i>Building Form</i>		
<i>Upper Floor Setbacks</i>	See Section 2.01.05 (Shadows)	Density Bonus (see below)
<i>Ground Floor Ceiling Height</i>	14 ft. min clear	13 ft 1 in Concession Requested (see below)
<i>Upper Floor Ceiling Height</i>	9 ft. min clear	10 ft. 1 in
<i>Building Length</i>	300 ft. max	475-ft Concession Requested (see below)
<i>Ground Floor Transparency</i>	Non-residential - 75% min	Non-residential – 83%
<i>Upper Floor Transparency</i>	30% min	The upper floors vary from 4-18 percent. Concession Requested (see below)

<i>Front Encroachments</i>	4 ft. max / ground floor commercial	0 ft
<i>Rear Encroachments</i>	4 ft. max	0 ft
<i>Allowed Frontage Types</i>	Front Yard, Forecourt Flex, Shop Front	Flex Front (100%)

Transect Zone Standards

TOHIMU Zone	Required	Provided
<i>Standards</i>		
<i>Building Height Minimum</i>	3 stories min	5 stories
<i>Building Height Maximum (Affordable Housing Project)</i>	85 ft. max	67 ft. 9 in. (base of parapet)
<i>Vehicle Parking Requirement</i>	0 parking spaces (see parking discussion below)	58 auto spaces podium; 5 stalls (off-street)
<i>Bicycle Parking Requirement</i>	31 short-term; 458 long-term	31 short-term; 305 (bike hook within units) long-term Waiver Requested

Open Space Standards

<i>Standards</i>	Required	Provided
<i>Private/Common Open Space</i>	80 sq. ft./unit min (24,400 sq. ft.)	0 sq. ft. Waiver Requested
<i>Public Open Space (Residential Uses) & (Non-residential)</i>	25 sq. ft./1,000 sq. ft. (5,550 sq. ft. required)	4,896 sq. ft. (in lieu credit will be given for improvements within public right of way)

In addition, the project will implement the following strategies of the San Pablo Avenue Specific Plan:

- **Strategy B.1:** Maximize TOD potential (BART and AC Transit).

The project will provide 305 new housing units in close proximity to existing AC Transit lines and the El Cerrito del Norte BART station. The project will face Eastshore Boulevard, providing a pleasant pedestrian environment along the street.

- **Strategy B.2:** Stimulate investment in vacant/underutilized sites at key focus areas.

The project utilizes an underutilized site. Currently, the site contains an unused surface parking lot. The proposed project will provide 305 new housing units near public transit.

- **Strategy E.1:** Promote infill development through increased land use intensity close to existing

transit infrastructure.

The project will provide 305 new housing units on an underutilized site near existing public transit infrastructure.

Design Review Process

Pursuant to Section 2.03.08.01.02.B of the San Pablo Avenue Specific Plan, Tier II Design Review is the entitlement process for new projects that have been designed in full compliance with the design standards of the San Pablo Avenue Specific Plan.

The Design Review Board is the body of decision for Tier II Design Review. The discretionary scope of Tier II Design Review includes the following components:

- Exterior building colors, materials, and textures
- Landscaping
- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

Density Bonus, Concessions, & Waivers

Because the project is proposing 24% of the units be affordable to lower income households, the project qualifies for a 40% density bonus, three (3) concessions and an unlimited number of waivers to adopted development standards under the State of California's Density Bonus Law.

The project qualifies for three (3) concessions to the San Pablo Avenue Specific Plan. Concessions that result in identifiable and actual cost reductions must be granted. The applicant is seeking the following concessions:

- 1) Ground Floor Ceiling Height: The San Pablo Avenue Specific Plan FBC requires a minimum height of 14 feet for the ground floor. The applicant is proposing a ceiling height of 12 feet and 8 inches for the ground floor.
- 2) Regulation by Street Type: Section 3.01.03 requires a minimum of 25% upper-floor transparency. The applicant proposes a range of 4-18 percent transparency range on the upper-levels. The 4% is on the northern portions of project which primarily consists of a stairwell. A majority of the upper-level facades of the building have 15% transparency.
- 3) Building Length: Section 2.05.02.03 of the San Pablo Avenue Specific Plan FBC requires a 300-foot maximum building length. The applicant is proposing one building with a length of 475 ft.

Waivers must be granted if any development standard physically prevent the project from being built at the permitted density. The applicant is seeking the following waivers:

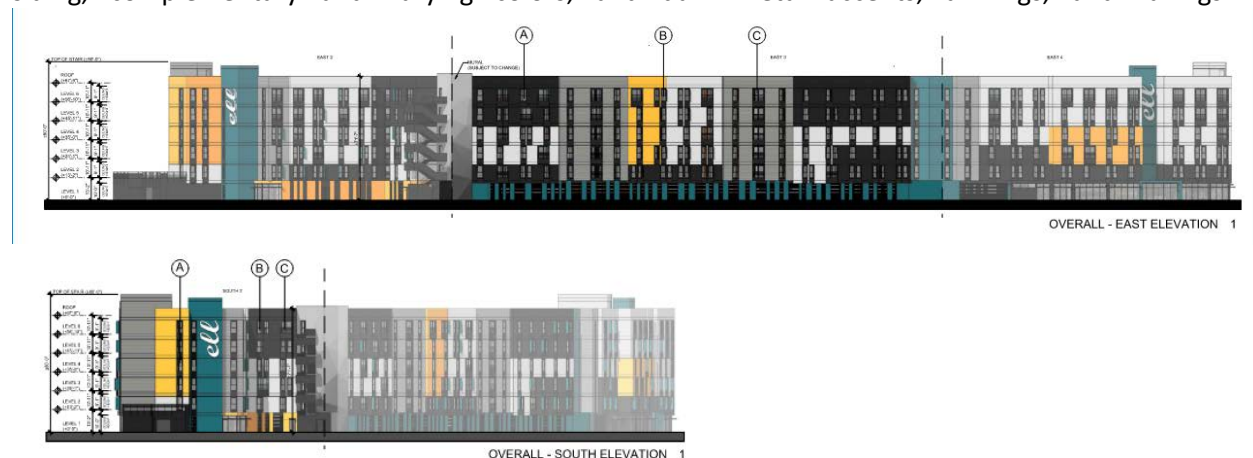
- 1) Upper Floor Setbacks: This development standard falls under Section 2.05.02.02.04 of the San Pablo Avenue Specific Plan FBC. The development standard requires that the building along major

commercial and commercial streets not cast shadows beyond the curb line on the opposite side of the street on Winter Solstice streets to the north of the parcel at 10:00 a.m. or 4:00 p.m. The project as proposed casts shadows across opposite curb lines to the north the entire day during the winter solstice (see Shadow Studies on Sheets A9.0-A9.2). To comply with the upper floor setback, the project would have to reduce the northern portion of the building by two stories. Without relief from this standard, the project would lose 24 units; it would be physically impossible to accommodate all 305 units.

- 2) **Plazas:** Section 2.05.06.02 requires the project to minimize shade from the adjoining building and ensure 50% of the open space is free of shadow during 2/3 of daylight hours (sunrise to sunset). The applicant prepared a massing study indicating that the existing building would cast shadows on the plaza in the afternoon and evenings. Any changes to the project would reduce units, affect podium height and design. The applicant is proposing a waiver from this requirement. The applicant estimates that without relief from this standard, the project would lose 95 units and it would be physically impossible to accommodate all 305 units.
- 3) **Private/Common Open Space:** Section 2.01.06 of the San Pablo Avenue Specific Plan FBC requires that the applicant provide 80 square feet per unit for Private/Common Open Space, which amounts to 24,800 square feet. The proposed development will not provide private/common open space. The developer explored having internal private/common open space and placing the open space on the roof. Due to the location of the HVAC units and building requirements for solar panels, it proved infeasible to provide this private common open space.
- 4) **Long-Term Bicycle Parking:** FBC Table 32 requires 1.5 long-term bicycle spaces per unit. The applicant is proposing 1 long-term bicycle space per unit. The applicant states that if they were required to provide an additional 158 long-term bicycle spaces that it would result in the loss of 6 dwelling units and that without relief from this standard that it would be impossible to the accommodate all the units that they are entitled to.

Architectural Design

The project proposes a modern aesthetic characterized by significant massing and articulation of both solid and transparent surfaces, and organic and smooth materials. The project features stucco, wood-like siding, complementary and varying colors, and dark metal accents, awnings, and railings.





Landscape Design

The landscape design for the site proposes a publicly accessible plaza on the exterior side of the project facing Eastshore Boulevard and the Del Norte BART station, additional landscaping will be provided throughout the site including 58 trees, with associated shrubs and ground cover.

The plaza will consist of 7,557 square feet of public open space improvements, of which 2,660 square feet of the work is in the public right-of-way. The plaza will have a water feature, community sign, picnic tables, barbeque, CMU screening walls, trees, shrubs, turf grass, and bioretention features in 24-inch planters and 1–5-gallon pots.

The proposed plant palette includes native, drought-tolerance trees such as Strawberry Trees, Japanese Maple, Australian Willow, Magyar Maidenhair, Saratoga Laurel, and Emerald Sunshine Elm. Drought-

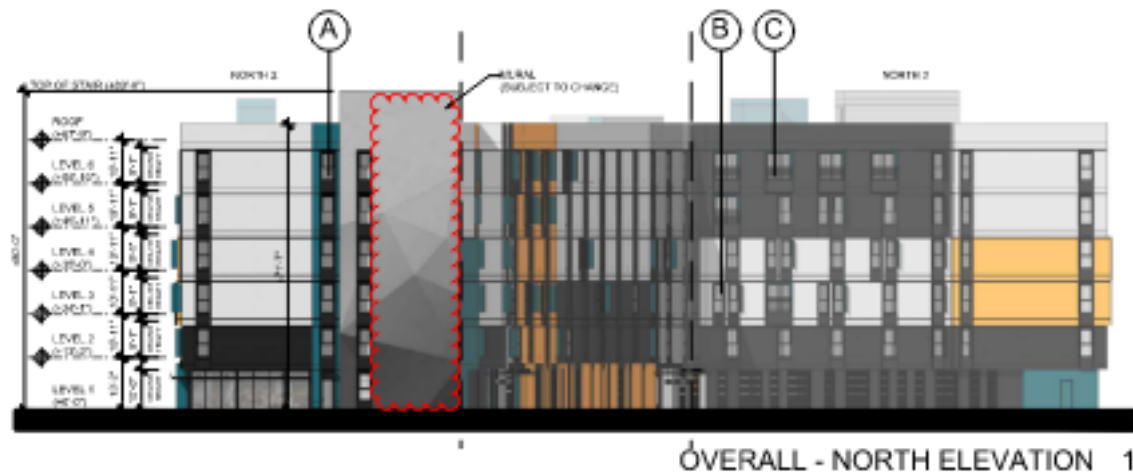
tolerant and low water use shrubs and ground cover include Atlas Fescue, Sunrose, Myoporum, Rosemary, Sage, Yarrow, Agave, Coral Allow, Kangaroo Paw, Manzanita, Bulbine, Little John Bottlebrush, Ceanothus, Wild Rye, Atlas Fescue, Sunrose, Lions's Tail, Mat Rush, Fringe Flower, Heavenly Bamboo, New Zealand Flax, Mock Orange, Blue Chalk Sticks, Germander, and Coast Rosemary.

Due to the deficit of open space provided on the project site, the applicant will owe an open space in-lieu contribution. The City has agreed to give the applicant a credit toward the public open space in-lieu contribution in the amount of the value of the improvements in the public right-of-way.

To allow for a clear line of sight to the main entrance to this building, a condition of approval is that the CMU screening wall be reduced in height to 36-inches.

Art in Public Places

The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. The applicant will work with the City to determine onsite public art. The applicant is proposing that a mural be painted on the stairwell on the northside of the building facing Peerless Avenue. This would be visible from southbound I-80 above the buildings, the corner of Peerless Avenue and Eastshore Boulevard, and the BART platform.



Proposed location of mural on North façade of the building

Parking

Assembly Bill 2097, which took effect on January 1, 2023, eliminated minimum parking requirements within ½ mile of high-quality transit stops. This law eliminates the parking requirements for this project.

Public Notice and Comment

The required public notice for the project was published in the East Bay Times and mailed to owners of property within 300 feet of the project site and all interested parties on January 24, 2024.

Two public comments were received subsequent to the November 1, 2023 DRB meeting. These comments raised concerns regarding small unit sizes, lack of balconies for the units, monolithic architecture, exterior building colors, and possible noise and air pollution impacts of the freeway on future residents of the building. The full comments are contained in Attachment 4. Additionally, staff received a voicemail requesting a call back regarding the project. Staff returned the call and left a voicemail.

Environmental Review

A Program Environmental Impact Report (program EIR) was certified for the San Pablo Avenue Specific Plan in 2014. This type of environmental documentation is authorized by section 15168 of the California Environmental Quality Act (CEQA) Guidelines for use in documenting the environmental impacts of specific plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. Subsequent activities that fall within the scope of the program may not be subject to further environmental review if the environmental effects of the subsequent activity have been adequately addressed in the program EIR. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. An Initial Study Checklist has been prepared for this project (Attachment 5). The responses contained in the checklist confirm that the project is considered within the scope of the evaluation completed for the program EIR. No new impacts were identified, and no new mitigation measures are required. Several conditions of approval have been included in the draft resolution to ensure that key mitigation measures of the San Pablo Avenue Specific Plan Program EIR are implemented for this project. The inclusion of these conditions ensures that the project will not have environmental effects that have not previously been addressed in the San Pablo Avenue Specific Plan EIR.

Compliance with the General Plan

The project is consistent with and will implement the following policies of the El Cerrito General Plan:

LU1.5: Suitable Housing. Promote suitably located housing and services for all age groups within the city. Within the San Pablo Avenue Specific Plan area, allow ground floor residential development and increased land use intensity close to existing transit infrastructure to promote residential infill development and catalyze mode shift.

The project will provide 305 new housing units on Eastshore Boulevard, with proximity to public transportation and commercial uses. The infill project contains residential units in a location adjacent to an existing bus stop and within two blocks of El Cerrito del Norte BART station.

LU2.1: San Pablo Avenue Specific Plan Area. Promote retail, office, and mixed uses within the San Pablo Avenue Specific Plan Area to provide more tax revenues to the city.

In accordance with the goals of the San Pablo Avenue Specific Plan, the proposed project will add housing units to the San Pablo Avenue area which will promote a balanced mixture of land uses in the corridor. The new residents of the project will support existing and new businesses along San Pablo Avenue.

LU4.1: Mixture of Uses. Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.

The proposed project will enhance the mixture of uses in the San Pablo Avenue Specific Plan Area. The location of the project will provide the residents with convenient access to businesses, parks, schools, public transit and the Ohlone Greenway. The design of the project will allow for surveillance of the street, enhancing public safety.

LU6.2: Circulation Alternatives. To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing anyone to preclude the others. On San Pablo Avenue, in many constrained rights-of-way, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority.

The location of the project provides convenient access to frequent public transit along San Pablo Avenue as well as the El Cerrito del Norte BART station. The location also provides convenient walking access to local businesses.

CD1.9: Building Design. A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent “pedestrian” scale along streets and compatibility among neighboring land uses.

The proposed project is designed on a pedestrian scale and addresses Eastshore Boulevard with building entries and windows along the street.

CD2.1: Street Frontages. Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere and are interesting for pedestrians. Require buildings in the San Pablo Avenue Specific Plan area to be directly abutting sidewalks, with window openings, entries and high levels of transparency along the pedestrian frontage.

The building will abut the sidewalk on Eastshore Boulevard and features ample window openings and three entries along the street. These windows will allow surveillance of the street from the units within the project.

CD2.3: Streetscape Improvements. Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.

The San Pablo Avenue Specific Plan implemented standards and requirements for public right-of-way improvements. The project is consistent with the standards and will enhance the adjacent public rights of way in compliance with the San Pablo Avenue Specific Plan.

CD3.3: Site Landscaping. Improve the community's appearance by requiring aesthetically designed screening and landscaping on public and private sites. Ensure that public landscaping includes entry areas, street medians, parks, and schools. Require landscaping for all private sites, yard spaces, parking lots, plazas, courtyards, and recreational areas.

The project has provided landscaping in conformance with the San Pablo Avenue Specific Plan standards. Landscaping will be provided to soften the building edge along Eastshore Boulevard.

CD3.12: Landscape Species. Indigenous and drought-tolerant species that reduce water usage and are compatible with El Cerrito's climate are encouraged.

The proposed plant palette includes native, drought-tolerance trees such as Strawberry Trees, Crape Myrtles, Flowering Plums and Elm. Drought-tolerant and low water use shrubs and ground

cover include Yarrow, Agave, Aloe, Kangaroo Paw, Manzanita, Bulbine, Little John Bottlebrush, Ceanothus, Wild Rye, Atlas Fescue, Sunrose, Lion's Tail, Mat Rush, Fringe Flower, Myoporum, Heavenly Bamboo, New Zealand Flax, Mock Orange, Rosemary, Sage, Blue Chalk Sticks, Germander, and Coast Rosemary.

CD4.2: Building Articulation. Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.

The proposed building is articulated in compliance with the San Pablo Avenue Specific Plan. The building includes a varied roofline and interesting building forms. The building is designed at a human scale with building entries along Eastshore Boulevard and San Pablo Avenue.

CD5.1: Design Review Process. Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family homes on existing lots).

The proposed project requires Tier II Design Review approval from the Design Review Board in compliance with the San Pablo Avenue Specific Plan.

T2.1: Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:

- o Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors.
- o Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.
- o Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.
- o Direct growth occurs along transit corridors.
- o Encourage retail, commercial, and office uses in ground floor space in combination with upper- floor housing along San Pablo Avenue.

The project will provide 305 new residences near public transportation and local businesses, along transit corridors. The location of the project adjacent to BART, bus lines, and adjacent to bicycle lanes will allow residents a choice on modes of transportation.

T2.2: Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use.

The project will have building entries directly onto Eastshore Boulevard that provide convenient access to the adjacent bus stop, sidewalks, and bike lanes on Eastshore Boulevard.

H2.2: Encourage the construction of transit-oriented developments (TODs) that seek to maximize opportunities for the use of public transit and transportation corridors through high-density

residential and mixed-use projects along those corridors in accordance with the San Pablo Avenue Specific Plan and the City's Incentives Program (Chapter 19.23 of the El Cerrito Zoning Ordinance.)

The project provides high-density housing along a transit corridor consistent with the Transit-Oriented Higher-Intensity Mixed Use Transect Zone in the San Pablo Avenue Specific Plan.

H2.3: Continue to enforce the sections of the Zoning Ordinance that increase density, reduce parking requirements, and establish design and development standards to create inviting, mixed-use neighborhoods around transit, and enforce the San Pablo Avenue Specific Plan.

The San Pablo Avenue Specific Plan reduced parking requirements and eliminated maximum density in the plan area. This project will enhance the mix of uses in the corridor adjacent to public transit. The project complies fully with the standards of the San Pablo Avenue Specific Plan, once the requested concessions and waivers are applied.

Required Findings

Pursuant to Section 2.03.08.01.02.B.3 of the San Pablo Avenue Specific Plan, in acting to approve or conditionally approve an application for the Design Component of a Tier II Site Plan and Design Review, the Design Review Board shall make the following findings:

- a. That the project complies with all applicable Specific Plan design standards; and

As discussed in this report, with concessions and waivers pursuant to the state density bonus, the project complies with all standards of the San Pablo Avenue Specific Plan.

- b. That the project implements applicable goals and policies of the El Cerrito General Plan.

As discussed in this report, the project will implement the following policies of the El Cerrito General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape improvements, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Project Design, Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development.

Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL22-0015, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

Move adoption of Design Review Board Resolution DRB 2024-01 granting Tier II Design Review approval to Planning Application No. PL22-0015.

Appeal Period

Within ten (10) calendar days after the date of the decision, the Design Review Board action may be appealed to the City Council.

Attachments

1. Draft Resolution
2. Project Plans, dated January 11, 2024
3. Applicant's Response to DRB Comments
4. Public Comments
5. Initial Study Checklist



CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: September 25, 2023

To: Sean Moss, Planning Manager, Community Development Department, El Cerrito
Richard Smeaton, Contract Planner, Community Development Department, El Cerrito

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, AICP, Senior Planner/Project Manager

SUBJECT: California Environmental Quality Act (CEQA) Memorandum for the 1711-1755 Eastshore Boulevard Project, El Cerrito, California

This memorandum and attachments provide a description of the proposed 1711-1755 Eastshore Boulevard Project (project) and substantial evidence to confirm that the proposed project would not require further environmental analysis per Section 15168(c) of the California Environmental Quality Act (CEQA). The City of El Cerrito (City) is the CEQA lead agency for the proposed project. The approximately 1.82-acre project site is located at 1711-1755 Eastshore Boulevard in the City of El Cerrito, Contra Costa County. The proposed project would include the construction of a six-story apartment building with 315 residential units. The building would include 610 square feet of amenity space, 1,340 square feet of office space/mail room, and a ground floor parking garage with 68 parking spaces. Attachment A provides a description of the location, existing site characteristics, the proposed project, and the required approvals and entitlements.

The responses in an environmental checklist (included in Attachment B) prepared for the project demonstrate the proposed project was evaluated and impacts were mitigated to the degree possible as part of the San Pablo Avenue Specific Plan (SPASP) Project and Final Environmental Impact Report (FEIR)¹ and SPASP Update Final Supplemental Environmental Impact Report (2022 SEIR)² and no additional CEQA review is required. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. The responses contained in the checklist confirm that the project was considered within the scope of the evaluation within the SPASP FEIR and SEIR and no new impacts were identified and no new mitigation measures are required. The City can approve the proposed project as being within the scope of the SPASP covered by its FEIR and 2022 SEIR and no new environmental document for the purposes of CEQA clearance is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the proposed project would not require further review under CEQA. This analysis finds that a Notice of Determination may be prepared for the project and filed with the Contra Costa County Clerk.

¹ El Cerrito, City of, 2014. *San Pablo Avenue Specific Plan Final Environmental Impact Report*. August.

² El Cerrito, City of. 2022. *San Pablo Avenue Specific Plan Update Final Supplemental Environmental Impact Report*. October.

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ATTACHMENT A

PROJECT DESCRIPTION

1.0 PROJECT DESCRIPTION

The following describes the proposed 1711-1755 Eastshore Boulevard Project (project), which is located within the planning area for the San Pablo Avenue Specific Plan (SPASP). This section includes a summary description of the project's location and existing site characteristics, required approvals, and entitlements.

1.1 PROJECT SITE

The following section describes the location and characteristics of the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

1.1.1 Location

The approximately 1.82-acre (79,396-square-foot) project site is located at 1711-1755 Eastshore Boulevard in the City of El Cerrito, Contra Costa County. The site is bounded by Peerless Avenue, a private driveway, to the north, Eastshore Boulevard to the east and south, and Interstate 80 (I-80) and a commercial building, that is undergoing conversion to a self-storage facility, to the west.

Regional vehicular access to the project site is provided by San Pablo Avenue, which is State Route 123. In addition, Interstate 80 (I-80) is located west of the site. The El Cerrito del Norte Bay Area Rapid Transit (BART) Station is located approximately 700 feet northeast of the site. Figure 1-1 shows the regional and local context of the project site. Figure 1-2 depicts an aerial photograph of the project site and surrounding land uses.

1.1.2 Site Characteristics and Current Site Conditions

The project site is generally level and consists of Assessor's Parcel Number (APN) 513-371-005. The project site is currently unutilized and consists of a surface parking lot that was previously used by the commercial building that is undergoing renovation to a self-storage facility immediately west of the project site. The majority of the project site is paved with limited ornamental landscaping. Existing site conditions are shown in Figure 1-3.

1.1.3 Existing General Plan and Zoning

The project site is designated Transit-Oriented Higher Intensity Mixed-Use (TOHIMU) in the City's General Plan, and the zoning designation is also TOHIMU. The TOHIMU designation allows for mixed use development with a 65-foot height limit.

1.1.4 San Pablo Avenue Specific Plan

In 2014, the City adopted the SPASP to provide a guide for the future of San Pablo Avenue, identify improvements, and adopt context-sensitive regulations that can be applied along its length to adjacent areas. The SPASP creates a framework for transforming San Pablo Avenue into a multimodal corridor that functions as a place that can provide a multitude of opportunities for living, working, and community life. Key principles in the SPASP include increasing a sense of place and community identity; attracting private investment; strengthening partnerships; enhancing the

public realm; promoting the everyday use of transit, walking, and biking; and fostering environmental sustainability.

Environmental impacts associated with implementation of the SPASP were evaluated in the 2014 Final Environmental Impact Report (2014 SPASP FEIR).¹ The 2014 SPASP FEIR evaluates the environmental impacts of approximately:

- 1,706 units of residential development;
- 3,840 new residents; and
- 243,112 square feet of commercial floor area.

The SPASP includes a form-based code that regulates development along the corridor, a plan for complete streets, and infrastructure analysis. The Complete Streets Plan addresses circulation and public investment needs along San Pablo Avenue and adjoining streets to attract new users to the area while proactively mitigating the impacts of future population growth on mobility in the SPASP area. The infrastructure analysis identifies the utility providers for San Pablo Avenue, provides a general review of capacity limitations, and recommends feasible improvements and associated costs to avoid significant impacts on the level of service.

In 2022, the City updated the SPASP to: (1) increase the total development capacity allowed by the SPASP; (2) increase the size of the SPASP Plan Area from approximately 206 to 208 acres through the addition of one parcel; and (3) provide revisions and refinements to various components of the SPASP. The 2022 update to the SPASP increased the amount of allowable net new residential development by 2,500 units and the amount of allowable net new commercial development by 100,000 square feet, which was analyzed in the 2022 Supplemental FEIR.² Therefore, the 2014 FEIR and 2022 SEIR evaluate a total of 3,206 residential units and 343,112 square feet of commercial floor area.

1.1.5 Surrounding Land Uses

The project site is located along the San Pablo Avenue corridor, which is east of the project site and is predominantly developed with commercial, retail, and multi-family residential uses. Commercial uses generally surround the project site to the north, east and south. As noted above, a vacant commercial building borders the project site to the west. Further west of the project site is Interstate 80 (I-80) across which are single-family residential units.

1.2 PROPOSED PROJECT

This section provides a description of the proposed project as identified in the materials provided by AMG & Associates, LLC (the project applicant) dated June 1, 2022. The project applicant proposes to

¹ El Cerrito, City of, 2014. *San Pablo Avenue Specific Plan Final Environmental Impact Report*. August.

² El Cerrito, City of. 2022. *San Pablo Avenue Specific Plan Update Final Supplemental Environmental Impact Report*. October.

develop the project site with a new six-story, approximately 315-unit apartment building with approximately 1,340 square feet of office space/mail room, 610 square feet of amenity space and a ground-floor parking garage. Figure 1-4 depicts the conceptual site plan and ground level floor plan for the proposed project. Floor plans for the second through sixth level are shown in Figure 1-5, and conceptual building elevations are shown in Figures 1-6 and 1-7.

1.2.1 Building Program

The proposed project would consist of the demolition of the existing surface parking lot on the project site and the construction of a six-story building with 315 apartment units and ground-level parking and amenity space. The proposed building would be a maximum of approximately 79 feet in height. The proposed building would be built to the lot line along Eastshore Boulevard and would have side setbacks of approximately 30 feet. As shown in Figure 1-4, amenity space would be located on the ground floor of the building in the northern corner, and would consist of tenant amenity space (such as a fitness center). Additional space would also be provided for a leasing office and mail room. The remainder of the ground floor would consist of parking and building mechanical space.

A total of 315 dwelling units are proposed with 295 studio units and 20 one-bedroom units. Three elevators and two stairways would serve all residential units on Levels 2 through 6. Common laundry units would be provided on each floor.

1.2.2 Open Space and Landscaping

The proposed project would include a total of approximately 6,060 square feet of public open space that would consist of a public pedestrian plaza with landscaping and seating areas at the northwest corner of the project site at the intersection of Eastshore Boulevard and the private drive Peerless Avenue. Approximately 3,400 square feet of the pedestrian plaza area would be on land owned by the project applicant, and the remainder would be on the adjacent city owned right-of-way. Additional landscaping would be provided along the Eastshore Boulevard frontage, including street trees and a vegetated strip along the sidewalk. A total of 58 new trees would be planted across the project site.

1.2.3 Access, Circulation, and Parking

A secured parking garage would be located on the ground floor of the proposed building. As shown in Figure 1-4, automobile access to the parking garage would be provided via an access road along the eastern edge of the proposed building that would be accessible via driveways along Eastshore Boulevard and Peerless Avenue. However, this access would be shared with the adjacent mini-storage facility currently under development that would use this to access the storage units facing the outside of the mini-storage facility. The parking garage would include a total of 68 parking spaces within the parking garage and an additional 9 exterior spaces along the access road, and a dedicated United States Postal Service parking space for a total of 75 spaces. Of these spaces 2 would be accessible spaces, 5 would be for electric vehicle charging, and 1 would be a combination accessible electric vehicle charging station. Long-term bicycle parking would be provided with storage units within units for a total of 315 spaces and an additional 35 short-term bicycle parking spaces would be provided near the driveways to the access roads.

1.2.4 Utilities and Infrastructure

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, and electricity infrastructure.

1.2.4.1 Water

Water service in the City of El Cerrito is provided by the East Bay Municipal District (EBMUD). The Pardee Reservoir (supplied by the Mokelumne River Basin system) is the main source of water for EBMUD. An 8-inch water line is located along Peerless Avenue and would serve the site through a new connection.

1.2.4.2 Wastewater

The Stege Sanitary District (SSD) provides wastewater service to businesses along San Pablo Avenue, including the project site. Wastewater generated at the project site would be collected via new connections to the existing 8-inch sewer line within Eastshore Boulevard. Per Section 7.3 of the SSD Ordinance Code, SSD requires payment of a sewer connection charge to the District.

1.2.4.3 Stormwater

The existing asphalt paving and impervious surfaces on the project site account for approximately 87 percent of the 79,396-square-foot project site. The proposed project would incorporate a variety of low-impact development stormwater treatment facilities including flow-through biofiltration planters, pervious pavers, and bay-friendly landscaping that would use a selection of native and drought-tolerant plants. The proposed project would include connections to the existing storm drains within the Peerless Avenue private driveway and Eastshore Boulevard that range from approximately 12 to 42 inches in size. Upon completion of the proposed project, the amount of impervious surfaces would be reduced to approximately 70 percent of the project site.

1.2.4.4 Electricity

Electricity service to the site is provided by Pacific Gas and Electric (PG&E). There are two transformers that serve the project site that are located along the Peerless Avenue private driveway (north of the proposed leasing office) and along Eastshore Boulevard (between the proposed southern elevator and the trash room).

1.3 APPROVALS/PERMITS

The proposed project is subject to Tier II Design Review consideration by the City's Design Review Board. In addition, the following approvals and permits would be required for the project:

- City of El Cerrito demolition, stormwater control plan, grading and building permit approval;
- Approval of density bonus and related waivers and concessions;
- City of El Cerrito affordable housing regulatory agreement
- EBMUD water connection approval;

-
- Stege Sanitary District connection approval;
 - PG&E electricity connection approval;
 - California Department of Transportation (Caltrans) encroachment permit for service connections.

LSA

Project Location

FIGURE 1-1



SOURCE: Esri World Street Map (2021)

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1711 Eastshore Project
Project Location and Regional Vicinity



LSA

Project Site Boundary

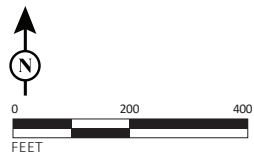


FIGURE 1-2

SOURCES: Google Earth, 6/28/2022; LSA, 2023

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1711 Eastshore Boulevard Project
Aerial Photograph of the Project Site and Surrounding Land Uses

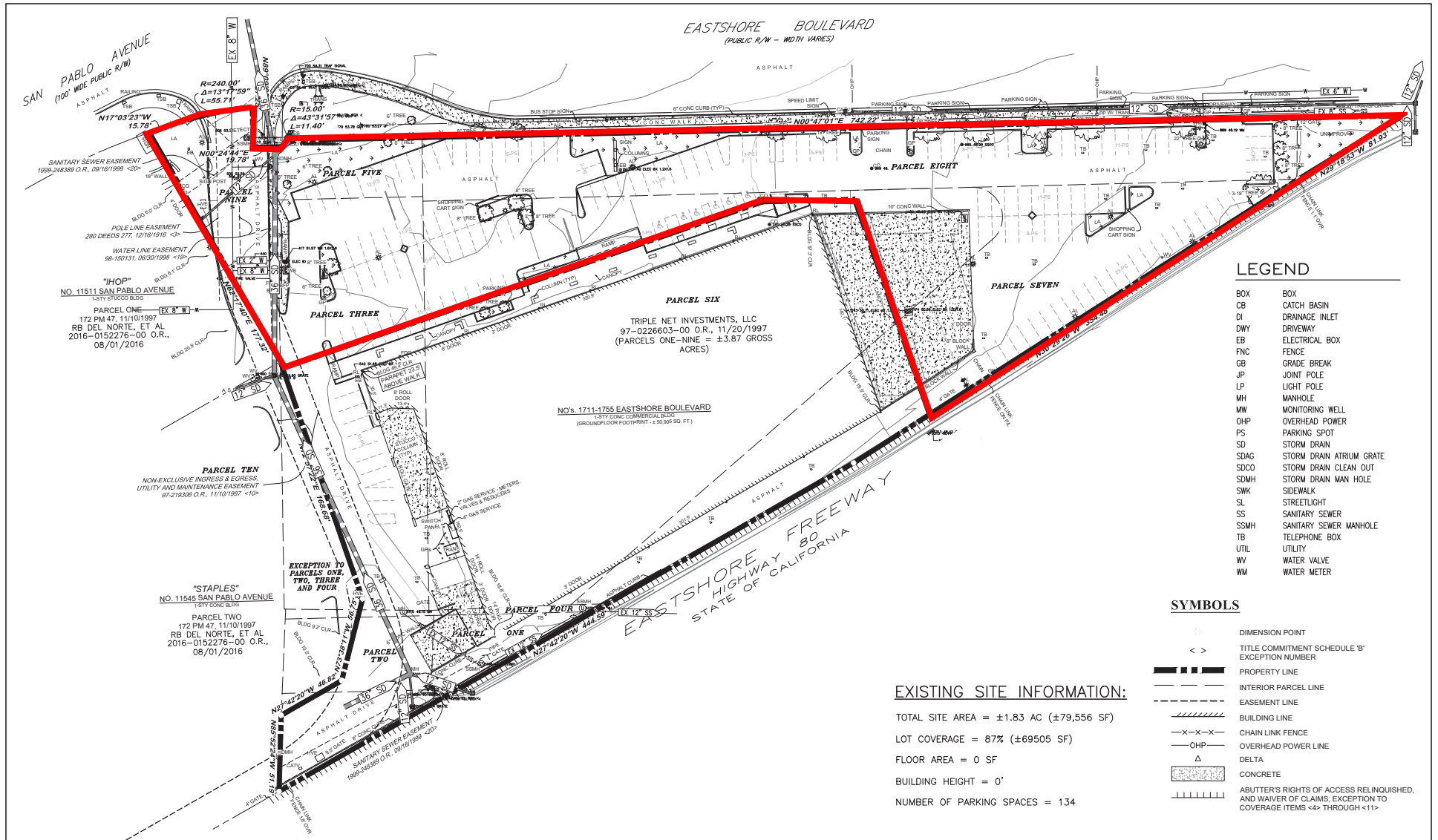
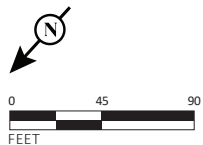


FIGURE 1-3

L&A

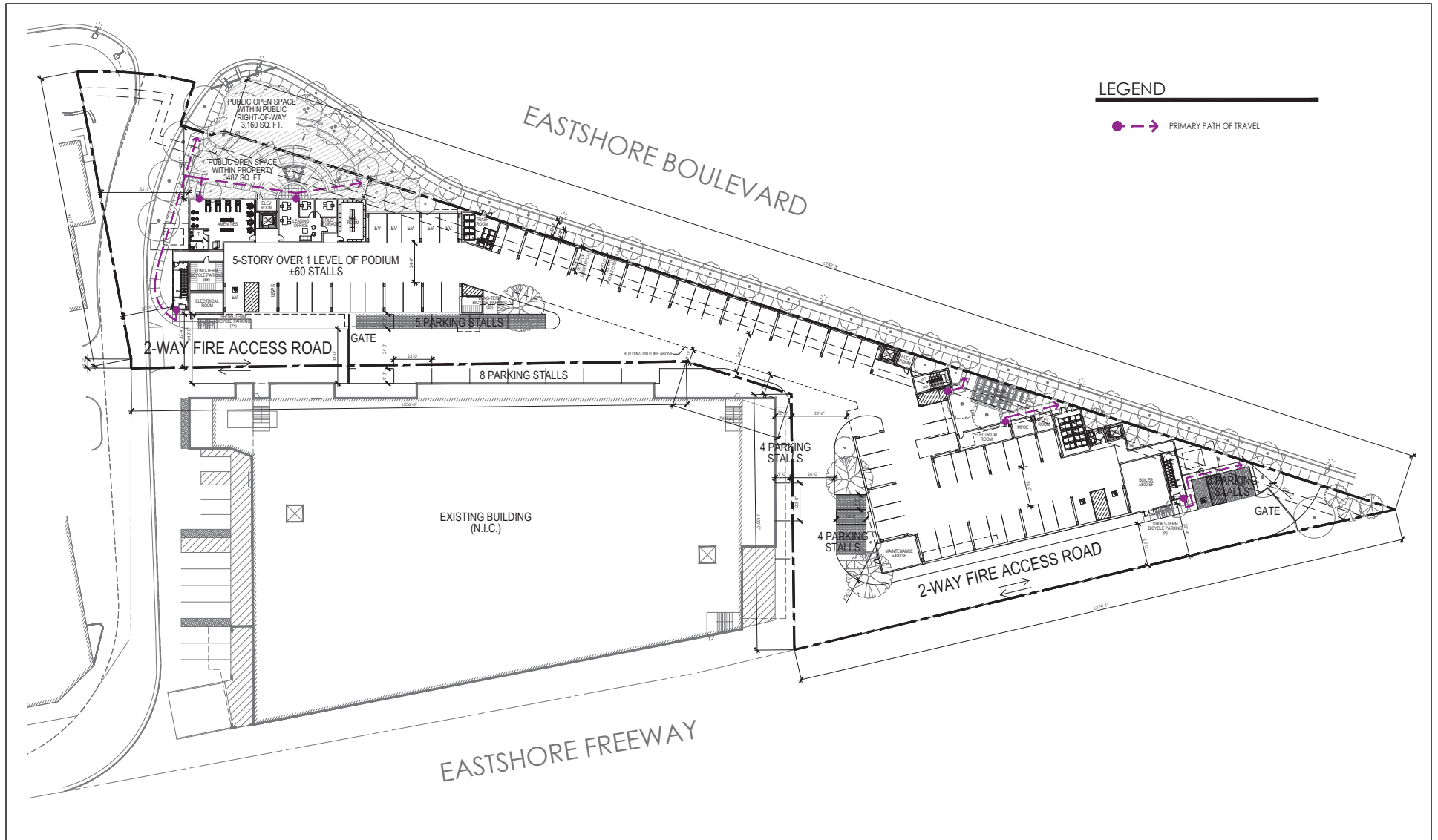
Project Site Boundary



SOURCE: Bellecci & Associates, Inc., 2023

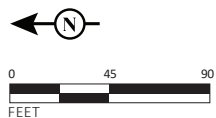
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1711 Eastshore Boulevard Project
Existing Conditions



LSA

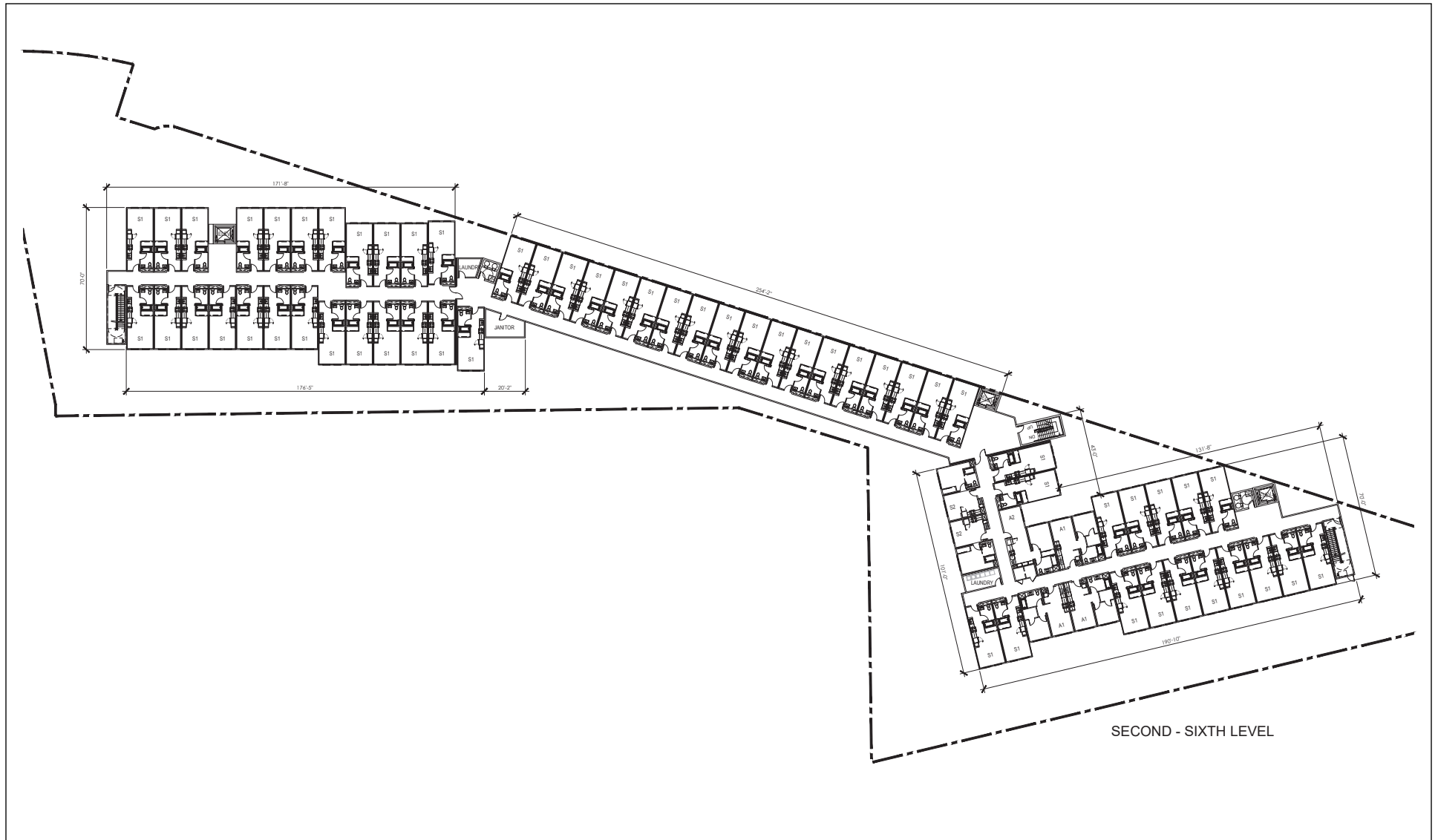
FIGURE 1-4



SOURCE: AO Architects, 06/01/2022

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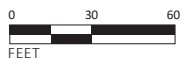
1711 Eastshore Boulevard Project
Proposed Conceptual Site Plan



SECOND - SIXTH LEVEL

FIGURE 1-5

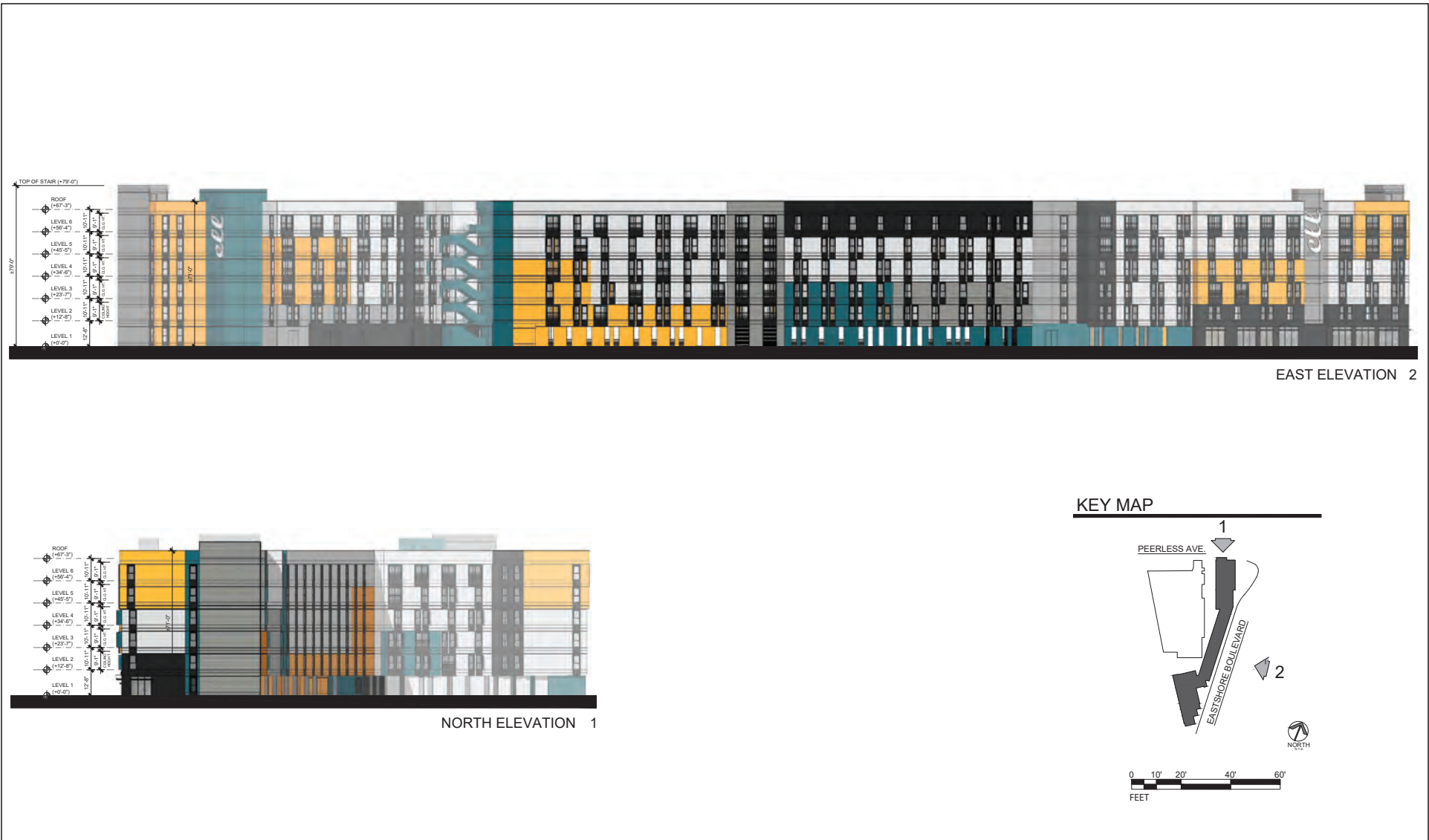
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SOURCE: AO Architects, 06/01/2022

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1711 Eastshore Boulevard Project
Proposed Conceptual Floor Plans - Second through Sixth Levels



EAST ELEVATION 2

NORTH ELEVATION 1

KEY MAP

FIGURE 1-6

LSA

NOT TO SCALE

SOURCE: AO Architects, 06/01/2022

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1711 Eastshore Boulevard Project
Proposed Conceptual Building Elevations - North and East



LSA

FIGURE 1-7

NOT TO SCALE

SOURCE: AO Architects, 06/01/2022

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1711 Eastshore Boulevard Project
Proposed Conceptual Building Elevations - South and West

ATTACHMENT B

ENVIRONMENTAL CHECKLIST

2.0 ENVIRONMENTAL CHECKLIST

CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program Environmental Impact Report (EIR). This checklist confirms that the proposed 1711-1755 Eastshore Boulevard Project (project) is within the planning area for the San Pablo Avenue Specific Plan Update Final Supplemental EIR (2022 SEIR)¹ and will have no new significant environmental effects and no new mitigation measures are required beyond those identified in the 2022 SEIR and, as such, the City of El Cerrito (City) can approve the proposed project as being within the scope of the SPASP covered by its EIR and no new environmental document is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the proposed project would not require further review under CEQA.

2.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. 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 a 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?	☐	☐	☐	☒

2.1.1 Discussion

As described in more detail in Attachment A – Project Description, the approximately 1.82-acre project site is currently undeveloped and consists of a surface parking lot for the vacant commercial building, that is undergoing conversion to a self-storage facility, immediately west of the project site. The majority of the project site is paved with limited ornamental landscaping. The proposed project would result in the redevelopment of the project site with a six-story apartment building as well as associated open space and landscaping, circulation and parking, and infrastructure improvements.

As noted in the 2022 SEIR, implementation of the SPASP would enhance the visual and aesthetic character of the planning area by incorporating Form-Based Code (FBC) and Complete Streets design

¹ El Cerrito, City of. 2022. *San Pablo Avenue Specific Plan Update Final Supplemental Environmental Impact Report*. October.

and development standards into new projects to support and maintain a strong sense of place and visual identity on San Pablo Avenue. These design and development standards are included in Chapter 2, Form Based Code, and Chapter 3, Complete Streets, of the SPASP.

The primary potentially significant impact to scenic resources identified in the 2022 SEIR was the potential for implementation of the SPASP projects to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way including roadways and sidewalks, BART station platforms, and areas of lower elevation hillside homes in El Cerrito and Richmond (2022 SEIR Impact 4-1). While this impact was determined to be significant and unavoidable, the 2022 SEIR requires individual development projects to complete further evaluation to determine if they meet the standards and guidelines set forth in the SPASP. The SPASP addresses views from the public rights-of-way of streets that run east and west, as well as from the BART platforms.

In accordance with Mitigation Measure 4-1 of the 2022 SEIR, it should be noted that the proposed project would include the development of a new six-story building that would be approximately 79 feet in height, which could alter some views of the East Bay Hills from the areas west of the project site. The proposed project is located within the SPASP's Transit-Oriented Higher Intensity Mixed-Use (TOHIMU) zone, which allows for building heights of up to 65 feet (85 feet for affordable housing projects). The proposed project would be an affordable housing project as 20 percent of the total units would be reserved for low-income households and 5 percent would be reserved for moderate-income households. Therefore, the proposed project would not exceed the maximum permitted building height limit of 85 feet.

The 2022 SEIR states that Mitigation Measure 4-1 shall be implemented through subsequent permits, conditions, agreements, or other measures consistent with SPASP Section 2.02. The project sponsor has complied with Mitigation Measure 4-1 by providing visual simulations of the proposed project from required viewpoints as a part of the project plans dated June 1, 2022. The proposed project would be subject to Tier II discretionary approval by the Planning Commission and Design Review Board as the project complies with the intent and regulations of the SPASP.

The 2022 SEIR also found that potentially significant impacts could result from the introduction of new light and glare in the Plan Area (Impact 4-2), but concluded that implementation of Mitigation Measure 4-2, which requires the installation of non-reflective building materials and windows, would reduce potential glare impacts of individual development projects to a less-than-significant level.

2.1.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measures 4-1 and 4-2, are required.

2.1.3 Conclusion

The proposed project is generally consistent with the type and intensity of development analyzed in the 2022 SEIR, is within the allowable height and length limits, would be consistent with policies related to visual character and design, and would not result in a substantial increase in light and glare. No substantial changes in environmental circumstances have occurred, and no new information that could not have been known at the time the 2022 SEIR was certified has been identified which would lead to new or more severe significant impacts. Therefore, the 2022 SEIR adequately evaluated visual resource impacts that would occur with implementation of the project and no new or more severe impacts would occur.

2.2 AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-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?	☐	☐	☐	☒

2.2.1 Discussion

There are no agricultural or forestry resources located within or near the project site. The SPASP area is predominantly urbanized and is classified as "Urban and Built-Up Land" by the State

Department of Conservation.² The City of El Cerrito, and the SPASP area, does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project is also not located on land that is currently under a Williamson Act contract.³ In addition, the City does not contain woodland or forestland cover, nor land zoned for timberland production. Therefore, the proposed project would not result in a significant impact to agriculture or forestry resources.

2.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
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?	☐	☐	☐	☒

2.3.1 Discussion

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM₁₀), sulfur dioxide (SO₂), and lead (Pb). Secondary criteria pollutants include ozone (O₃), and fine particulate matter (PM_{2.5}).

Based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has basically remained unchanged since certification of the 2022 SEIR.

² California Department of Conservation, 2022. California Important Farmland Finder (map). Website: maps.conservation.ca.gov/dlrp/ciff/ (accessed June 2023)

³ California Department of Conservation, 2022. California Williamson Act Enrollment Finder (map). Website: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/> (accessed June 2023).

2.3.1.1 Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The BAAQMD's clean air plan was referenced to determine if the project would conflict with or obstruct implementation of an applicable air quality plan, which for the 2022 SEIR was the 2017 Bay Area Clean Air Plan. The 2022 SEIR found that vehicle miles traveled (VMT) would increase at a lower rate under the SPASP than population or service population growth, thus resulting in a less-than-significant impact related to consistency with the applicable clean air plan.

The BAAQMD's current clean air plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas (GHG) reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants (TACs), to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. The proposed project would develop high-intensity, transit-oriented residential and commercial uses on the site, similar to what the SPASP envisioned. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. The proposed project would not result in new or more significant population growth impacts than were analyzed and described in the 2022 SEIR. Therefore, the population growth associated with the proposed project is consistent with the SPASP.

Consistency with the Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). As discussed above, implementation of the proposed project would not substantially increase population, vehicle trips, or VMT. Additionally, the project would not result in significant and unavoidable air quality impacts. Therefore the project would support the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan or designed to bring the region into attainment. This impact would remain less than significant as identified in the 2022 SEIR.

2.3.1.2 Construction-Related Air Quality Impacts

The 2022 SEIR identified that construction activities associated with implementation of the SPASP would result in short-term emissions from construction activities including site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

The 2022 SEIR did not quantify construction emissions; however the 2022 SEIR determined that implementation of the SPASP could result in a potentially significant impact. The 2022 SEIR identified Mitigation Measure 5-1 to reduce construction impacts to a less-than-significant level.

Construction emissions were estimated for the proposed project using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), consistent with BAAQMD recommendations. For purposes of this CalEEMod analysis, the construction schedule for all improvements was assumed to be approximately 24 months, starting in 2023 and ending in 2024. Construction-related emissions are presented in Table 2.A. CalEEMod output sheets are included in the Air Quality and Construction Health Risk Assessment⁴ prepared for the proposed project, which is included as Appendix A.

Table 2.A: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO _x	Exhaust PM ₁₀	Fugitive Dust PM ₁₀	Exhaust PM _{2.5}	Fugitive Dust PM _{2.5}
2023	1.3	8.3	0.1	2.3	0.1	0.6
2024	10.7	3.7	0.1	2.2	0.1	0.6
BAAQMD Thresholds	54.0	54.0	82.0	BMP	82.0	BMP
Exceed Threshold?	No	No	No	No	No	No

Source: MIG (February 2023).

BMP = best management practices

As shown in Table 2.A, construction emissions associated with the project would be less than significant for ROG, NO_x, PM_{2.5}, and PM₁₀ exhaust emissions. The BAAQMD requires the implementation of the BAAQMD's Basic Construction Mitigation Measures to reduce construction fugitive dust impacts to a less-than-significant level. 2022 SEIR Mitigation Measure 5-1 requires the implementation of BAAQMD-recommended measures. Therefore, with implementation of 2022 SEIR Mitigation Measure 5-1, the proposed project would not result in any new or more significant construction-related air quality impacts than were evaluated in the 2022 SEIR. This impact would remain less than significant with mitigation as identified in the 2022 SEIR.

⁴ MIG, Inc. 2023. *Air Quality and Construction Health Risk Assessment for the El Cerrito Eastshore Boulevard Apartments Project*. February 3.

2.3.1.3 Ambient Air Quality Impacts

As described above, the 2022 SEIR determined that the growth proposed by the SPASP Update would be consistent with (and not obstruct or hinder the implementation) of the 2017 Clean Air Plan's control measures, would not increase vehicle trips at a greater rate than service population, and would not increase health risk disparities among Bay Area communities. The growth proposed by a planning document (such as the SPASP Update) would not have the potential to generate long-term operational criteria air pollutant emissions that could impede the attainment of air quality standards in the San Francisco Bay Area Air Basin if it meets these criteria. As described in Section 2.14, Population and Housing, the proposed project is within the growth projections of the SPASP Update and 2022 SEIR, and therefore would not impede the attainment of air quality standards because operational impacts associated with this growth were already analyzed in the 2022 SEIR and determined to be less than significant. Therefore, the proposed project would not result in any new or more significant ambient air quality impacts and would remain less than significant.

2.3.1.4 Short-Term Exposure of Sensitive Receptors to Toxic Air Contaminants

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose the maximum exposed individual receptor (MEIR) to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 $\mu g/m^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

The 2022 SEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). Mitigation Measure 5-2 in the 2022 SEIR requires project-level construction health risk assessments (HRA) on a project-by-project basis, either through screening or refined modeling, to identify impacts and, if necessary, include performance standards and industry-recognized measures to reduce exposure. Reduction in health risk can be accomplished through, though is not limited to, the following measures: construction equipment selection; use of alternative fuels and engine retrofits; modified construction schedule; and implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust. The 2022 SEIR determined that implementation of these industry-recognized measures would reduce TAC construction impacts to a less-than-significant level.

A construction HRA was prepared for the proposed project, which evaluates construction period health risk to off-site receptors. The project site is located in an urban area adjacent to existing residential uses that could be exposed to diesel emission exhaust during the construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including diesel particulate matter), a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the CARB exposure methodology with the air dispersion modeling performed using the USEPA dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data. Construction equipment is unknown at this time, therefore, the default of Tier II was used. Table 2.C identifies the results of the analysis utilizing the CalEEMod default of Tier II construction Equipment. Model snap shots of the sources are shown in Appendix A.

Table 2.B: Unmitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

Receptor Age Range	Health Risk Increase at MEIR (Excess Cancer Risk per Million Population)	
	Scenario 2 (Tier II)	Scenario 3 (Tier IV)
Residential Child Receptor (3 rd Trimester)	30.8	7.2
Residential Child Receptor (0-2 Years of Age)	29.6	6.9
Residential Child Receptor (2-16 Years of Age)	3.9	0.9
Residential Adult Receptor (16-30 Years of Age)	0.6	0.1
Residential Adult Receptor (30)	0.5	0.1
	10.0	10.0
Threshold Exceeded?	Yes	No

Source: MIG (2023).

As shown in Table 2.C, with Tier II equipment, the risk would exceed the BAAQMD cancer risk threshold of 10 in one million. As discussed above, the potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a potentially significant impact in the 2022 SEIR (Impact 5-2). Mitigation Measure 5-2 in the 2022 SEIR requires individual development projects that exceed these thresholds to implement measures to reduce these impacts to the extent feasible. Implementation of the following project specific condition of approval would be required to reduce substantial pollutant concentrations during project construction and would reduce this impact of the project to a less-than-significant level. Table 2.C identifies the results of the analysis with implementation of Project-Specific Condition of Approval 1.

Project-Specific Condition of Approval 1:

The project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project meet the California Air Resources Board (CARB) Tier 4 emissions standards or equivalent.

Additionally, with implementation of Project-Specific Condition of Approval 1, the highest chronic hazard index would be 0.005, which would not exceed the threshold of 1.0. In addition, the maximum PM_{2.5} concentration would be 0.026 µg/m³, which would not exceed the BAAQMD significance threshold of 0.30 µg/m³. Therefore, with implementation of Project-Specific Condition of Approval 1, the proposed project would not result in any new or more significant construction-related health risk impacts than were evaluated in the 2022 SEIR.

2.3.1.5 Long-Term Exposure of Sensitive Receptors to Toxic Air Contaminants

The 2022 SEIR made the following finding related to 2014 FEIR SPASP Mitigation Measure 5-3:

“... the California Supreme Court in California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” As such, an evaluation of the environment’s effect on future residents and employees proposed by the Specific Plan Update is no longer required under CEQA, and Mitigation Measure 5-3, as identified in the 2014 Certified EIR is no longer applicable.”

As such, the analysis in this checklist focuses on how the proposed project could affect the environment. As described above, a construction health-risk assessment was prepared for the proposed project. The proposed project would not result in cancer risk increases that exceed the BAAQMD threshold of 10.0 excess cancers per million population with the implementation of Project-Specific Condition of Approval 1, which is consistent with 2022 SEIR Mitigation Measure 5-2.

2.3.1.6 Odors

The 2022 SEIR identified that the SPASP area would include potential odor sources that could affect new sensitive receptors. Most of these major existing sources are however already buffered by existing uses. Responses to odors are subjective, and vary by individual and type of use. Sensitive land uses that include outdoor uses, such as residences and possibly daycare facilities, are likely to be affected most by odors. Consistent with SPASP policies and 2022 SEIR Mitigation Measure 5-4, the proposed project would be located in an area surrounded by residential and commercial uses and would not be a source of odors or located in an area where substantial odors (such as those associated with industrial, manufacturing, processing, or treatment uses) are generated.

2.3.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measures 5-1 and 5-2 and Project-Specific Condition of Approval 1, are required.

2.3.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and construction activities would be required to comply with 2022 SEIR Mitigation Measure 5-1 and 5-2 and Project-Specific Condition of Approval 1. As such, the 2022 SEIR adequately evaluated the potential air quality impacts of the proposed project there would be no new impact associated with air quality.

2.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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, regulations or by the California Department of Fish and Game or U.S. 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 native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
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 Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.4.1 Discussion

The 2022 SEIR found that implementation of the SPASP would largely result in minimal impacts to biological resources because the SPASP area is a highly developed urban area with approximately 90 percent of the land developed, recently disturbed, or ruderal. The 2022 SEIR concluded that the Plan Area does not contain any plant or animal 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 United States Fish and Wildlife Service (USFW), nor does the Plan Area contain any federally protected wetlands. The only identified riparian habitat or other sensitive natural community in the Plan Area is riparian habitat adjacent to Cerrito Creek (near the El Cerrito Plan

Shopping Center parking lot and Ohlone Greenway) and Baxter Creek. However, the proposed project is not located within the vicinity of either of these resources and therefore would not result in any impacts to these habitats.

The 2022 SEIR identified potential impacts associated with the removal of existing trees with implementation of the SPASP. Removal of existing trees containing nests or eggs of migratory birds, raptors, or bird species during the nesting season could be considered an “unlawful take” under the Federal Migratory Bird Treaty Act and USFW provisions protecting migratory and nesting birds. The proposed project would result in the removal of existing grass and shrubs on the project site. However, tree removal would comply with all City requirements to minimize impacts on biological resources during removal. The 2022 SEIR identified Mitigation Measure 6-1 to minimize potentially significant impacts associated with tree removal on nesting birds to less-than-significant levels.

2.4.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measure 6-1, are required.

2.4.3 Conclusion

The proposed project would be consistent with the type of development analyzed within the 2022 SEIR. Tree removal activities would be conducted in conformance with 2022 SEIR Mitigation Measure 6-1. As such, the 2022 SEIR adequately evaluated the potential biological impacts of the proposed project there would be no new impact on biological resources.

2.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

2.5.1 Discussion

The 2022 SEIR identified properties or features within the SPASP area that may be eligible for listing in a local, State, or federal register of historic resources (Impact 7-1). However, the project site does not contain any built resources.

The 2022 SEIR concluded that the potential impact of development within the Plan Area on cultural resources, including historic, archaeological resources and human remains would be less than

significant with implementation of recommended mitigation measures. Specifically, disturbance of previously unknown archaeological resources, including human remains, could occur during grading and development of individual project sites within the SPASP area, and there is a reasonable possibility that archaeological resources could be uncovered during these activities (Impacts 7-2). The 2022 SEIR identifies Mitigation Measures 7-2 that would reduce the potential impacts on known or undisclosed cultural resources to less-than-significant levels.

Previous records searches in the area indicate that there are no recorded cultural resources at the project site.^{5,6} Three previously recorded resources, P-07-004477, P-07-000069, and P-07-000094, are located within a 0.5-mile radius of the project site. However, these cultural resources are not located directly adjacent to the project site and would not be directly affected by construction or operation of the proposed project. Therefore, the proposed project would not be located in a sensitive area for archaeological resources.

2022 SEIR Mitigation Measure 7-2 includes specific steps to be implemented in the event that subsurface cultural resources are otherwise encountered during ground-disturbing activities. Therefore, compliance with 2022 SEIR Mitigation Measure 7-2 would ensure that potential impacts to previously unknown archaeological resources or human remains would be less than significant.

2.5.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measures 7-2, are required.

2.5.3 Conclusion

The proposed project would be consistent with the type of development analyzed within the 2022 SEIR. Ground disturbing activities would be conducted in conformance with 2022 SEIR Mitigation Measures 7-2. As such, the 2022 SEIR adequately evaluated the potential cultural resource impacts of the proposed project there would be no new impact on cultural resources.

2.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Result in a 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?	☐	☐	☐	☒

⁵ BCR Consulting, LLC. 2016. *Archaeological Resources Assessment. 11615 and 11645 San Pablo Avenue, El Cerrito, Contra Costa County, California*. February 25.

⁶ LSA. 2019. *Cultural Resource Records Search Results for the 10919 San Pablo Avenue Project, El Cerrito, Contra Costa County (LSA Project CEC1901)*. February 20.

2.6.1 Discussion

The 2022 SEIR determined that implementation of the SPASP Update would result in a net increase in natural gas and electricity consumption, an increase in VMT and associated energy to power the vehicles, and a possible increase in diesel fuel demand in order to power emergency backup generators. However, energy use under the SPASP Update would be more efficient than current usage due to State and local building code requirements and the Plan Area's proximity to rich transit services. In addition, the SPASP Update would result in a greater percent of service population growth than VMT growth, indicating there would be less VMT generated per service population by including the additional service population proposed by the SPASP Update.

In addition, the SPASP Form-Based Code (FBC) includes the following components related to energy conservation:

- **2.05.06.02 Energy.** The intent of this section is to "reduce energy usage and El Cerrito's carbon footprint using energy efficiency and generation technologies in support of Climate Action Plan goals." The section address passive heating and cooling techniques, Zero-Net Energy buildings, solar power, wind power, and related topics.
- **2.05.06.03 Urban Farming.** Related to energy conservation, this section encourages saving energy by reducing food miles traveled, and mitigating the urban heat island effect, by encouraging urban farming.

Therefore, 2022 SEIR determined that the SPASP would not cause inefficient, wasteful, and unnecessary consumption of energy.

2.6.1.1 Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 24 months. The proposed project would require demolition, grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by Mitigation Measure 5-1. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

2.6.1.2 Operational Energy Use

Energy use consumed by the proposed project would be associated with electricity consumption and fuel used for vehicle trips associated with the project. The population and housing units

included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. Therefore, the proposed project would not result in any energy use beyond that which was already assumed for the project site in the 2022 SEIR. In addition, the proposed buildings would be constructed to Cal Green Building Code standards, which requires mandatory energy efficiency measures to be implemented.

The proposed project would implement various TDM measures, including providing unbundled parking, promoting bicycle usage, designating a TDM coordinator, providing car sharing services, displaying real-time transit information, and providing commute program training.⁷ Therefore, the project would include features that would reduce vehicle trips and VMT and would increase the use of alternate means of transportation, which would help to reduce gasoline and diesel use. In addition, new automobiles purchased by visitors driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

Therefore, the proposed project would not result in the wasteful, inefficient or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Impacts would be less than significant, and no mitigation would be required.

2.6.1.3 Conflict or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

As previously stated, the proposed project would be required to comply with the CALGreen Code, which includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, the proposed project would implement TDM measures and would help the area change from an auto-oriented corridor to a multi-modal oriented community, with related energy conservation resulting from the more efficient use of transportation, circulation, and infrastructure systems. Therefore, the proposed project would be consistent with the State's goal of reducing VMT and vehicular GHG emissions as outlined in Senate Bill 743. The proposed project would also be consistent with the SPASP FBC energy conservation components and San Pablo Climate Action Plan. Therefore, the proposed project would be consistent with applicable plans related to renewable energy and energy efficiency, and no mitigation would be required.

2.6.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

⁷ Abrams Associates Traffic Engineering, Inc. 2023. *Transportation Demand Management Plan, El Cerrito Apartments, City of El Cerrito*. January 16.

2.6.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be required to comply with existing regulations related to energy conservation. As such, the 2022 SEIR adequately evaluated the energy impacts of the proposed project and there would be no new impact associated with energy.

2.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
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 or 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 18-1-B 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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

2.7.1 Discussion

The 2022 SEIR concluded that the geologic and soil impacts in the Plan Area are primarily related to potential ground shaking and associated impacts related to ground failure. Since the SPASP is not located within an Earthquake Fault Hazard Zone, the likelihood of surface fault rupture is minimal. In addition, the 2022 SEIR found that slope instability hazards are also minimal due to the absence of appreciable slopes in the Plan Area. Furthermore, the SPASP area is served by a comprehensive, integrated wastewater collection, treatment, and disposal system. Neither septic tank systems nor alternative wastewater disposal systems are proposed as part of the SPASP, including the proposed project.

The Hayward Fault is the nearest active fault to the Plan Area and is approximately 1.0 mile to the east. The Plan Area is susceptible to ground shaking from the Hayward Fault or one of the other active faults in the region. However, the 2022 SEIR determined that impacts related to ground shaking would be less than significant with compliance with the latest California Building Standards Code. The proposed project would be designed and constructed in accordance with these requirements.

The 2022 SEIR concluded that grading and construction activities within the SPASP area may result in minor erosion or the minor loss of some topsoil. However, implementation of City-required grading and construction-period erosion control techniques would mitigate potential geological impacts to a less-than-significant level.

The 2022 SEIR determined that implementation of the SPASP would have potentially significant impacts related to earthquake-induced on-site liquefaction, differential settlement, lateral spreading, and subsidence, and associated damage to project buildings and other improvements within the SPASP area. However, potential impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure 8-1, which requires preparation and implementation of the recommended measures of a site-specific design-level geotechnical study for individual development projects.

The 2022 SEIR concluded that the potential impact of development within the Plan Area on paleontological resources would be less than significant with implementation of the recommended mitigation measures. Specifically disturbance of previously unknown paleontological resources could occur during grading and development of individual project sites within the SPASP area, and there is a reasonable possibility that paleontological resources could be uncovered during these activities (Impact 7-3). The 2022 SEIR identified Mitigation Measure 8-2 that would reduce the potential impacts on known or undisclosed paleontological resources to less-than-significant levels as it would project sponsors to be educated on the potential for paleontological resources and require specific procedures in the event paleontological resources are encountered.

2.7.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measures 7-3 and 8-1, is required.

2.7.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be required to comply with the California Building Code, City-required erosion control techniques, and recommendations from the Geotechnical Investigation. As such, the 2022 SEIR adequately evaluated the potential geology and soil impacts of the proposed project there would be no new impact associated with geology and soils.

2.8 GREENHOUSE GAS EMISSIONS

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

2.8.1 Discussion

Greenhouse gas emissions (GHGs) are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)

While GHGs produced by human activities include naturally-occurring GHGs such as CO₂, CH₄, and N₂O, some gases, like HFCs, PFCs, and SF₆ are completely new to the atmosphere. Certain other gases, such as water vapor, are short-lived in the atmosphere compared to those GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic

evaporation. For the purposes of this analysis, the term “GHGs” will refer collectively to the six gases identified in the bulleted list provided above.

As identified in the 2022 SEIR, the BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating GHG emissions. The 2022 SEIR compares estimated emissions against an interpolated efficiency metric of 1.84 metric tons of carbon equivalent (MTCO₂e) per individual project per year. In addition, the 2022 SEIR determined that the SPASP would be consistent with various GHG reduction strategies, including the California Air Resources Board’s 2017 Climate Change Scoping Plan, 2040 Plan Bay Area, the 2017 BAAQMD Clean Air Plan, and the cities of El Cerrito and Richmond’s Climate Action Plans.

2.8.1.1 Construction Greenhouse Gas Emissions

For construction-related GHG emissions, the BAAQMD does not have an adopted threshold of significance. The BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable, including, but not limited to: using local building materials of at least 10 percent, and recycling or reusing at least 50 percent of construction waste or demolition materials. The 2022 California Green Building Standards Code (CALGreen) requires a diversion rate of at least 50 percent of construction waste or demolition materials. The proposed project would comply with the CALGreen code. In addition, implementation of 2022 SEIR Mitigation Measure 5-1 would reduce construction-related GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. Therefore, construction of the proposed project would not result in new or more severe impacts related to construction-period GHG emissions than identified in the 2022 SEIR.

2.8.1.2 Operational Greenhouse Gas Emissions

The 2022 SEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 1.76 MTCO₂e per year, which would not exceed the specific plan-level threshold of 1.84 MT CO₂e/year. Therefore, this impact was considered to be less than significant.

Long-term operation of the proposed project would generate GHG emissions from mobile, area, stationary, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile source GHG emissions would include project-generated vehicle trips to and from the project site. Area source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the proposed project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The population and housing units included in the proposed project would fall within the total development anticipated by the 2022 SEIR, as identified in Section 2.14, Population and Housing. Therefore, the proposed project would not generate GHG emissions that would have a significant effect on the environment. In addition, because the proposed project would be consistent with the

2022 SEIR, it would not result in any new conflicts with the GHG reduction strategies listed above. Given the above, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment and would have a less-than-significant impact related to operational GHG emissions. Therefore, operation of the proposed project would not result in new or more severe GHG impacts than identified in the 2022 SEIR.

2.8.1.3 Consistency with Adopted Plans to Reduce Greenhouse Gas Emissions

In addition, the 2022 SEIR found that the SPASP would be subject to new requirements under rule making developed at the State and local level regarding GHG emissions. The SPASP would also be subject to local and General Plan policies, including the El Cerrito Climate Action Plan, that are expected to reduce GHG emissions. Therefore, this impact is considered less than significant.

The proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the 2022 SEIR and further analysis is not required.

2.8.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond 2022 SEIR Mitigation Measure 5-1, are required.

2.8.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be required to comply with the 2022 California Green Building Standards Code and El Cerrito Climate Action Plan. As such, the 2022 SEIR adequately evaluated the potential GHG emissions impacts of the proposed project there would be no new impact associated with GHG emissions.

2.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
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 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 2 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 a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

2.9.1 Discussion

The 2022 SEIR concluded that there are no significant impacts associated with hazards and hazardous materials within the SPASP Plan Area. The SPASP did identify the potential to expose construction workers to existing spilled, leaked, or otherwise discharged hazardous materials or wastes during project construction due to the large number of auto-related businesses in the SPASP area. However, the 2022 SEIR determined that compliance with all applicable, existing jurisdictional City-, regional-, and State-mandated site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination would ensure potential impacts are less than significant. Specifically, compliance with City, the Regional Water Quality Control Board (Water Board), and the California Department of Toxic Substances Control (DTSC) requirements would ensure that health and safety impacts associated with implementation of individual development projects are less than significant.

According to these requirements, the project sponsor would be required to investigate any potential soil or groundwater contamination at the site and ensure that the proposed project complies with existing regulations as a part of the building permit process. The project site is listed on the California State Water Resources Control Board's GeoTracker database as a closed leaking

underground storage tank (LUST) site. A closure letter stating that the project site was adequately remediated and no further action was required was issued on April 14, 1995.⁸

The nearest schools to the project site are the Balboa Head Start School located 0.3 miles south of the project site and Stege Elementary School approximately 0.35 miles west of the project site. Small quantities of commercially-available hazardous materials (i.e., paint, cleaning supplies) would be routinely used at the project site. However, the project sponsor would be required to comply with existing government regulations⁹ in its use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to schools within 0.25 miles.

The project site is located approximately 13 miles northwest of the nearest public airport, Oakland International Airport. As the project site is not located within the Oakland International Airport Influence Area, or any other airport influence area,^{10,11} no safety hazards would be anticipated. No private airstrips are located in the project vicinity. In addition, the SPASP area, including the project site, is not within or adjacent to wildland area and would not be subject to wildland fire risks.

2.9.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.9.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be required to comply with existing regulations related to hazardous soil or groundwater conditions at the site during ground disturbing activities. As such, the 2022 SEIR adequately evaluated potential impacts related to hazards and hazardous materials at or affecting the proposed project site and there would be no new impact associated with hazards and hazardous materials.

⁸ California Regional Water Quality Control Board. 1995. *Re: Underground Storage Tank Removal at 1711 East Shore Blvd, El Cerrito*. April 14.

⁹ The United States Environmental Protection Agency regulates “small-quantity generators” (SQGs) of hazardous wastes, which are defined as facilities that generate more than 100 kg (approximately 220 lbs), but less than 1,000 kg (2,200 lbs), of hazardous waste per month.

¹⁰ Alameda County Airport Land Use Commission, 2010. *Oakland International Airport, Airport Land Use Compatibility Plan, Figure 3-2*. September.

¹¹ Contra Costa County Airport Land Use Commission, 2000. *Contra Costa County Airport Land Use Compatibility Plan*. December 13.

2.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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?	☐	☐	☐	☒

2.10.1 Discussion

The 2022 SEIR determined that long-term water quality impacts associated with implementation of the SPASP could result in contamination of Plan Area stormwater runoff with petroleum and other contaminants from motor vehicles; however, compliance with the Regional Water Quality Control Board (Water Board) and jurisdictional City-required post-construction, non-point source pollution control measures would ensure that such impacts would be reduced to a less-than-significant level. In addition, the 2022 SEIR determined that compliance with applicable Water Board, City of El Cerrito, and City of Richmond water quality protection requirements and conditions would ensure any potential construction period and post-construction water quality impacts are reduced to a less-than-significant level.

In addition, construction projects are required to prepare a Stormwater Control Plan, which requires implementation of Best Management Practices (BMPs) to control stormwater peak flows and pollutant levels. This requirement is stipulated in Provision C.3 of Contra Costa County National Pollutant Discharge Elimination System (NPDES). All projects within the SPASP area must comply with NPDES requirements, including the proposed project. The sponsor submitted a Stormwater

Control Plan as part of the project application materials, and it is included in Appendix B.¹² The City will confirm that this plan conforms to all applicable local and State requirements as part of the development review process.

The proposed increase in population and traffic associated with the project could increase discharge of pollutants in stormwater runoff beyond current level after partial or full build-out of the SPASP. The proposed project would include low-impact development features including bio-filtration planters for stormwater treatment and discharge and bay-friendly landscaping that would use a selection of native and drought-tolerant plants. In addition, full compliance with the Contra Costa County NPDES permit guidelines for stormwater discharge would ensure impacts would be less than significant.

The 2022 SEIR identified that portions of the Plan Area in Richmond along Central Avenue are located within a 100-year flood zone. However, the project site is not located within this zone and would therefore not result in any impacts related to flooding. Furthermore, the SPASP area is also not subject to inundation by seiche or mudflow. The southwest portion of the Plan Area along Central Avenue in the City of Richmond is located near a Tsunami Inundation Zone; however, the project site is not located near this area.

2.10.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.10.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be required to comply with existing regulations related to stormwater discharge. As such, the 2022 SEIR adequately evaluated the hydrology and water quality impacts of the proposed project and here would be no new impact associated with hydrology and water quality.

¹² Belleci & Associates, Inc. 2022. *Storm Water Control Plan for El Cerrito Apartments, 1711 Eastshore Blvd, El Cerrito, CA*. March.

2.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
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?	☐	☐	☐	☒

2.11.1 Discussion

The 2022 SEIR concluded that implementation of the SPASP would provide for the expansion of housing choices by encouraging compact, transit-accessible, pedestrian-oriented housing and mixed-use (commercial/housing) development in the Plan Area at densities and heights greater than currently permitted. Implementation of the SPASP would not result in the division of an established community because the area was primarily developed prior to completion of the SPASP. The 2022 SEIR determined that implementation of the SPASP would result in beneficial effects related to land use and planning by revitalizing the San Pablo Avenue corridor; facilitating development where services and infrastructure can be most efficiently provided by promoting higher residential densities near or within an existing shopping, service, employment, and public transportation centers; and promoting compact, transit-accessible, pedestrian-oriented, mixed-use development patterns and land uses.

The project site is designated TOHIMU in the City's General Plan and SPASP. In addition, the project site is also zoned as TOHIMU. The intent of the TOHIMU designation is to for a vibrant, walkable, transit-oriented higher density area within 0.5 miles of BART that allows a variety of uses including retail, commercial, residential, and public uses in the Downtown and Uptown areas. The TOHIMU designation allows for a 65-foot height limit (85 feet is permissible for affordable housing projects). The proposed project is consistent with the mix and intensity of development contemplated by the SPASP in this location. As noted in Section 2.1, Aesthetics, the proposed project would be subject to Tier II design review. These items would be further evaluated as part of Design Review and would not contribute to new environmental impacts not already identified and evaluated in the 2022 SEIR.

2.11.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.11.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be generally consistent with the development standards envisioned in the 2022 SEIR; therefore, the 2022 SEIR adequately evaluated the land use impacts of the proposed project and no new impacts related to land use and planning would result.

2.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The City of El Cerrito General Plan does not identify mineral resources within the Specific Plan area. Therefore, the proposed project would have no new impacts on mineral resources.

2.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project result in:				
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 2 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?	☐	☐	☐	☒

2.13.1 Discussion

This section compares noise impacts from the proposed project with impacts identified in the 2022 SEIR. The proposed project would include residential uses in a developed area in the City of El Cerrito. Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional trips that would be a result of the proposed project. Stationary source noise includes noise generated by the residential land uses.

The Eastshore Boulevard Apartments Project Noise and Vibration Impact Evaluation (Noise Memorandum)¹³ was conducted for the proposed project and is referenced in this section, and is included in Appendix C. The Noise Memorandum is intended to satisfy the City's requirement for a project-specific noise impact analysis, per 2022 SEIR Mitigation Measure 13-1, and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered at the project site to account for the impacts associated with the surrounding traffic and commercial uses.

The primary existing noise sources in the project area are transportation facilities. Traffic on San Pablo Avenue contributes to the ambient noise environment. In addition, operational noise from adjacent uses (e.g., nearby parking lot noise and pedestrians) is audible on the project site.

The Noise Memorandum presents the results of a long-term measurement gathered in March 2014 and September 2021 as part of the 2022 SEIR. The long-term noise measurement indicates that noise levels in the vicinity of the project site range from 57 to 76 dBA L_{eq} .

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located within the San Pablo Avenue corridor that is predominantly developed with commercial, retail uses and multi-family residential uses. The closest sensitive receptors include single-family residences located approximately 110 feet east of the project site and the Hotel Mira Vista Berkeley North approximately 140 feet east of the project site.

2.13.1.1 Noise and Land Use Compatibility

The 2022 SEIR found that residential land uses facilitated by the SPASP would be exposed to exterior noise levels exceeding 70 dBA L_{dn} from traffic and BART noise. Future noise levels would exceed both El Cerrito's and Richmond's noise and land use compatibility standards. This was identified as a potentially significant impact. The 2022 SEIR identified Mitigation Measure 13-1, which requires project-specific acoustical analyses, to reduce potential noise and land use compatibility impacts to a less-than-significant level.

The Noise Memorandum identified the dominant sources of noise in the project vicinity as traffic on San Pablo Avenue and I-80. Noise levels on the project site measured approximately 68 dBA L_{dn} at a distance of 100 feet from the San Pablo Avenue centerline and up to 75.8 dBA L_{dn} at a distance of 336 feet to the centerline of I-80. The proposed residences would be located a minimum of 160 feet from San Pablo Avenue and 130 feet from the centerline of I-80; therefore, when adjusted for distance, the proposed residences would be exposed to a noise level of approximately 71 dBA L_{dn} from San Pablo Avenue and 84 dBA L_{dn} from I-80.

The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for residential units is 60 dBA L_{dn} . Noise levels of 60 to 75 dBA L_{dn} are considered conditionally acceptable when a

¹³ MIG, Inc. 2023. *Eastshore Boulevard Apartments Project Noise and Vibration Impact Evaluation*. February 26.

detailed analysis of noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. The normally acceptable interior noise level for residential units is 45 dBA L_{dn} and the maximum instantaneous noise level should not exceed 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms.

Interior Noise Analysis. Based on the site plans for the proposed project, exterior noise levels would approach 71 dBA L_{dn} from San Pablo Avenue and 84 dBA L_{dn} from I-80 at the nearest building façades. Exterior-to-interior noise level reductions of 22 to 39 dB would be necessary to comply with the City's 45 dB L_{dn} interior noise level standard.

Additionally, the City applies an interior maximum noise level standard of 50 dBA L_{max} to bedrooms and 55 dBA L_{max} to other occupied rooms. Based upon a typical 25 dB noise level reduction and the predicted exterior noise level of 85 dBA L_{max} , maximum interior noise levels are predicted to be up to 55 dBA L_{max} . Therefore, consistent with Mitigation Measure 13-1 from the 2022 SEIR, interior noise reduction features as presented in the Noise Memorandum would be required to be incorporated as a part of the project in order to achieve compliance with the City's interior noise level standards.

Project-Specific Condition of Approval 2:

The following noise reduction features would be included for the residential facades facing and perpendicular to San Pablo Avenue:

- **Wall assembly.** Except as modified below, exterior walls shall consist of 7/8" stucco over 2 layers of water-resistant barrier, over 1/2" metal lath, over 1/2" sheathing, over 2x6 studs spaced 16 inches apart on center, over 1/2" gypsum board, with 3 1/2" inch batt insulation (minimum R-13) installed in the wall cavity.
- **Provide mechanical ventilation.** The project will require forced air mechanical ventilation to permit occupancy of units with windows open or closed at the discretion of the occupants.
- **Window sound transmission class (STC) ratings.** To ensure exterior wall assemblies provide exterior to interior noise reductions needed that achieve daily noise exposure (45 dBA L_{dn}) and maximum instantaneous (50 dBA L_{max} in bedrooms / 55 dBA L_{max} in other rooms), window assemblies shall consist of:
 - North Building Section
 - Windows shall have an STC rating of 32 dBA or higher.
 - Central Building Section
 - Windows shall have an STC rating of 32 dBA or higher.
 - South Building Section
 - Dwelling units with any portion of their exterior façade within 140 feet of the centerline of I-80 shall incorporate windows with an STC rating of 36 dBA or higher.

- All other dwelling units shall have an STC rating of 32 dBA or higher.
- **Window assemblies:** All window assemblies shall be well fitted, sealed, and weatherstripped. Window assemblies (perimeter of assembly, any gaps during assembly installation) shall be sealed with an acoustical caulk/sealant to reduce noise.
- **Enhanced Wall Assembly Construction.** To ensure exterior wall assemblies in the south building section provide exterior to interior noise reductions that achieve daily noise exposure (45 dBA L_{dn}) and maximum instantaneous (50 dBA L_{max} in bedrooms/55 dBA L_{max} in other rooms), the following enhanced wall assemblies shall be used for any 2nd to 6th floor exterior wall assemblies with all or part of the wall assembly within 140 feet of the centerline of I-80:
 - Studios with 1 exterior wall and apartment living rooms shall use 24-inch stud spacing, or incorporate the design measures listed below.
 - Corner studios with 2 exterior walls and apartment bedrooms shall:
 - Install fiberboard beneath the ½" exterior sheathing/stucco and ½" interior gypsum board; and
 - Studs shall be staggered/alternated in their attachment to exterior and interior wall panels; or
 - Metal channel studs shall be employed in wall construction.

Implementation of these project design features, as detailed in the project-specific condition of approval, would reduce potential operational noise impacts on future sensitive receptors to less-than-significant levels.

Exterior Noise Analysis. As identified above, exterior noise levels on the project site would be up to 80.9 dB L_{dn} , at a distance of 80 feet. The proposed project would include a roof deck outdoor area located 140 feet from the San Pablo Avenue centerline. As noted above, interior noise levels would meet the City's standards with implementation of the project-specific conditions for noise reduction outlined above. Therefore, consistent with the 2022 SEIR and General Plan Policy H3.1, exterior noise exposure levels would be conditionally acceptable.

2.13.1.2 Stationary Source Noise Impacts

The 2022 SEIR identified that stationary source noise impacts could occur from implementation of the SPASP where commercial uses are introduced adjacent to residential land uses. The proposed project would not include any commercial uses that could generate any stationary or other noise at noise-sensitive land uses. Additionally, as noted above, the closest noise-sensitive uses to the project site would be located more than 100 feet away. Therefore, the proposed project would not result in any new impacts related to stationary noise.

2.13.1.3 Mobile Source Noise Impacts

Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

The 2022 SEIR found that cumulative traffic noise levels, with or without implementation of the SPASP, are not anticipated to increase substantially along the roadways serving the SPASP area, and the project's contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA L_{dn} . Cumulative traffic noise increases would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels. Therefore, this impact is considered less than significant.

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. However, because the proposed project would not include any off-street parking for residents and instead would use the proposed parking stalls for an on-demand car-sharing concept, the proposed project is not anticipated to generate a substantial number of peak hour or daily vehicle trips. Daily trips associated with the proposed project would not result in a doubling of traffic volumes along any roadway segment in the project vicinity, and therefore would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity. This impact would remain less than significant as identified in the 2022 SEIR.

2.13.1.4 Construction Noise

The highest construction noise levels would be generated during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 76 to 90 dBA at a distance of 50 feet. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels.

The 2022 SEIR identified that although construction noise would be localized to the individual site location, businesses and residences would be intermittently exposed to high levels of noise throughout the plan horizon. Construction activities would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or higher. Such a large increase in noise levels, although short-term in duration, would be a potentially significant impact (Impact 13-3). The 2022 SEIR identified Mitigation Measure 13-3, but identified that construction noise impacts would remain significant and unavoidable. Mitigation Measure 13-3 requires the following:

- Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
- Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

- Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Prohibit unnecessary idling of internal combustion engines.
- Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on weekends and holidays.
- Ensure that excavating, grading, and filling activities (including warming of equipment motors) are limited to between the hours of 7:00 a.m. to 7:00 p.m. on weekdays and between the hours of 9:00 a.m. and 8:00 p.m. on weekends and holidays.
- Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

The Noise Memorandum assumed a typical maximum noise level of 85 dBA L_{max} at 50 feet during the noisiest construction phases. The Noise Memorandum identified that the nearest sensitive receptors to the project site are adjacent residences, located approximately 50 feet from the project site. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 85 dBA L_{max} when construction is occurring at the project site boundary. Construction is permitted by the City Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. and between the hours of 8:00 a.m. and 5:00 p.m. on Saturday. No construction activity is allowed on Sundays and holidays.

The proposed project would not result in any new or more significant construction-period noise impacts than were identified in the 2022 SEIR. The proposed project would require the implementation of the Municipal Code, the City of El Cerrito General Plan, and Mitigation Measure 13-3, as included in the 2022 SEIR.

2.13.1.5 Construction-Related Vibration

The 2022 SEIR identified that construction projects within the SPASP area may, in some cases, be located directly adjacent to existing structures, including weakened structures. Construction activities may include demolition of existing structures, site preparation work, excavation of below-grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels would also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels may be high enough to damage existing structures. Given the scope of the SPASP and the close proximity of many existing structures, ground-borne vibration impacts would be potentially significant.

As with any type of construction, vibration levels may at times be perceptible. However, construction phases that have the highest potential of producing vibration (pile driving and use of jackhammers and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby businesses, perceptible vibration can be kept to a minimum and would not result in a physical or perceived significant impact.

The 2022 SEIR found construction-related vibration impacts to be potentially significant (Impact 13-4). The 2022 SEIR identified Mitigation Measure 13-4 which would require the following:

- Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
- Avoid using vibratory rollers and tampers near sensitive areas.
- In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
 - Identify sites that would include vibration compaction activities (such as pile driving) and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.
 - Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define

structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.

- Design construction contingencies that would be implemented when vibration levels approached the limits.
- At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
- Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities. Make appropriate repairs or compensation when damage has resulted from construction activities.

However, the SPASP EIR concluded that it may not be possible to avoid equipment such as vibratory rollers entirely during construction associated with the SPASP. Due to the density of development in the area, some of these activities may take place near sensitive areas. In these cases, it was determined that Mitigation Measure 13-4 may not be sufficient to reduce ground-borne vibrations below a level of significance. Therefore, this impact was considered to be significant and unavoidable.

Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve grading, site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties near to the project site. No pile driving, blasting, or significant grading activities are proposed. Based on the Noise Memorandum, construction vibration levels at a distance of 25 feet would not exceed the threshold for damage for modern structures of 0.5 inches per second peak particle velocity (PPV). In addition, as stated in the Noise Memorandum, the proposed project would comply with Mitigation Measure 13-4, although not required. Therefore, the proposed project would not result in any new or more significant construction-period vibration impacts than those identified in the 2022 SEIR.

2.13.1.6 Ground Vibration from BART Operations

The 2022 SEIR determined that future development under the SPASP would not expose persons to excessive vibration from BART operations. Consistent with the 2022 SEIR, this impact is considered less than significant.

Along the entire SPASP area, BART operates on an elevated platform. According to data in the FTA Transit Noise and Vibration Impact Assessment,¹⁴ vibration levels resulting from BART would be well

¹⁴ Federal Transit Administration, 2006. *Transit Noise and Vibration Impact Assessment*. May.

below the 72 VdB guidelines for Category 2 land uses near the footprint of the elevated structure. Therefore, this impact is considered less than significant.

The proposed project is located approximately 475 west of BART; therefore, the proposed project would not be exposed to significant groundborne vibration associated with BART and would not result in any new or more significant impacts than were described in the 2022 SEIR. In addition, implementation of SPASP policies would reduce potential groundborne vibration impacts on future or existing sensitive receptors to less-than-significant levels.

2.13.1.7 Aircraft Noise

The 2022 SEIR did not address potential aircraft noise impacts for the proposed project. The proposed project is not located within 2 miles of a public or public use airport. Oakland International Airport is the closest airport and is located approximately 13 miles south of the project site. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or heliport. Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels from aircraft noise sources.

2.13.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of 2022 SEIR Mitigation Measures 13-3 and 13-4 and Project-Specific Condition of Approval 3, are required.

2.13.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and construction activities would be required to comply with 2022 SEIR Mitigation Measure 13-3 and 13-4 and Project-Specific Condition of Approval 3. As such, the 2022 SEIR adequately evaluated the potential noise and vibration impacts of the proposed project there would be no new impacts.

2.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.14.1 Discussion

The 2022 SEIR evaluated potential environmental impacts that could be associated with approximately 343,112 net new square feet of commercial space, 3,206 units of residential development, and 7,213 new residents. The 2022 SEIR concluded that the population growth associated with the SPASP would not directly or indirectly induce substantial population growth beyond the SPASP boundaries. SPASP implementation would facilitate the projected residential and commercial growth within a transit-rich, mixed-use Plan Area for such growth in both local and regional plans and forecasts.

Table 2.I below shows the housing and population assumptions evaluated within the 2022 SEIR and also shows existing and proposed housing development within the Plan Area. As the population and housing units proposed by the project would fall within the total development anticipated by the 2022 SEIR, the proposed project would result in no new impacts associated with population and housing.

**Table 2.C: Existing and Proposed Housing Units and Population
Within the SPASP Area**

	Evaluated Within the 2022 SEIR	Approved ^c	Proposed Project	Remaining Development Available
Housing Units	3,206 ^a	1,571	315	,1,320
Population	6,700 ^a	4,210 ^b	844 ^b	1,646

Source: City of El Cerrito (January 2023).

^a El Cerrito, City of, 2022. Final San Pablo Avenue Specific Plan Update Supplemental EIR.

^b Estimated population associated with approved units, under construction units, and the proposed project was determined by using an average of 2.68 persons per household, consistent with the 2022 SEIR.

^c Land use assumption details identified by the City of El Cerrito San Pablo Avenue Corridor, Major Projects: Proposed, Approved, Under Construction, and Completed (as of 7/01/2022). Available online at: http://www.el-cerrito.org/DocumentCenter/View/7106/Development-Map_July_1_22?bidId=

2.14.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.14.3 Conclusion

The proposed project is consistent with the type of development analyzed within the 2022 SEIR and would be within the growth projections evaluated in the SPASP; therefore, the 2022 SEIR adequately evaluated the population and housing impacts of the proposed project and no new impacts would result.

2.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. 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:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

2.15.1 Discussion

The SPASP area is located within the West Contra Costa Unified School District (WCCUSD). The 2022 SEIR evaluated the impact that the SPASP's anticipated 3,206 new residences, and associated increase in expected student population, would have on the services and facilities operated by the WCCUSD. The 2022 SEIR concluded that the new residences would generate approximately 1,725 new students in WCCUSD schools over the approximately 20-year horizon of the SPASP implementation. The 2022 SEIR concluded that new students would be accommodated in existing schools, and plan implementation would not result in the need for new or expanded school facilities. As the population and housing units proposed by the project would fall within the total development anticipated by the 2022 SEIR (refer to Section 2.14, Population and Housing, above), the proposed project would also generate students allowed for and analyzed within the 2022 SEIR. As such, existing school facilities could accommodate the proposed project.

The 2022 SEIR concluded that the El Cerrito Fire Department and Richmond Fire Department would not need to expand fire protection facilities and personnel to accommodate additional demand associated with implementation of the SPASP. Specifically, the 2022 SEIR identified that any demand for additional fire protection personnel or equipment resulting from SPASP implementation would be funded by currently adopted public facility fees levied on the new development (in Richmond) and by the annual budget review and allocation (in El Cerrito). Given this, impacts to fire protection services are anticipated to be less than significant. As the population and housing units would fall within the total development anticipated by the 2022 SEIR, the project would result in no new impacts associated with fire services.

As noted in the 2022 SEIR, the increased demand associated with implementation of the SPASP would not require new or physically altered police protection facilities. The 2022 SEIR also determined that implementation of the SPASP would result in more “eyes-on-the-street” by facilitating a more pedestrian-friendly Plan Area which would provide a safer public environment. The SPASP identified police department approvals that would be required on a project-by-project basis that would ensure the department is equipped and has the ability to maintain acceptable levels of service. The City will coordinate with the police department for these approvals. In addition, the proposed project would fall within the total development anticipated by the 2022 SEIR and would not result in new impacts associated with police services.

The 2022 SEIR concluded that the combination of parks and recreation facilities meets the expected park requirements for the SPASP area given the anticipated population associated with implementation of the SPASP. As discussed in further detail in Section 2.16, Recreation, the 2022 SEIR concluded that the impacts to parks and recreation would be less than significant with compliance with plan provisions for new open spaces. The proposed project includes 6,060 square feet of public open space. In addition, the 2022 SEIR determined that implementation of the SPASP would not facilitate the need for new or physically altered government facilities.

2.15.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.15.3 Conclusion

The 2022 SEIR adequately evaluates public service impacts and the proposed project’s impacts are included in and analyzed by the 2022 SEIR. Development of the proposed project would fall within the development assumptions evaluated within the 2022 SEIR. Therefore, the proposed project would have no new impact on public services.

2.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New 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?	☐	☐	☐	☒

2.16.1 Discussion

The 2022 SEIR concluded that the combination of parks and greenways within the SPASP area would meet the expected park requirements for the SPASP area given the anticipated population at full implementation of the SPASP. Specifically, implementation of the SPASP would generate 3,206 new residences and increase the local population by 6,700 people. The increase in residents in the area would increase the demand for parks and recreational facilities, reducing the City's level of service to 5.6 acres per 1,000 residents (below the current level of 7 acres per 1,000 residents) with no increase in acreage of parks or open spaces; however this ratio is above the level of service standard adopted under the City's General Plan.

As previously noted, the proposed project would include a total of 6,060 square feet of public open space on the project site including a public plaza at the intersection of Eastshore Boulevard and Peerless Avenue. As the population and housing units would fall within the total development anticipated by the 2022 SEIR, and the project would conform to SPASP open space standards, the project would result in no new impacts associated with parks and recreational facilities.

2.16.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.16.3 Conclusion

The 2022 SEIR adequately evaluated the environmental impacts associated with implementation of the SPASP, including parks and recreations impacts. Development of the proposed project would fall within the development assumptions evaluated within the 2022 SEIR. Therefore, the proposed project would have no new impact on parks and recreation.

2.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
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 §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?	☐	☐	☐	☒

2.17.1 Discussion

This section compares traffic impacts from the proposed project with impacts identified in the 2022 SEIR.

Several roadway improvements were delineated in the SPASP project area. Modifications can include, but are not limited to, landscaped bulb-outs at intersections, improved crosswalks, and widening of the median to provide a five-foot pedestrian refuge. A Transportation Impact Fee (TIF) program was approved by the City of El Cerrito in December 2018 to fund the multi-modal improvements identified in the SPASP and to determine fair share payment by development projects facilitated by the SPASP for the identified improvements. The project is subject to the mandatory fair share contribution codified at El Cerrito Municipal Code Chapter 4.54 and which facilitates implementation of the multi-modal improvements identified by the SPASP. Additionally, the proposed project is subject to Assembly Bill (AB) 2097 which prohibits a public agency from imposing any minimum automobile parking requirements on residential projects within 0.5 miles of public transit stations.

2.17.1.1 Bicycle and Pedestrian Facilities

The 2022 SEIR determined that implementation of the SPASP would have a beneficial impact on bicycle and pedestrian facilities as it would include policies that would improve bicycle and pedestrian infrastructure throughout the Plan Area and would not include any changes that would hinder or eliminate existing or eliminated bikeways. As previously discussed, the proposed project would be consistent with the type and scale of development assumed for the project site in the 2022 SEIR and would not include any changes to the surrounding roadways that would either conflict with implementation of the SPASP or otherwise remove bicycle or pedestrian infrastructure. In addition, the proposed project would include a pedestrian plaza at the intersection of Eastshore Boulevard and Peerless Avenue that would increase pedestrian connectivity in the area. Therefore, the proposed project would not result in any new impacts related to bicycle and pedestrian facilities.

2.17.1.2 Transit Facilities

The 2022 SEIR determined that implementation of the SPASP would have a less-than-significant impact related to transit facilities as it would include goals and objectives to increase transit connectivity, such as installing bus platforms, and continue to support bus stop enhancements such as shelters, benches, wayfinding information, and bus bulbs. As previously discussed, the proposed project would be consistent with the type and scale of development assumed for the project site in the 2022 SEIR and would not include any changes to the surrounding transit infrastructure that would either conflict with implementation of the SPASP or otherwise hinder the construction of future transit infrastructure. Therefore, the proposed project would not result in any new impacts related to transit facilities.

2.17.1.3 VMT

The 2022 SEIR determined that projects located within a transit priority area (TPA)¹⁵ can be presumed to have a less-than-significant impact as long as none of the following apply:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees than required by the lead agency (if the agency allows but does not require the project to supply a certain amount of parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (SCS) (as determined by the lead agency, with input from the Metropolitan Transportation Commission [MTC]); or
4. Results in a net reduction in multi-family housing units.

The 2022 SEIR determined that all of the SPASP Plan Area is either within one-half mile of a BART station (including the proposed project) or within one-half mile of San Pablo Avenue, which is considered a high-quality transit corridor. The proposed project would have an FAR of 2.8 and would not exceed the maximum allowed parking spaces for the project. The 2022 SEIR determined that implementation of the SPASP would be consistent with Plan Bay Area, which is the applicable SCS. The proposed project would be consistent with the SPASP, and therefore would also be consistent with Plan Bay Area. The proposed project would add 315 residential units to the project site and would not include the removal of any units, and therefore would not result in a net reduction.

Based on the above, the proposed project would meet the VMT screening criteria as defined by the 2022 SEIR, and would not result in any new VMT impacts.

¹⁵ An area of proximity to a significant transit mode, defined as a one-half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. Public Resources Code, § 21064.3 defines major transit stop as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods. Public Resources Code, § 21155 defines a 'high-quality transit corridor' as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

2.17.1.4 Design Features or Incompatible Uses and Emergency Access

Section 2.04.01.02 of the SPASP identifies Eastshore Avenue as a Gateway Street requiring a minimum clear sidewalk pathway of 6 feet for all land uses. Peerless Avenue is a private driveway and does not have a street designation within the SPASP. On-street parking is not allowed along the Peerless Avenue private driveway and new street trees would be located more than 20 feet from the driveway. In addition, this driveway would only be used for emergency access, and therefore sight distance would be adequate.

The driveway accessing the parking garage on Eastshore Avenue would provide adequate sight distance between vehicles entering and exiting the driveway, and pedestrians on the adjacent sidewalk. Vehicles parked adjacent to the Eastshore Avenue driveway may block sight distance between vehicles exiting the garage. Trees planted on both sides of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than 6 feet from the ground. To ensure that sight distance is adequate, the following project-specific conditions of approval shall be implemented.

Project-Specific Condition of Approval 3:

Red curb parking restrictions shall be implemented within at least 10 feet of the project driveway to ensure safe sight distance for vehicles exiting the parking garage onto Eastshore Avenue.

Project-Specific Condition of Approval 4:

Existing and proposed street trees adjacent to the project driveways shall be trimmed to provide at least 6 feet of clearance between the lowest branch and the ground at all times.

With implementation of the above recommended project-specific conditions of approval, impacts associated with sight distance would be less than significant.

2.17.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures beyond Project-Specific Conditions of Approval 3 and 4 are required.

2.17.3 Conclusion

The 2022 SEIR adequately evaluated the environmental impacts associated with implementation of the SPASP, including transportation impacts. Development of the proposed project would fall within the development assumptions evaluated within the 2022 SEIR. Therefore, with implementation of Project-Specific Conditions of Approval 3 and 4, the proposed project has no new impacts related to transportation.

2.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. 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:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

2.18.1 Discussion

As previously discussed in Section 2.5, Cultural Resources, of this checklist, the 2022 SEIR determined that impacts to cultural and historic resources would be reduced to less-than-significant levels with implementation of Mitigation Measures 7-2. This finding applies to tribal cultural resources.

Pursuant to AB 52, the City contacted Native American tribes traditionally affiliated with the Plan Area on November 20, 2020. At the time the 2022 SEIR was certified, the City did not receive any requests for consultation from the tribes contacted. This document supports the finding that further CEQA review and public review is not required for this document, and therefore the City is not required to conduct formal consultation under AB 52 for this project. Therefore, this impact would be less than significant.

2.18.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.18.3 Conclusion

The 2022 SEIR adequately evaluated the potential cultural resources impacts (and by extension, impacts to tribal cultural resources) of the proposed project and no new impacts would result.

2.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	☐	☐	☐	☒

2.19.1 Discussion

The 2022 SEIR determined that there would be an increase in water demand as a result of build-out of the SPASP Update – average daily demand would be 339,000 gallons per day (gpd), which represents approximately 0.17 percent of the planning level water demand forecasted in the Urban Water Management Plan (UWMP). The 2022 SEIR concluded that this represents a small increase and is considered a less-than-significant impact on water supply. The 2022 SEIR also noted that development within the SPASP would incorporate the City's requirements for providing adequate water supply, including compliance with adopted performance standards, application of these standards in each jurisdictional City's development review process, coordination of development review with EBMUD (including consistency with the UWMP), and the requirement that new development pay its share of the costs associated with provision of water facilities through project-specific mitigations required as conditions of approval. The 2022 SEIR concluded that since future development facilitated by the SPASP, including the proposed project, would require about 0.17 percent of EBMUD's forecasted planning level water demand for its service area by the year 2040, and would be subject to EBMUD and jurisdictional City plans, regulations, and ordinances regarding water supply, the impact on water supply is considered less than significant.

The 2022 SEIR concluded that development associated with the SPASP would result in less-than significant impacts on utilities and service systems, including water supply, wastewater treatment,

stormwater drainage, and solid waste disposal. However, the 2022 SEIR determined that the water, wastewater, and storm drainage infrastructure systems would require improvements, including the upgrading of existing deficiencies, in order to accommodate new development facilitated by the SPASP. The 2022 SEIR provided recommendations and design considerations for proposed infrastructure improvements. The construction of the project-related utility infrastructure would be temporary and would occur within existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement.

The Stege Sanitary District (SSD) provides wastewater service to businesses along San Pablo Avenue, including the proposed project site. Wastewater generated at the project site would be collected via a new 8-inch sewer line within Eastshore Boulevard. Per Section 7.3 of the SSD Ordinance Code, payment of a district-wide sewer connection/capacity charge and a SPASP-specific sewer connection/capacity charge to the SSD would be required. The connection/capacity charges would fund sewer capacity improvements needed to serve projected growth within the SPASP area.

The increase in commercial and residential density under the SPASP would result in an increase in the amount of solid waste generated within the SPASP area. The 2022 SEIR concluded that the increase in solid waste generation would be incremental but would not exceed acceptable rates established by plans, policies, and regulation. Moreover, the projected solid waste would be served by solid waste and recycling facilities with sufficient capacities to accommodate development included as part of the SPASP, including the proposed project. As such, solid waste impacts would remain less than significant.

2.19.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.19.3 Conclusion

The 2022 SEIR adequately evaluated the environmental impacts associated with implementation of the SPASP, including utilities and infrastructure impacts. Development of the proposed project would fall within the development assumptions evaluated within the 2022 SEIR. Therefore, the proposed project has no new impacts related to utilities and infrastructure.

2.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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?	☐	☐	☐	☒

2.20.1 Discussion

The 2022 SEIR determined that there were no Very High Fire Hazard Severity Zones within the SPASP. In addition, the project site is not located in or near any State responsibility areas. Therefore, the proposed project would not result in any new impacts related to wildfire hazards.

2.20.2 Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the 2022 SEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

2.20.3 Conclusion

The 2022 SEIR adequately evaluated the potential impacts related to hazards (and by extension, wildfire) of the proposed project and no new impacts would result.

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3.0 LIST OF PREPARERS

3.1 LSA

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Theresa Wallace, AICP, Principal in Charge

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4.1 REFERENCES

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APPENDIX A

AIR QUALITY AND HRA REPORT



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Memo

To: Kimberley Calica, AMG & Associates, LLC

CC: --

From: Phil Gleason and William Deeman

Date: February 3, 2023

SUBJECT: Air Quality and Construction Health Risk Assessment for the El Cerrito Eastshore Boulevard Apartments Project

MIG, Inc. (MIG) has prepared this memorandum at the request of AMG & Associates, LLC. This memorandum estimates the potential air quality emissions and health risks that could result from the proposed Eastshore Boulevard Apartments Project (proposed project), located at 1711-1755 Eastshore Boulevard in the City of El Cerrito, CA, and evaluates the project's emissions and health risks in the context of the City of El Cerrito San Pablo Avenue Specific Plan Update Supplemental Environmental Impact Report (SEIR), including mitigation measures contained in the SEIR. This memorandum also provides an analysis of the proposed project's potential air quality impacts, based on the checklist questions contained in Appendix G to the CEQA Guidelines, and the significance conclusions drawn for the Specific Plan Update in the SEIR.

As in more detail below, the proposed project would be within the scope of the San Pablo Avenue Specific Plan Update SEIR, no new effects are found, and no new mitigation measures would be required. Project construction would require the use of heavy-duty off-road construction equipment that meets United States Environmental Protection Agency / California Air Resources Board (U.S. EPA / CARB) Tier IV emissions standards in order to comply with SEIR Mitigation Measure 5-2. Project compliance with this level of emission control would result in the project being consistent with the nitrogen oxides (NOx) and particulate matter (PM) reductions required by SEIR Mitigation Measure 5-1 and reduce potential cancer health risks at sensitive receptors to level that are below the Bay Area Air Quality Management District (BAAQMD) cancer risk threshold of 10.0 excess cancer risks per million population, as required by Mitigation Measure 5-2. The proposed project also would not result in a new or potentially more severe air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR.

PROJECT DESCRIPTION

The proposed project consists of the development of an approximately 219,622 square-foot, 310 dwelling unit apartment complex located at 1711-1755 Eastshore Boulevard, in the City of El Cerrito (Assessor Parcel Number 513-371-002). The proposed building would be constructed on the eastern and southern sides of the triangular-shaped property, around an existing approximately 50,905 square foot building that was formerly occupied by Outdoor Supply Hardware (OSH). The ground floor would consist of parking, amenities (exercise room), leasing office, mail room, trash enclosures and maintenance room. There would be five levels of apartment units above the ground level. Although the site is comprised of 3.87 acres, only approximately 1.82 acres would be disturbed and developed as part of the Project. Refer to Attachment 1 for the project site plan (AO Architects, 2022). Access to the site would be

provided via a driveway along the northern portion of the site (i.e., on Peerless Avenue) and along the southern portion of the site (i.e., on Eastshore Boulevard).

The site is bounded by I-80 to the west, Eastshore Boulevard to the east and south, and Peerless Avenue to the north. A building previously occupied by OSH, which is now vacated, is located between the project site and I-80. The El Cerrito Del Norte BART station is located approximately 0.1 miles northeast of the project site. The site is generally surrounded by commercial and residential land uses. Commercial land uses are located north of the project site across Peerless Avenue (e.g., Ross Dress for Less and IHOP), and east of the site across Eastshore Boulevard (e.g., NEK Insurance). Single-family residential land uses are also located to the east of the site between Eastshore Boulevard and San Pablo Avenue and to the west of the site across I-80. Additional commercial land uses are located to the east of the site, on the eastern side of San Pablo Avenue.

Construction of the proposed project is anticipated to begin in mid-2023 and last 24 months.

BACKGROUND

The proposed Project is located in the northern portion of El Cerrito and within the City's San Pablo Avenue Specific Plan that recently underwent an update to accommodate approximately 2,500 more dwelling units and approximately 100,000 square feet of commercial space. The additional growth proposed by the San Pablo Avenue Specific Plan Update was evaluated under CEQA through a SEIR that was certified by the El Cerrito City Council on December 6, 2022 (City of El Cerrito, 2022). The certified SEIR may be used as a tool under CEQA to support streamlining opportunities for future projects, such as the proposed Project. The SEIR contained two mitigation measures related to air quality, as summarized below, and presented in full as Attachment 2.

- **Mitigation Measure 5-1** requires that project developers and/or contractors demonstrate that the heavy-duty off-road vehicles that would be used during construction would, on average, be 20% and 45% more efficient than the average CARB fleet average in 2011 for NO_x and particulate matter, respectively, and implement the BAAQMD-recommended basic mitigation measures to control fugitive dust emissions.
- **Mitigation Measure 5-2** requires that projects prepare a project-level construction health risk assessment to evaluate potential adverse health risks at sensitive receptor locations that could occur due to receptor exposure to construction exhaust emissions, including diesel particulate matter (DPM), a known toxic air contaminant (TAC).

CONSISTENCY WITH SEIR MITIGATION MEASURES

As described above, the San Pablo Avenue Specific Plan SEIR contained two mitigation measures to address the air quality emissions that could be generated by future projects being proposed within the Planning Area. The project applicant, AMG & Associates, has indicated that they would comply with all SEIR mitigation requirements, including the following provisions from Mitigation Measure 5-1:

- Implementing fugitive dust (PM₁₀) control measures,
- Providing clear signage at construction sites indicating that diesel equipment idling shall be limited to five minutes or less,
- Utilizing temporary electrical service whenever possible to avoid the need to alternatively and independently powered equipment (e.g., compressors using a generator), and
- Tuning and maintaining all equipment in good working condition to reduce the emissions generated by equipment.

Mitigation Measures 5-1 and 5-2 also require, however, an evaluation of a proposed project's criteria air pollutant and TAC emissions, respectively. Therefore, the analysis contained below focuses on an evaluation of the project-specific construction emissions and health risks to satisfy the requirements of SEIR Mitigation Measure 5-1 and Mitigation Measure 5-2.

Consistency with SEIR Mitigation Measure 5-1: 20% and 45% Reduction in NOx and PM

The proposed project would involve constructing a new, approximately 310 dwelling unit, 219,622 square-foot apartment complex on 1.82 acres. Construction activities would generate equipment exhaust and dust emissions over the course of approximately 24 months from the use of heavy-duty off-road equipment during site preparation, grading, building construction, paving, and architectural coating activities, as well as worker and vendor vehicle trips. The proposed Project's potential construction emissions were modeled using CalEEMod (Version 2020.4.0). The construction phase and duration and the type and amount of equipment used during construction were generated using CalEEMod default assumptions, and modified as necessary to reflect the following project-specific context, information, and details:

- **Demolition Phase.** The demolition phase assumed by CalEEMod was removed, since the 1.82 acres on which the project would be located is undeveloped.
- **Construction Duration.** The overall duration of construction was increased to 24 months based on information provided by the applicant. Specifically, the building construction phase was increased to account for the additional duration over which construction activities are anticipated to occur.
- **Construction Equipment.** Diesel-powered generators were removed from the construction equipment list during the building construction phase, because the project site is located in a developed portion of the City with access to electrical utilities. Consistent with the requirements of SEIR Mitigation Measure 5-1, electrical service shall be used whenever possible. Since the site is well served by electrical infrastructure, it is not anticipated that alternatively and independently powered equipment (e.g., diesel generators) would be required. In addition, the daily runtime for welders during the building construction phase was reduced to account for the overall increase in the construction timeline, compared to CalEEMod default assumptions.
- **Fugitive Dust Control Measures.** Watering of the site twice per day was incorporated into the model consistent with the requirements of Mitigation Measure 5-1.

Construction emissions associated with the proposed project were estimated under two scenarios to satisfy the requirements of SEIR Mitigation Measure 5-1.

- **Scenario 1 (CARB 2011 Fleet-wide Average; 2011/2012).** Construction emission estimates for Scenario 1 reflect what the proposed project's potential construction emissions would have been, had the project been constructed in the Year 2011 using CARB's average-fleet characteristics for equipment operating in Contra Costa County.
- **Scenario 2 (U.S. EPA / CARB Tier II; 2023/2024).** Construction emission estimates for Scenario 2 reflect what the proposed project's potential construction emissions would be currently (i.e., construction starting in Year 2023). The project applicant has indicated that construction contractor for the project is currently unknown. Therefore, in order to ensure that whichever construction contractor is hired by the applicant, MIG evaluated the project's emissions for Scenario 2 utilizing emissions standards set by the U.S. EPA / CARB for heavy-duty off-road construction equipment with a rated power-output of 50 horsepower or greater. Specifically, MIG utilized the U.S. EPA / CARB Tier II emissions standards to evaluate the emissions from off-road construction equipment for the second scenario.

Table 1 below summarizes the differences in NOx and exhaust PM emissions from heavy-duty off-road construction equipment between the first and second scenarios.

Table 1: SEIR Mitigation Measure 5-1: NOx and Exhaust PM Comparison			
Scenario 1: CARB 2011 Fleet-wide Average Emissions			
Construction Year	Emissions (Tons / Year)		
	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Year 1	1.81	0.12	0.11
Year 2	1.74	0.11	0.10
Scenario 2: U.S. EPA / CARB Tier II Emissions			
Construction Year	Emissions (Tons / Year)		
	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Year 1	1.08	0.03	0.03
Year 2	1.05	0.03	0.03
Reduction in Emissions Between Scenario 1 and Scenario 2			
Construction Year	Percent Reduction (%)		
	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Year 1	40.3%	70.7%	68.6%
Year 2	39.8%	70.7%	68.7%
Average	40.1%	70.7%	68.7%
MM 5-1 Reduction Requirements	20.0%	45.0%	45.0%
Reduction Achieved?	Yes	Yes	Yes
Source: MIG, 2023 (see Attachment 3)			

As shown in Table 1, NOx emissions for Scenario 2 would be approximately 40% less than emissions in Scenario 1, therefore meeting the SEIR's mitigation requirements that NOx emissions should be reduced by at least 20%. The PM₁₀ and PM_{2.5} emissions for Scenario 2 would be approximately 71% and 69% less than Scenario 1's emissions, therefore also meeting the SEIR's mitigation requirements of having at least a 45% reduction in particulate matter emissions.

As demonstrated above, the proposed project would satisfy the emission reduction requirements specified in SEIR Mitigation Measure 5-1 if all heavy-duty off-road construction equipment with a rated power-output of 50 horsepower or greater meets U.S. EPA / CARB Tier II emissions standards.

Consistency with SEIR Mitigation Measure 5-2: Construction Health Risk Results

As described in the consistency analysis above for SEIR Mitigation Measure 5-1, the heavy-duty off-road construction equipment used during project construction would be required to meet U.S. EPA / CARB Tier II emissions standards, at a minimum, in order to comply with the emission reduction requirements specified in Mitigation Measures 5-1. Therefore, the emissions from that emissions scenario (i.e., Scenario 2) were utilized as the baseline for assessing if the proposed project's emissions could result in adverse cancer and non-cancer health risks that would exceed applicable BAAQMD thresholds of significance.

As described in the project description, sensitive residential receptors are generally located west of the project site (i.e., across I-80) and east of the project site (i.e., between Eastshore

Boulevard and San Pablo Avenue). Project-related construction activities would PM_{2.5} from equipment exhaust. Nearly all the project's PM_{2.5} emissions from equipment exhaust would be DPM, a TAC. Accordingly, a construction health risk assessment (HRA) was prepared to assess potential risks associated with sensitive receptor exposure to DPM during project construction activities. The construction HRA evaluated DPM emissions associated with on- and off-road diesel fuel trucks and equipment. Gasoline-fuel vehicles emit various TACs in much smaller quantities and health toxicity compared to DPM. Thus, gasoline fueled emission sources were not included in the HRA.

As described under the SEIR Mitigation 5-1 consistency analysis, the proposed project would involve various construction phases lasting over an approximately 24-month period. The use of heavy-duty off-road construction equipment (e.g., bulldozers, excavators, etc.) and number of vendor deliveries per day, would be dependent on characteristics of the construction phase being undertaken at that time. Because of this, the mobile nature of the emissions sources (i.e., equipment would operate throughout the project site and not emit pollutants in the same location day after day), and the meteorological conditions present at the time pollutants are emitted, receptors in proximity of the project site would be exposed to varying concentrations of pollutants throughout the construction period.

Potential health risks associated with receptor exposure to DPM concentrations were assessed according to the recommendations contained in the BAAQMD's Recommended Methods for Screening and Modeling Local Risks and Hazards and Air Toxics New Source Review Program Health Risk Guidelines, as well as the Office of Environmental Health Hazard Assessment's (OEHHA's) Air Toxics Hot Spots Program Guidance Manual (OEHHA 2015; BAAQMD 2012, 2020). The DPM concentrations produced by the project during construction – as estimated using the air pollutant dispersion model, AERMOD, at a height of 1.5 meters above ground level (i.e., the approximate height of a receptor's mouth and nose) – were used to derive the individual excess cancer risk and non-carcinogenic health hazard index from potential exposure to DPM. Refer to Attachment 4 for detailed AERMOD modeling assumptions and health risk assessment methodology, Attachment 5 for AERMOD output files, and Attachment 6 for HRA calculations and DPM pollutant contour figures.

Individual Carcinogenic Risk from Exposure to Construction DPM

The predicted locations of the annual, unmitigated point of maximum impact (PMI) and the maximum exposed individual receptor (MEIR) for DPM exposure are shown in Attachment 6. The predicted point of maximum impact (PMI) is located immediately west of the project site, at the vacated OSH building. Since the PMI for DPM exposure is located on land that is not occupied by a receptor on a permanent basis, lifetime excess cancer risks and chronic non-cancer health hazards, which are based on exposure to annual average pollutant concentrations, were not estimated for the modeled PMI. Accordingly, health risks were assessed at the modeled maximum exposed individual receptor (MEIR) location. For both years, the MEIR for DPM exposure is located at a single-family residential building at 11471 San Pablo Avenue, in El Cerrito. The health risk assessment evaluated worst-case carcinogenic and non-carcinogenic risks to child (3rd trimester, 0-2 years, and 2-16 years) and adult (16-30 years and 30-70 years) receptors. Table 2 summarizes the results of the construction health risk assessment for the Scenario 2 assumptions including Tier II emissions standards for equipment engines with 50 horsepower or greater.

As shown in Table 2, the calculated risks at the MEIR under Scenario 2 are greatest for child receptors; in particular, infant receptors that are in their 3rd trimester and young children up to 2 years of age when construction activities are initiated. The proposed project's emissions under Scenario 2 would result in an incremental health risk increase of approximately 30.8 excess cancers per million at the MEIR location, which would exceed the BAAQMD threshold of 10.0

excess cancers per million. The magnitude of the project's predicted cancer risks at sensitive residential receptors is partially a function of the latest OEHHA- and BAAQMD-guidance on health risk assessments, which account for increased susceptibility from exposure to toxic air contaminants in early life stages, but primarily a function of the anticipated construction activities, equipment usage, and the receptor proximity to the proposed construction activities.

Although the project's emissions under Scenario 2 would fulfill the reductions requirement by SEIR Mitigation Measure 5-1, they would not fulfill requirements of SEIR Mitigation Measure 5-2 (i.e., reduce risks below BAAQMD thresholds). Therefore, another emissions scenario was prepared specifically for the purposes of addressing potential health risks, as described below.

- **Scenario 3 (U.S. EPA / CARB Tier IV; 2023/2024).** Construction emission estimates for Scenario 3 reflect what the proposed project's potential construction emissions would be currently (i.e., construction starting in Year 2023) if heavy-duty off-road construction equipment that meet U.S. EPA / CARB Tier IV emissions standards was utilized.

Table 2 summarizes the results of the construction health risk assessment under Scenario 3.

Table 2: Maximum Increased Cancer Risk from Project Construction DPM Emissions		
Receptor Age Range	Health Risk Increase at MEIR^(A) (Excess Cancer Risk per Million Population)	
	Scenario 2 (Tier II)	Scenario 3 (Tier IV)
Residential Child Receptor (3rd Trimester)	30.8	7.2
Residential Child Receptor (0-2 Years of Age)	29.6	6.9
Residential Child Receptor (2 -16 Years of Age)	3.9	0.9
Residential Adult Receptor (16 to 30 Years of Age)	0.6	0.1
Residential Adult Receptor (30 to 70 Years of Age)	0.5	0.1
BAAQMD Significance Threshold	10.0	10.0
Threshold Exceeded?	Yes	No
Source: MIG 2023		
(A) MEIR is located at 559960.20 m E and 4197441.75 m N.		

As shown in Table 2, potential excess cancer risk from exposure to construction activities at the MEIR location would be reduced to approximately 7.2 excess cancers per million population under emissions Scenario 3, which is less than the BAAQMD's threshold of 10.0 excess cancers per million.

Non-Carcinogenic Health Hazard from Exposure to DPM

The maximum annual average DPM concentration at any receptor location would be approximately 0.026 µg/m³, which would occur at the MEIR associated with Year 1 construction activities under emission Scenario 3. Based on the chronic inhalation reference exposure level for DPM (5 µg/m³), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be approximately 0.005, which is below the BAAQMD's non-cancer hazard index threshold value of 1.0.

Conclusion

As described above, the proposed project has been evaluated for consistency with SEIR Mitigation Measures 5-1 and 5-2. The project applicant has indicated that construction

contractor for the project is currently unknown. Therefore, the evaluation contained in this memorandum considered what level of emission control would be required in order to meet the performance standards required by SEIR mitigation measures. It was determined that a construction contractor utilizing all heavy-duty off-road equipment that meets U.S. EPA / CARB Tier II emission standards (Scenario 2) would be sufficient for reducing NO_x and PM emissions to levels specified by SEIR Mitigation Measure 5-1. However, this level of emission control would not be sufficient to reduce cancer health risks below the BAAQMD threshold of 10.0 excess cancers per million, as required by SEIR Mitigation Measure 5-2. Therefore, additional emission controls were evaluated, and it was determined that the project's construction contractor would be required to use heavy-duty off-road equipment that meets U.S. EPA / CARB Tier IV emission standards (Scenario 3) to reduce cancer risks below BAAQMD thresholds. Equipment meeting U.S. EPA / CARB Tier IV emission controls would also satisfy the requirements of SEIR Mitigation Measure 5-1.¹

SUPPORTING CEQA CHECKLIST DOCUMENTATION

The analysis contained in the section above demonstrates project consistency with requirements of SEIR Mitigation Measures 5-1 and 5-2. In addition to that analysis, this memorandum considers whether the air quality impacts of the proposed project have already been analyzed under the San Pablo Avenue Specific Plan Update SEIR. As described in more detail below, the proposed project is within the scope of the SEIR, no new effects are found, and no new mitigation measures would be required.

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The SEIR determined that the San Pablo Avenue Specific Plan Update would not conflict with or obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) 2017 Clean Air Plan (BAAQMD 2017a). The SEIR's determined that the San Pablo Avenue Specific Plan Update would not conflict with the 2017 Clean Air Plan, because it would:

- 1) Be consistent with (and not conflict or obstruct) Air Quality Plan control measures,
- 2) Not increase vehicle trips at a greater rate than its service population,
- 3) Not increase health risk disparities among bay area communities.

The SEIR for the San Pablo Avenue Specific Plan Update analyzed the development of up to approximately 2,500 more dwelling units and 100,000 square feet of commercial space than originally planned for the original Specific Plan. The operational criteria air pollutant emissions associated with this level of growth would not result in long-term operational emissions of criteria air pollutants, including PM and ozone precursors, that would have the ability to impede the attainment of air quality standards in the San Francisco Bay Area Air Basin.

The proposed project would involve the development of 310 units, which is well within the growth projections (i.e., population, vehicle trips, and VMT growth) analyzed in the SEIR. Since the proposed project would be consistent with the San Pablo Avenue Specific Plan, it would also be consistent with the 2017 Clean Air Plan.

The proposed project would not result in a new or potentially more severe significant air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR. This impact would remain less than significant.

¹ CARB / U.S. EPA Tier IV emission controls (Scenario 3) would reduce NO_x, exhaust PM emissions by approximately 89% 94%, respectively, which would exceed the 20% and 45% reductions required by SEIR Mitigation Measure 5-1.

Cumulatively Considerable Net Increase in Criteria Air Pollutant Emissions

The proposed project would generate both short-term construction emissions and long-term operational emissions. As described below, the proposed project would be consistent with the significance findings of the SEIR.

Short-term Construction Emissions

Consistent with the findings of the 2014 EIR for the San Pablo Avenue Specific Plan, the SEIR for the San Pablo Avenue Specific Plan Update identified a potentially significant impact associated with construction dust and exhaust that could be generated by future projects occurring within the Plan Area. The 2014 EIR and 2022 SEIR identified Mitigation Measure 5-1, which requires projects to implement the BAAQMD's basic construction mitigation measures (to address fugitive dust emissions) and demonstrate a 20% and 45% in NO_x and PM emissions, respectively, compared to a CARB fleet-wide average in 2011. The 2014 EIR and 2022 SEIR determined that the implementation of Mitigation Measure 5-1 would reduce construction criteria air pollutant emissions to less than significant. As described under the "Consistency with SEIR Mitigation Measures" heading, the proposed project's construction emissions, which were estimated using CalEEMod Version 2020.4.0, would be consistent with the requirements of Mitigation Measure 5-1 based on all construction equipment meeting U.S. EPA / CARB Tier IV emission standards.

In addition to analyzing the proposed project's construction emissions for consistency with Mitigation Measure 5-1, this analysis also includes a comparison of the proposed project's construction criteria air pollutant emissions (Scenario 3: U.S. EPA / CARB Tier IV equipment) against applicable BAAQMD's project-level thresholds, as shown in Table 3.

Table 3: Average Daily Regional Construction Emissions							
Year	Pollutant Emissions (Average Pounds per Day)^(A)						
	ROG	NO_x	CO	PM₁₀		PM_{2.5}	
				Dust^(B)	Exhaust	Dust^(B)	Exhaust
2023	1.3	8.3	11.3	2.3	0.1	0.6	0.1
2024	10.7	3.7	11.3	2.2	0.1	0.6	0.1
BAAQMD CEQA Threshold	54	54	--	BMPs	82	BMPs	82
Potentially Significant Impact?	No	No	No	No	No	No	No
Source: MIG, 2023 (see Attachment 3) and BAAQMD, 2017b.							
(A) Average daily emissions assume 264 total active construction days (22 construction days per month for 12 months).							
(B) Fugitive dust emissions estimates reflect compliance with the BAAQMD's eight basic construction best management practices (BMPs) to control fugitive dust from construction activities as required by SEIR Mitigation Measure 5-1.							

As shown in Table 3, the proposed project would not exceed the BAAQMD regional criteria air pollutant thresholds for construction emissions.

The proposed project's emissions, as evaluated under Scenario 3 (U.S. EPA / CARB Tier IV Equipment) conditions, would meet the NO_x and PM reductions required by SEIR Mitigation Measure 5-1. In addition, the proposed project's construction criteria air pollutants would not exceed applicable BAAQMD thresholds. The proposed project's construction criteria air pollutants would be less than significant, which is consistent with the findings of the SEIR.

Therefore, the project would not result in a new or potentially more severe significant air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR. This impact would remain less than significant.

Long-term Operational Emissions

As described under “Conflict with or Obstruct Implementation of the Applicable Air Quality Plan,” the San Pablo Avenue Specific Plan Update SEIR determined that the growth proposed by Specific Plan Update would be consistent with (and not obstruct or hinder the implementation) of the 2017 Clean Air Plan’s control measures, would not increase vehicle trips at a greater rate than service population, and would not increase health risk disparities among bay area communities. The growth proposed by a planning document would not have the potential to generate long-term operational criteria air pollutant emissions that could impede the attainment of air quality standards in the San Francisco Bay Area Air Basin if it meets these criteria. The proposed project, which is within the growth projections of the San Pablo Avenue Specific Plan Update, would also not have the potential to generate long-term operational criteria air pollutant emissions that could impede the attainment of air quality standards, because potential operational impacts associated with this growth were already analyzed in the San Pablo Avenue Specific Plan Update SEIR and determined to be less than significant.

The proposed project would not result in a new or potentially more severe significant air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR. This impact would remain less than significant.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

As described in the San Pablo Avenue Specific Plan Update SEIR:

“... the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” As such, an evaluation of the environment’s effect on future residents and employees proposed by the Specific Plan Update is no longer required under CEQA, and Mitigation Measure 5-3, as identified in the 2014 Certified EIR is no longer applicable” (City of El Cerrito 2022; pg. 5-13)

Therefore, the analysis contained in this memorandum focuses on how the proposed project could affect the environment. A construction health risk assessment was prepared for the project and is presented previously under “Consistency with SEIR Mitigation Measure 5-2: Construction Health Risk Results.” As demonstrated in that analysis, the proposed project would not result in cancer risk increases that exceed the BAAQMD threshold of 10.0 excess cancers per million population under the scenario (Scenario 3) where all heavy-duty off-road construction equipment with a rated power-output of 50 horsepower or greater meets U.S. EPA / CARB Tier IV emissions standards. Project use of U.S. EPA / CARB Tier IV equipment demonstrates consistency with the requirements of SEIR Mitigation Measure 5-2 and would result in less-than-significant health risk impacts to sensitive receptors. This impact would be less than significant.

The proposed project would not result in a new or potentially more severe significant air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR. This impact would remain less than significant.

Other Emissions such as Odors

The San Pablo Avenue Specific Plan Update SEIR determined that the growth accommodated by the Specific Plan Update could allow for the development of uses that have the potential to produce odorous emissions (odors) either during the construction or operation of future development; however, the types of land uses proposed (i.e., residential and commercial) typically

generate odors that are typical of urbanized areas and are generally not considered objectionable, such as those produced for industrial operations (e.g., landfills, wastewater treatment plants, etc.). The Specific Plan also includes policies to address potentially odorous emissions from the land uses analyzed in the

The proposed project would consist of residential development, which is a land use that was considered in the SEIR's analysis of potential impacts. The proposed project would not be a new source of odors that could have a potentially significant impact on the environment. This impact would be less than significant.

The proposed project would not result in a new or potentially more severe significant air quality impact than identified in the San Pablo Avenue Specific Plan Update SEIR. This impact would remain less than significant.

CONCLUSION

As described in this memorandum, the proposed project would be within the scope of the San Pablo Avenue Specific Plan Update SEIR, no new effects are found, and no new mitigation measures would be required.

The proposed project, therefore, would not result in substantial adverse air quality-related effect on the environment.

REFERENCES

The following references were used to prepare this memorandum:

AO Architects. 2022. *El Cerrito Apartments June 1, 2022 Design Review Submittal*.

Bay Area Air Quality Management District (BAAQMD). 2012. Recommended Methods for Screening and Modeling Local Risks and Hazards. May 2012.

<https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en>

_____. 2017a. *Clean Air Plan: Spare the Air, Cool the Climate*. BAAQMD, Planning, Rules, and Research Division. April 19, 2017.

_____. 2017b. *California Environmental Quality Act Air Quality Guidelines*. San Francisco, CA. June 2010, updated May 2017.

_____. 2020. BAAQMD Health Risk Assessment Modeling Protocol. December 2020.

City of El Cerrito. 2022. *San Pablo Avenue Specific Plan Update (2022) Supplemental Environmental Impact Report*. July 2022. SCH #2014042025.

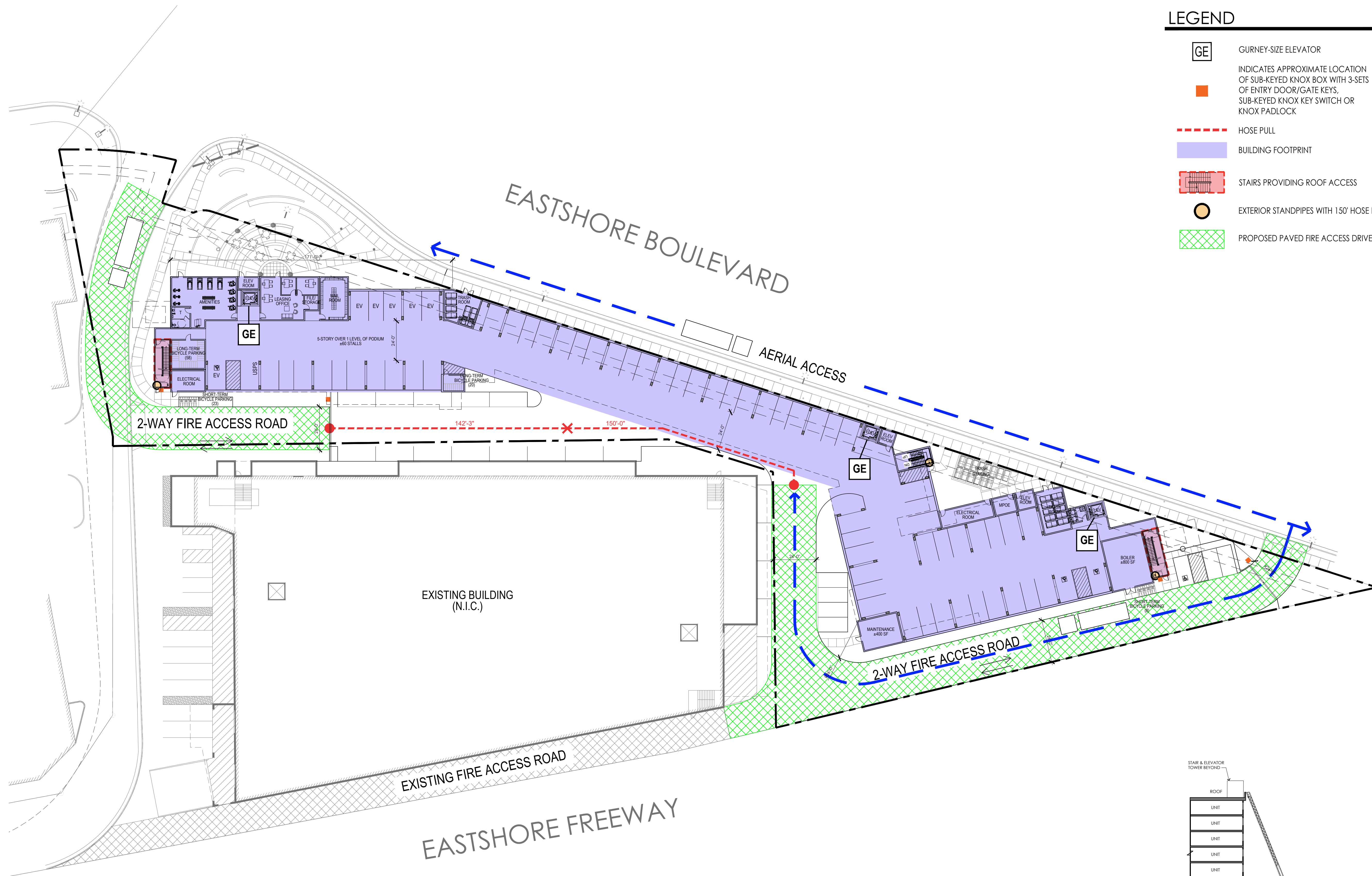
Office of Environmental Health Hazard Assessment (OEHHHA). 2015. Air Toxics Hot Spots Program Guidance Manual. February 2015.

<https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>

PG / WD

Attachment 1
AO Architects Conceptual Site Plan (June 1, 2022)

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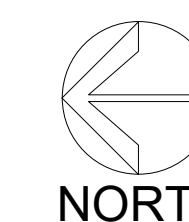
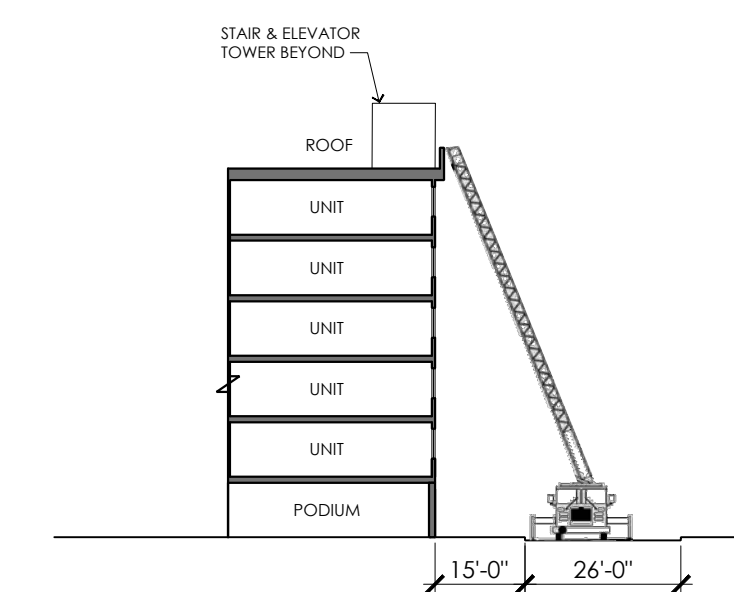


LEGEND

- GURNEY-SIZE ELEVATOR
- INDICATES APPROXIMATE LOCATION OF SUB-KEYED KNOX BOX WITH 3-SETS OF ENTRY DOOR/GATE KEYS, SUB-KEYED KNOX KEY SWITCH OR KNOX PADLOCK
- HOSE PULL
- BUILDING FOOTPRINT
- STAIRS PROVIDING ROOF ACCESS
- EXTERIOR STANDPIPES WITH 150' HOSE PULLS
- PROPOSED PAVED FIRE ACCESS DRIVEWAY

NOTES

- BUILDING CONSTRUCTION SHALL MEET CURRENT BUILDING, CALIFORNIA FIRE CODES, AND THE EL CERRITO FIRE CODE.
- EMERGENCY VEHICLE ACCESS (EVA) ROADS SHALL BE A MINIMUM OF 26 FEET IN WIDTH AND 13 FEET 6 INCHES OF UNOBSTRUCTED VERTICAL CLEARANCE WITH AN ALL-WEATHER DRIVING SURFACE THAT CAN SUPPORT A MINIMUM OF 75,000 POUNDS.
- WHERE A FIRE HYDRANT IS REQUIRED AND LOCATED ON AN EVA THE MINIMUM WIDTH SHALL BE 26 FEET, EXCLUSIVE OF SHOULDERS.
- WHERE THE VERTICAL DISTANCE BETWEEN GRADE PLANE AND THE HIGHEST ROOF SURFACE EXCEEDS 30 FEET AN APPROVED AERIAL FIRE APPARATUS ACCESS ROAD SHALL BE PROVIDED.
- AERIAL FIRE APPARATUS ACCESS ROADS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET, EXCLUSIVE OF SHOULDERS, IN THE IMMEDIATE VICINITY OF THE BUILDING OF PORTION THEREOF.
- AT LEAST ONE REQUIRED ACCESS ROUTE MEETING THE AERIAL ACCESS ROADS REQUIREMENTS SHALL BE LOCATED WITHIN A MINIMUM OF 15 FEET AND A MAXIMUM OF 30 FEET FROM THE BUILDING, AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING.
- IF GATES ARE INSTALLED ACROSS EVA ROADS, GATES SHALL BE OPERABLE BY THE USE OF A KNOX KEY.
- A "KNOX BOX" SHALL BE INSTALLED WITH KEYS FOR ALL COMMON AREAS TO BE INSTALLED AT ALL PRIMARY ACCESS POINT UTILIZED BY THE FIRE DEPARTMENT
- FIRE FDC'S SHALL BE IN LOCATIONS ACCEPTABLE FOR FIRE DEPARTMENT FOR EMERGENCY OPERATIONS.
- FIRE FDC'S SHALL BE INTERCONNECTED WITH FIRE SPRINKLERS AND STANDPIPES.
- STANDPIPES SHALL BE WET.
- STANDPIPES SHALL EXTEND TO THE ROOF.
- FIRE DEPARTMENT VALVE CONNECTIONS SHALL BE IN THE INTERMEDIATE LANDINGS OF STAIRWELLS.
- INTERIOR HOSE PULLS SHALL NOT EXCEED 150 FEET TO ALL PORTIONS OF THE INTERIOR OF THE BUILDING.
- SMOKE & HEAT VENTS SHALL BE INSTALLED ON ROOF ABOVE EACH STAIRWELL.
- SMOKE & HEAT VENTS SHALL BE EQUIPPED WITH FUSIBLE LINK.
- SMOKE & HEAT VENTS SHALL BE EQUIPPED WITH MANUAL RELEASE FOR EMERGENCY OPERATIONS.
- CARBON MONOXIDE ALARM SHALL BE INSTALLED OUTSIDE OF AND ADJACENT TO SLEEPING AREAS WHERE FUEL-BURNING APPLIANCES ARE INSTALLED.
- CARBON MONOXIDE DETECTORS SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 720.
- CARBON MONOXIDE ALARMS SHALL BE 120 V POWERED WITH BATTERY BACKUP AND BE INTERCONNECTED WITH THE SMOKE DETECTORS.
- ALL ELECTRICAL BREAKERS SHALL BE LABELED.
- ELECTRICAL EQUIPMENT ROOMS SHALL BE IDENTIFIED ON DOOR LEADING TO ROOM.
- APPROVED NUMBERS OR ADDRESS SHALL BE PROVIDED IN SUCH A POSITION TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY.
- ADDRESS SHALL BE EITHER INTERNALLY OR EXTERNALLY ILLUMINATED.
- EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED.
- EMERGENCY ELECTRICAL SYSTEM TO AUTOMATICALLY ILLUMINATE MEANS OF EGRESS.
- EMERGENCY EGRESS SIGNS SHALL BE POSTED INDICATING EXIT PATH.
- BRAILLE OR TACTILE EXIT ROUTE AND EXIT SIGNS SHALL BE POSTED FOR ADA COMPLIANCE.
- EMERGENCY EGRESS PLANS SHALL BE DEVELOPED.
- FLOOR LEVEL SIGNS SHALL BE REQUIRED ON EACH FLOOR
- RADIO FREQUENCY SIGNAL STRENGTH ANALYSIS SHALL BE CONDUCTED THROUGHOUT THE BUILDING.
- IF RADIO SIGNAL STRENGTH DEFICIENCIES ARE IDENTIFIED, SIGNAL BOOSTERS SHALL BE INSTALLED TO ACHIEVE ADEQUATE SIGNAL STRENGTH AND BOOSTERS SHALL BE MAINTAINED.



CONCEPTUAL FIRE PLAN - SITE PLAN

1"=30'-0" 0 15' 30' 60' 90'

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 06-01-2022
JOB NO.: 2017-694

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

A2.1



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Attachment 2

San Pablo Avenue Specific Plan Update SEIR: Mitigation Measures 5-1 and 5-2

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Mitigation 5-1. Implement the following BAAQMD-recommended measures to control particulate matter emissions during construction. These measures would reduce diesel particulate matter and PM10 from construction to ensure that short-term health impacts to nearby sensitive receptors are avoided or reduced:

Dust (PM10) Control Measures:

- Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.
- Cover all hauling trucks or maintain at least two feet of freeboard.
- Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
- Limit traffic speeds on any unpaved roads to 5 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Suspend construction activities that cause visible dust plumes to extend beyond the construction site.
- Post a publicly visible sign(s) 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.

Additional measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions:

- The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011.
- Clear signage at all construction sites shall be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site.
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
- Properly tune and maintain equipment for low emissions.

Mitigation 5-2. Require project-level construction health risk assessment. Construction health risk assessment shall be required on a project-by-project basis, either through screening or refined modeling, to identify impacts and, if necessary, include performance standards and industry-recognized measures to

reduce exposure. Reduction in health risk can be accomplished through, though is not limited to, the following measures:

- Construction equipment selection;
- Use of alternative fuels and engine retrofits;
- Modified construction schedule; and
- Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.

**Attachment 3
CalEEMod Project File Outputs**

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Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Eastshore Blvd Apartments (2011 Run)****Contra Costa County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	37.86	1000sqft	0.87	37,862.00	0
Parking Lot	0.95	Acre	0.95	41,382.00	0
Apartments Mid Rise	310.00	Dwelling Unit	0.00	181,760.00	887

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	5			Operational Year	2013
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 - MIG modeler William Deeman

Land Use - Updated lot acreage and square footage based on site plan received 6/1/2022

Construction Phase - Updated construction phase schedule based on data request response received 1/13/23 - 24 month construction schedule

Off-road Equipment - Updated Building Construction equipment/hours: Generator removed from Building Construction phase; site is developed and served by existing electrical infrastructure. Welders reduced to reflect elongated construction timeline compared to CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	200.00	495.00
tblConstructionPhase	PhaseEndDate	1/28/2011	12/31/2010
tblConstructionPhase	PhaseEndDate	2/1/2011	1/4/2011

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseEndDate	2/7/2011	1/10/2011
tblConstructionPhase	PhaseEndDate	11/14/2011	12/3/2012
tblConstructionPhase	PhaseEndDate	11/28/2011	12/17/2012
tblConstructionPhase	PhaseEndDate	12/12/2011	12/31/2012
tblConstructionPhase	PhaseStartDate	1/29/2011	1/1/2011
tblConstructionPhase	PhaseStartDate	2/2/2011	1/5/2011
tblConstructionPhase	PhaseStartDate	2/8/2011	1/11/2011
tblConstructionPhase	PhaseStartDate	11/15/2011	12/4/2012
tblConstructionPhase	PhaseStartDate	11/29/2011	12/18/2012
tblLandUse	LandUseSquareFeet	37,860.00	37,862.00
tblLandUse	LandUseSquareFeet	310,000.00	181,760.00
tblLandUse	LotAcreage	8.16	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00

2.0 Emissions Summary

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
2011	0.6315	3.3545	4.0740	5.7000e-003	0.3169	0.1666	0.4835	0.0896	0.1567	0.2463	0.0000	531.0311	531.0311	0.0665	0.0398	544.5428
2012	1.8725	3.0999	3.6624	5.4300e-003	0.2837	0.1564	0.4400	0.0763	0.1470	0.2233	0.0000	505.6624	505.6624	0.0613	0.0364	518.0553
Maximum	1.8725	3.3545	4.0740	5.7000e-003	0.3169	0.1666	0.4835	0.0896	0.1567	0.2463	0.0000	531.0311	531.0311	0.0665	0.0398	544.5428

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					
2011	0.6315	3.3545	4.0740	5.7000e-003	0.3057	0.1666	0.4723	0.0842	0.1567	0.2408	0.0000	531.0310	531.0310	0.0665	0.0398	544.5427
2012	1.8725	3.0999	3.6624	5.4300e-003	0.2837	0.1564	0.4400	0.0763	0.1470	0.2233	0.0000	505.6623	505.6623	0.0613	0.0364	518.0551
Maximum	1.8725	3.3545	4.0740	5.7000e-003	0.3057	0.1666	0.4723	0.0842	0.1567	0.2408	0.0000	531.0310	531.0310	0.0665	0.0398	544.5427

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
Percent Reduction	0.00	0.00	0.00	0.00	1.87	0.00	1.22	3.27	0.00	1.15	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	1-1-2011	3-31-2011	0.9982	0.9982
2	4-1-2011	6-30-2011	0.9835	0.9835
3	7-1-2011	9-30-2011	0.9943	0.9943
4	10-1-2011	12-31-2011	1.0268	1.0268
5	1-1-2012	3-31-2012	0.9764	0.9764
6	4-1-2012	6-30-2012	0.9473	0.9473
7	7-1-2012	9-30-2012	0.9577	0.9577
		Highest	1.0268	1.0268

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	tons/yr										MT/yr					
Area	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	1.4662	2.4740	14.3107	0.0170	1.3697	0.0398	1.4095	0.3658	0.0377	0.4036	0.0000	1,565.4644	1,565.4644	0.1651	0.1108	1,602.5980
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	3.1192	2.6393	17.7200	0.0199	1.3697	0.2028	1.5726	0.3658	0.2008	0.5666	49.4871	1,860.8037	1,910.2909	2.5871	0.1327	2,014.4981

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	1.4662	2.4740	14.3107	0.0170	1.3697	0.0398	1.4095	0.3658	0.0377	0.4036	0.0000	1,565.4644	1,565.4644	0.1651	0.1108	1,602.5980
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	3.1192	2.6393	17.7200	0.0199	1.3697	0.2028	1.5726	0.3658	0.2008	0.5666	49.4871	1,860.8037	1,910.2909	2.5871	0.1327	2,014.4981

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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

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	1/1/2011	12/31/2010	5	0	
2	Site Preparation	Site Preparation	1/1/2011	1/4/2011	5	2	
3	Grading	Grading	1/5/2011	1/10/2011	5	4	

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	1/11/2011	12/3/2012	5	495
5	Paving	Paving	12/4/2012	12/17/2012	5	10
6	Architectural Coating	Architectural Coating	12/18/2012	12/31/2012	5	10

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 1.82****Residential Indoor: 368,064; Residential Outdoor: 122,688; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,755 (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	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	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	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	7.00	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	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	256.00	46.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 2011****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					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-003	0.0242	8.4900e-003	2.0000e-005		1.1600e-003	1.1600e-003		1.0700e-003	1.0700e-003	0.0000	1.6825	1.6825	4.9000e-004	0.0000	1.6947
Total	2.0000e-003	0.0242	8.4900e-003	2.0000e-005	6.2700e-003	1.1600e-003	7.4300e-003	3.0000e-003	1.0700e-003	4.0700e-003	0.0000	1.6825	1.6825	4.9000e-004	0.0000	1.6947

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	7.0000e-005	8.0000e-005	6.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0661	0.0661	1.0000e-005	0.0000	0.0676
Total	7.0000e-005	8.0000e-005	6.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0661	0.0661	1.0000e-005	0.0000	0.0676

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 2011****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					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-003	0.0242	8.4900e-003	2.0000e-005		1.1600e-003	1.1600e-003		1.0700e-003	1.0700e-003	0.0000	1.6825	1.6825	4.9000e-004	0.0000	1.6947
Total	2.0000e-003	0.0242	8.4900e-003	2.0000e-005	2.8200e-003	1.1600e-003	3.9800e-003	1.3500e-003	1.0700e-003	2.4200e-003	0.0000	1.6825	1.6825	4.9000e-004	0.0000	1.6947

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	7.0000e-005	8.0000e-005	6.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0661	0.0661	1.0000e-005	0.0000	0.0676
Total	7.0000e-005	8.0000e-005	6.7000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0661	0.0661	1.0000e-005	0.0000	0.0676

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 2011****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					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9100e-003	0.0579	0.0218	4.0000e-005		2.9600e-003	2.9600e-003		2.7300e-003	2.7300e-003	0.0000	4.0307	4.0307	1.1800e-003	0.0000	4.0601
Total	4.9100e-003	0.0579	0.0218	4.0000e-005	0.0142	2.9600e-003	0.0171	6.8500e-003	2.7300e-003	9.5800e-003	0.0000	4.0307	4.0307	1.1800e-003	0.0000	4.0601

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	1.9000e-004	1.6800e-003	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1652	0.1652	1.0000e-005	1.0000e-005	0.1689
Total	1.7000e-004	1.9000e-004	1.6800e-003	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1652	0.1652	1.0000e-005	1.0000e-005	0.1689

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 2011****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					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9100e-003	0.0579	0.0218	4.0000e-005		2.9600e-003	2.9600e-003		2.7300e-003	2.7300e-003	0.0000	4.0307	4.0307	1.1800e-003	0.0000	4.0601
Total	4.9100e-003	0.0579	0.0218	4.0000e-005	6.3700e-003	2.9600e-003	9.3300e-003	3.0800e-003	2.7300e-003	5.8100e-003	0.0000	4.0307	4.0307	1.1800e-003	0.0000	4.0601

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	1.9000e-004	1.6800e-003	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1652	0.1652	1.0000e-005	1.0000e-005	0.1689
Total	1.7000e-004	1.9000e-004	1.6800e-003	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1652	0.1652	1.0000e-005	1.0000e-005	0.1689

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2011****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	0.2285	1.7301	0.8941	1.2400e-003		0.1113	0.1113		0.1041	0.1041	0.0000	114.6961	114.6961	0.0353	0.0000	115.5787
Total	0.2285	1.7301	0.8941	1.2400e-003		0.1113	0.1113		0.1041	0.1041	0.0000	114.6961	114.6961	0.0353	0.0000	115.5787

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	0.1201	1.2264	0.4137	1.4800e-003	0.0384	0.0483	0.0867	0.0111	0.0462	0.0573	0.0000	141.8975	141.8975	6.1300e-003	0.0213	148.3818
Worker	0.2758	0.3157	2.7335	2.9300e-003	0.2579	2.8600e-003	0.2607	0.0686	2.6400e-003	0.0712	0.0000	268.4932	268.4932	0.0234	0.0185	274.5910
Total	0.3959	1.5420	3.1472	4.4100e-003	0.2963	0.0511	0.3474	0.0797	0.0488	0.1285	0.0000	410.3906	410.3906	0.0295	0.0398	422.9728

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2011****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	0.2285	1.7301	0.8941	1.2400e-003		0.1113	0.1113		0.1041	0.1041	0.0000	114.6960	114.6960	0.0353	0.0000	115.5786
Total	0.2285	1.7301	0.8941	1.2400e-003		0.1113	0.1113		0.1041	0.1041	0.0000	114.6960	114.6960	0.0353	0.0000	115.5786

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	0.1201	1.2264	0.4137	1.4800e-003	0.0384	0.0483	0.0867	0.0111	0.0462	0.0573	0.0000	141.8975	141.8975	6.1300e-003	0.0213	148.3818
Worker	0.2758	0.3157	2.7335	2.9300e-003	0.2579	2.8600e-003	0.2607	0.0686	2.6400e-003	0.0712	0.0000	268.4932	268.4932	0.0234	0.0185	274.5910
Total	0.3959	1.5420	3.1472	4.4100e-003	0.2963	0.0511	0.3474	0.0797	0.0488	0.1285	0.0000	410.3906	410.3906	0.0295	0.0398	422.9728

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2012****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	0.2110	1.6347	0.8446	1.1700e-003		0.1047	0.1047		0.0978	0.0978	0.0000	108.5830	108.5830	0.0330	0.0000	109.4076
Total	0.2110	1.6347	0.8446	1.1700e-003		0.1047	0.1047		0.0978	0.0978	0.0000	108.5830	108.5830	0.0330	0.0000	109.4076

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	0.1070	1.0924	0.3658	1.4000e-003	0.0365	0.0425	0.0789	0.0105	0.0406	0.0512	0.0000	134.7741	134.7741	5.5600e-003	0.0202	140.9366
Worker	0.2439	0.2687	2.3706	2.7400e-003	0.2447	2.4400e-003	0.2471	0.0651	2.2600e-003	0.0673	0.0000	251.9139	251.9139	0.0205	0.0161	257.2126
Total	0.3509	1.3612	2.7364	4.1400e-003	0.2811	0.0449	0.3260	0.0756	0.0429	0.1185	0.0000	386.6880	386.6880	0.0260	0.0363	398.1492

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2012****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	0.2110	1.6347	0.8446	1.1700e-003		0.1047	0.1047		0.0978	0.0978	0.0000	108.5828	108.5828	0.0330	0.0000	109.4075
Total	0.2110	1.6347	0.8446	1.1700e-003		0.1047	0.1047		0.0978	0.0978	0.0000	108.5828	108.5828	0.0330	0.0000	109.4075

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	0.1070	1.0924	0.3658	1.4000e-003	0.0365	0.0425	0.0789	0.0105	0.0406	0.0512	0.0000	134.7741	134.7741	5.5600e-003	0.0202	140.9366
Worker	0.2439	0.2687	2.3706	2.7400e-003	0.2447	2.4400e-003	0.2471	0.0651	2.2600e-003	0.0673	0.0000	251.9139	251.9139	0.0205	0.0161	257.2126
Total	0.3509	1.3612	2.7364	4.1400e-003	0.2811	0.0449	0.3260	0.0756	0.0429	0.1185	0.0000	386.6880	386.6880	0.0260	0.0363	398.1492

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2012****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	8.1300e-003	0.0854	0.0470	7.0000e-005		5.2800e-003	5.2800e-003		4.8600e-003	4.8600e-003	0.0000	6.5016	6.5016	1.8700e-003	0.0000	6.5484
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.3700e-003	0.0854	0.0470	7.0000e-005		5.2800e-003	5.2800e-003		4.8600e-003	4.8600e-003	0.0000	6.5016	6.5016	1.8700e-003	0.0000	6.5484

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	5.1000e-004	5.7000e-004	5.0000e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5308	0.5308	4.0000e-005	3.0000e-005	0.5420
Total	5.1000e-004	5.7000e-004	5.0000e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5308	0.5308	4.0000e-005	3.0000e-005	0.5420

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2012****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	8.1300e-003	0.0854	0.0470	7.0000e-005		5.2800e-003	5.2800e-003		4.8600e-003	4.8600e-003	0.0000	6.5016	6.5016	1.8700e-003	0.0000	6.5484
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.3700e-003	0.0854	0.0470	7.0000e-005		5.2800e-003	5.2800e-003		4.8600e-003	4.8600e-003	0.0000	6.5016	6.5016	1.8700e-003	0.0000	6.5484

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	5.1000e-004	5.7000e-004	5.0000e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5308	0.5308	4.0000e-005	3.0000e-005	0.5420
Total	5.1000e-004	5.7000e-004	5.0000e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5308	0.5308	4.0000e-005	3.0000e-005	0.5420

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2012****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0158	9.8200e-003	1.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	1.2766	1.2766	2.1000e-004	0.0000	1.2820
Total	1.2986	0.0158	9.8200e-003	1.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	1.2766	1.2766	2.1000e-004	0.0000	1.2820

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0200e-003	2.2200e-003	0.0196	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	2.0000e-005	5.6000e-004	0.0000	2.0824	2.0824	1.7000e-004	1.3000e-004	2.1262
Total	2.0200e-003	2.2200e-003	0.0196	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	2.0000e-005	5.6000e-004	0.0000	2.0824	2.0824	1.7000e-004	1.3000e-004	2.1262

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2012****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	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0158	9.8200e-003	1.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	1.2766	1.2766	2.1000e-004	0.0000	1.2820
Total	1.2986	0.0158	9.8200e-003	1.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	1.2766	1.2766	2.1000e-004	0.0000	1.2820

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0200e-003	2.2200e-003	0.0196	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	2.0000e-005	5.6000e-004	0.0000	2.0824	2.0824	1.7000e-004	1.3000e-004	2.1262
Total	2.0200e-003	2.2200e-003	0.0196	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	2.0000e-005	5.6000e-004	0.0000	2.0824	2.0824	1.7000e-004	1.3000e-004	2.1262

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4662	2.4740	14.3107	0.0170	1.3697	0.0398	1.4095	0.3658	0.0377	0.4036	0.0000	1,565.4644	1,565.4644	0.1651	0.1108	1,602.5980
Unmitigated	1.4662	2.4740	14.3107	0.0170	1.3697	0.0398	1.4095	0.3658	0.0377	0.4036	0.0000	1,565.4644	1,565.4644	0.1651	0.1108	1,602.5980

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,686.40	1,522.10	1267.90	3,702,630	3,702,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,686.40	1,522.10	1,267.90	3,702,630	3,702,630

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.534899	0.058365	0.180946	0.143768	0.027212	0.004900	0.008907	0.006969	0.000801	0.000404	0.027013	0.000638	0.005178
Enclosed Parking with Elevator	0.534899	0.058365	0.180946	0.143768	0.027212	0.004900	0.008907	0.006969	0.000801	0.000404	0.027013	0.000638	0.005178
Parking Lot	0.534899	0.058365	0.180946	0.143768	0.027212	0.004900	0.008907	0.006969	0.000801	0.000404	0.027013	0.000638	0.005178

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	131.8674	131.8674	0.0213	2.5900e-003	133.1714
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.8674	131.8674	0.0213	2.5900e-003	133.1714
NaturalGas Mitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
NaturalGas Unmitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e+006	111.4703	0.0180	2.1900e-003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e-003	3.7000e-004	19.2455
Parking Lot	14483.7	1.3401	2.2000e-004	3.0000e-005	1.3533
Total		131.8674	0.0213	2.5900e-003	133.1714

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e+006	111.4703	0.0180	2.1900e-003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e-003	3.7000e-004	19.2455
Parking Lot	14483.7	1.3401	2.2000e-004	3.0000e-005	1.3533
Total		131.8674	0.0213	2.5900e-003	133.1714

6.0 Area Detail**6.1 Mitigation Measures Area**

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455
Unmitigated	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0790	0.0283	2.3731	1.2000e-004		0.0125	0.0125		0.0125	0.0125	0.0000	3.7606	3.7606	4.1200e-003	0.0000	3.8637
Total	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0790	0.0283	2.3731	1.2000e-004		0.0125	0.0125		0.0125	0.0125	0.0000	3.7606	3.7606	4.1200e-003	0.0000	3.8637
Total	1.6389	0.0448	3.3580	2.0800e-003		0.1533	0.1533		0.1533	0.1533	14.1328	9.5657	23.6985	0.0268	9.3000e-004	24.6455

7.0 Water Detail**7.1 Mitigation Measures Water**

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.6432	0.6605	0.0158	41.8686
Unmitigated	20.6432	0.6605	0.0158	41.8686

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

8.0 Waste Detail

8.1 Mitigation Measures Waste

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.9465	1.7107	0.0000	71.7138
Unmitigated	28.9465	1.7107	0.0000	71.7138

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

9.0 Operational Offroad

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

Equipment Type	Number
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Eastshore Blvd Apartments (2011 Run) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Eastshore Blvd Apartments (Present Run - Tier 2)****Contra Costa County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	37.86	1000sqft	0.87	37,862.00	0
Parking Lot	0.95	Acre	0.95	41,382.00	0
Apartments Mid Rise	310.00	Dwelling Unit	0.00	181,760.00	887

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	5			Operational Year	2025
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 - MIG modeler William Deeman

Land Use - Updated lot acreage and square footage based on site plan received 6/1/2022

Construction Phase - Updated construction phase schedule based on data request response received 1/13/23 - 24 month construction schedule

Construction Off-road Equipment Mitigation - Updated equipment for engine with 50 hp or greater to Tier 2

Off-road Equipment - Updated Building Construction equipment/hours: Generator removed from Building Construction phase; site is developed and served by existing electrical infrastructure. Welders reduced to reflect elongated construction timeline compared to CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	496.00
tblConstructionPhase	NumDays	20.00	0.00
tblLandUse	LandUseSquareFeet	37,860.00	37,862.00
tblLandUse	LandUseSquareFeet	310,000.00	181,760.00
tblLandUse	LotAcreage	8.16	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00

2.0 Emissions Summary

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
2023	0.1776	1.0968	1.4952	4.6900e-003	0.3170	0.0379	0.3548	0.0896	0.0353	0.1249	0.0000	427.9866	427.9866	0.0402	0.0226	435.7296
2024	1.4570	0.9886	1.4044	4.4300e-003	0.2848	0.0326	0.3174	0.0766	0.0304	0.1070	0.0000	404.0376	404.0376	0.0380	0.0210	411.2323
Maximum	1.4570	1.0968	1.4952	4.6900e-003	0.3170	0.0379	0.3548	0.0896	0.0353	0.1249	0.0000	427.9866	427.9866	0.0402	0.0226	435.7296

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					
2023	0.1521	1.4009	1.6353	4.6900e-003	0.3057	0.0367	0.3424	0.0842	0.0365	0.1207	0.0000	427.9865	427.9865	0.0402	0.0226	435.7295
2024	1.4378	1.3429	1.5401	4.4300e-003	0.2848	0.0353	0.3202	0.0766	0.0352	0.1118	0.0000	404.0375	404.0375	0.0380	0.0210	411.2322
Maximum	1.4378	1.4009	1.6353	4.6900e-003	0.3057	0.0367	0.3424	0.0842	0.0365	0.1207	0.0000	427.9865	427.9865	0.0402	0.0226	435.7295

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
Percent Reduction	2.73	-31.58	-9.51	0.00	1.87	-2.19	1.44	3.26	-9.04	-0.23	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	1-1-2023	3-31-2023	0.3325	0.4025
2	4-1-2023	6-30-2023	0.3128	0.3821
3	7-1-2023	9-30-2023	0.3162	0.3863
4	10-1-2023	12-31-2023	0.3225	0.3926
5	1-1-2024	3-31-2024	0.3017	0.3835
6	4-1-2024	6-30-2024	0.2958	0.3775
7	7-1-2024	9-30-2024	0.2990	0.3817
		Highest	0.3325	0.4025

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	tons/yr										MT/yr					
Area	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	2.2945	0.8728	9.2879	0.0152	1.3701	0.1725	1.5426	0.3660	0.1719	0.5379	49.4871	1,434.2889	1,483.7760	2.4960	0.0766	1,568.9988

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	2.2945	0.8728	9.2879	0.0152	1.3701	0.1725	1.5426	0.3660	0.1719	0.5379	49.4871	1,434.2889	1,483.7760	2.4960	0.0766	1,568.9988

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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

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	1/1/2023	12/30/2022	5	0	
2	Site Preparation	Site Preparation	1/1/2023	1/3/2023	5	2	
3	Grading	Grading	1/4/2023	1/9/2023	5	4	

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	1/10/2023	12/3/2024	5	496
5	Paving	Paving	12/4/2024	12/17/2024	5	10
6	Architectural Coating	Architectural Coating	12/18/2024	12/31/2024	5	10

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 1.82****Residential Indoor: 368,064; Residential Outdoor: 122,688; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,755 (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	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	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	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	7.00	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	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	256.00	46.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 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					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 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	tons/yr										MT/yr					
Fugitive Dust					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9000e-004	0.0150	9.8200e-003	2.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	4.9000e-004	0.0150	9.8200e-003	2.0000e-005	2.8200e-003	3.7000e-004	3.1900e-003	1.3500e-003	3.7000e-004	1.7200e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 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					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245
Total	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 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	tons/yr										MT/yr					
Fugitive Dust					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2500e-003	0.0362	0.0243	4.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	1.2500e-003	0.0362	0.0243	4.0000e-005	6.3700e-003	9.7000e-004	7.3400e-003	3.0800e-003	9.7000e-004	4.0500e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245
Total	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 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	0.0819	0.7364	0.6561	1.2400e-003		0.0333	0.0333		0.0311	0.0311	0.0000	105.0655	105.0655	0.0301	0.0000	105.8189
Total	0.0819	0.7364	0.6561	1.2400e-003		0.0333	0.0333		0.0311	0.0311	0.0000	105.0655	105.0655	0.0301	0.0000	105.8189

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	6.7000e-003	0.2606	0.0852	1.2000e-003	0.0384	1.5400e-003	0.0400	0.0111	1.4700e-003	0.0126	0.0000	117.0614	117.0614	2.3700e-003	0.0169	122.1687
Worker	0.0851	0.0583	0.7292	2.1900e-003	0.2579	1.3000e-003	0.2592	0.0686	1.2000e-003	0.0698	0.0000	200.5548	200.5548	5.9900e-003	5.6700e-003	202.3939
Total	0.0918	0.3189	0.8144	3.3900e-003	0.2963	2.8400e-003	0.2991	0.0797	2.6700e-003	0.0824	0.0000	317.6162	317.6162	8.3600e-003	0.0226	324.5627

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 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	tons/yr										MT/yr					
Off-Road	0.0585	1.0308	0.7861	1.2400e-003		0.0325	0.0325		0.0325	0.0325	0.0000	105.0654	105.0654	0.0301	0.0000	105.8188
Total	0.0585	1.0308	0.7861	1.2400e-003		0.0325	0.0325		0.0325	0.0325	0.0000	105.0654	105.0654	0.0301	0.0000	105.8188

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	6.7000e-003	0.2606	0.0852	1.2000e-003	0.0384	1.5400e-003	0.0400	0.0111	1.4700e-003	0.0126	0.0000	117.0614	117.0614	2.3700e-003	0.0169	122.1687
Worker	0.0851	0.0583	0.7292	2.1900e-003	0.2579	1.3000e-003	0.2592	0.0686	1.2000e-003	0.0698	0.0000	200.5548	200.5548	5.9900e-003	5.6700e-003	202.3939
Total	0.0918	0.3189	0.8144	3.3900e-003	0.2963	2.8400e-003	0.2991	0.0797	2.6700e-003	0.0824	0.0000	317.6162	317.6162	8.3600e-003	0.0226	324.5627

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2024****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	0.0731	0.6549	0.6183	1.1800e-003		0.0282	0.0282		0.0263	0.0263	0.0000	100.1165	100.1165	0.0286	0.0000	100.8314
Total	0.0731	0.6549	0.6183	1.1800e-003		0.0282	0.0282		0.0263	0.0263	0.0000	100.1165	100.1165	0.0286	0.0000	100.8314

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	6.1900e-003	0.2483	0.0792	1.1300e-003	0.0366	1.4800e-003	0.0381	0.0106	1.4100e-003	0.0120	0.0000	109.9980	109.9980	2.2200e-003	0.0159	114.7833
Worker	0.0756	0.0495	0.6470	2.0200e-003	0.2457	1.1800e-003	0.2469	0.0653	1.0800e-003	0.0664	0.0000	184.8498	184.8498	5.1700e-003	5.0300e-003	186.4791
Total	0.0818	0.2978	0.7262	3.1500e-003	0.2823	2.6600e-003	0.2850	0.0759	2.4900e-003	0.0784	0.0000	294.8479	294.8479	7.3900e-003	0.0209	301.2624

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2024****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	0.0540	0.9785	0.7477	1.1800e-003		0.0302	0.0302		0.0302	0.0302	0.0000	100.1163	100.1163	0.0286	0.0000	100.8313
Total	0.0540	0.9785	0.7477	1.1800e-003		0.0302	0.0302		0.0302	0.0302	0.0000	100.1163	100.1163	0.0286	0.0000	100.8313

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	6.1900e-003	0.2483	0.0792	1.1300e-003	0.0366	1.4800e-003	0.0381	0.0106	1.4100e-003	0.0120	0.0000	109.9980	109.9980	2.2200e-003	0.0159	114.7833
Worker	0.0756	0.0495	0.6470	2.0200e-003	0.2457	1.1800e-003	0.2469	0.0653	1.0800e-003	0.0664	0.0000	184.8498	184.8498	5.1700e-003	5.0300e-003	186.4791
Total	0.0818	0.2978	0.7262	3.1500e-003	0.2823	2.6600e-003	0.2850	0.0759	2.4900e-003	0.0784	0.0000	294.8479	294.8479	7.3900e-003	0.0209	301.2624

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2024****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	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.3300e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337

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	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913
Total	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2024****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.9700e-003	0.0601	0.0504	7.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.2100e-003	0.0601	0.0504	7.0000e-005		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337

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	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913
Total	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	1.2969	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

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	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351
Total	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2024****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	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	1.2969	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

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	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351
Total	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Unmitigated	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,686.40	1,522.10	1,267.90	3,702,630	3,702,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,686.40	1,522.10	1,267.90	3,702,630	3,702,630

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271
Enclosed Parking with Elevator	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271
Parking Lot	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	131.8674	131.8674	0.0213	2.5900e-003	133.1714
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.8674	131.8674	0.0213	2.5900e-003	133.1714
NaturalGas Mitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
NaturalGas Unmitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e+006	111.4703	0.0180	2.1900e-003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e-003	3.7000e-004	19.2455
Parking Lot	14483.7	1.3401	2.2000e-004	3.0000e-005	1.3533
Total		131.8674	0.0213	2.5900e-003	133.1714

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e+006	111.4703	0.0180	2.1900e-003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e-003	3.7000e-004	19.2455
Parking Lot	14483.7	1.3401	2.2000e-004	3.0000e-005	1.3533
Total		131.8674	0.0213	2.5900e-003	133.1714

6.0 Area Detail**6.1 Mitigation Measures Area**

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Unmitigated	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0691	0.0265	2.3000	1.2000e-004		0.0128	0.0128		0.0128	0.0128	0.0000	3.7606	3.7606	3.6000e-003	0.0000	3.8507
Total	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0691	0.0265	2.3000	1.2000e-004		0.0128	0.0128		0.0128	0.0128	0.0000	3.7606	3.7606	3.6000e-003	0.0000	3.8507
Total	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

7.0 Water Detail**7.1 Mitigation Measures Water**

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.6432	0.6605	0.0158	41.8686
Unmitigated	20.6432	0.6605	0.0158	41.8686

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

8.0 Waste Detail

8.1 Mitigation Measures Waste

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.9465	1.7107	0.0000	71.7138
Unmitigated	28.9465	1.7107	0.0000	71.7138

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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Eastshore Blvd Apartments (Present Run - Tier 2) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Eastshore Blvd Apartments (Present Run - Tier 4 Final)****Contra Costa County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	37.86	1000sqft	0.87	37,862.00	0
Parking Lot	0.95	Acre	0.95	41,382.00	0
Apartments Mid Rise	310.00	Dwelling Unit	0.00	181,760.00	887

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	5			Operational Year	2025
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 - MIG modeler William Deeman

Land Use - Updated lot acreage and square footage based on site plan received 6/1/2022

Construction Phase - Updated construction phase schedule based on data request response received 1/13/23 - 24 month construction schedule

Construction Off-road Equipment Mitigation - Updated equipment for engine with 50 hp or greater to Tier 4 Final

Off-road Equipment - Updated Building Construction equipment/hours: Generator removed from Building Construction phase; site is developed and served by existing electrical infrastructure. Welders reduced to reflect elongated construction timeline compared to CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	200.00	496.00
tblConstructionPhase	PhaseEndDate	1/27/2023	12/30/2022
tblConstructionPhase	PhaseEndDate	1/31/2023	1/3/2023
tblConstructionPhase	PhaseEndDate	2/6/2023	1/9/2023
tblConstructionPhase	PhaseEndDate	11/13/2023	12/3/2024
tblConstructionPhase	PhaseEndDate	11/27/2023	12/17/2024
tblConstructionPhase	PhaseEndDate	12/11/2023	12/31/2024
tblConstructionPhase	PhaseStartDate	1/28/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	2/1/2023	1/4/2023
tblConstructionPhase	PhaseStartDate	2/7/2023	1/10/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	12/4/2024

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstructionPhase	PhaseStartDate	11/28/2023	12/18/2024
tblLandUse	LandUseSquareFeet	37,860.00	37,862.00
tblLandUse	LandUseSquareFeet	310,000.00	181,760.00
tblLandUse	LotAcreage	8.16	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	2.00

2.0 Emissions Summary

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
2023	0.1776	1.0968	1.4952	4.6900e-003	0.3170	0.0379	0.3548	0.0896	0.0353	0.1249	0.0000	427.9866	427.9866	0.0402	0.0226	435.7296
2024	1.4570	0.9886	1.4044	4.4300e-003	0.2848	0.0326	0.3174	0.0766	0.0304	0.1070	0.0000	404.0376	404.0376	0.0380	0.0210	411.2323
Maximum	1.4570	1.0968	1.4952	4.6900e-003	0.3170	0.0379	0.3548	0.0896	0.0353	0.1249	0.0000	427.9866	427.9866	0.0402	0.0226	435.7296

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					
2023	0.1290	0.5101	1.5866	4.6900e-003	0.3057	9.8000e-003	0.3155	0.0842	9.6300e-003	0.0938	0.0000	427.9865	427.9865	0.0402	0.0226	435.7295
2024	1.4148	0.4848	1.4972	4.4300e-003	0.2848	8.9800e-003	0.2938	0.0766	8.8200e-003	0.0854	0.0000	404.0375	404.0375	0.0380	0.0210	411.2322
Maximum	1.4148	0.5101	1.5866	4.6900e-003	0.3057	9.8000e-003	0.3155	0.0842	9.6300e-003	0.0938	0.0000	427.9865	427.9865	0.0402	0.0226	435.7295

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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
Percent Reduction	5.55	52.29	-6.35	0.00	1.87	73.34	9.35	3.26	71.92	22.70	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	1-1-2023	3-31-2023	0.3325	0.1529
2	4-1-2023	6-30-2023	0.3128	0.1608
3	7-1-2023	9-30-2023	0.3162	0.1626
4	10-1-2023	12-31-2023	0.3225	0.1688
5	1-1-2024	3-31-2024	0.3017	0.1622
6	4-1-2024	6-30-2024	0.2958	0.1562
7	7-1-2024	9-30-2024	0.2990	0.1579
		Highest	0.3325	0.1688

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	tons/yr										MT/yr					
Area	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	2.2945	0.8728	9.2879	0.0152	1.3701	0.1725	1.5426	0.3660	0.1719	0.5379	49.4871	1,434.2889	1,483.7760	2.4960	0.0766	1,568.9988

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Energy	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	271.5383	271.5383	0.0240	5.1500e-003	273.6722
Mobile	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Waste						0.0000	0.0000		0.0000	0.0000	28.9465	0.0000	28.9465	1.7107	0.0000	71.7138
Water						0.0000	0.0000		0.0000	0.0000	6.4078	14.2354	20.6432	0.6605	0.0158	41.8686
Total	2.2945	0.8728	9.2879	0.0152	1.3701	0.1725	1.5426	0.3660	0.1719	0.5379	49.4871	1,434.2889	1,483.7760	2.4960	0.0766	1,568.9988

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	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

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	1/1/2023	12/30/2022	5	0	
2	Site Preparation	Site Preparation	1/1/2023	1/3/2023	5	2	
3	Grading	Grading	1/4/2023	1/9/2023	5	4	

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	1/10/2023	12/3/2024	5	496
5	Paving	Paving	12/4/2024	12/17/2024	5	10
6	Architectural Coating	Architectural Coating	12/18/2024	12/31/2024	5	10

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 1.82****Residential Indoor: 368,064; Residential Outdoor: 122,688; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,755 (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	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	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	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	2.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	Rollers	1	7.00	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	0.00	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	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	256.00	46.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	51.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 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					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Site Preparation - 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	tons/yr										MT/yr					
Fugitive Dust					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.1000e-004	8.6700e-003	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	2.1000e-004	9.1000e-004	8.6700e-003	2.0000e-005	2.8200e-003	3.0000e-005	2.8500e-003	1.3500e-003	3.0000e-005	1.3800e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0494	0.0494	0.0000	0.0000	0.0498

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 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					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245
Total	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Grading - 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	tons/yr										MT/yr					
Fugitive Dust					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0000e-004	2.1900e-003	0.0218	4.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	5.0000e-004	2.1900e-003	0.0218	4.0000e-005	6.3700e-003	7.0000e-005	6.4400e-003	3.0800e-003	7.0000e-005	3.1500e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

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	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245
Total	5.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1234	0.1234	0.0000	0.0000	0.1245

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 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	0.0819	0.7364	0.6561	1.2400e-003		0.0333	0.0333		0.0311	0.0311	0.0000	105.0655	105.0655	0.0301	0.0000	105.8189
Total	0.0819	0.7364	0.6561	1.2400e-003		0.0333	0.0333		0.0311	0.0311	0.0000	105.0655	105.0655	0.0301	0.0000	105.8189

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	6.7000e-003	0.2606	0.0852	1.2000e-003	0.0384	1.5400e-003	0.0400	0.0111	1.4700e-003	0.0126	0.0000	117.0614	117.0614	2.3700e-003	0.0169	122.1687
Worker	0.0851	0.0583	0.7292	2.1900e-003	0.2579	1.3000e-003	0.2592	0.0686	1.2000e-003	0.0698	0.0000	200.5548	200.5548	5.9900e-003	5.6700e-003	202.3939
Total	0.0918	0.3189	0.8144	3.3900e-003	0.2963	2.8400e-003	0.2991	0.0797	2.6700e-003	0.0824	0.0000	317.6162	317.6162	8.3600e-003	0.0226	324.5627

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 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	tons/yr										MT/yr					
Off-Road	0.0364	0.1880	0.7411	1.2400e-003		6.8700e-003	6.8700e-003		6.8700e-003	6.8700e-003	0.0000	105.0654	105.0654	0.0301	0.0000	105.8188
Total	0.0364	0.1880	0.7411	1.2400e-003		6.8700e-003	6.8700e-003		6.8700e-003	6.8700e-003	0.0000	105.0654	105.0654	0.0301	0.0000	105.8188

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	6.7000e-003	0.2606	0.0852	1.2000e-003	0.0384	1.5400e-003	0.0400	0.0111	1.4700e-003	0.0126	0.0000	117.0614	117.0614	2.3700e-003	0.0169	122.1687
Worker	0.0851	0.0583	0.7292	2.1900e-003	0.2579	1.3000e-003	0.2592	0.0686	1.2000e-003	0.0698	0.0000	200.5548	200.5548	5.9900e-003	5.6700e-003	202.3939
Total	0.0918	0.3189	0.8144	3.3900e-003	0.2963	2.8400e-003	0.2991	0.0797	2.6700e-003	0.0824	0.0000	317.6162	317.6162	8.3600e-003	0.0226	324.5627

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2024****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	0.0731	0.6549	0.6183	1.1800e-003		0.0282	0.0282		0.0263	0.0263	0.0000	100.1165	100.1165	0.0286	0.0000	100.8314
Total	0.0731	0.6549	0.6183	1.1800e-003		0.0282	0.0282		0.0263	0.0263	0.0000	100.1165	100.1165	0.0286	0.0000	100.8314

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	6.1900e-003	0.2483	0.0792	1.1300e-003	0.0366	1.4800e-003	0.0381	0.0106	1.4100e-003	0.0120	0.0000	109.9980	109.9980	2.2200e-003	0.0159	114.7833
Worker	0.0756	0.0495	0.6470	2.0200e-003	0.2457	1.1800e-003	0.2469	0.0653	1.0800e-003	0.0664	0.0000	184.8498	184.8498	5.1700e-003	5.0300e-003	186.4791
Total	0.0818	0.2978	0.7262	3.1500e-003	0.2823	2.6600e-003	0.2850	0.0759	2.4900e-003	0.0784	0.0000	294.8479	294.8479	7.3900e-003	0.0209	301.2624

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Building Construction - 2024****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	0.0330	0.1755	0.7048	1.1800e-003		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	100.1163	100.1163	0.0286	0.0000	100.8313
Total	0.0330	0.1755	0.7048	1.1800e-003		5.8500e-003	5.8500e-003		5.8500e-003	5.8500e-003	0.0000	100.1163	100.1163	0.0286	0.0000	100.8313

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	6.1900e-003	0.2483	0.0792	1.1300e-003	0.0366	1.4800e-003	0.0381	0.0106	1.4100e-003	0.0120	0.0000	109.9980	109.9980	2.2200e-003	0.0159	114.7833
Worker	0.0756	0.0495	0.6470	2.0200e-003	0.2457	1.1800e-003	0.2469	0.0653	1.0800e-003	0.0664	0.0000	184.8498	184.8498	5.1700e-003	5.0300e-003	186.4791
Total	0.0818	0.2978	0.7262	3.1500e-003	0.2823	2.6600e-003	0.2850	0.0759	2.4900e-003	0.0784	0.0000	294.8479	294.8479	7.3900e-003	0.0209	301.2624

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2024****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	3.0900e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.3300e-003	0.0293	0.0441	7.0000e-005		1.4100e-003	1.4100e-003		1.3000e-003	1.3000e-003	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337

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	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913
Total	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2024****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	1.0200e-003	4.8400e-003	0.0504	7.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337
Paving	1.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.2600e-003	4.8400e-003	0.0504	7.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	5.8870	5.8870	1.8700e-003	0.0000	5.9337

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	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913
Total	1.6000e-004	1.0000e-004	1.3600e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.3879	0.3879	1.0000e-005	1.0000e-005	0.3913

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2024****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	1.2969	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

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	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351
Total	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2024****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	1.2960					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	1.2969	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

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	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351
Total	6.2000e-004	4.1000e-004	5.3300e-003	2.0000e-005	2.0200e-003	1.0000e-005	2.0300e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.5217	1.5217	4.0000e-005	4.0000e-005	1.5351

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117
Unmitigated	0.6514	0.7092	5.9517	0.0124	1.3701	9.2200e-003	1.3793	0.3660	8.6000e-003	0.3746	0.0000	1,138.9495	1,138.9495	0.0746	0.0547	1,157.1117

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,686.40	1,522.10	1,267.90	3,702,630	3,702,630
Enclosed Parking with Elevator	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,686.40	1,522.10	1,267.90	3,702,630	3,702,630

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271
Enclosed Parking with Elevator	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271
Parking Lot	0.565095	0.055953	0.178712	0.125673	0.023431	0.005517	0.007231	0.007159	0.000545	0.000331	0.025692	0.001390	0.003271

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	131.8674	131.8674	0.0213	2.5900e-003	133.1714
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	131.8674	131.8674	0.0213	2.5900e-003	133.1714
NaturalGas Mitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
NaturalGas Unmitigated	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.61733e+006	0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009
Enclosed Parking with Elevator	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
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		0.0141	0.1206	0.0513	7.7000e-004		9.7500e-003	9.7500e-003		9.7500e-003	9.7500e-003	0.0000	139.6709	139.6709	2.6800e-003	2.5600e-003	140.5009

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e +006	111.4703	0.0180	2.1900e- 003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e- 003	3.7000e- 004	19.2455
Parking Lot	14483.7	1.3401	2.2000e- 004	3.0000e- 005	1.3533
Total		131.8674	0.0213	2.5900e- 003	133.1714

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.20477e+006	111.4703	0.0180	2.1900e-003	112.5725
Enclosed Parking with Elevator	205969	19.0571	3.0800e-003	3.7000e-004	19.2455
Parking Lot	14483.7	1.3401	2.2000e-004	3.0000e-005	1.3533
Total		131.8674	0.0213	2.5900e-003	133.1714

6.0 Area Detail**6.1 Mitigation Measures Area**

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326
Unmitigated	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0691	0.0265	2.3000	1.2000e-004		0.0128	0.0128		0.0128	0.0128	0.0000	3.7606	3.7606	3.6000e-003	0.0000	3.8507
Total	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.1296					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.7153	0.0165	0.9849	1.9600e-003		0.1408	0.1408		0.1408	0.1408	14.1328	5.8050	19.9378	0.0227	9.3000e-004	20.7819
Landscaping	0.0691	0.0265	2.3000	1.2000e-004		0.0128	0.0128		0.0128	0.0128	0.0000	3.7606	3.7606	3.6000e-003	0.0000	3.8507
Total	1.6289	0.0430	3.2849	2.0800e-003		0.1536	0.1536		0.1536	0.1536	14.1328	9.5657	23.6985	0.0263	9.3000e-004	24.6326

7.0 Water Detail**7.1 Mitigation Measures Water**

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.6432	0.6605	0.0158	41.8686
Unmitigated	20.6432	0.6605	0.0158	41.8686

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.1977 / 12.7334	20.6432	0.6605	0.0158	41.8686
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		20.6432	0.6605	0.0158	41.8686

8.0 Waste Detail

8.1 Mitigation Measures Waste

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.9465	1.7107	0.0000	71.7138
Unmitigated	28.9465	1.7107	0.0000	71.7138

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	142.6	28.9465	1.7107	0.0000	71.7138
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		28.9465	1.7107	0.0000	71.7138

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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Eastshore Blvd Apartments (Present Run - Tier 4 Final) - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

Attachment 4
Construction Health Risk Assessment Methodology

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Eastshore Boulevard Apartments Project

Attachment 4: Construction HRA Methodology

Construction activities associated with the proposed project would generate on- and off-site exhaust emissions, including diesel particulate matter (DPM), in the form of PM_{2.5}. The specific quantity of emissions emitted at any given time would be dependent on the type and number of pieces of equipment operating, the equipment's engine classification, the equipment's horsepower, and the load the engine is under. Off-site emissions would be generated from haul trucks used to export waste and soil to and from the site.

The United State Environment Protection Agency's (EPA) AERMOD dispersion model (version 21112) was used to predict pollutant concentrations at existing sensitive receptors near the project site. The AERMOD dispersion model is an EPA-approved and Bay Area Air Quality Management District (BAAQMD)-recommended model for simulating the dispersion of pollutant emissions and estimating ground level concentrations of pollutants at specified receptor locations. AERMOD requires the user to input information on the source(s) of pollutants being modeled, the receptors where pollutant concentrations are modeled, and the meteorology, terrain, and other factors that affect the potential dispersion of pollutants. These variables are described below.

Modeled Construction Sources / Emission Rates

On- and off-site construction emissions were modeled as a series of area and line area sources, as shown in Table 1 and Figure 1.

Table 1: AERMOD Source Parameters				
Source ID	Source Description	UTM Coordinates^(A)		Size (m²)
		X	Y	
PAREA01	Year 1: Onsite (North)	559927.10	4197543.21	3039.7
PAREA02	Year 1: Onsite (South)	559960.55	4197441.52	3,681.7
PAREA03	Year 2: Onsite (North)	559927.10	4197543.21	3,039.7
PAREA04	Year 2: Onsite (South)	559960.55	4197441.52	3,681.7
ARLN01	Year 1: Offsite (Peerless Ave)	559929.80	4197545.94	49.7 ^(B)
ARLN02	Year 1: Offsite (North San Pablo Ave)	559974.16	4197559.02	248.0 ^(B)
ARLN03	Year 1: Offsite (South Eastshore Blvd)	559972.80	4197354.53	98.9 ^(B)
ARLN04	Year 2: Offsite (Peerless Ave)	559929.80	4197545.94	49.7 ^(B)
ARLN05	Year 2: Offsite (North San Pablo Ave)	559974.16	4197559.02	248.0 ^(B)
ARLN06	Year 2: Offsite (South Eastshore Blvd)	559972.80	4197354.53	98.9 ^(B)
(A) UTM coordinates represent the southwest corner of the source.				
(B) Reflects length of line area source in meters				

Consistent with BAAQMD-recommendations, PM_{2.5} construction exhaust emissions were presumed to be 100 percent DPM; PM_{2.5} fugitive dust emissions were not modeled to determine total combined PM_{2.5} exposure pursuant to BAAQMD CEQA Guidelines and guidance provided by staff of the BAAQMD's Planning and Climate Protection Division (BAAQMD 2017). An emissions rate for each source listed in Table 1 was derived from the CalEEMod emissions estimates shown in Attachment 3. The annual emissions generated during construction of the

proposed project were converted to an average emission rate in terms of grams / second per hour per hour of construction activity.¹

On-site DPM emissions were modeled as a series of polygon area sources. Two area sources were modeled for Year 1, which reflect construction activities occurring at 1711-1755 Eastshore Boulevard. The Sacramento Metro Air Quality Management District (SMAQMD) recommends a release height of 5 meters. Since the BAAQMD does not have a recommended release height for PM₁₀ exhaust emissions generated by construction equipment, the SMAQMD's release heights have been used instead (SMAQMD 2013).

Off-site DPM emissions from vehicles were modeled as a line area source. Haul trips were assumed to travel 50% of time on the segment of San Pablo Avenue east/north of the project site and the other 50% of the time on Eastshore Boulevard east/south of the project site. Hauling and vendor trips were modeled as area line sources, with a release height of 4.15 meters, the approximate height of a truck exhaust.

Meteorological Data Inputs

AERMOD requires meteorological data as an input into the model. The meteorological data is processed using AERMET, a pre-processor to AERMOD. AERMET requires surface meteorological data, upper air meteorological data, and surface parameter data such as albedo (reflectivity) and surface roughness. For the proposed project, pre-processed surface data was obtained from the BAAQMD for Chevron (Major Facility Meteorological Site), located approximately 3.9 miles north-northwest of the project site (see Figure 2). Five complete years of meteorological data from January 2013 to December 2017 were utilized. Emissions were modeled to be generated during potential construction hours only.

Terrain Inputs

Terrain was incorporated by using AERMAP (an AERMOD pre-processor) to import the elevation of the project site using data from the National Elevation Dataset (NED) with a resolution of 1/3 arcsecond.

Modeled Receptors

Receptors for the proposed project were modeled using two receptor grids, as described below.

- The first, coarse resolution receptor grid was centered on 559915.17 m Easting and 4197471.97 m Northing and had a spacing of 50 meters by 50 meters out to 750 meters in the x- and y-directions. This grid was converted to 225 discrete Cartesian receptors. This grid models overall dispersion characteristics in proximity of the project site.
- The second, fine resolution receptor grid was centered on 591229.43 m Easting and 4137437.97 m Northing and had a spacing of 10 meters by 10 meters. The grid was 100 meters wide (x axis) and 320 meters tall (y axis). This grid was converted to 456 discrete Cartesian receptors. This grid models fine-resolution dispersion characteristics to the east of the project site (i.e., along San Pablo Avenue) where sensitive residential receptors are located.

A plant blanking boundary was drawn around the project site and five (5) receptors were removed. In total, 451 discrete receptors were modeled. All modeled receptors were assigned a flagpole breathing height of 1.5 meters above ground surface, consistent with BAAQMD guidance.

¹The average emissions rate is based on 3,328 active construction hours for Years 1 and 2; this reflects construction occurring Monday through Friday, 7 AM to 6 PM and Saturday 8 AM to 5 PM.

Figure 1: Modeled Construction Emissions Sources

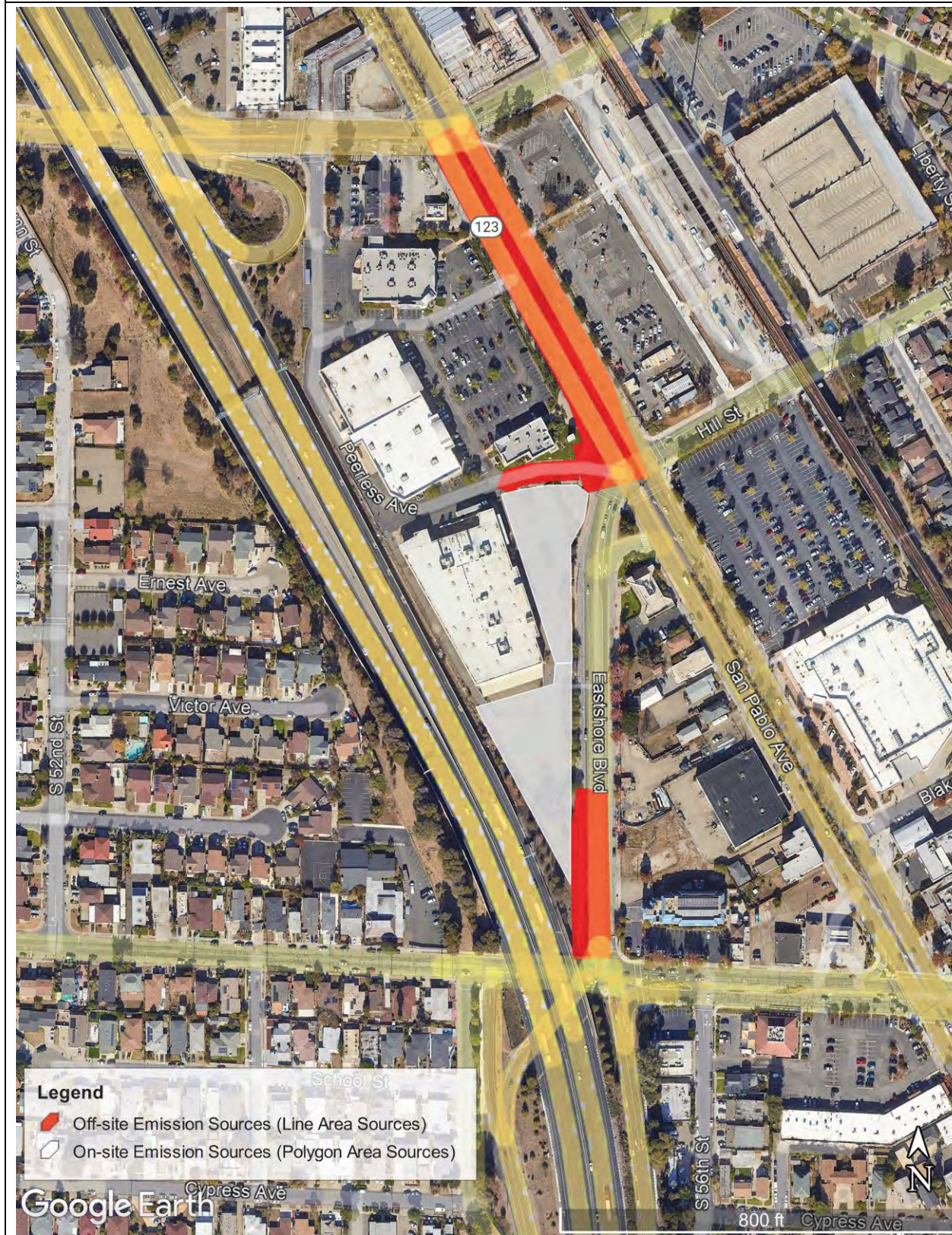
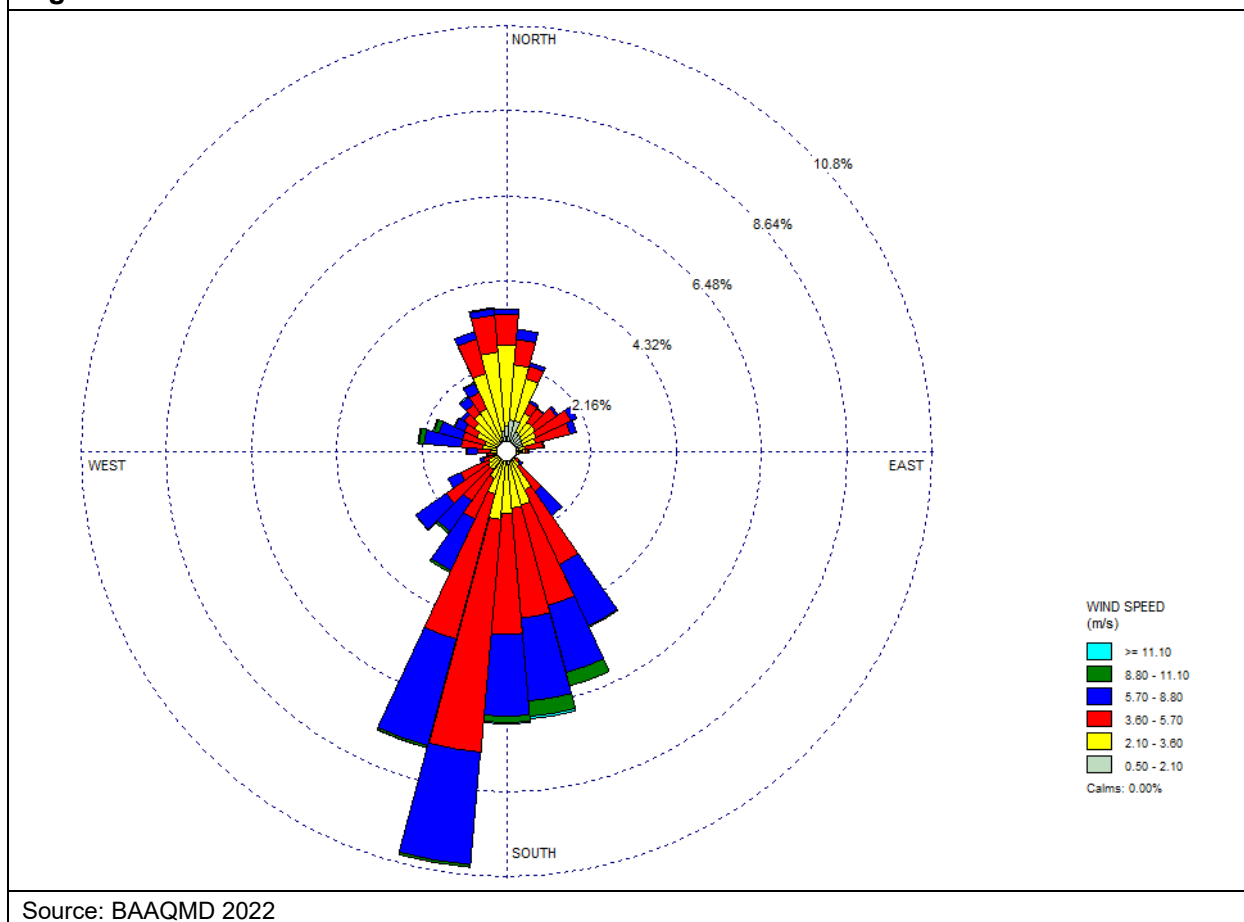


Figure 2: Wind Rose for Chevron



Health Risk Analysis Methodology

Cancer risk and non-cancer health risks to sensitive receptors within one-quarter mile of on-site sources were estimated using the U.S. EPA's AERMOD dispersion model and recommendations contained in the BAAQMD's *Health Risks Assessment Modeling Protocol*, as well as the OEHHA *Air Toxics Hot Spots Program Guidance Manual*.

Cancer Risk

Cancer risk is the calculated, pollutant-specific estimated probability of developing cancer based upon the dose and exposure to the toxic air contaminants (TAC). Cancer risk is determined by calculating the combinatory effects of the cancer potency factor (CPF) when inhaling the toxic, the daily inhalation dose, the age group the receptor is cohort to, the duration of exposure over a lifetime (70 years), and other factors such as age sensitivity and the amount of time spent at the location of exposure. Risks were assessed for the inhalation pathway (i.e., breathing) for both residential receptors. Additionally, residential receptors were assessed under a 70-year exposure duration to further detail potential risk to those under lifetime exposure. Cancer risk equations for residential receptors are summarized in Table 2 and 3.

Potential cancer risks were assessed for the two years during which construction activities would take place and sensitive receptors in proximity of the project site would be exposed to construction PM_{2.5} emissions. The exposure time is consistent with the construction schedule provided by the project applicant.

Table 2: Cancer Risk Equations

Equation 1 – Residential Risk:	$RISK_{INH.RES} = DOSE_{AIR.RES} \times CPF \times ASF \times \frac{ED}{AT} \times FAH$
Where:	
DOSE _{AIR} =	Daily Inhalation Dose (mg/kg-day). See Table 3.
CPF =	Cancer Potency Factor for Inhalants (mg/kg-day). CPF is expressed as the 95 th percent upper confidence limit of the slope of the dose response curve under continuous lifetime exposure conditions. The CPF for diesel exhaust is 1.1 mg/kg-day.
ASF =	Age Sensitivity Factor. ASF is a protective coefficient intended to take into account increased susceptibility to long-term health effects from early-life exposure to TACs. The recommended ASFs are 10 for the third-trimester to birth and two-year age bins, three for the two-year to nine-year and 16-year age bins, and one for receptors over 16 years of age.
ED =	Exposure Duration (years). Exposure duration characterizes the length of residency (30 Years) or employment (25 Years) of the receptor.
AT =	Averaging Time (years). A 70-year (lifetime) averaging time is used to characterize to total risk as a factor of average risk over a typical lifespan.
FAH =	Fraction at Home. FAH is the percentage of time the receptor is physically at the receptor location. Consistent with OEHHA recommendations, the FAH was set to 85% for the third-trimester to birth and two-year age bins. The two-year to 16-year age bins FAH was set to 72%. Receptors over 16 years of age had their FAH set to 73%.

Table 3: Inhalation Dose Equations

Residential Dose	$DOSE_{AIR.RES} = C_{AIR} \times \frac{BR}{BW} \times A \times EF \times 10^{-6}$
Where:	
C _{AIR} =	Concentration of TAC in air (µg/m ³). Concentration of toxic in micrograms per one cubic meter of air. The AERMOD program is used in the study to determine concentrations of diesel particulate matter at surrounding discrete and grid receptor points.
BR/BW =	Breathing Rate ÷ Body Weight (L/kg/day). Daily breathing rate normalized to body weight. The 95 th percentile breathing rate to body weight ratios are used in this study with a recommended 361 L/kg/day for the third-trimester to birth age bin and 1,090 L/kg/day for the birth to two-years age bin. The 80 th percentile breathing rate to body weight ratios are used in this study with a recommended 572 for the two-years to 16-years age bin, 261 L/kg/day for the 16-years to 30-years age bin, and 233 L/kg/day for the 16-years to 70-years age bin.
A =	Inhalation Absorption Factor. Is a coefficient that reflects the fraction of chemical absorbed in studies used in the development of CPF and Reference Exposure Levels (RELs). An absorption factor of one is recommended for all chemicals.
EF =	Exposure Frequency. EF is the ratio of days in a year that a receptor is receiving the dose. The recommended EF is 0.96 characterizing an assumed 350 days a year that a residential receptor is home for some portion of the day.

Non-Cancer Risk

The chronic non-cancer hazard quotient is the calculated pollutant-specific indicator for risk of developing an adverse health effect on specific organ system(s) targeted by the identified TAC, in this DPM. The potential for exposure to result in chronic non-cancer effects is evaluated by comparing the estimated annual average air concentration to the chemical-specific, non-cancer chronic reference exposure levels (RELs). The REL is a concentration below which there is assumed to be no observable adverse health impact to a target organ system. When calculated

for a single chemical, the comparison yields a ratio termed a hazard quotient. To evaluate the potential for adverse chronic non-cancer health effects from simultaneous exposure to multiple chemicals, the hazard quotients for all chemicals are summed, yielding a hazard index. The chronic REL for DPM was established by OEHHA as 5 µg/m³. For an acute hazard quotient, the one-hour maximum concentration is divided by the acute REL for the substance; however, there is no acute REL for DPM.

Chronic non-cancer risks are considered significant if a project's TAC emissions result in a hazard index greater than or equal to one. Non-cancer risk equations are summarized in Table 4.

Table 4: Non-Cancer Risk Equation	
Chronic Hazard Quotient:	$HI_{DPM} = \frac{C_{DPM}}{REL_{AAC}}$
Where:	
HI_{DPM} =	Hazard Index; an expression of the potential for non-cancer health effects.
C_{DPM} =	Annual average DPM concentration (µg/m ³).
REL_{DPM} =	Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated.

References

The following references were used to prepare this methodology:

- Bay Area Air Quality Management District (BAAQMD) 2018. Personal communication. Phone call. Alison Kirk, Senior Environmental Planner, BAAQMD, with Chris Dugan, MIG. June 21, 2018.
- _____. 2022. "AERMOD-Ready Meteorological Data." Updated November 15, 2022. Web. Accessed January 20, 2023. <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/ceqa-modeling-data>
- Office of Environmental Health Hazard Assessment (OEHHA) 2015. *Air Toxics Hot Spots Program Guidance Manual*. Sacramento, CA. February 2015.
- Sacramento Metro Air Quality Management District (SMAQMD) 2013. "CEQA Guide". Chapter 3. Dispersion Modeling of Construction-Generated PM₁₀ Emissions. Revised July 2013. Web. <http://www.airquality.org/LandUseTransportation/Documents/Ch3PMDispersionModelingGuidanceFINAL7-2013.pdf>

Attachment 5
AERMOD Output Files

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```

** Lakes Environmental AERMOD MPI
**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 1/25/2023
** File: C:\Lakes\El Cerrito_EastshoreBlvd\El
Cerrito_EastshoreBlvd.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\El Cerrito_EastshoreBlvd\El
Cerrito_EastshoreBlvd.isc
  MODELOPT DFAULT CONC
  AVERTIME PERIOD
  URBANOPT 4623264 SF-Bay_Area_MSA
  POLLUTID PM 2.5
  FLAGPOLE 1.50
  RUNORNOT RUN
  ERRORFIL "El Cerrito_EastshoreBlvd.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY    559927.098    4197543.211
15.360
** DESCRSRC Y1_ON-N
  LOCATION PAREA2      AREAPOLY    559960.547    4197441.525
15.150
** DESCRSRC Y1_ON-S
  LOCATION PAREA3      AREAPOLY    559927.100    4197543.210
15.360
** DESCRSRC Y2_ON-N
  LOCATION PAREA4      AREAPOLY    559960.550    4197441.520
15.150
** DESCRSRC Y2_ON-S
** -----

```



```

-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN1
** DESCRSRC Y1_N_PD
** PREFIX
** Length of Side = 11.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 3.9844E-08
** Nodes = 4
** 559929.802, 4197545.940, 15.41, 4.15
** 559932.651, 4197553.084, 15.40, 4.15
** 559945.297, 4197556.533, 15.55, 4.15
** 559974.117, 4197558.909, 16.24, 4.15
** -----
-----
      LOCATION A0000013      AREA      559934.911 4197543.903 15.39
      LOCATION A0000014      AREA      559934.098 4197547.778 15.39
      LOCATION A0000015      AREA      559945.749 4197551.052 15.53
** End of LINE AREA Source ID = ARLN1
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN2
** DESCRSRC Y1_N_R
** PREFIX
** Length of Side = 29.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.5116E-08
** Nodes = 5
** 559974.161, 4197559.024, 16.24, 4.15
** 559996.768, 4197564.898, 16.72, 4.15
** 559988.985, 4197582.372, 16.78, 4.15
** 559981.128, 4197605.199, 16.80, 4.15
** 559893.090, 4197763.735, 17.16, 4.15
** -----
-----
      LOCATION A0000007      AREA      559977.807 4197544.990 16.39
      LOCATION A0000008      AREA      560010.014 4197570.797 16.71
      LOCATION A0000009      AREA      560002.696 4197587.092 16.71
      LOCATION A0000010      AREA      559993.805 4197612.239 16.74
** End of LINE AREA Source ID = ARLN2
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN3
** DESCRSRC Y1_S_R
** PREFIX
** Length of Side = 23.00
** Ratio = 10
** Vertical Dimension = 0.00

```

```

** Emission Rate = 1.9065E-08
** Nodes = 3
** 559972.797, 4197354.525, 14.51, 4.15
** 559981.883, 4197353.090, 14.61, 4.15
** 559984.275, 4197263.417, 14.20, 4.15
** -----
-----
      LOCATION A0000011      AREA      559971.003 4197343.166 14.42
      LOCATION A0000012      AREA      559970.388 4197352.784 14.47
** End of LINE AREA Source ID = ARLN3
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN4
** DESCRSRC Y2_N_PD
** PREFIX
** Length of Side = 11.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 3.7301E-08
** Nodes = 4
** 559929.800, 4197545.940, 15.41, 4.15
** 559932.650, 4197553.080, 15.40, 4.15
** 559945.300, 4197556.530, 15.55, 4.15
** 559974.120, 4197558.910, 16.24, 4.15
** -----
-----
      LOCATION A0000016      AREA      559934.908 4197543.901 15.39
      LOCATION A0000017      AREA      559934.097 4197547.774 15.39
      LOCATION A0000018      AREA      559945.753 4197551.049 15.54
** End of LINE AREA Source ID = ARLN4
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN5
** DESCRSRC Y2_N_R
** PREFIX
** Length of Side = 29.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.4156E-08
** Nodes = 5
** 559974.160, 4197559.020, 16.24, 4.15
** 559996.770, 4197564.900, 16.72, 4.15
** 559988.990, 4197582.370, 16.78, 4.15
** 559981.130, 4197605.200, 16.80, 4.15
** 559893.090, 4197763.730, 17.16, 4.15
** -----
-----
      LOCATION A0000019      AREA      559977.810 4197544.987 16.39
      LOCATION A0000020      AREA      560010.016 4197570.799 16.71
      LOCATION A0000021      AREA      560002.700 4197587.090 16.71

```

```

LOCATION A0000022      AREA      559993.806 4197612.240 16.74
** End of LINE AREA Source ID = ARLN5
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** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN6
** DESCRSRC Y2_S_R
** PREFIX
** Length of Side = 23.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.7849E-08
** Nodes = 3
** 559972.800, 4197354.530, 14.51, 4.15
** 559981.880, 4197353.090, 14.61, 4.15
** 559984.270, 4197263.420, 14.20, 4.15
** -----
-----
LOCATION A0000023      AREA      559970.999 4197343.172 14.42
LOCATION A0000024      AREA      559970.384 4197352.784 14.47
** End of LINE AREA Source ID = ARLN6
** Source Parameters **
SRCPARAM PAREA1      3.8195E-07      5.000      9
AREAVERT PAREA1      559927.098 4197543.211 559960.572
4197441.717
AREAVERT PAREA1      559970.695 4197442.279 559969.289
4197512.861
AREAVERT PAREA1      559977.444 4197528.046 559979.694
4197544.075
AREAVERT PAREA1      559972.945 4197548.855 559955.229
4197548.855
AREAVERT PAREA1      559939.201 4197546.043
SRCPARAM PAREA2      3.8189E-07      5.000      5
AREAVERT PAREA2      559960.547 4197441.525 559959.674
4197429.258
AREAVERT PAREA2      559912.692 4197415.017 559970.703
4197308.969
AREAVERT PAREA2      559970.429 4197441.985
SRCPARAM PAREA3      3.6779E-07      5.000      9
AREAVERT PAREA3      559927.100 4197543.210 559960.570
4197441.720
AREAVERT PAREA3      559970.700 4197442.280 559969.290
4197512.860
AREAVERT PAREA3      559977.440 4197528.050 559979.690
4197544.070
AREAVERT PAREA3      559972.940 4197548.860 559955.230
4197548.860
AREAVERT PAREA3      559939.200 4197546.040
SRCPARAM PAREA4      3.6802E-07      5.000      5
AREAVERT PAREA4      559960.550 4197441.520 559959.670
4197429.260
AREAVERT PAREA4      559912.690 4197415.020 559970.700

```



```

4197308.970
  AREAVERT PAREA4          559970.430 4197441.980
** LINE AREA Source ID = ARLN1
  SRCPARAM A0000013      3.9844E-08      4.150      7.690
11.000   -68.260
  SRCPARAM A0000014      3.9844E-08      4.150     13.109
11.000   -15.255
  SRCPARAM A0000015      3.9844E-08      4.150     28.917
11.000    -4.713
** -----
-----
** LINE AREA Source ID = ARLN2
  SRCPARAM A0000007      1.5116E-08      4.150     23.358
29.000   -14.564
  SRCPARAM A0000008      1.5116E-08      4.150     19.130
29.000  -114.007
  SRCPARAM A0000009      1.5116E-08      4.150     24.141
29.000  -108.994
  SRCPARAM A0000010      1.5116E-08      4.150    181.340
29.000  -119.044
** -----
-----
** LINE AREA Source ID = ARLN3
  SRCPARAM A0000011      1.9065E-08      4.150      9.199     23.000
8.973
  SRCPARAM A0000012      1.9065E-08      4.150     89.705     23.000
88.472
** -----
-----
** LINE AREA Source ID = ARLN4
  SRCPARAM A0000016      3.7301E-08      4.150      7.688
11.000   -68.240
  SRCPARAM A0000017      3.7301E-08      4.150     13.112
11.000   -15.255
  SRCPARAM A0000018      3.7301E-08      4.150     28.918
11.000    -4.721
** -----
-----
** LINE AREA Source ID = ARLN5
  SRCPARAM A0000019      1.4156E-08      4.150     23.362
29.000   -14.578
  SRCPARAM A0000020      1.4156E-08      4.150     19.124
29.000  -114.005
  SRCPARAM A0000021      1.4156E-08      4.150     24.145
29.000  -108.998
  SRCPARAM A0000022      1.4156E-08      4.150    181.336
29.000  -119.046
** -----
-----
** LINE AREA Source ID = ARLN6
  SRCPARAM A0000023      1.7849E-08      4.150      9.193     23.000
9.012

```

```

SRCPARAM A0000024      1.7849E-08      4.150      89.702      23.000
88.473
** -----
-----
URBANSRC ALL
SRCGROUP Y1_ALL      A0000013 A0000014 A0000015 A0000007 A0000008
A0000009
SRCGROUP Y1_ALL      A0000010 PAREA1 PAREA2 A0000011 A0000012
SRCGROUP Y1_ON      PAREA1 PAREA2
SRCGROUP Y1_OFF      A0000013 A0000014 A0000015 A0000007 A0000008
A0000009
SRCGROUP Y1_OFF      A0000010 A0000011 A0000012
SRCGROUP Y2_ALL      PAREA3 PAREA4 A0000016 A0000017 A0000018
A0000019 A0000020
SRCGROUP Y2_ALL      A0000021 A0000022 A0000023 A0000024
SRCGROUP Y2_ON      PAREA3 PAREA4
SRCGROUP Y2_OFF      A0000016 A0000017 A0000018 A0000019 A0000020
A0000021
SRCGROUP Y2_OFF      A0000022 A0000023 A0000024
SO FINISHED
**
*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
  INCLUDED "El Cerrito_EastshoreBlvd.rou"
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING
  SURFFILE "Z:\Shared\San Jose\Env\16240_El Cerrito Eastshore
Blvd Apt AQ Constrn HRA & NOI Studies\Project-Data\AERMOD\Chevron
\CHEVRON_2013-2017_compiled.sfc"
  PROFFILE "Z:\Shared\San Jose\Env\16240_El Cerrito Eastshore
Blvd Apt AQ Constrn HRA & NOI Studies\Project-Data\AERMOD\Chevron
\CHEVRON_2013-2017_compiled.PFL"
  SURFDATA 23230 2013 OAKLAND/WSO_AP
  UAIRDATA 23230 2013 OAKLAND/WSO_AP
  SITEDATA 2703 2013
  PROFBASE 1.5 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**

```

```

**
OU STARTING
** Auto-Generated Plotfiles
  PLOTFILE PERIOD Y1_ALL "El Cerrito_EastshoreBlvd.AD
\PE00G001.PLT" 31
  PLOTFILE PERIOD Y1_ON "El Cerrito_EastshoreBlvd.AD
\PE00G002.PLT" 32
  PLOTFILE PERIOD Y1_OFF "El Cerrito_EastshoreBlvd.AD
\PE00G003.PLT" 33
  PLOTFILE PERIOD Y2_ALL "El Cerrito_EastshoreBlvd.AD
\PE00G004.PLT" 34
  PLOTFILE PERIOD Y2_ON "El Cerrito_EastshoreBlvd.AD
\PE00G005.PLT" 35
  PLOTFILE PERIOD Y2_OFF "El Cerrito_EastshoreBlvd.AD
\PE00G006.PLT" 36
  SUMMFILE "El Cerrito_EastshoreBlvd.sum"
OU FINISHED

```

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

```

A Total of           0 Fatal Error Message(s)
A Total of           1 Warning Message(s)
A Total of           0 Informational Message(s)

```

```

***** FATAL ERROR MESSAGES *****
      *** NONE ***

```

```

***** WARNING MESSAGES *****
MX W403      244      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data

```

```

*****
*** SETUP Finishes Successfully ***
*****

```



```

*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
Cerrito_EastshoreBlvd\El Cerrito_EastshoreBlvd.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 15:52:49

```

```

PAGE 1
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

```

```

*** MODEL SETUP
OPTIONS SUMMARY ***
-----
-----

```

```

**Model Is Setup For Calculation of Average CONCentration
Values.

```

```

-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses URBAN Dispersion Algorithm for the SBL for 22
Source(s),
for Total of 1 Urban Area(s):
Urban Population = 4623264.0 ; Urban Roughness Length =
1.000 m

```

```

**Model Uses Regulatory DEFAULT Options:
1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Urban Roughness Length of 1.0 Meter Assumed.

```

```

**Other Options Specified:
TEMP_Sub - Meteorological data includes TEMP
substitutions

```

```

**Model Accepts FLAGPOLE Receptor Heights.

```

```

**The User Specified a Pollutant Type of: PM_2.5

```

```

**Model Calculates PERIOD Averages Only

```

```

**This Run Includes: 22 Source(s); 6 Source Group(s);
and 463 Receptor(s)

```

```

with: 0 POINT(s), including

```

```

                                0 POINTCAP(s) and          0 POINTHOR(s)
and:                          0 VOLUME source(s)
and:                          22 AREA type source(s)
and:                          0 LINE source(s)
and:                          0 RLINE/RLINEXT source(s)
and:                          0 OPENPIT source(s)
and:                          0 BUOYANT LINE source(s) with a total
of      0 line(s)

```

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

```

    Model Outputs Tables of PERIOD Averages by Receptor
    Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
    Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

```

**NOTE: The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

```

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) =
1.50 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units =

```

```

GRAMS/SEC ; Emission Rate Unit
Factor = 0.10000E+07

```

```

Output Units = MICROGRAMS/M**3

```

**Approximate Storage Requirements of Model = 3.6 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: El Cerrito_EastshoreBlvd.err

**File for Summary of Results: El Cerrito_EastshoreBlvd.sum

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PAGE 2
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** AREA SOURCE

DATA ***

RELEASE	X-DIM	NUMBER	EMISSION	RATE	COORD (SW CORNER)	BASE
		Y-DIM	ORIENT.	INIT.	URBAN	EMISSION
RATE						
SOURCE	PART.	(GRAMS/SEC	X	Y	ELEV.	
HEIGHT	OF AREA	OF AREA	OF AREA	SZ	SOURCE	SCALAR
VARY						
ID	CATS.	/METER**2)	(METERS)	(METERS)	(METERS)	
(METERS)	(METERS)	(METERS)	(DEG.)	(METERS)		BY
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
A0000013	0	0.39844E-07	559934.9	4197543.9	15.4	
4.15	7.69	11.00	-68.26	0.00	YES	
A0000014	0	0.39844E-07	559934.1	4197547.8	15.4	
4.15	13.11	11.00	-15.26	0.00	YES	
A0000015	0	0.39844E-07	559945.7	4197551.1	15.5	
4.15	28.92	11.00	-4.71	0.00	YES	
A0000007	0	0.15116E-07	559977.8	4197545.0	16.4	
4.15	23.36	29.00	-14.56	0.00	YES	
A0000008	0	0.15116E-07	560010.0	4197570.8	16.7	
4.15	19.13	29.00	-114.01	0.00	YES	
A0000009	0	0.15116E-07	560002.7	4197587.1	16.7	
4.15	24.14	29.00	-108.99	0.00	YES	
A0000010	0	0.15116E-07	559993.8	4197612.2	16.7	
4.15	181.34	29.00	-119.04	0.00	YES	
A0000011	0	0.19065E-07	559971.0	4197343.2	14.4	
4.15	9.20	23.00	8.97	0.00	YES	
A0000012	0	0.19065E-07	559970.4	4197352.8	14.5	
4.15	89.70	23.00	88.47	0.00	YES	
A0000016	0	0.37301E-07	559934.9	4197543.9	15.4	
4.15	7.69	11.00	-68.24	0.00	YES	
A0000017	0	0.37301E-07	559934.1	4197547.8	15.4	
4.15	13.11	11.00	-15.26	0.00	YES	
A0000018	0	0.37301E-07	559945.8	4197551.0	15.5	
4.15	28.92	11.00	-4.72	0.00	YES	
A0000019	0	0.14156E-07	559977.8	4197545.0	16.4	
4.15	23.36	29.00	-14.58	0.00	YES	

A0000020	0	0.14156E-07	560010.0	4197570.8	16.7
4.15 19.12	29.00	-114.00	0.00	YES	
A0000021	0	0.14156E-07	560002.7	4197587.1	16.7
4.15 24.14	29.00	-109.00	0.00	YES	
A0000022	0	0.14156E-07	559993.8	4197612.2	16.7
4.15 181.34	29.00	-119.05	0.00	YES	
A0000023	0	0.17849E-07	559971.0	4197343.2	14.4
4.15 9.19	23.00	9.01	0.00	YES	
A0000024	0	0.17849E-07	559970.4	4197352.8	14.5
4.15 89.70	23.00	88.47	0.00	YES	

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PAGE 3
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** AREAPOLY

SOURCE DATA ***

RELEASE	NUMBER	NUMBER	EMISSION	RATE	LOCATION	OF	AREA	BASE
SOURCE	HEIGHT	OF	VERTS.	INIT.	URBAN	EMISSION	RATE	
ID	CATS.	SZ	SOURCE	X	Y	ELEV.		
(METERS)	(METERS)	(METERS)	/METER**2)	(METERS)	(METERS)	(METERS)		
			BY					
PAREA1	0	0.38195E-06	559927.1	4197543.2	15.4			
5.00	9	0.00	YES					
PAREA2	0	0.38189E-06	559960.5	4197441.5	15.2			
5.00	5	0.00	YES					
PAREA3	0	0.36779E-06	559927.1	4197543.2	15.4			
5.00	9	0.00	YES					
PAREA4	0	0.36802E-06	559960.6	4197441.5	15.2			
5.00	5	0.00	YES					

```

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Cerrito_EastshoreBlvd\E1 Cerrito_EastshoreBlvd.isc ***
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*** AERMET - VERSION 18081 *** ***
*** 15:52:49

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PAGE 4
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** SOURCE IDs
DEFINING SOURCE GROUPS ***

SRCGROUP ID SOURCE
IDs
-----
---

Y1_ALL PAREA1 , PAREA2 , A0000013 ,
A0000014 , A0000015 , A0000007 , A0000008 ,
A0000009 ,

A0000010 , A0000011 , A0000012 ,

Y1_ON PAREA1 , PAREA2 ,

Y1_OFF A0000013 , A0000014 , A0000015 ,
A0000007 , A0000008 , A0000009 , A0000010 ,
A0000011 ,

A0000012 ,

Y2_ALL PAREA3 , PAREA4 , A0000016 ,
A0000017 , A0000018 , A0000019 , A0000020 ,
A0000021 ,

A0000022 , A0000023 , A0000024 ,

Y2_ON PAREA3 , PAREA4 ,

Y2_OFF A0000016 , A0000017 , A0000018 ,
A0000019 , A0000020 , A0000021 , A0000022 ,
A0000023 ,

A0000024 ,

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Cerrito_EastshoreBlvd\El Cerrito_EastshoreBlvd.isc ***
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PAGE 5
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** SOURCE IDs DEFINED

AS URBAN SOURCES ***

URBAN ID IDs	URBAN POP	SOURCE
-----	-----	-----

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A0000015	, PAREA4	, A0000013 , A0000014 ,
A0000007	,	
A0000011	A0000008 , A0000012	, A0000009 , A0000010 ,
A0000018	, A0000012	, A0000016 , A0000017 ,
	,	
A0000022	A0000019 , A0000023	, A0000020 , A0000021 ,
	, A0000023	, A0000024 ,

```

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Cerrito_EastshoreBlvd\El Cerrito_EastshoreBlvd.isc ***
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PAGE 6
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

```

```

*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

```

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PAGE 7
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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Cerrito_EastshoreBlvd\El Cerrito_EastshoreBlvd.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 15:52:49

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PAGE 8
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

```

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*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
Cerrito_EastshoreBlvd\El Cerrito_EastshoreBlvd.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
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PAGE 9
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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*** AERMET - VERSION 18081 *** ***
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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01/25/23
*** AERMET - VERSION 18081 *** ***
*** 15:52:49

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PAGE 11
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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 01/25/23
 *** AERMET - VERSION 18081 *** ***
 *** 15:52:49

PAGE 12
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

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 =YES; 0=NO)

1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
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1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED
 WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST
 THROUGH FIFTH WIND SPEED CATEGORIES ***
 (METERS/SEC)

5.14, 8.23, 10.80, 1.54, 3.09,

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** UP TO THE FIRST 24 HOURS
 OF METEOROLOGICAL DATA ***

Surface file: Z:\Shared\San Jose\Env\16240_El Cerrito
 Eastshore Blvd Apt AQ Constrn HRA & NOI Met Version: 18081
 Profile file: Z:\Shared\San Jose\Env\16240_El Cerrito
 Eastshore Blvd Apt AQ Constrn HRA & NOI
 Surface format: FREE
 Profile format: FREE
 Surface station no.: 23230 Upper air
 station no.: 23230
 Name: OAKLAND/WSO_AP
 Name: OAKLAND/WSO_AP
 Year: 2013
 Year: 2013

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN
Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT			
13	01	01	1	01	-6.3	0.084	-9.000	-9.000	-999.	58.		8.4
0.17		0.63		1.00	1.70	173.	10.0	279.9		8.8		
13	01	01	1	02	-9.2	0.134	-9.000	-9.000	-999.	117.		23.7
0.15		0.63		1.00	2.10	93.	10.0	278.4		8.8		
13	01	01	1	03	-6.5	0.086	-9.000	-9.000	-999.	61.		9.0
0.15		0.63		1.00	1.80	63.	10.0	278.4		8.8		
13	01	01	1	04	-11.3	0.164	-9.000	-9.000	-999.	160.		35.8
0.19		0.63		1.00	2.20	25.	10.0	278.5		8.8		
13	01	01	1	05	-15.9	0.232	-9.000	-9.000	-999.	268.		71.3
0.19		0.63		1.00	2.70	43.	10.0	278.8		8.8		
13	01	01	1	06	-25.3	0.368	-9.000	-9.000	-999.	537.		180.2
0.15		0.63		1.00	4.10	72.	10.0	278.9		8.8		
13	01	01	1	07	-24.5	0.242	-9.000	-9.000	-999.	296.		52.9
0.15		0.63		1.00	3.10	64.	10.0	278.5		8.8		
13	01	01	1	08	-28.7	0.284	-9.000	-9.000	-999.	363.		72.7
0.19		0.63		1.00	3.30	56.	10.0	278.1		8.8		
13	01	01	1	09	1.9	0.246	0.106	0.005	23.	293.	-724.2	
0.19		0.63		0.38	2.40	49.	10.0	278.5		8.8		
13	01	01	1	10	39.2	0.414	0.490	0.007	109.	639.	-164.7	
0.19		0.63		0.25	3.90	42.	10.0	279.9		8.8		
13	01	01	1	11	68.1	0.405	0.767	0.007	241.	619.	-88.9	

0.19	0.63	0.20		3.70	26.	10.0	280.8	8.8	
13	01	01	1	12	84.6	0.456	1.112	0.008	592. 738. -102.1
0.19	0.63	0.19		4.20	26.	10.0	281.6	8.8	
13	01	01	1	13	87.7	0.532	1.277	0.007	865. 929. -156.0
0.19	0.63	0.18		5.00	50.	10.0	282.8	8.8	
13	01	01	1	14	77.3	0.596	1.242	0.005	903. 1103. -249.4
0.19	0.63	0.19		5.70	58.	10.0	283.8	8.8	
13	01	01	1	15	53.8	0.729	1.108	0.005	920. 1489. -653.8
0.15	0.63	0.22		7.50	62.	10.0	284.4	8.8	
13	01	01	1	16	19.4	0.459	0.790	0.007	925. 827. -454.5
0.15	0.63	0.31		4.70	72.	10.0	284.4	8.8	
13	01	01	1	17	-32.5	0.383	-9.000	-9.000	-999. 578. 157.6
0.15	0.63	0.54		4.30	78.	10.0	283.9	8.8	
13	01	01	1	18	-22.8	0.210	-9.000	-9.000	-999. 256. 36.9
0.15	0.63	1.00		2.90	99.	10.0	282.6	8.8	
13	01	01	1	19	-12.8	0.118	-9.000	-9.000	-999. 103. 11.7
0.17	0.63	1.00		2.40	124.	10.0	281.8	8.8	
13	01	01	1	20	-1.7	0.043	-9.000	-9.000	-999. 25. 4.2
0.15	0.63	1.00		0.90	336.	10.0	281.1	8.8	
13	01	01	1	21	-2.6	0.053	-9.000	-9.000	-999. 29. 5.2
0.15	0.63	1.00		1.10	304.	10.0	281.2	8.8	
13	01	01	1	22	-5.5	0.077	-9.000	-9.000	-999. 51. 7.5
0.15	0.63	1.00		1.60	94.	10.0	280.6	8.8	
13	01	01	1	23	-3.4	0.061	-9.000	-9.000	-999. 36. 6.1
0.19	0.63	1.00		1.20	19.	10.0	279.0	8.8	
13	01	01	1	24	-6.7	0.086	-9.000	-9.000	-999. 60. 8.6
0.19	0.63	1.00		1.70	30.	10.0	278.2	8.8	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW
13	01	01	01	8.8	0	-999.	-99.00	280.0		
999.0	-99.00	-99.00								
13	01	01	01	10.0	1	173.	1.70	-999.0	25.2	-99.00

0.68

F indicates top of profile (=1) or below (=0)

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):
 PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.01098
559615.17	4197121.97	0.01252
559665.17	4197121.97	0.01439
559715.17	4197121.97	0.01663
559765.17	4197121.97	0.01938
559815.17	4197121.97	0.02245
559865.17	4197121.97	0.02526
559915.17	4197121.97	0.02682
559965.17	4197121.97	0.02561
560015.17	4197121.97	0.02252
560065.17	4197121.97	0.01812
560115.17	4197121.97	0.01383
560165.17	4197121.97	0.01058
560215.17	4197121.97	0.00836
560265.17	4197121.97	0.00691
559565.17	4197171.97	0.01232
559615.17	4197171.97	0.01426
559665.17	4197171.97	0.01671
559715.17	4197171.97	0.01974
559765.17	4197171.97	0.02365
559815.17	4197171.97	0.02844
559865.17	4197171.97	0.03348
559915.17	4197171.97	0.03706
559965.17	4197171.97	0.03394

	560015.17	4197171.97	0.02996
560065.17	4197171.97	0.02236	
	560115.17	4197171.97	0.01617
560165.17	4197171.97	0.01219	
	560215.17	4197171.97	0.00967
560265.17	4197171.97	0.00804	
	559565.17	4197221.97	0.01356
559615.17	4197221.97	0.01606	
	559665.17	4197221.97	0.01927
559715.17	4197221.97	0.02348	
	559765.17	4197221.97	0.02917
559815.17	4197221.97	0.03688	
	559865.17	4197221.97	0.04649
559915.17	4197221.97	0.05525	
	559965.17	4197221.97	0.05493
560015.17	4197221.97	0.04224	
	560065.17	4197221.97	0.02811
560115.17	4197221.97	0.01951	
	560165.17	4197221.97	0.01456
560215.17	4197221.97	0.01151	
	560265.17	4197221.97	0.00950
559565.17	4197271.97	0.01451	
	559615.17	4197271.97	0.01757
559665.17	4197271.97	0.02169	
	559715.17	4197271.97	0.02742
559765.17	4197271.97	0.03575	
	559815.17	4197271.97	0.04832
559865.17	4197271.97	0.06739	
	559915.17	4197271.97	0.09262
559965.17	4197271.97	0.10369	
	560015.17	4197271.97	0.06303
560065.17	4197271.97	0.03661	
	560115.17	4197271.97	0.02436
560165.17	4197271.97	0.01774	
	560215.17	4197271.97	0.01373
560265.17	4197271.97	0.01107	
	559565.17	4197321.97	0.01499
559615.17	4197321.97	0.01849	
	559665.17	4197321.97	0.02333
559715.17	4197321.97	0.03050	
	559765.17	4197321.97	0.04187
559815.17	4197321.97	0.06114	
	559865.17	4197321.97	0.09800
559915.17	4197321.97	0.16583	
	560015.17	4197321.97	0.09407
560065.17	4197321.97	0.04837	
	560115.17	4197321.97	0.03018
560165.17	4197321.97	0.02102	
	560215.17	4197321.97	0.01571
560265.17	4197321.97	0.01236	
	559565.17	4197371.97	0.01480
559615.17	4197371.97	0.01850	

	559665.17	4197371.97	0.02373
559715.17	4197371.97	0.03180	
	559765.17	4197371.97	0.04504
559815.17	4197371.97	0.06993	

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):
 PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.12783
559915.17	4197371.97	0.25434
560015.17	4197371.97	0.12250
560065.17	4197371.97	0.05760
560115.17	4197371.97	0.03410
560165.17	4197371.97	0.02311
560215.17	4197371.97	0.01704
560265.17	4197371.97	0.01301
559565.17	4197421.97	0.01418
559615.17	4197421.97	0.01778
559665.17	4197421.97	0.02296
559715.17	4197421.97	0.03102
559765.17	4197421.97	0.04449
559815.17	4197421.97	0.07016
559865.17	4197421.97	0.12832
559915.17	4197421.97	0.33227
560015.17	4197421.97	0.13605
560065.17	4197421.97	0.06244
560115.17	4197421.97	0.03644
560165.17	4197421.97	0.02441
560215.17	4197421.97	0.01766
560265.17	4197421.97	0.01298
559565.17	4197471.97	0.01321
559615.17	4197471.97	0.01655

	559665.17	4197471.97	0.02149
559715.17	4197471.97	0.02933	
	559765.17	4197471.97	0.04295
559815.17	4197471.97	0.07017	
	559865.17	4197471.97	0.13321
559915.17	4197471.97	0.31034	
	560015.17	4197471.97	0.14366
560065.17	4197471.97	0.06651	
	560115.17	4197471.97	0.03845
560165.17	4197471.97	0.02515	
	560215.17	4197471.97	0.01685
560265.17	4197471.97	0.01258	
	559565.17	4197521.97	0.01219
559615.17	4197521.97	0.01526	
	559665.17	4197521.97	0.01984
559715.17	4197521.97	0.02716	
	559765.17	4197521.97	0.04006
559815.17	4197521.97	0.06409	
	559865.17	4197521.97	0.12237
559915.17	4197521.97	0.29080	
	560015.17	4197521.97	0.13862
560065.17	4197521.97	0.06446	
	560115.17	4197521.97	0.03734
560165.17	4197521.97	0.02433	
	560215.17	4197521.97	0.01623
560265.17	4197521.97	0.01191	
	559565.17	4197571.97	0.01133
559615.17	4197571.97	0.01419	
	559665.17	4197571.97	0.01848
559715.17	4197571.97	0.02521	
	559765.17	4197571.97	0.03601
559815.17	4197571.97	0.05593	
	559865.17	4197571.97	0.09633
559915.17	4197571.97	0.20399	
	559965.17	4197571.97	0.28934
560015.17	4197571.97	0.11578	
	560065.17	4197571.97	0.05764
560115.17	4197571.97	0.03473	
	560165.17	4197571.97	0.02235
560215.17	4197571.97	0.01538	
	560265.17	4197571.97	0.01139
559565.17	4197621.97	0.01074	
	559615.17	4197621.97	0.01349
559665.17	4197621.97	0.01758	
	559715.17	4197621.97	0.02382
559765.17	4197621.97	0.03018	
	559815.17	4197621.97	0.05042
559865.17	4197621.97	0.07942	
	559915.17	4197621.97	0.12603
559965.17	4197621.97	0.14935	
	560015.17	4197621.97	0.09059
560065.17	4197621.97	0.05050	

	560115.17	4197621.97	0.03038
560165.17	4197621.97	0.02189	
	560215.17	4197621.97	0.01473
560265.17	4197621.97	0.01105	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.01038
559615.17	4197671.97	0.01306
559665.17	4197671.97	0.01697
559715.17	4197671.97	0.01997
559765.17	4197671.97	0.02826
559815.17	4197671.97	0.04469
559865.17	4197671.97	0.06373
559915.17	4197671.97	0.08873
559965.17	4197671.97	0.09203
560015.17	4197671.97	0.06501
560065.17	4197671.97	0.03894
560115.17	4197671.97	0.02592
560165.17	4197671.97	0.01885
560215.17	4197671.97	0.01415
560265.17	4197671.97	0.01059
559565.17	4197721.97	0.01015
559615.17	4197721.97	0.01277
559665.17	4197721.97	0.01629
559715.17	4197721.97	0.01950
559765.17	4197721.97	0.02850
559815.17	4197721.97	0.03813
559865.17	4197721.97	0.05149
559915.17	4197721.97	0.07020
559965.17	4197721.97	0.05992

	560015.17	4197721.97	0.04551
560065.17	4197721.97	0.03256	
	560115.17	4197721.97	0.02275
560165.17	4197721.97	0.01673	
	560215.17	4197721.97	0.01260
560265.17	4197721.97	0.00907	
	559565.17	4197771.97	0.01001
559615.17	4197771.97	0.01246	
	559665.17	4197771.97	0.01571
559715.17	4197771.97	0.01993	
	559765.17	4197771.97	0.02527
559815.17	4197771.97	0.03164	
	559865.17	4197771.97	0.04040
559915.17	4197771.97	0.04921	
	559965.17	4197771.97	0.04205
560015.17	4197771.97	0.03500	
	560065.17	4197771.97	0.02700
560115.17	4197771.97	0.01977	
	560165.17	4197771.97	0.01476
560215.17	4197771.97	0.01017	
	560265.17	4197771.97	0.00722
559565.17	4197821.97	0.00983	
	559615.17	4197821.97	0.01142
559665.17	4197821.97	0.01426	
	559715.17	4197821.97	0.01818
559765.17	4197821.97	0.02210	
	559815.17	4197821.97	0.02628
559865.17	4197821.97	0.03086	
	559915.17	4197821.97	0.03333
559965.17	4197821.97	0.03138	
	560015.17	4197821.97	0.02732
560065.17	4197821.97	0.02256	
	560115.17	4197821.97	0.01736
560165.17	4197821.97	0.01303	
	560215.17	4197821.97	0.00890
560265.17	4197821.97	0.00604	
	560000.59	4197301.08	0.10084
560010.59	4197301.08	0.08579	
	560020.59	4197301.08	0.07371
560030.59	4197301.08	0.06422	
	560040.59	4197301.08	0.05664
560050.59	4197301.08	0.05045	
	560060.59	4197301.08	0.04532
560070.59	4197301.08	0.04103	
	560080.59	4197301.08	0.03732
560090.59	4197301.08	0.03410	
	560100.59	4197301.08	0.03131
560000.59	4197311.08	0.11062	
	560010.59	4197311.08	0.09338
560020.59	4197311.08	0.07974	
	560030.59	4197311.08	0.06908
560040.59	4197311.08	0.06060	

	560050.59	4197311.08	0.05372
560060.59	4197311.08	0.04803	
	560070.59	4197311.08	0.04327
560080.59	4197311.08	0.03923	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.03575
560100.59	4197311.08	0.03275
560000.59	4197321.08	0.12019
560010.59	4197321.08	0.10091
560020.59	4197321.08	0.08572
560030.59	4197321.08	0.07389
560040.59	4197321.08	0.06454
560050.59	4197321.08	0.05695
560060.59	4197321.08	0.05068
560070.59	4197321.08	0.04544
560080.59	4197321.08	0.04106
560090.59	4197321.08	0.03732
560100.59	4197321.08	0.03411
560000.59	4197331.08	0.12922
560010.59	4197331.08	0.10815
560020.59	4197331.08	0.09148
560030.59	4197331.08	0.07855
560040.59	4197331.08	0.06832
560050.59	4197331.08	0.06002
560060.59	4197331.08	0.05318
560070.59	4197331.08	0.04748
560080.59	4197331.08	0.04275
560090.59	4197331.08	0.03876
560100.59	4197331.08	0.03534

	560000.59	4197341.08	0.13781
560010.59	4197341.08	0.11502	
	560020.59	4197341.08	0.09694
560030.59	4197341.08	0.08295	
	560040.59	4197341.08	0.07185
560050.59	4197341.08	0.06286	
	560060.59	4197341.08	0.05547
560070.59	4197341.08	0.04937	
	560080.59	4197341.08	0.04429
560090.59	4197341.08	0.04002	
	560100.59	4197341.08	0.03638
560000.59	4197351.08	0.14613	
	560010.59	4197351.08	0.12144
560020.59	4197351.08	0.10198	
	560030.59	4197351.08	0.08692
560040.59	4197351.08	0.07507	
	560050.59	4197351.08	0.06544
560060.59	4197351.08	0.05755	
	560070.59	4197351.08	0.05109
560080.59	4197351.08	0.04571	
	560090.59	4197351.08	0.04115
560100.59	4197351.08	0.03730	
	560000.59	4197361.08	0.15429
560010.59	4197361.08	0.12742	
	560020.59	4197361.08	0.10663
560030.59	4197361.08	0.09057	
	560040.59	4197361.08	0.07796
560050.59	4197361.08	0.06772	
	560060.59	4197361.08	0.05936
560070.59	4197361.08	0.05256	
	560080.59	4197361.08	0.04692
560090.59	4197361.08	0.04219	
	560100.59	4197361.08	0.03820
560000.59	4197371.08	0.16163	
	560010.59	4197371.08	0.13294
560020.59	4197371.08	0.11083	
	560030.59	4197371.08	0.09379
560040.59	4197371.08	0.08042	
	560050.59	4197371.08	0.06970
560060.59	4197371.08	0.06093	
	560070.59	4197371.08	0.05379
560080.59	4197371.08	0.04795	
	560090.59	4197371.08	0.04307
560100.59	4197371.08	0.03898	
	560000.59	4197381.08	0.16792
560010.59	4197381.08	0.13778	
	560020.59	4197381.08	0.11450
560030.59	4197381.08	0.09655	
	560040.59	4197381.08	0.08252
560050.59	4197381.08	0.07136	
	560060.59	4197381.08	0.06228
560070.59	4197381.08	0.05486	

	560080.59	4197381.08	0.04883
560090.59	4197381.08	0.04385	
	560100.59	4197381.08	0.03965
560000.59	4197391.08	0.17296	

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):
 PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.14163
560020.59	4197391.08	0.11745
560030.59	4197391.08	0.09888
560040.59	4197391.08	0.08434
560050.59	4197391.08	0.07279
560060.59	4197391.08	0.06347
560070.59	4197391.08	0.05588
560080.59	4197391.08	0.04967
560090.59	4197391.08	0.04456
560100.59	4197391.08	0.04026
560000.59	4197401.08	0.17668
560010.59	4197401.08	0.14440
560020.59	4197401.08	0.11968
560030.59	4197401.08	0.10066
560040.59	4197401.08	0.08579
560050.59	4197401.08	0.07401
560060.59	4197401.08	0.06453
560070.59	4197401.08	0.05683
560080.59	4197401.08	0.05045
560090.59	4197401.08	0.04520
560100.59	4197401.08	0.04086
560000.59	4197411.08	0.17936
560010.59	4197411.08	0.14644
560020.59	4197411.08	0.12142

	560030.59	4197411.08	0.10213
560040.59	4197411.08	0.08701	
	560050.59	4197411.08	0.07504
560060.59	4197411.08	0.06541	
	560070.59	4197411.08	0.05754
560080.59	4197411.08	0.05113	
	560090.59	4197411.08	0.04584
560100.59	4197411.08	0.04150	
	560000.59	4197421.08	0.18158
560010.59	4197421.08	0.14835	
	560020.59	4197421.08	0.12302
560030.59	4197421.08	0.10352	
	560040.59	4197421.08	0.08820
560050.59	4197421.08	0.07602	
	560060.59	4197421.08	0.06620
560070.59	4197421.08	0.05827	
	560080.59	4197421.08	0.05183
560090.59	4197421.08	0.04652	
	560100.59	4197421.08	0.04210
560000.59	4197431.08	0.18408	
	560010.59	4197431.08	0.15061
560020.59	4197431.08	0.12485	
	560030.59	4197431.08	0.10506
560040.59	4197431.08	0.08947	
	560050.59	4197431.08	0.07705
560060.59	4197431.08	0.06707	
	560070.59	4197431.08	0.05910
560080.59	4197431.08	0.05256	
	560090.59	4197431.08	0.04725
560100.59	4197431.08	0.04257	
	560000.59	4197441.08	0.18692
560010.59	4197441.08	0.15291	
	560020.59	4197441.08	0.12676
560030.59	4197441.08	0.10665	
	560040.59	4197441.08	0.09078
560050.59	4197441.08	0.07809	
	560060.59	4197441.08	0.06802
560070.59	4197441.08	0.05991	
	560080.59	4197441.08	0.05337
560090.59	4197441.08	0.04790	
	560100.59	4197441.08	0.04296
560000.59	4197451.08	0.18954	
	560010.59	4197451.08	0.15493
560020.59	4197451.08	0.12837	
	560030.59	4197451.08	0.10802
560040.59	4197451.08	0.09191	
	560050.59	4197451.08	0.07907
560060.59	4197451.08	0.06893	
	560070.59	4197451.08	0.06074
560080.59	4197451.08	0.05418	
	560090.59	4197451.08	0.04849
560100.59	4197451.08	0.04350	

	560000.59	4197461.08	0.19145
560010.59	4197461.08	0.15636	
	560020.59	4197461.08	0.12939
560030.59	4197461.08	0.10887	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.09272
560050.59	4197461.08	0.07995
560060.59	4197461.08	0.06971
560070.59	4197461.08	0.06157
560080.59	4197461.08	0.05481
560090.59	4197461.08	0.04898
560100.59	4197461.08	0.04401
560000.59	4197471.08	0.19248
560010.59	4197471.08	0.15709
560020.59	4197471.08	0.12987
560030.59	4197471.08	0.10944
560040.59	4197471.08	0.09344
560050.59	4197471.08	0.08064
560060.59	4197471.08	0.07041
560070.59	4197471.08	0.06224
560080.59	4197471.08	0.05519
560090.59	4197471.08	0.04928
560100.59	4197471.08	0.04434
560000.59	4197481.08	0.19269
560010.59	4197481.08	0.15716
560020.59	4197481.08	0.13012
560030.59	4197481.08	0.10987
560040.59	4197481.08	0.09393
560050.59	4197481.08	0.08106

	560060.59	4197481.08	0.07094
560070.59	4197481.08	0.06250	
	560080.59	4197481.08	0.05526
560090.59	4197481.08	0.04936	
	560100.59	4197481.08	0.04447
560000.59	4197491.08	0.19201	
	560010.59	4197491.08	0.15667
560020.59	4197491.08	0.13015	
	560030.59	4197491.08	0.11004
560040.59	4197491.08	0.09400	
	560050.59	4197491.08	0.08126
560060.59	4197491.08	0.07107	
	560070.59	4197491.08	0.06229
560080.59	4197491.08	0.05508	
	560090.59	4197491.08	0.04924
560100.59	4197491.08	0.04438	
	560000.59	4197501.08	0.19058
560010.59	4197501.08	0.15594	
	560020.59	4197501.08	0.12978
560030.59	4197501.08	0.10962	
	560040.59	4197501.08	0.09362
560050.59	4197501.08	0.08108	
	560060.59	4197501.08	0.07064
560070.59	4197501.08	0.06181	
	560080.59	4197501.08	0.05470
560090.59	4197501.08	0.04892	
	560100.59	4197501.08	0.04408
559954.71	4197549.49	0.35283	
	559973.36	4197549.21	0.29125
559980.26	4197544.34	0.25250	
	559978.21	4197528.15	0.27882
559969.70	4197512.85	0.35268	
	559971.05	4197308.01	0.17593
559970.20	4197308.43	0.17999	
	559912.41	4197414.97	0.31666
559912.33	4197415.37	0.31600	
	559959.36	4197429.45	0.41325
559960.20	4197441.75	0.42756	
	559926.03	4197543.45	0.30435

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.01043
559615.17	4197121.97	0.01189
559665.17	4197121.97	0.01368
559715.17	4197121.97	0.01581
559765.17	4197121.97	0.01843
559815.17	4197121.97	0.02135
559865.17	4197121.97	0.02399
559915.17	4197121.97	0.02536
559965.17	4197121.97	0.02413
560015.17	4197121.97	0.02117
560065.17	4197121.97	0.01705
560115.17	4197121.97	0.01303
560165.17	4197121.97	0.00997
560215.17	4197121.97	0.00787
560265.17	4197121.97	0.00650
559565.17	4197171.97	0.01171
559615.17	4197171.97	0.01357
559665.17	4197171.97	0.01591
559715.17	4197171.97	0.01880
559765.17	4197171.97	0.02253
559815.17	4197171.97	0.02709
559865.17	4197171.97	0.03181
559915.17	4197171.97	0.03498
559965.17	4197171.97	0.03180
560015.17	4197171.97	0.02797
560065.17	4197171.97	0.02099
560115.17	4197171.97	0.01522

560165.17	4197171.97	0.01146	
	560215.17	4197171.97	0.00909
560265.17	4197171.97	0.00757	
	559565.17	4197221.97	0.01291
559615.17	4197221.97	0.01532	
	559665.17	4197221.97	0.01839
559715.17	4197221.97	0.02242	
	559765.17	4197221.97	0.02788
559815.17	4197221.97	0.03523	
	559865.17	4197221.97	0.04428
559915.17	4197221.97	0.05203	
	559965.17	4197221.97	0.05041
560015.17	4197221.97	0.03883	
	560065.17	4197221.97	0.02627
560115.17	4197221.97	0.01830	
	560165.17	4197221.97	0.01368
560215.17	4197221.97	0.01084	
	560265.17	4197221.97	0.00897
559565.17	4197271.97	0.01382	
	559615.17	4197271.97	0.01677
559665.17	4197271.97	0.02074	
	559715.17	4197271.97	0.02628
559765.17	4197271.97	0.03432	
	559815.17	4197271.97	0.04644
559865.17	4197271.97	0.06469	
	559915.17	4197271.97	0.08788
559965.17	4197271.97	0.08967	
	560015.17	4197271.97	0.05689
560065.17	4197271.97	0.03412	
	560115.17	4197271.97	0.02288
560165.17	4197271.97	0.01673	
	560215.17	4197271.97	0.01300
560265.17	4197271.97	0.01051	
	559565.17	4197321.97	0.01425
559615.17	4197321.97	0.01764	
	559665.17	4197321.97	0.02232
559715.17	4197321.97	0.02928	
	559765.17	4197321.97	0.04034
559815.17	4197321.97	0.05915	
	559865.17	4197321.97	0.09514
559915.17	4197321.97	0.16139	
	560015.17	4197321.97	0.08626
560065.17	4197321.97	0.04552	
	560115.17	4197321.97	0.02857
560165.17	4197321.97	0.01996	
	560215.17	4197321.97	0.01496
560265.17	4197321.97	0.01178	
	559565.17	4197371.97	0.01402
559615.17	4197371.97	0.01759	
	559665.17	4197371.97	0.02265
559715.17	4197371.97	0.03048	
	559765.17	4197371.97	0.04339

559815.17	4197371.97	0.06780
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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.12486
559915.17	4197371.97	0.25008
560015.17	4197371.97	0.11569
560065.17	4197371.97	0.05474
560115.17	4197371.97	0.03245
560165.17	4197371.97	0.02202
560215.17	4197371.97	0.01623
560265.17	4197371.97	0.01241
559565.17	4197421.97	0.01336
559615.17	4197421.97	0.01681
559665.17	4197421.97	0.02178
559715.17	4197421.97	0.02955
559765.17	4197421.97	0.04262
559815.17	4197421.97	0.06768
559865.17	4197421.97	0.12490
559915.17	4197421.97	0.32719
560015.17	4197421.97	0.13071
560065.17	4197421.97	0.05951
560115.17	4197421.97	0.03469
560165.17	4197421.97	0.02322
560215.17	4197421.97	0.01677
560265.17	4197421.97	0.01230
559565.17	4197471.97	0.01235
559615.17	4197471.97	0.01552
559665.17	4197471.97	0.02020
559715.17	4197471.97	0.02769
559765.17	4197471.97	0.04078

559815.17	4197471.97	0.06716	
	559865.17	4197471.97	0.12891
559915.17	4197471.97	0.30421	
	560015.17	4197471.97	0.13844
560065.17	4197471.97	0.06340	
	560115.17	4197471.97	0.03652
560165.17	4197471.97	0.02380	
	560215.17	4197471.97	0.01586
560265.17	4197471.97	0.01180	
	559565.17	4197521.97	0.01132
559615.17	4197521.97	0.01419	
	559665.17	4197521.97	0.01848
559715.17	4197521.97	0.02537	
	559765.17	4197521.97	0.03762
559815.17	4197521.97	0.06058	
	559865.17	4197521.97	0.11679
559915.17	4197521.97	0.28032	
	560015.17	4197521.97	0.13118
560065.17	4197521.97	0.06082	
	560115.17	4197521.97	0.03514
560165.17	4197521.97	0.02286	
	560215.17	4197521.97	0.01514
560265.17	4197521.97	0.01106	
	559565.17	4197571.97	0.01046
559615.17	4197571.97	0.01311	
	559665.17	4197571.97	0.01709
559715.17	4197571.97	0.02336	
	559765.17	4197571.97	0.03345
559815.17	4197571.97	0.05215	
	559865.17	4197571.97	0.09015
559915.17	4197571.97	0.19049	
	559965.17	4197571.97	0.26163
560015.17	4197571.97	0.10534	
	560065.17	4197571.97	0.05350
560115.17	4197571.97	0.03235	
	560165.17	4197571.97	0.02081
560215.17	4197571.97	0.01428	
	560265.17	4197571.97	0.01053
559565.17	4197621.97	0.00990	
	559615.17	4197621.97	0.01243
559665.17	4197621.97	0.01620	
	559715.17	4197621.97	0.02197
559765.17	4197621.97	0.02764	
	559815.17	4197621.97	0.04637
559865.17	4197621.97	0.07242	
	559915.17	4197621.97	0.11159
559965.17	4197621.97	0.12268	
	560015.17	4197621.97	0.07955
560065.17	4197621.97	0.04630	
	560115.17	4197621.97	0.02804
560165.17	4197621.97	0.02035	
	560215.17	4197621.97	0.01365

560265.17 4197621.97 0.01025

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
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*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00959
559615.17	4197671.97	0.01206
559665.17	4197671.97	0.01566
559715.17	4197671.97	0.01833
559765.17	4197671.97	0.02588
559815.17	4197671.97	0.04039
559865.17	4197671.97	0.05544
559915.17	4197671.97	0.06905
559965.17	4197671.97	0.07133
560015.17	4197671.97	0.05665
560065.17	4197671.97	0.03508
560115.17	4197671.97	0.02369
560165.17	4197671.97	0.01737
560215.17	4197671.97	0.01311
560265.17	4197671.97	0.00985
559565.17	4197721.97	0.00942
559615.17	4197721.97	0.01184
559665.17	4197721.97	0.01509
559715.17	4197721.97	0.01803
559765.17	4197721.97	0.02606
559815.17	4197721.97	0.03393
559865.17	4197721.97	0.04175
559915.17	4197721.97	0.04708
559965.17	4197721.97	0.04739
560015.17	4197721.97	0.03945
560065.17	4197721.97	0.02924
560115.17	4197721.97	0.02073

560165.17	4197721.97	0.01541	
	560215.17	4197721.97	0.01167
560265.17	4197721.97	0.00845	
	559565.17	4197771.97	0.00932
559615.17	4197771.97	0.01160	
	559665.17	4197771.97	0.01461
559715.17	4197771.97	0.01845	
	559765.17	4197771.97	0.02310
559815.17	4197771.97	0.02803	
	559865.17	4197771.97	0.03215
559915.17	4197771.97	0.03449	
	559965.17	4197771.97	0.03438
560015.17	4197771.97	0.03050	
	560065.17	4197771.97	0.02424
560115.17	4197771.97	0.01808	
	560165.17	4197771.97	0.01357
560215.17	4197771.97	0.00941	
	560265.17	4197771.97	0.00672
559565.17	4197821.97	0.00919	
	559615.17	4197821.97	0.01068
559665.17	4197821.97	0.01331	
	559715.17	4197821.97	0.01680
559765.17	4197821.97	0.02010	
	559815.17	4197821.97	0.02310
559865.17	4197821.97	0.02534	
	559915.17	4197821.97	0.02647
559965.17	4197821.97	0.02635	
	560015.17	4197821.97	0.02395
560065.17	4197821.97	0.02035	
	560115.17	4197821.97	0.01586
560165.17	4197821.97	0.01197	
	560215.17	4197821.97	0.00822
560265.17	4197821.97	0.00560	
	560000.59	4197301.08	0.08958
560010.59	4197301.08	0.07742	
	560020.59	4197301.08	0.06738
560030.59	4197301.08	0.05925	
	560040.59	4197301.08	0.05258
560050.59	4197301.08	0.04704	
	560060.59	4197301.08	0.04239
560070.59	4197301.08	0.03847	
	560080.59	4197301.08	0.03506
560090.59	4197301.08	0.03208	
	560100.59	4197301.08	0.02949
560000.59	4197311.08	0.09876	
	560010.59	4197311.08	0.08465
560020.59	4197311.08	0.07318	
	560030.59	4197311.08	0.06393
560040.59	4197311.08	0.05641	
	560050.59	4197311.08	0.05021
560060.59	4197311.08	0.04502	
	560070.59	4197311.08	0.04065

560080.59 4197311.08 0.03692

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.03369
560100.59	4197311.08	0.03090
560000.59	4197321.08	0.10809
560010.59	4197321.08	0.09199
560020.59	4197321.08	0.07901
560030.59	4197321.08	0.06862
560040.59	4197321.08	0.06026
560050.59	4197321.08	0.05338
560060.59	4197321.08	0.04763
560070.59	4197321.08	0.04280
560080.59	4197321.08	0.03873
560090.59	4197321.08	0.03525
560100.59	4197321.08	0.03225
560000.59	4197331.08	0.11726
560010.59	4197331.08	0.09922
560020.59	4197331.08	0.08472
560030.59	4197331.08	0.07324
560040.59	4197331.08	0.06400
560050.59	4197331.08	0.05642
560060.59	4197331.08	0.05011
560070.59	4197331.08	0.04482
560080.59	4197331.08	0.04041
560090.59	4197331.08	0.03668
560100.59	4197331.08	0.03347
560000.59	4197341.08	0.12633
560010.59	4197341.08	0.10630
560020.59	4197341.08	0.09026

560030.59	4197341.08	0.07768	
	560040.59	4197341.08	0.06755
560050.59	4197341.08	0.05926	
	560060.59	4197341.08	0.05240
560070.59	4197341.08	0.04671	
	560080.59	4197341.08	0.04195
560090.59	4197341.08	0.03793	
	560100.59	4197341.08	0.03451
560000.59	4197351.08	0.13527	
	560010.59	4197351.08	0.11309
560020.59	4197351.08	0.09550	
	560030.59	4197351.08	0.08175
560040.59	4197351.08	0.07082	
	560050.59	4197351.08	0.06187
560060.59	4197351.08	0.05449	
	560070.59	4197351.08	0.04842
560080.59	4197351.08	0.04336	
	560090.59	4197351.08	0.03906
560100.59	4197351.08	0.03543	
	560000.59	4197361.08	0.14388
560010.59	4197361.08	0.11944	
	560020.59	4197361.08	0.10037
560030.59	4197361.08	0.08551	
	560040.59	4197361.08	0.07377
560050.59	4197361.08	0.06418	
	560060.59	4197361.08	0.05632
560070.59	4197361.08	0.04989	
	560080.59	4197361.08	0.04457
560090.59	4197361.08	0.04009	
	560100.59	4197361.08	0.03631
560000.59	4197371.08	0.15189	
	560010.59	4197371.08	0.12533
560020.59	4197371.08	0.10477	
	560030.59	4197371.08	0.08884
560040.59	4197371.08	0.07628	
	560050.59	4197371.08	0.06617
560060.59	4197371.08	0.05789	
	560070.59	4197371.08	0.05112
560080.59	4197371.08	0.04558	
	560090.59	4197371.08	0.04096
560100.59	4197371.08	0.03708	
	560000.59	4197381.08	0.15904
560010.59	4197381.08	0.13059	
	560020.59	4197381.08	0.10864
560030.59	4197381.08	0.09169	
	560040.59	4197381.08	0.07842
560050.59	4197381.08	0.06784	
	560060.59	4197381.08	0.05923
560070.59	4197381.08	0.05218	
	560080.59	4197381.08	0.04645
560090.59	4197381.08	0.04172	
	560100.59	4197381.08	0.03773

560000.59	4197391.08	0.16494
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.13488
560020.59	4197391.08	0.11181
560030.59	4197391.08	0.09412
560040.59	4197391.08	0.08027
560050.59	4197391.08	0.06927
560060.59	4197391.08	0.06041
560070.59	4197391.08	0.05318
560080.59	4197391.08	0.04727
560090.59	4197391.08	0.04241
560100.59	4197391.08	0.03832
560000.59	4197401.08	0.16944
560010.59	4197401.08	0.13810
560020.59	4197401.08	0.11426
560030.59	4197401.08	0.09600
560040.59	4197401.08	0.08177
560050.59	4197401.08	0.07050
560060.59	4197401.08	0.06146
560070.59	4197401.08	0.05411
560080.59	4197401.08	0.04803
560090.59	4197401.08	0.04303
560100.59	4197401.08	0.03890
560000.59	4197411.08	0.17273
560010.59	4197411.08	0.14051
560020.59	4197411.08	0.11621
560030.59	4197411.08	0.09757
560040.59	4197411.08	0.08303
560050.59	4197411.08	0.07154

560060.59	4197411.08	0.06233	
	560070.59	4197411.08	0.05481
560080.59	4197411.08	0.04869	
	560090.59	4197411.08	0.04364
560100.59	4197411.08	0.03951	
	560000.59	4197421.08	0.17541
560010.59	4197421.08	0.14273	
	560020.59	4197421.08	0.11798
560030.59	4197421.08	0.09904	
	560040.59	4197421.08	0.08425
560050.59	4197421.08	0.07253	
	560060.59	4197421.08	0.06312
560070.59	4197421.08	0.05552	
	560080.59	4197421.08	0.04936
560090.59	4197421.08	0.04430	
	560100.59	4197421.08	0.04008
560000.59	4197431.08	0.17822	
	560010.59	4197431.08	0.14519
560020.59	4197431.08	0.11993	
	560030.59	4197431.08	0.10065
560040.59	4197431.08	0.08554	
	560050.59	4197431.08	0.07356
560060.59	4197431.08	0.06397	
	560070.59	4197431.08	0.05633
560080.59	4197431.08	0.05007	
	560090.59	4197431.08	0.04500
560100.59	4197431.08	0.04053	
	560000.59	4197441.08	0.18123
560010.59	4197441.08	0.14762	
	560020.59	4197441.08	0.12192
560030.59	4197441.08	0.10227	
	560040.59	4197441.08	0.08686
560050.59	4197441.08	0.07459	
	560060.59	4197441.08	0.06489
560070.59	4197441.08	0.05711	
	560080.59	4197441.08	0.05086
560090.59	4197441.08	0.04563	
	560100.59	4197441.08	0.04090
560000.59	4197451.08	0.18391	
	560010.59	4197451.08	0.14968
560020.59	4197451.08	0.12354	
	560030.59	4197451.08	0.10364
560040.59	4197451.08	0.08797	
	560050.59	4197451.08	0.07555
560060.59	4197451.08	0.06577	
	560070.59	4197451.08	0.05791
560080.59	4197451.08	0.05162	
	560090.59	4197451.08	0.04618
560100.59	4197451.08	0.04141	
	560000.59	4197461.08	0.18576
560010.59	4197461.08	0.15107	
	560020.59	4197461.08	0.12454

560030.59	4197461.08	0.10445
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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.08875
560050.59	4197461.08	0.07639
560060.59	4197461.08	0.06652
560070.59	4197461.08	0.05869
560080.59	4197461.08	0.05221
560090.59	4197461.08	0.04663
560100.59	4197461.08	0.04188
560000.59	4197471.08	0.18662
560010.59	4197471.08	0.15167
560020.59	4197471.08	0.12492
560030.59	4197471.08	0.10494
560040.59	4197471.08	0.08939
560050.59	4197471.08	0.07701
560060.59	4197471.08	0.06715
560070.59	4197471.08	0.05930
560080.59	4197471.08	0.05254
560090.59	4197471.08	0.04688
560100.59	4197471.08	0.04215
560000.59	4197481.08	0.18652
560010.59	4197481.08	0.15151
560020.59	4197481.08	0.12500
560030.59	4197481.08	0.10524
560040.59	4197481.08	0.08978
560050.59	4197481.08	0.07734
560060.59	4197481.08	0.06760
560070.59	4197481.08	0.05950
560080.59	4197481.08	0.05256

560090.59	4197481.08	0.04692	
	560100.59	4197481.08	0.04224
560000.59	4197491.08	0.18540	
	560010.59	4197491.08	0.15069
560020.59	4197491.08	0.12477	
	560030.59	4197491.08	0.10522
560040.59	4197491.08	0.08970	
	560050.59	4197491.08	0.07742
560060.59	4197491.08	0.06764	
	560070.59	4197491.08	0.05921
560080.59	4197491.08	0.05231	
	560090.59	4197491.08	0.04673
560100.59	4197491.08	0.04209	
	560000.59	4197501.08	0.18333
560010.59	4197501.08	0.14947	
	560020.59	4197501.08	0.12404
560030.59	4197501.08	0.10454	
	560040.59	4197501.08	0.08914
560050.59	4197501.08	0.07710	
	560060.59	4197501.08	0.06709
560070.59	4197501.08	0.05865	
	560080.59	4197501.08	0.05186
560090.59	4197501.08	0.04634	
	560100.59	4197501.08	0.04172
559954.71	4197549.49	0.33150	
	559973.36	4197549.21	0.26925
559980.26	4197544.34	0.23332	
	559978.21	4197528.15	0.26487
559969.70	4197512.85	0.34180	
	559971.05	4197308.01	0.15363
559970.20	4197308.43	0.15721	
	559912.41	4197414.97	0.31175
559912.33	4197415.37	0.31109	
	559959.36	4197429.45	0.40682
559960.20	4197441.75	0.42128	
	559926.03	4197543.45	0.28747

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00055
559615.17	4197121.97	0.00063
559665.17	4197121.97	0.00072
559715.17	4197121.97	0.00082
559765.17	4197121.97	0.00095
559815.17	4197121.97	0.00110
559865.17	4197121.97	0.00128
559915.17	4197121.97	0.00146
559965.17	4197121.97	0.00148
560015.17	4197121.97	0.00135
560065.17	4197121.97	0.00107
560115.17	4197121.97	0.00080
560165.17	4197121.97	0.00062
560215.17	4197121.97	0.00049
560265.17	4197121.97	0.00041
559565.17	4197171.97	0.00060
559615.17	4197171.97	0.00069
559665.17	4197171.97	0.00080
559715.17	4197171.97	0.00094
559765.17	4197171.97	0.00112
559815.17	4197171.97	0.00135
559865.17	4197171.97	0.00167
559915.17	4197171.97	0.00208
559965.17	4197171.97	0.00214

	560015.17	4197171.97	0.00199
560065.17	4197171.97	0.00137	
	560115.17	4197171.97	0.00096
560165.17	4197171.97	0.00073	
	560215.17	4197171.97	0.00058
560265.17	4197171.97	0.00047	
	559565.17	4197221.97	0.00065
559615.17	4197221.97	0.00075	
	559665.17	4197221.97	0.00088
559715.17	4197221.97	0.00106	
	559765.17	4197221.97	0.00130
559815.17	4197221.97	0.00165	
	559865.17	4197221.97	0.00221
559915.17	4197221.97	0.00322	
	559965.17	4197221.97	0.00453
560015.17	4197221.97	0.00341	
	560065.17	4197221.97	0.00184
560115.17	4197221.97	0.00121	
	560165.17	4197221.97	0.00088
560215.17	4197221.97	0.00067	
	560265.17	4197221.97	0.00052
559565.17	4197271.97	0.00069	
	559615.17	4197271.97	0.00080
559665.17	4197271.97	0.00095	
	559715.17	4197271.97	0.00115
559765.17	4197271.97	0.00143	
	559815.17	4197271.97	0.00188
559865.17	4197271.97	0.00270	
	559915.17	4197271.97	0.00474
559965.17	4197271.97	0.01402	
	560015.17	4197271.97	0.00613
560065.17	4197271.97	0.00249	
	560115.17	4197271.97	0.00148
560165.17	4197271.97	0.00100	
	560215.17	4197271.97	0.00073
560265.17	4197271.97	0.00056	
	559565.17	4197321.97	0.00073
559615.17	4197321.97	0.00085	
	559665.17	4197321.97	0.00101
559715.17	4197321.97	0.00122	
	559765.17	4197321.97	0.00152
559815.17	4197321.97	0.00199	
	559865.17	4197321.97	0.00286
559915.17	4197321.97	0.00445	
	560015.17	4197321.97	0.00781
560065.17	4197321.97	0.00286	
	560115.17	4197321.97	0.00161
560165.17	4197321.97	0.00105	
	560215.17	4197321.97	0.00076
560265.17	4197321.97	0.00058	
	559565.17	4197371.97	0.00077
559615.17	4197371.97	0.00091	

	559665.17	4197371.97	0.00108
559715.17	4197371.97	0.00132	
	559765.17	4197371.97	0.00165
559815.17	4197371.97	0.00214	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.00298
559915.17	4197371.97	0.00425
560015.17	4197371.97	0.00681
560065.17	4197371.97	0.00286
560115.17	4197371.97	0.00165
560165.17	4197371.97	0.00109
560215.17	4197371.97	0.00080
560265.17	4197371.97	0.00060
559565.17	4197421.97	0.00082
559615.17	4197421.97	0.00098
559665.17	4197421.97	0.00118
559715.17	4197421.97	0.00147
559765.17	4197421.97	0.00187
559815.17	4197421.97	0.00247
559865.17	4197421.97	0.00342
559915.17	4197421.97	0.00508
560015.17	4197421.97	0.00534
560065.17	4197421.97	0.00293
560115.17	4197421.97	0.00175
560165.17	4197421.97	0.00119
560215.17	4197421.97	0.00089
560265.17	4197421.97	0.00068
559565.17	4197471.97	0.00085
559615.17	4197471.97	0.00104

	559665.17	4197471.97	0.00128
559715.17	4197471.97	0.00164	
	559765.17	4197471.97	0.00218
559815.17	4197471.97	0.00301	
	559865.17	4197471.97	0.00429
559915.17	4197471.97	0.00613	
	560015.17	4197471.97	0.00522
560065.17	4197471.97	0.00311	
	560115.17	4197471.97	0.00193
560165.17	4197471.97	0.00135	
	560215.17	4197471.97	0.00100
560265.17	4197471.97	0.00078	
	559565.17	4197521.97	0.00087
559615.17	4197521.97	0.00108	
	559665.17	4197521.97	0.00136
559715.17	4197521.97	0.00179	
	559765.17	4197521.97	0.00244
559815.17	4197521.97	0.00351	
	559865.17	4197521.97	0.00558
559915.17	4197521.97	0.01049	
	560015.17	4197521.97	0.00743
560065.17	4197521.97	0.00363	
	560115.17	4197521.97	0.00220
560165.17	4197521.97	0.00147	
	560215.17	4197521.97	0.00110
560265.17	4197521.97	0.00085	
	559565.17	4197571.97	0.00087
559615.17	4197571.97	0.00108	
	559665.17	4197571.97	0.00139
559715.17	4197571.97	0.00186	
	559765.17	4197571.97	0.00256
559815.17	4197571.97	0.00378	
	559865.17	4197571.97	0.00617
559915.17	4197571.97	0.01349	
	559965.17	4197571.97	0.02771
560015.17	4197571.97	0.01045	
	560065.17	4197571.97	0.00414
560115.17	4197571.97	0.00238	
	560165.17	4197571.97	0.00154
560215.17	4197571.97	0.00111	
	560265.17	4197571.97	0.00085
559565.17	4197621.97	0.00084	
	559615.17	4197621.97	0.00106
559665.17	4197621.97	0.00138	
	559715.17	4197621.97	0.00186
559765.17	4197621.97	0.00254	
	559815.17	4197621.97	0.00405
559865.17	4197621.97	0.00699	
	559915.17	4197621.97	0.01444
559965.17	4197621.97	0.02668	
	560015.17	4197621.97	0.01104
560065.17	4197621.97	0.00420	

	560115.17	4197621.97	0.00234
560165.17	4197621.97	0.00154	
	560215.17	4197621.97	0.00107
560265.17	4197621.97	0.00080	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M**3 ***

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00079
559615.17	4197671.97	0.00100
559665.17	4197671.97	0.00131
559715.17	4197671.97	0.00164
559765.17	4197671.97	0.00238
559815.17	4197671.97	0.00430
559865.17	4197671.97	0.00829
559915.17	4197671.97	0.01968
559965.17	4197671.97	0.02070
560015.17	4197671.97	0.00836
560065.17	4197671.97	0.00386
560115.17	4197671.97	0.00223
560165.17	4197671.97	0.00148
560215.17	4197671.97	0.00104
560265.17	4197671.97	0.00074
559565.17	4197721.97	0.00074
559615.17	4197721.97	0.00092
559665.17	4197721.97	0.00120
559715.17	4197721.97	0.00148
559765.17	4197721.97	0.00244
559815.17	4197721.97	0.00420
559865.17	4197721.97	0.00973
559915.17	4197721.97	0.02312
559965.17	4197721.97	0.01253

	560015.17	4197721.97	0.00605
560065.17	4197721.97	0.00332	
	560115.17	4197721.97	0.00202
560165.17	4197721.97	0.00133	
	560215.17	4197721.97	0.00093
560265.17	4197721.97	0.00062	
	559565.17	4197771.97	0.00068
559615.17	4197771.97	0.00085	
	559665.17	4197771.97	0.00110
559715.17	4197771.97	0.00149	
	559765.17	4197771.97	0.00217
559815.17	4197771.97	0.00361	
	559865.17	4197771.97	0.00824
559915.17	4197771.97	0.01472	
	559965.17	4197771.97	0.00767
560015.17	4197771.97	0.00450	
	560065.17	4197771.97	0.00276
560115.17	4197771.97	0.00169	
	560165.17	4197771.97	0.00119
560215.17	4197771.97	0.00076	
	560265.17	4197771.97	0.00050
559565.17	4197821.97	0.00064	
	559615.17	4197821.97	0.00074
559665.17	4197821.97	0.00095	
	559715.17	4197821.97	0.00139
559765.17	4197821.97	0.00200	
	559815.17	4197821.97	0.00318
559865.17	4197821.97	0.00552	
	559915.17	4197821.97	0.00686
559965.17	4197821.97	0.00503	
	560015.17	4197821.97	0.00337
560065.17	4197821.97	0.00221	
	560115.17	4197821.97	0.00150
560165.17	4197821.97	0.00106	
	560215.17	4197821.97	0.00068
560265.17	4197821.97	0.00044	
	560000.59	4197301.08	0.01126
560010.59	4197301.08	0.00838	
	560020.59	4197301.08	0.00633
560030.59	4197301.08	0.00498	
	560040.59	4197301.08	0.00407
560050.59	4197301.08	0.00342	
	560060.59	4197301.08	0.00293
560070.59	4197301.08	0.00256	
	560080.59	4197301.08	0.00227
560090.59	4197301.08	0.00202	
	560100.59	4197301.08	0.00182
560000.59	4197311.08	0.01186	
	560010.59	4197311.08	0.00874
560020.59	4197311.08	0.00657	
	560030.59	4197311.08	0.00515
560040.59	4197311.08	0.00419	

	560050.59	4197311.08	0.00351
560060.59	4197311.08	0.00300	
	560070.59	4197311.08	0.00262
560080.59	4197311.08	0.00231	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00205
560100.59	4197311.08	0.00184
560000.59	4197321.08	0.01210
560010.59	4197321.08	0.00893
560020.59	4197321.08	0.00672
560030.59	4197321.08	0.00526
560040.59	4197321.08	0.00428
560050.59	4197321.08	0.00358
560060.59	4197321.08	0.00305
560070.59	4197321.08	0.00265
560080.59	4197321.08	0.00233
560090.59	4197321.08	0.00207
560100.59	4197321.08	0.00186
560000.59	4197331.08	0.01196
560010.59	4197331.08	0.00893
560020.59	4197331.08	0.00676
560030.59	4197331.08	0.00531
560040.59	4197331.08	0.00432
560050.59	4197331.08	0.00360
560060.59	4197331.08	0.00307
560070.59	4197331.08	0.00266
560080.59	4197331.08	0.00234
560090.59	4197331.08	0.00208
560100.59	4197331.08	0.00187

	560000.59	4197341.08	0.01148
560010.59	4197341.08	0.00873	
	560020.59	4197341.08	0.00667
560030.59	4197341.08	0.00527	
	560040.59	4197341.08	0.00430
560050.59	4197341.08	0.00360	
	560060.59	4197341.08	0.00307
560070.59	4197341.08	0.00266	
	560080.59	4197341.08	0.00234
560090.59	4197341.08	0.00209	
	560100.59	4197341.08	0.00187
560000.59	4197351.08	0.01086	
	560010.59	4197351.08	0.00835
560020.59	4197351.08	0.00648	
	560030.59	4197351.08	0.00517
560040.59	4197351.08	0.00425	
	560050.59	4197351.08	0.00357
560060.59	4197351.08	0.00306	
	560070.59	4197351.08	0.00266
560080.59	4197351.08	0.00235	
	560090.59	4197351.08	0.00209
560100.59	4197351.08	0.00188	
	560000.59	4197361.08	0.01042
560010.59	4197361.08	0.00798	
	560020.59	4197361.08	0.00626
560030.59	4197361.08	0.00506	
	560040.59	4197361.08	0.00420
560050.59	4197361.08	0.00355	
	560060.59	4197361.08	0.00305
560070.59	4197361.08	0.00266	
	560080.59	4197361.08	0.00236
560090.59	4197361.08	0.00210	
	560100.59	4197361.08	0.00189
560000.59	4197371.08	0.00974	
	560010.59	4197371.08	0.00760
560020.59	4197371.08	0.00606	
	560030.59	4197371.08	0.00495
560040.59	4197371.08	0.00414	
	560050.59	4197371.08	0.00353
560060.59	4197371.08	0.00305	
	560070.59	4197371.08	0.00267
560080.59	4197371.08	0.00236	
	560090.59	4197371.08	0.00211
560100.59	4197371.08	0.00190	
	560000.59	4197381.08	0.00888
560010.59	4197381.08	0.00719	
	560020.59	4197381.08	0.00586
560030.59	4197381.08	0.00486	
	560040.59	4197381.08	0.00410
560050.59	4197381.08	0.00352	
	560060.59	4197381.08	0.00305
560070.59	4197381.08	0.00268	

	560080.59	4197381.08	0.00238
560090.59	4197381.08	0.00213	
	560100.59	4197381.08	0.00192
560000.59	4197391.08	0.00802	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.00675
560020.59	4197391.08	0.00564
560030.59	4197391.08	0.00476
560040.59	4197391.08	0.00407
560050.59	4197391.08	0.00351
560060.59	4197391.08	0.00307
560070.59	4197391.08	0.00270
560080.59	4197391.08	0.00240
560090.59	4197391.08	0.00215
560100.59	4197391.08	0.00194
560000.59	4197401.08	0.00724
560010.59	4197401.08	0.00631
560020.59	4197401.08	0.00542
560030.59	4197401.08	0.00466
560040.59	4197401.08	0.00403
560050.59	4197401.08	0.00351
560060.59	4197401.08	0.00308
560070.59	4197401.08	0.00272
560080.59	4197401.08	0.00242
560090.59	4197401.08	0.00217
560100.59	4197401.08	0.00196
560000.59	4197411.08	0.00662
560010.59	4197411.08	0.00592
560020.59	4197411.08	0.00521

	560030.59	4197411.08	0.00456
560040.59	4197411.08	0.00399	
	560050.59	4197411.08	0.00350
560060.59	4197411.08	0.00308	
	560070.59	4197411.08	0.00273
560080.59	4197411.08	0.00244	
	560090.59	4197411.08	0.00219
560100.59	4197411.08	0.00199	
	560000.59	4197421.08	0.00617
560010.59	4197421.08	0.00563	
	560020.59	4197421.08	0.00504
560030.59	4197421.08	0.00447	
	560040.59	4197421.08	0.00395
560050.59	4197421.08	0.00349	
	560060.59	4197421.08	0.00309
560070.59	4197421.08	0.00275	
	560080.59	4197421.08	0.00246
560090.59	4197421.08	0.00222	
	560100.59	4197421.08	0.00201
560000.59	4197431.08	0.00586	
	560010.59	4197431.08	0.00542
560020.59	4197431.08	0.00492	
	560030.59	4197431.08	0.00441
560040.59	4197431.08	0.00393	
	560050.59	4197431.08	0.00349
560060.59	4197431.08	0.00310	
	560070.59	4197431.08	0.00277
560080.59	4197431.08	0.00249	
	560090.59	4197431.08	0.00225
560100.59	4197431.08	0.00204	
	560000.59	4197441.08	0.00569
560010.59	4197441.08	0.00529	
	560020.59	4197441.08	0.00485
560030.59	4197441.08	0.00438	
	560040.59	4197441.08	0.00393
560050.59	4197441.08	0.00350	
	560060.59	4197441.08	0.00312
560070.59	4197441.08	0.00279	
	560080.59	4197441.08	0.00252
560090.59	4197441.08	0.00228	
	560100.59	4197441.08	0.00206
560000.59	4197451.08	0.00563	
	560010.59	4197451.08	0.00525
560020.59	4197451.08	0.00482	
	560030.59	4197451.08	0.00438
560040.59	4197451.08	0.00394	
	560050.59	4197451.08	0.00352
560060.59	4197451.08	0.00315	
	560070.59	4197451.08	0.00283
560080.59	4197451.08	0.00256	
	560090.59	4197451.08	0.00231
560100.59	4197451.08	0.00209	

	560000.59	4197461.08	0.00569
560010.59	4197461.08	0.00529	
	560020.59	4197461.08	0.00486
560030.59	4197461.08	0.00441	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.00398
560050.59	4197461.08	0.00357
560060.59	4197461.08	0.00320
560070.59	4197461.08	0.00288
560080.59	4197461.08	0.00260
560090.59	4197461.08	0.00235
560100.59	4197461.08	0.00214
560000.59	4197471.08	0.00586
560010.59	4197471.08	0.00542
560020.59	4197471.08	0.00495
560030.59	4197471.08	0.00449
560040.59	4197471.08	0.00405
560050.59	4197471.08	0.00363
560060.59	4197471.08	0.00326
560070.59	4197471.08	0.00294
560080.59	4197471.08	0.00265
560090.59	4197471.08	0.00240
560100.59	4197471.08	0.00218
560000.59	4197481.08	0.00616
560010.59	4197481.08	0.00565
560020.59	4197481.08	0.00513
560030.59	4197481.08	0.00463
560040.59	4197481.08	0.00416
560050.59	4197481.08	0.00372

	560060.59	4197481.08	0.00334
560070.59	4197481.08	0.00300	
	560080.59	4197481.08	0.00270
560090.59	4197481.08	0.00245	
	560100.59	4197481.08	0.00224
560000.59	4197491.08	0.00661	
	560010.59	4197491.08	0.00599
560020.59	4197491.08	0.00539	
	560030.59	4197491.08	0.00482
560040.59	4197491.08	0.00430	
	560050.59	4197491.08	0.00384
560060.59	4197491.08	0.00344	
	560070.59	4197491.08	0.00307
560080.59	4197491.08	0.00277	
	560090.59	4197491.08	0.00251
560100.59	4197491.08	0.00229	
	560000.59	4197501.08	0.00725
560010.59	4197501.08	0.00647	
	560020.59	4197501.08	0.00574
560030.59	4197501.08	0.00508	
	560040.59	4197501.08	0.00448
560050.59	4197501.08	0.00399	
	560060.59	4197501.08	0.00355
560070.59	4197501.08	0.00316	
	560080.59	4197501.08	0.00285
560090.59	4197501.08	0.00258	
	560100.59	4197501.08	0.00236
559954.71	4197549.49	0.02133	
	559973.36	4197549.21	0.02199
559980.26	4197544.34	0.01918	
	559978.21	4197528.15	0.01394
559969.70	4197512.85	0.01089	
	559971.05	4197308.01	0.02230
559970.20	4197308.43	0.02278	
	559912.41	4197414.97	0.00491
559912.33	4197415.37	0.00491	
	559959.36	4197429.45	0.00643
559960.20	4197441.75	0.00628	
	559926.03	4197543.45	0.01689

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):
 PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.01057
559615.17	4197121.97	0.01205
559665.17	4197121.97	0.01385
559715.17	4197121.97	0.01600
559765.17	4197121.97	0.01864
559815.17	4197121.97	0.02160
559865.17	4197121.97	0.02430
559915.17	4197121.97	0.02580
559965.17	4197121.97	0.02463
560015.17	4197121.97	0.02166
560065.17	4197121.97	0.01742
560115.17	4197121.97	0.01330
560165.17	4197121.97	0.01018
560215.17	4197121.97	0.00804
560265.17	4197121.97	0.00665
559565.17	4197171.97	0.01185
559615.17	4197171.97	0.01372
559665.17	4197171.97	0.01608
559715.17	4197171.97	0.01899
559765.17	4197171.97	0.02276
559815.17	4197171.97	0.02737
559865.17	4197171.97	0.03221
559915.17	4197171.97	0.03565
559965.17	4197171.97	0.03264

	560015.17	4197171.97	0.02881
560065.17	4197171.97	0.02150	
	560115.17	4197171.97	0.01556
560165.17	4197171.97	0.01172	
	560215.17	4197171.97	0.00930
560265.17	4197171.97	0.00773	
	559565.17	4197221.97	0.01304
559615.17	4197221.97	0.01546	
	559665.17	4197221.97	0.01854
559715.17	4197221.97	0.02259	
	559765.17	4197221.97	0.02807
559815.17	4197221.97	0.03549	
	559865.17	4197221.97	0.04474
559915.17	4197221.97	0.05315	
	559965.17	4197221.97	0.05281
560015.17	4197221.97	0.04060	
	560065.17	4197221.97	0.02703
560115.17	4197221.97	0.01877	
	560165.17	4197221.97	0.01401
560215.17	4197221.97	0.01107	
	560265.17	4197221.97	0.00914
559565.17	4197271.97	0.01396	
	559615.17	4197271.97	0.01690
559665.17	4197271.97	0.02087	
	559715.17	4197271.97	0.02639
559765.17	4197271.97	0.03440	
	559815.17	4197271.97	0.04651
559865.17	4197271.97	0.06486	
	559915.17	4197271.97	0.08912
559965.17	4197271.97	0.09953	
	560015.17	4197271.97	0.06056
560065.17	4197271.97	0.03521	
	560115.17	4197271.97	0.02343
560165.17	4197271.97	0.01706	
	560215.17	4197271.97	0.01321
560265.17	4197271.97	0.01065	
	559565.17	4197321.97	0.01442
559615.17	4197321.97	0.01779	
	559665.17	4197321.97	0.02245
559715.17	4197321.97	0.02935	
	559765.17	4197321.97	0.04029
559815.17	4197321.97	0.05886	
	559865.17	4197321.97	0.09435
559915.17	4197321.97	0.15968	
	560015.17	4197321.97	0.09042
560065.17	4197321.97	0.04653	
	560115.17	4197321.97	0.02903
560165.17	4197321.97	0.02022	
	560215.17	4197321.97	0.01512
560265.17	4197321.97	0.01189	
	559565.17	4197371.97	0.01424
559615.17	4197371.97	0.01780	

	559665.17	4197371.97	0.02283
559715.17	4197371.97	0.03060	
	559765.17	4197371.97	0.04335
559815.17	4197371.97	0.06732	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.12309
559915.17	4197371.97	0.24496
560015.17	4197371.97	0.11784
560065.17	4197371.97	0.05542
560115.17	4197371.97	0.03281
560165.17	4197371.97	0.02224
560215.17	4197371.97	0.01639
560265.17	4197371.97	0.01251
559565.17	4197421.97	0.01364
559615.17	4197421.97	0.01711
559665.17	4197421.97	0.02208
559715.17	4197421.97	0.02984
559765.17	4197421.97	0.04281
559815.17	4197421.97	0.06752
559865.17	4197421.97	0.12354
559915.17	4197421.97	0.32002
560015.17	4197421.97	0.13093
560065.17	4197421.97	0.06008
560115.17	4197421.97	0.03506
560165.17	4197421.97	0.02348
560215.17	4197421.97	0.01699
560265.17	4197421.97	0.01248
559565.17	4197471.97	0.01270
559615.17	4197471.97	0.01592

	559665.17	4197471.97	0.02066
559715.17	4197471.97	0.02821	
	559765.17	4197471.97	0.04132
559815.17	4197471.97	0.06752	
	559865.17	4197471.97	0.12821
559915.17	4197471.97	0.29880	
	560015.17	4197471.97	0.13826
560065.17	4197471.97	0.06399	
	560115.17	4197471.97	0.03698
560165.17	4197471.97	0.02419	
	560215.17	4197471.97	0.01621
560265.17	4197471.97	0.01210	
	559565.17	4197521.97	0.01172
559615.17	4197521.97	0.01467	
	559665.17	4197521.97	0.01908
559715.17	4197521.97	0.02611	
	559765.17	4197521.97	0.03852
559815.17	4197521.97	0.06165	
	559865.17	4197521.97	0.11773
559915.17	4197521.97	0.27981	
	560015.17	4197521.97	0.13332
560065.17	4197521.97	0.06199	
	560115.17	4197521.97	0.03592
560165.17	4197521.97	0.02340	
	560215.17	4197521.97	0.01561
560265.17	4197521.97	0.01145	
	559565.17	4197571.97	0.01089
559615.17	4197571.97	0.01364	
	559665.17	4197571.97	0.01776
559715.17	4197571.97	0.02424	
	559765.17	4197571.97	0.03462
559815.17	4197571.97	0.05377	
	559865.17	4197571.97	0.09262
559915.17	4197571.97	0.19610	
	559965.17	4197571.97	0.27789
560015.17	4197571.97	0.11125	
	560065.17	4197571.97	0.05541
560115.17	4197571.97	0.03339	
	560165.17	4197571.97	0.02149
560215.17	4197571.97	0.01479	
	560265.17	4197571.97	0.01095
559565.17	4197621.97	0.01032	
	559615.17	4197621.97	0.01297
559665.17	4197621.97	0.01690	
	559715.17	4197621.97	0.02290
559765.17	4197621.97	0.02900	
	559815.17	4197621.97	0.04846
559865.17	4197621.97	0.07631	
	559915.17	4197621.97	0.12100
559965.17	4197621.97	0.14314	
	560015.17	4197621.97	0.08696
560065.17	4197621.97	0.04853	

	560115.17	4197621.97	0.02920
560165.17	4197621.97	0.02105	
	560215.17	4197621.97	0.01416
560265.17	4197621.97	0.01063	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00998
559615.17	4197671.97	0.01256
559665.17	4197671.97	0.01631
559715.17	4197671.97	0.01919
559765.17	4197671.97	0.02716
559815.17	4197671.97	0.04293
559865.17	4197671.97	0.06116
559915.17	4197671.97	0.08494
559965.17	4197671.97	0.08809
560015.17	4197671.97	0.06239
560065.17	4197671.97	0.03741
560115.17	4197671.97	0.02490
560165.17	4197671.97	0.01812
560215.17	4197671.97	0.01360
560265.17	4197671.97	0.01018
559565.17	4197721.97	0.00976
559615.17	4197721.97	0.01227
559665.17	4197721.97	0.01566
559715.17	4197721.97	0.01875
559765.17	4197721.97	0.02739
559815.17	4197721.97	0.03662
559865.17	4197721.97	0.04933
559915.17	4197721.97	0.06700
559965.17	4197721.97	0.05738

	560015.17	4197721.97	0.04367
560065.17	4197721.97	0.03127	
	560115.17	4197721.97	0.02186
560165.17	4197721.97	0.01608	
	560215.17	4197721.97	0.01212
560265.17	4197721.97	0.00872	
	559565.17	4197771.97	0.00962
559615.17	4197771.97	0.01198	
	559665.17	4197771.97	0.01510
559715.17	4197771.97	0.01916	
	559765.17	4197771.97	0.02429
559815.17	4197771.97	0.03038	
	559865.17	4197771.97	0.03869
559915.17	4197771.97	0.04700	
	559965.17	4197771.97	0.04030
560015.17	4197771.97	0.03359	
	560065.17	4197771.97	0.02593
560115.17	4197771.97	0.01900	
	560165.17	4197771.97	0.01419
560215.17	4197771.97	0.00977	
	560265.17	4197771.97	0.00695
559565.17	4197821.97	0.00946	
	559615.17	4197821.97	0.01098
559665.17	4197821.97	0.01371	
	559715.17	4197821.97	0.01748
559765.17	4197821.97	0.02124	
	559815.17	4197821.97	0.02523
559865.17	4197821.97	0.02957	
	559915.17	4197821.97	0.03192
559965.17	4197821.97	0.03009	
	560015.17	4197821.97	0.02623
560065.17	4197821.97	0.02167	
	560115.17	4197821.97	0.01669
560165.17	4197821.97	0.01252	
	560215.17	4197821.97	0.00855
560265.17	4197821.97	0.00581	
	560000.59	4197301.08	0.09685
560010.59	4197301.08	0.08243	
	560020.59	4197301.08	0.07085
560030.59	4197301.08	0.06174	
	560040.59	4197301.08	0.05446
560050.59	4197301.08	0.04852	
	560060.59	4197301.08	0.04358
560070.59	4197301.08	0.03947	
	560080.59	4197301.08	0.03590
560090.59	4197301.08	0.03280	
	560100.59	4197301.08	0.03011
560000.59	4197311.08	0.10626	
	560010.59	4197311.08	0.08974
560020.59	4197311.08	0.07665	
	560030.59	4197311.08	0.06642
560040.59	4197311.08	0.05827	

	560050.59	4197311.08	0.05166
560060.59	4197311.08	0.04619	
	560070.59	4197311.08	0.04162
560080.59	4197311.08	0.03773	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.03439
560100.59	4197311.08	0.03150
560000.59	4197321.08	0.11547
560010.59	4197321.08	0.09699
560020.59	4197321.08	0.08241
560030.59	4197321.08	0.07105
560040.59	4197321.08	0.06207
560050.59	4197321.08	0.05478
560060.59	4197321.08	0.04874
560070.59	4197321.08	0.04371
560080.59	4197321.08	0.03950
560090.59	4197321.08	0.03590
560100.59	4197321.08	0.03281
560000.59	4197331.08	0.12418
560010.59	4197331.08	0.10396
560020.59	4197331.08	0.08796
560030.59	4197331.08	0.07554
560040.59	4197331.08	0.06571
560050.59	4197331.08	0.05773
560060.59	4197331.08	0.05115
560070.59	4197331.08	0.04568
560080.59	4197331.08	0.04113
560090.59	4197331.08	0.03729
560100.59	4197331.08	0.03400

	560000.59	4197341.08	0.13247
560010.59	4197341.08	0.11059	
	560020.59	4197341.08	0.09322
560030.59	4197341.08	0.07978	
	560040.59	4197341.08	0.06911
560050.59	4197341.08	0.06046	
	560060.59	4197341.08	0.05336
560070.59	4197341.08	0.04750	
	560080.59	4197341.08	0.04261
560090.59	4197341.08	0.03850	
	560100.59	4197341.08	0.03500
560000.59	4197351.08	0.14050	
	560010.59	4197351.08	0.11678
560020.59	4197351.08	0.09808	
	560030.59	4197351.08	0.08361
560040.59	4197351.08	0.07221	
	560050.59	4197351.08	0.06295
560060.59	4197351.08	0.05537	
	560070.59	4197351.08	0.04915
560080.59	4197351.08	0.04397	
	560090.59	4197351.08	0.03959
560100.59	4197351.08	0.03589	
	560000.59	4197361.08	0.14838
560010.59	4197361.08	0.12255	
	560020.59	4197361.08	0.10256
560030.59	4197361.08	0.08712	
	560040.59	4197361.08	0.07500
560050.59	4197361.08	0.06515	
	560060.59	4197361.08	0.05711
560070.59	4197361.08	0.05056	
	560080.59	4197361.08	0.04515
560090.59	4197361.08	0.04059	
	560100.59	4197361.08	0.03675
560000.59	4197371.08	0.15547	
	560010.59	4197371.08	0.12788
560020.59	4197371.08	0.10662	
	560030.59	4197371.08	0.09023
560040.59	4197371.08	0.07737	
	560050.59	4197371.08	0.06705
560060.59	4197371.08	0.05863	
	560070.59	4197371.08	0.05175
560080.59	4197371.08	0.04613	
	560090.59	4197371.08	0.04144
560100.59	4197371.08	0.03751	
	560000.59	4197381.08	0.16155
560010.59	4197381.08	0.13256	
	560020.59	4197381.08	0.11016
560030.59	4197381.08	0.09289	
	560040.59	4197381.08	0.07940
560050.59	4197381.08	0.06866	
	560060.59	4197381.08	0.05992
560070.59	4197381.08	0.05278	

	560080.59	4197381.08	0.04698
560090.59	4197381.08	0.04219	
	560100.59	4197381.08	0.03815
560000.59	4197391.08	0.16643	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.13628
560020.59	4197391.08	0.11301
560030.59	4197391.08	0.09514
560040.59	4197391.08	0.08115
560050.59	4197391.08	0.07003
560060.59	4197391.08	0.06107
560070.59	4197391.08	0.05377
560080.59	4197391.08	0.04779
560090.59	4197391.08	0.04287
560100.59	4197391.08	0.03873
560000.59	4197401.08	0.17003
560010.59	4197401.08	0.13896
560020.59	4197401.08	0.11516
560030.59	4197401.08	0.09685
560040.59	4197401.08	0.08255
560050.59	4197401.08	0.07121
560060.59	4197401.08	0.06209
560070.59	4197401.08	0.05468
560080.59	4197401.08	0.04854
560090.59	4197401.08	0.04349
560100.59	4197401.08	0.03932
560000.59	4197411.08	0.17263
560010.59	4197411.08	0.14093
560020.59	4197411.08	0.11684

	560030.59	4197411.08	0.09827
560040.59	4197411.08	0.08372	
	560050.59	4197411.08	0.07220
560060.59	4197411.08	0.06294	
	560070.59	4197411.08	0.05536
560080.59	4197411.08	0.04919	
	560090.59	4197411.08	0.04410
560100.59	4197411.08	0.03993	
	560000.59	4197421.08	0.17478
560010.59	4197421.08	0.14278	
	560020.59	4197421.08	0.11838
560030.59	4197421.08	0.09961	
	560040.59	4197421.08	0.08487
560050.59	4197421.08	0.07315	
	560060.59	4197421.08	0.06370
560070.59	4197421.08	0.05606	
	560080.59	4197421.08	0.04986
560090.59	4197421.08	0.04476	
	560100.59	4197421.08	0.04050
560000.59	4197431.08	0.17719	
	560010.59	4197431.08	0.14496
560020.59	4197431.08	0.12015	
	560030.59	4197431.08	0.10110
560040.59	4197431.08	0.08609	
	560050.59	4197431.08	0.07414
560060.59	4197431.08	0.06453	
	560070.59	4197431.08	0.05686
560080.59	4197431.08	0.05057	
	560090.59	4197431.08	0.04546
560100.59	4197431.08	0.04095	
	560000.59	4197441.08	0.17992
560010.59	4197441.08	0.14717	
	560020.59	4197441.08	0.12199
560030.59	4197441.08	0.10263	
	560040.59	4197441.08	0.08735
560050.59	4197441.08	0.07514	
	560060.59	4197441.08	0.06544
560070.59	4197441.08	0.05764	
	560080.59	4197441.08	0.05135
560090.59	4197441.08	0.04609	
	560100.59	4197441.08	0.04133
560000.59	4197451.08	0.18245	
	560010.59	4197451.08	0.14912
560020.59	4197451.08	0.12354	
	560030.59	4197451.08	0.10395
560040.59	4197451.08	0.08844	
	560050.59	4197451.08	0.07608
560060.59	4197451.08	0.06632	
	560070.59	4197451.08	0.05844
560080.59	4197451.08	0.05212	
	560090.59	4197451.08	0.04665
560100.59	4197451.08	0.04185	

	560000.59	4197461.08	0.18428
560010.59	4197461.08	0.15049	
	560020.59	4197461.08	0.12452
560030.59	4197461.08	0.10476	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.08922
560050.59	4197461.08	0.07693
560060.59	4197461.08	0.06707
560070.59	4197461.08	0.05924
560080.59	4197461.08	0.05273
560090.59	4197461.08	0.04713
560100.59	4197461.08	0.04234
560000.59	4197471.08	0.18527
560010.59	4197471.08	0.15118
560020.59	4197471.08	0.12498
560030.59	4197471.08	0.10530
560040.59	4197471.08	0.08991
560050.59	4197471.08	0.07759
560060.59	4197471.08	0.06774
560070.59	4197471.08	0.05988
560080.59	4197471.08	0.05310
560090.59	4197471.08	0.04740
560100.59	4197471.08	0.04265
560000.59	4197481.08	0.18545
560010.59	4197481.08	0.15124
560020.59	4197481.08	0.12521
560030.59	4197481.08	0.10572
560040.59	4197481.08	0.09038
560050.59	4197481.08	0.07799

	560060.59	4197481.08	0.06825
560070.59	4197481.08	0.06013	
	560080.59	4197481.08	0.05316
560090.59	4197481.08	0.04749	
	560100.59	4197481.08	0.04278
560000.59	4197491.08	0.18478	
	560010.59	4197491.08	0.15076
560020.59	4197491.08	0.12523	
	560030.59	4197491.08	0.10588
560040.59	4197491.08	0.09044	
	560050.59	4197491.08	0.07818
560060.59	4197491.08	0.06837	
	560070.59	4197491.08	0.05992
560080.59	4197491.08	0.05298	
	560090.59	4197491.08	0.04736
560100.59	4197491.08	0.04269	
	560000.59	4197501.08	0.18339
560010.59	4197501.08	0.15004	
	560020.59	4197501.08	0.12486
560030.59	4197501.08	0.10546	
	560040.59	4197501.08	0.09006
560050.59	4197501.08	0.07800	
	560060.59	4197501.08	0.06795
560070.59	4197501.08	0.05946	
	560080.59	4197501.08	0.05262
560090.59	4197501.08	0.04706	
	560100.59	4197501.08	0.04240
559954.71	4197549.49	0.33922	
	559973.36	4197549.21	0.27989
559980.26	4197544.34	0.24268	
	559978.21	4197528.15	0.26818
559969.70	4197512.85	0.33940	
	559971.05	4197308.01	0.16891
559970.20	4197308.43	0.17282	
	559912.41	4197414.97	0.30499
559912.33	4197415.37	0.30436	
	559959.36	4197429.45	0.39798
559960.20	4197441.75	0.41177	
	559926.03	4197543.45	0.29268

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PAGE 38
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.01005
559615.17	4197121.97	0.01146
559665.17	4197121.97	0.01318
559715.17	4197121.97	0.01523
559765.17	4197121.97	0.01776
559815.17	4197121.97	0.02057
559865.17	4197121.97	0.02311
559915.17	4197121.97	0.02443
559965.17	4197121.97	0.02325
560015.17	4197121.97	0.02039
560065.17	4197121.97	0.01643
560115.17	4197121.97	0.01256
560165.17	4197121.97	0.00960
560215.17	4197121.97	0.00758
560265.17	4197121.97	0.00626
559565.17	4197171.97	0.01129
559615.17	4197171.97	0.01308
559665.17	4197171.97	0.01533
559715.17	4197171.97	0.01811
559765.17	4197171.97	0.02170
559815.17	4197171.97	0.02610
559865.17	4197171.97	0.03065
559915.17	4197171.97	0.03370
559965.17	4197171.97	0.03063
560015.17	4197171.97	0.02694
560065.17	4197171.97	0.02022
560115.17	4197171.97	0.01466

560165.17	4197171.97	0.01104	
	560215.17	4197171.97	0.00876
560265.17	4197171.97	0.00729	
	559565.17	4197221.97	0.01244
559615.17	4197221.97	0.01476	
	559665.17	4197221.97	0.01772
559715.17	4197221.97	0.02160	
	559765.17	4197221.97	0.02686
559815.17	4197221.97	0.03394	
	559865.17	4197221.97	0.04267
559915.17	4197221.97	0.05013	
	559965.17	4197221.97	0.04857
560015.17	4197221.97	0.03741	
	560065.17	4197221.97	0.02531
560115.17	4197221.97	0.01763	
	560165.17	4197221.97	0.01318
560215.17	4197221.97	0.01045	
	560265.17	4197221.97	0.00864
559565.17	4197271.97	0.01332	
	559615.17	4197271.97	0.01616
559665.17	4197271.97	0.01998	
	559715.17	4197271.97	0.02532
559765.17	4197271.97	0.03306	
	559815.17	4197271.97	0.04474
559865.17	4197271.97	0.06233	
	559915.17	4197271.97	0.08468
559965.17	4197271.97	0.08640	
	560015.17	4197271.97	0.05482
560065.17	4197271.97	0.03287	
	560115.17	4197271.97	0.02205
560165.17	4197271.97	0.01612	
	560215.17	4197271.97	0.01253
560265.17	4197271.97	0.01013	
	559565.17	4197321.97	0.01373
559615.17	4197321.97	0.01699	
	559665.17	4197321.97	0.02151
559715.17	4197321.97	0.02821	
	559765.17	4197321.97	0.03887
559815.17	4197321.97	0.05699	
	559865.17	4197321.97	0.09167
559915.17	4197321.97	0.15551	
	560015.17	4197321.97	0.08311
560065.17	4197321.97	0.04386	
	560115.17	4197321.97	0.02753
560165.17	4197321.97	0.01923	
	560215.17	4197321.97	0.01441
560265.17	4197321.97	0.01134	
	559565.17	4197371.97	0.01351
559615.17	4197371.97	0.01695	
	559665.17	4197371.97	0.02182
559715.17	4197371.97	0.02937	
	559765.17	4197371.97	0.04181

559815.17	4197371.97	0.06532
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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.12030
559915.17	4197371.97	0.24098
560015.17	4197371.97	0.11147
560065.17	4197371.97	0.05274
560115.17	4197371.97	0.03127
560165.17	4197371.97	0.02121
560215.17	4197371.97	0.01564
560265.17	4197371.97	0.01195
559565.17	4197421.97	0.01287
559615.17	4197421.97	0.01619
559665.17	4197421.97	0.02098
559715.17	4197421.97	0.02847
559765.17	4197421.97	0.04106
559815.17	4197421.97	0.06521
559865.17	4197421.97	0.12033
559915.17	4197421.97	0.31527
560015.17	4197421.97	0.12593
560065.17	4197421.97	0.05734
560115.17	4197421.97	0.03342
560165.17	4197421.97	0.02237
560215.17	4197421.97	0.01616
560265.17	4197421.97	0.01184
559565.17	4197471.97	0.01190
559615.17	4197471.97	0.01495
559665.17	4197471.97	0.01946
559715.17	4197471.97	0.02668
559765.17	4197471.97	0.03928

559815.17	4197471.97	0.06470	
	559865.17	4197471.97	0.12419
559915.17	4197471.97	0.29306	
	560015.17	4197471.97	0.13337
560065.17	4197471.97	0.06108	
	560115.17	4197471.97	0.03518
560165.17	4197471.97	0.02293	
	560215.17	4197471.97	0.01528
560265.17	4197471.97	0.01136	
	559565.17	4197521.97	0.01090
559615.17	4197521.97	0.01367	
	559665.17	4197521.97	0.01780
559715.17	4197521.97	0.02444	
	559765.17	4197521.97	0.03624
559815.17	4197521.97	0.05836	
	559865.17	4197521.97	0.11251
559915.17	4197521.97	0.26998	
	560015.17	4197521.97	0.12636
560065.17	4197521.97	0.05859	
	560115.17	4197521.97	0.03385
560165.17	4197521.97	0.02202	
	560215.17	4197521.97	0.01458
560265.17	4197521.97	0.01065	
	559565.17	4197571.97	0.01008
559615.17	4197571.97	0.01263	
	559665.17	4197571.97	0.01646
559715.17	4197571.97	0.02250	
	559765.17	4197571.97	0.03223
559815.17	4197571.97	0.05024	
	559865.17	4197571.97	0.08684
559915.17	4197571.97	0.18347	
	559965.17	4197571.97	0.25197
560015.17	4197571.97	0.10146	
	560065.17	4197571.97	0.05154
560115.17	4197571.97	0.03117	
	560165.17	4197571.97	0.02005
560215.17	4197571.97	0.01375	
	560265.17	4197571.97	0.01015
559565.17	4197621.97	0.00953	
	559615.17	4197621.97	0.01198
559665.17	4197621.97	0.01561	
	559715.17	4197621.97	0.02116
559765.17	4197621.97	0.02663	
	559815.17	4197621.97	0.04467
559865.17	4197621.97	0.06976	
	559915.17	4197621.97	0.10748
559965.17	4197621.97	0.11816	
	560015.17	4197621.97	0.07662
560065.17	4197621.97	0.04460	
	560115.17	4197621.97	0.02701
560165.17	4197621.97	0.01960	
	560215.17	4197621.97	0.01315

560265.17	4197621.97	0.00988
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PAGE 40
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00924
559615.17	4197671.97	0.01162
559665.17	4197671.97	0.01509
559715.17	4197671.97	0.01766
559765.17	4197671.97	0.02493
559815.17	4197671.97	0.03891
559865.17	4197671.97	0.05340
559915.17	4197671.97	0.06651
559965.17	4197671.97	0.06870
560015.17	4197671.97	0.05457
560065.17	4197671.97	0.03380
560115.17	4197671.97	0.02282
560165.17	4197671.97	0.01674
560215.17	4197671.97	0.01263
560265.17	4197671.97	0.00949
559565.17	4197721.97	0.00907
559615.17	4197721.97	0.01141
559665.17	4197721.97	0.01454
559715.17	4197721.97	0.01737
559765.17	4197721.97	0.02510
559815.17	4197721.97	0.03269
559865.17	4197721.97	0.04022
559915.17	4197721.97	0.04535
559965.17	4197721.97	0.04565
560015.17	4197721.97	0.03800
560065.17	4197721.97	0.02816
560115.17	4197721.97	0.01997

560165.17	4197721.97	0.01484	
	560215.17	4197721.97	0.01125
560265.17	4197721.97	0.00814	
	559565.17	4197771.97	0.00898
559615.17	4197771.97	0.01118	
	559665.17	4197771.97	0.01407
559715.17	4197771.97	0.01777	
	559765.17	4197771.97	0.02225
559815.17	4197771.97	0.02700	
	559865.17	4197771.97	0.03097
559915.17	4197771.97	0.03322	
	559965.17	4197771.97	0.03312
560015.17	4197771.97	0.02938	
	560065.17	4197771.97	0.02335
560115.17	4197771.97	0.01741	
	560165.17	4197771.97	0.01308
560215.17	4197771.97	0.00906	
	560265.17	4197771.97	0.00648
559565.17	4197821.97	0.00885	
	559615.17	4197821.97	0.01029
559665.17	4197821.97	0.01282	
	559715.17	4197821.97	0.01618
559765.17	4197821.97	0.01937	
	559815.17	4197821.97	0.02225
559865.17	4197821.97	0.02440	
	559915.17	4197821.97	0.02550
559965.17	4197821.97	0.02538	
	560015.17	4197821.97	0.02307
560065.17	4197821.97	0.01960	
	560115.17	4197821.97	0.01528
560165.17	4197821.97	0.01153	
	560215.17	4197821.97	0.00791
560265.17	4197821.97	0.00540	
	560000.59	4197301.08	0.08631
560010.59	4197301.08	0.07459	
	560020.59	4197301.08	0.06492
560030.59	4197301.08	0.05708	
	560040.59	4197301.08	0.05066
560050.59	4197301.08	0.04532	
	560060.59	4197301.08	0.04084
560070.59	4197301.08	0.03706	
	560080.59	4197301.08	0.03378
560090.59	4197301.08	0.03090	
	560100.59	4197301.08	0.02841
560000.59	4197311.08	0.09516	
	560010.59	4197311.08	0.08156
560020.59	4197311.08	0.07051	
	560030.59	4197311.08	0.06160
560040.59	4197311.08	0.05435	
	560050.59	4197311.08	0.04837
560060.59	4197311.08	0.04338	
	560070.59	4197311.08	0.03917

560080.59	4197311.08	0.03557
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PAGE 41
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.03246
560100.59	4197311.08	0.02978
560000.59	4197321.08	0.10415
560010.59	4197321.08	0.08863
560020.59	4197321.08	0.07612
560030.59	4197321.08	0.06612
560040.59	4197321.08	0.05806
560050.59	4197321.08	0.05143
560060.59	4197321.08	0.04589
560070.59	4197321.08	0.04123
560080.59	4197321.08	0.03731
560090.59	4197321.08	0.03396
560100.59	4197321.08	0.03107
560000.59	4197331.08	0.11298
560010.59	4197331.08	0.09560
560020.59	4197331.08	0.08163
560030.59	4197331.08	0.07057
560040.59	4197331.08	0.06167
560050.59	4197331.08	0.05436
560060.59	4197331.08	0.04828
560070.59	4197331.08	0.04318
560080.59	4197331.08	0.03894
560090.59	4197331.08	0.03534
560100.59	4197331.08	0.03224
560000.59	4197341.08	0.12172
560010.59	4197341.08	0.10242
560020.59	4197341.08	0.08697

560030.59	4197341.08	0.07484	
	560040.59	4197341.08	0.06508
560050.59	4197341.08	0.05710	
	560060.59	4197341.08	0.05049
560070.59	4197341.08	0.04500	
	560080.59	4197341.08	0.04042
560090.59	4197341.08	0.03654	
	560100.59	4197341.08	0.03325
560000.59	4197351.08	0.13033	
	560010.59	4197351.08	0.10896
560020.59	4197351.08	0.09202	
	560030.59	4197351.08	0.07877
560040.59	4197351.08	0.06823	
	560050.59	4197351.08	0.05961
560060.59	4197351.08	0.05250	
	560070.59	4197351.08	0.04666
560080.59	4197351.08	0.04177	
	560090.59	4197351.08	0.03764
560100.59	4197351.08	0.03413	
	560000.59	4197361.08	0.13863
560010.59	4197361.08	0.11508	
	560020.59	4197361.08	0.09670
560030.59	4197361.08	0.08239	
	560040.59	4197361.08	0.07107
560050.59	4197361.08	0.06183	
	560060.59	4197361.08	0.05426
560070.59	4197361.08	0.04807	
	560080.59	4197361.08	0.04294
560090.59	4197361.08	0.03862	
	560100.59	4197361.08	0.03498
560000.59	4197371.08	0.14635	
	560010.59	4197371.08	0.12076
560020.59	4197371.08	0.10095	
	560030.59	4197371.08	0.08559
560040.59	4197371.08	0.07349	
	560050.59	4197371.08	0.06375
560060.59	4197371.08	0.05577	
	560070.59	4197371.08	0.04925
560080.59	4197371.08	0.04392	
	560090.59	4197371.08	0.03946
560100.59	4197371.08	0.03572	
	560000.59	4197381.08	0.15324
560010.59	4197381.08	0.12582	
	560020.59	4197381.08	0.10467
560030.59	4197381.08	0.08834	
	560040.59	4197381.08	0.07556
560050.59	4197381.08	0.06537	
	560060.59	4197381.08	0.05706
560070.59	4197381.08	0.05027	
	560080.59	4197381.08	0.04475
560090.59	4197381.08	0.04019	
	560100.59	4197381.08	0.03635

560000.59 4197391.08 0.15892

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.12996
560020.59	4197391.08	0.10773
560030.59	4197391.08	0.09068
560040.59	4197391.08	0.07734
560050.59	4197391.08	0.06674
560060.59	4197391.08	0.05820
560070.59	4197391.08	0.05124
560080.59	4197391.08	0.04554
560090.59	4197391.08	0.04086
560100.59	4197391.08	0.03692
560000.59	4197401.08	0.16325
560010.59	4197401.08	0.13305
560020.59	4197401.08	0.11008
560030.59	4197401.08	0.09249
560040.59	4197401.08	0.07878
560050.59	4197401.08	0.06792
560060.59	4197401.08	0.05921
560070.59	4197401.08	0.05213
560080.59	4197401.08	0.04627
560090.59	4197401.08	0.04146
560100.59	4197401.08	0.03748
560000.59	4197411.08	0.16643
560010.59	4197411.08	0.13538
560020.59	4197411.08	0.11196
560030.59	4197411.08	0.09400
560040.59	4197411.08	0.07999
560050.59	4197411.08	0.06892

560060.59	4197411.08	0.06005	
	560070.59	4197411.08	0.05280
560080.59	4197411.08	0.04691	
	560090.59	4197411.08	0.04205
560100.59	4197411.08	0.03806	
	560000.59	4197421.08	0.16900
560010.59	4197421.08	0.13751	
	560020.59	4197421.08	0.11366
560030.59	4197421.08	0.09542	
	560040.59	4197421.08	0.08117
560050.59	4197421.08	0.06988	
	560060.59	4197421.08	0.06081
560070.59	4197421.08	0.05349	
	560080.59	4197421.08	0.04756
560090.59	4197421.08	0.04268	
	560100.59	4197421.08	0.03861
560000.59	4197431.08	0.17170	
	560010.59	4197431.08	0.13988
560020.59	4197431.08	0.11554	
	560030.59	4197431.08	0.09697
560040.59	4197431.08	0.08241	
	560050.59	4197431.08	0.07087
560060.59	4197431.08	0.06163	
	560070.59	4197431.08	0.05427
560080.59	4197431.08	0.04824	
	560090.59	4197431.08	0.04335
560100.59	4197431.08	0.03905	
	560000.59	4197441.08	0.17460
560010.59	4197441.08	0.14222	
	560020.59	4197441.08	0.11746
560030.59	4197441.08	0.09853	
	560040.59	4197441.08	0.08368
560050.59	4197441.08	0.07186	
	560060.59	4197441.08	0.06252
560070.59	4197441.08	0.05502	
	560080.59	4197441.08	0.04899
560090.59	4197441.08	0.04395	
	560100.59	4197441.08	0.03940
560000.59	4197451.08	0.17718	
	560010.59	4197451.08	0.14420
560020.59	4197451.08	0.11902	
	560030.59	4197451.08	0.09985
560040.59	4197451.08	0.08475	
	560050.59	4197451.08	0.07278
560060.59	4197451.08	0.06336	
	560070.59	4197451.08	0.05579
560080.59	4197451.08	0.04973	
	560090.59	4197451.08	0.04449
560100.59	4197451.08	0.03989	
	560000.59	4197461.08	0.17896
560010.59	4197461.08	0.14554	
	560020.59	4197461.08	0.11998

560030.59	4197461.08	0.10063
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.08549
560050.59	4197461.08	0.07359
560060.59	4197461.08	0.06408
560070.59	4197461.08	0.05654
560080.59	4197461.08	0.05030
560090.59	4197461.08	0.04493
560100.59	4197461.08	0.04034
560000.59	4197471.08	0.17978
560010.59	4197471.08	0.14611
560020.59	4197471.08	0.12034
560030.59	4197471.08	0.10110
560040.59	4197471.08	0.08612
560050.59	4197471.08	0.07419
560060.59	4197471.08	0.06469
560070.59	4197471.08	0.05713
560080.59	4197471.08	0.05062
560090.59	4197471.08	0.04516
560100.59	4197471.08	0.04061
560000.59	4197481.08	0.17968
560010.59	4197481.08	0.14595
560020.59	4197481.08	0.12041
560030.59	4197481.08	0.10138
560040.59	4197481.08	0.08648
560050.59	4197481.08	0.07450
560060.59	4197481.08	0.06513
560070.59	4197481.08	0.05732
560080.59	4197481.08	0.05063

560090.59	4197481.08	0.04520	
	560100.59	4197481.08	0.04069
560000.59	4197491.08	0.17859	
	560010.59	4197491.08	0.14516
560020.59	4197491.08	0.12019	
	560030.59	4197491.08	0.10136
560040.59	4197491.08	0.08641	
	560050.59	4197491.08	0.07458
560060.59	4197491.08	0.06516	
	560070.59	4197491.08	0.05704
560080.59	4197491.08	0.05039	
	560090.59	4197491.08	0.04501
560100.59	4197491.08	0.04055	
	560000.59	4197501.08	0.17660
560010.59	4197501.08	0.14398	
	560020.59	4197501.08	0.11948
560030.59	4197501.08	0.10070	
	560040.59	4197501.08	0.08586
560050.59	4197501.08	0.07427	
	560060.59	4197501.08	0.06463
560070.59	4197501.08	0.05650	
	560080.59	4197501.08	0.04995
560090.59	4197501.08	0.04464	
	560100.59	4197501.08	0.04019
559954.71	4197549.49	0.31926	
	559973.36	4197549.21	0.25931
559980.26	4197544.34	0.22472	
	559978.21	4197528.15	0.25512
559969.70	4197512.85	0.32921	
	559971.05	4197308.01	0.14803
559970.20	4197308.43	0.15148	
	559912.41	4197414.97	0.30039
559912.33	4197415.37	0.29976	
	559959.36	4197429.45	0.39196
559960.20	4197441.75	0.40590	
	559926.03	4197543.45	0.27687

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M³ ***

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00052
559615.17	4197121.97	0.00059
559665.17	4197121.97	0.00067
559715.17	4197121.97	0.00077
559765.17	4197121.97	0.00089
559815.17	4197121.97	0.00103
559865.17	4197121.97	0.00119
559915.17	4197121.97	0.00137
559965.17	4197121.97	0.00139
560015.17	4197121.97	0.00127
560065.17	4197121.97	0.00100
560115.17	4197121.97	0.00075
560165.17	4197121.97	0.00058
560215.17	4197121.97	0.00046
560265.17	4197121.97	0.00038
559565.17	4197171.97	0.00056
559615.17	4197171.97	0.00065
559665.17	4197171.97	0.00075
559715.17	4197171.97	0.00088
559765.17	4197171.97	0.00105
559815.17	4197171.97	0.00127
559865.17	4197171.97	0.00156
559915.17	4197171.97	0.00194
559965.17	4197171.97	0.00201

	560015.17	4197171.97	0.00186
560065.17	4197171.97	0.00128	
	560115.17	4197171.97	0.00090
560165.17	4197171.97	0.00068	
	560215.17	4197171.97	0.00054
560265.17	4197171.97	0.00044	
	559565.17	4197221.97	0.00061
559615.17	4197221.97	0.00070	
	559665.17	4197221.97	0.00083
559715.17	4197221.97	0.00099	
	559765.17	4197221.97	0.00122
559815.17	4197221.97	0.00155	
	559865.17	4197221.97	0.00207
559915.17	4197221.97	0.00302	
	559965.17	4197221.97	0.00424
560015.17	4197221.97	0.00319	
	560065.17	4197221.97	0.00172
560115.17	4197221.97	0.00113	
	560165.17	4197221.97	0.00083
560215.17	4197221.97	0.00063	
	560265.17	4197221.97	0.00049
559565.17	4197271.97	0.00064	
	559615.17	4197271.97	0.00075
559665.17	4197271.97	0.00088	
	559715.17	4197271.97	0.00107
559765.17	4197271.97	0.00134	
	559815.17	4197271.97	0.00176
559865.17	4197271.97	0.00253	
	559915.17	4197271.97	0.00444
559965.17	4197271.97	0.01313	
	560015.17	4197271.97	0.00574
560065.17	4197271.97	0.00234	
	560115.17	4197271.97	0.00139
560165.17	4197271.97	0.00094	
	560215.17	4197271.97	0.00068
560265.17	4197271.97	0.00053	
	559565.17	4197321.97	0.00068
559615.17	4197321.97	0.00080	
	559665.17	4197321.97	0.00094
559715.17	4197321.97	0.00114	
	559765.17	4197321.97	0.00143
559815.17	4197321.97	0.00186	
	559865.17	4197321.97	0.00267
559915.17	4197321.97	0.00416	
	560015.17	4197321.97	0.00731
560065.17	4197321.97	0.00267	
	560115.17	4197321.97	0.00150
560165.17	4197321.97	0.00099	
	560215.17	4197321.97	0.00071
560265.17	4197321.97	0.00055	
	559565.17	4197371.97	0.00072
559615.17	4197371.97	0.00085	

	559665.17	4197371.97	0.00101
559715.17	4197371.97	0.00124	
	559765.17	4197371.97	0.00154
559815.17	4197371.97	0.00200	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.00279
559915.17	4197371.97	0.00398
560015.17	4197371.97	0.00637
560065.17	4197371.97	0.00268
560115.17	4197371.97	0.00155
560165.17	4197371.97	0.00102
560215.17	4197371.97	0.00075
560265.17	4197371.97	0.00056
559565.17	4197421.97	0.00077
559615.17	4197421.97	0.00091
559665.17	4197421.97	0.00111
559715.17	4197421.97	0.00137
559765.17	4197421.97	0.00175
559815.17	4197421.97	0.00232
559865.17	4197421.97	0.00320
559915.17	4197421.97	0.00476
560015.17	4197421.97	0.00500
560065.17	4197421.97	0.00274
560115.17	4197421.97	0.00164
560165.17	4197421.97	0.00112
560215.17	4197421.97	0.00083
560265.17	4197421.97	0.00064
559565.17	4197471.97	0.00080
559615.17	4197471.97	0.00097

	559665.17	4197471.97	0.00120
559715.17	4197471.97	0.00154	
	559765.17	4197471.97	0.00204
559815.17	4197471.97	0.00282	
	559865.17	4197471.97	0.00402
559915.17	4197471.97	0.00574	
	560015.17	4197471.97	0.00489
560065.17	4197471.97	0.00291	
	560115.17	4197471.97	0.00181
560165.17	4197471.97	0.00126	
	560215.17	4197471.97	0.00093
560265.17	4197471.97	0.00073	
	559565.17	4197521.97	0.00082
559615.17	4197521.97	0.00101	
	559665.17	4197521.97	0.00127
559715.17	4197521.97	0.00167	
	559765.17	4197521.97	0.00229
559815.17	4197521.97	0.00329	
	559865.17	4197521.97	0.00523
559915.17	4197521.97	0.00982	
	560015.17	4197521.97	0.00696
560065.17	4197521.97	0.00340	
	560115.17	4197521.97	0.00206
560165.17	4197521.97	0.00138	
	560215.17	4197521.97	0.00103
560265.17	4197521.97	0.00079	
	559565.17	4197571.97	0.00081
559615.17	4197571.97	0.00102	
	559665.17	4197571.97	0.00130
559715.17	4197571.97	0.00174	
	559765.17	4197571.97	0.00239
559815.17	4197571.97	0.00354	
	559865.17	4197571.97	0.00578
559915.17	4197571.97	0.01263	
	559965.17	4197571.97	0.02592
560015.17	4197571.97	0.00978	
	560065.17	4197571.97	0.00387
560115.17	4197571.97	0.00222	
	560165.17	4197571.97	0.00144
560215.17	4197571.97	0.00104	
	560265.17	4197571.97	0.00080
559565.17	4197621.97	0.00079	
	559615.17	4197621.97	0.00099
559665.17	4197621.97	0.00129	
	559715.17	4197621.97	0.00174
559765.17	4197621.97	0.00238	
	559815.17	4197621.97	0.00379
559865.17	4197621.97	0.00655	
	559915.17	4197621.97	0.01352
559965.17	4197621.97	0.02498	
	560015.17	4197621.97	0.01034
560065.17	4197621.97	0.00393	

	560115.17	4197621.97	0.00219
560165.17	4197621.97	0.00145	
	560215.17	4197621.97	0.00101
560265.17	4197621.97	0.00075	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00074
559615.17	4197671.97	0.00094
559665.17	4197671.97	0.00123
559715.17	4197671.97	0.00153
559765.17	4197671.97	0.00223
559815.17	4197671.97	0.00403
559865.17	4197671.97	0.00776
559915.17	4197671.97	0.01843
559965.17	4197671.97	0.01939
560015.17	4197671.97	0.00783
560065.17	4197671.97	0.00361
560115.17	4197671.97	0.00209
560165.17	4197671.97	0.00139
560215.17	4197671.97	0.00097
560265.17	4197671.97	0.00069
559565.17	4197721.97	0.00069
559615.17	4197721.97	0.00087
559665.17	4197721.97	0.00112
559715.17	4197721.97	0.00138
559765.17	4197721.97	0.00229
559815.17	4197721.97	0.00394
559865.17	4197721.97	0.00912
559915.17	4197721.97	0.02165
559965.17	4197721.97	0.01174

	560015.17	4197721.97	0.00567
560065.17	4197721.97	0.00311	
	560115.17	4197721.97	0.00189
560165.17	4197721.97	0.00124	
	560215.17	4197721.97	0.00087
560265.17	4197721.97	0.00058	
	559565.17	4197771.97	0.00064
559615.17	4197771.97	0.00080	
	559665.17	4197771.97	0.00103
559715.17	4197771.97	0.00139	
	559765.17	4197771.97	0.00203
559815.17	4197771.97	0.00338	
	559865.17	4197771.97	0.00772
559915.17	4197771.97	0.01378	
	559965.17	4197771.97	0.00718
560015.17	4197771.97	0.00421	
	560065.17	4197771.97	0.00259
560115.17	4197771.97	0.00159	
	560165.17	4197771.97	0.00111
560215.17	4197771.97	0.00071	
	560265.17	4197771.97	0.00047
559565.17	4197821.97	0.00060	
	559615.17	4197821.97	0.00069
559665.17	4197821.97	0.00089	
	559715.17	4197821.97	0.00130
559765.17	4197821.97	0.00187	
	559815.17	4197821.97	0.00298
559865.17	4197821.97	0.00517	
	559915.17	4197821.97	0.00642
559965.17	4197821.97	0.00471	
	560015.17	4197821.97	0.00316
560065.17	4197821.97	0.00207	
	560115.17	4197821.97	0.00141
560165.17	4197821.97	0.00099	
	560215.17	4197821.97	0.00064
560265.17	4197821.97	0.00041	
	560000.59	4197301.08	0.01054
560010.59	4197301.08	0.00784	
	560020.59	4197301.08	0.00592
560030.59	4197301.08	0.00466	
	560040.59	4197301.08	0.00381
560050.59	4197301.08	0.00320	
	560060.59	4197301.08	0.00275
560070.59	4197301.08	0.00240	
	560080.59	4197301.08	0.00212
560090.59	4197301.08	0.00189	
	560100.59	4197301.08	0.00170
560000.59	4197311.08	0.01110	
	560010.59	4197311.08	0.00818
560020.59	4197311.08	0.00615	
	560030.59	4197311.08	0.00482
560040.59	4197311.08	0.00392	

	560050.59	4197311.08	0.00329
560060.59	4197311.08	0.00281	
	560070.59	4197311.08	0.00245
560080.59	4197311.08	0.00216	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00192
560100.59	4197311.08	0.00173
560000.59	4197321.08	0.01132
560010.59	4197321.08	0.00836
560020.59	4197321.08	0.00629
560030.59	4197321.08	0.00493
560040.59	4197321.08	0.00401
560050.59	4197321.08	0.00335
560060.59	4197321.08	0.00286
560070.59	4197321.08	0.00248
560080.59	4197321.08	0.00218
560090.59	4197321.08	0.00194
560100.59	4197321.08	0.00174
560000.59	4197331.08	0.01120
560010.59	4197331.08	0.00836
560020.59	4197331.08	0.00633
560030.59	4197331.08	0.00497
560040.59	4197331.08	0.00404
560050.59	4197331.08	0.00337
560060.59	4197331.08	0.00287
560070.59	4197331.08	0.00249
560080.59	4197331.08	0.00219
560090.59	4197331.08	0.00195
560100.59	4197331.08	0.00175

	560000.59	4197341.08	0.01075
560010.59	4197341.08	0.00817	
	560020.59	4197341.08	0.00625
560030.59	4197341.08	0.00494	
	560040.59	4197341.08	0.00402
560050.59	4197341.08	0.00337	
	560060.59	4197341.08	0.00287
560070.59	4197341.08	0.00249	
	560080.59	4197341.08	0.00219
560090.59	4197341.08	0.00195	
	560100.59	4197341.08	0.00175
560000.59	4197351.08	0.01017	
	560010.59	4197351.08	0.00782
560020.59	4197351.08	0.00606	
	560030.59	4197351.08	0.00484
560040.59	4197351.08	0.00398	
	560050.59	4197351.08	0.00334
560060.59	4197351.08	0.00286	
	560070.59	4197351.08	0.00249
560080.59	4197351.08	0.00220	
	560090.59	4197351.08	0.00196
560100.59	4197351.08	0.00176	
	560000.59	4197361.08	0.00975
560010.59	4197361.08	0.00747	
	560020.59	4197361.08	0.00586
560030.59	4197361.08	0.00473	
	560040.59	4197361.08	0.00393
560050.59	4197361.08	0.00332	
	560060.59	4197361.08	0.00286
560070.59	4197361.08	0.00249	
	560080.59	4197361.08	0.00221
560090.59	4197361.08	0.00197	
	560100.59	4197361.08	0.00177
560000.59	4197371.08	0.00912	
	560010.59	4197371.08	0.00712
560020.59	4197371.08	0.00567	
	560030.59	4197371.08	0.00464
560040.59	4197371.08	0.00388	
	560050.59	4197371.08	0.00330
560060.59	4197371.08	0.00285	
	560070.59	4197371.08	0.00250
560080.59	4197371.08	0.00221	
	560090.59	4197371.08	0.00198
560100.59	4197371.08	0.00178	
	560000.59	4197381.08	0.00831
560010.59	4197381.08	0.00673	
	560020.59	4197381.08	0.00549
560030.59	4197381.08	0.00455	
	560040.59	4197381.08	0.00384
560050.59	4197381.08	0.00329	
	560060.59	4197381.08	0.00286
560070.59	4197381.08	0.00251	

	560080.59	4197381.08	0.00223
560090.59	4197381.08	0.00200	
	560100.59	4197381.08	0.00180
560000.59	4197391.08	0.00750	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M³ ***

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.00631
560020.59	4197391.08	0.00528
560030.59	4197391.08	0.00446
560040.59	4197391.08	0.00381
560050.59	4197391.08	0.00329
560060.59	4197391.08	0.00287
560070.59	4197391.08	0.00253
560080.59	4197391.08	0.00225
560090.59	4197391.08	0.00201
560100.59	4197391.08	0.00182
560000.59	4197401.08	0.00678
560010.59	4197401.08	0.00590
560020.59	4197401.08	0.00508
560030.59	4197401.08	0.00436
560040.59	4197401.08	0.00377
560050.59	4197401.08	0.00328
560060.59	4197401.08	0.00288
560070.59	4197401.08	0.00255
560080.59	4197401.08	0.00227
560090.59	4197401.08	0.00203
560100.59	4197401.08	0.00184
560000.59	4197411.08	0.00620
560010.59	4197411.08	0.00554
560020.59	4197411.08	0.00488

	560030.59	4197411.08	0.00427
560040.59	4197411.08	0.00373	
	560050.59	4197411.08	0.00327
560060.59	4197411.08	0.00289	
	560070.59	4197411.08	0.00256
560080.59	4197411.08	0.00229	
	560090.59	4197411.08	0.00205
560100.59	4197411.08	0.00186	
	560000.59	4197421.08	0.00578
560010.59	4197421.08	0.00527	
	560020.59	4197421.08	0.00472
560030.59	4197421.08	0.00419	
	560040.59	4197421.08	0.00370
560050.59	4197421.08	0.00327	
	560060.59	4197421.08	0.00289
560070.59	4197421.08	0.00257	
	560080.59	4197421.08	0.00230
560090.59	4197421.08	0.00208	
	560100.59	4197421.08	0.00189
560000.59	4197431.08	0.00549	
	560010.59	4197431.08	0.00507
560020.59	4197431.08	0.00460	
	560030.59	4197431.08	0.00413
560040.59	4197431.08	0.00368	
	560050.59	4197431.08	0.00327
560060.59	4197431.08	0.00290	
	560070.59	4197431.08	0.00259
560080.59	4197431.08	0.00233	
	560090.59	4197431.08	0.00211
560100.59	4197431.08	0.00191	
	560000.59	4197441.08	0.00532
560010.59	4197441.08	0.00496	
	560020.59	4197441.08	0.00454
560030.59	4197441.08	0.00410	
	560040.59	4197441.08	0.00368
560050.59	4197441.08	0.00328	
	560060.59	4197441.08	0.00292
560070.59	4197441.08	0.00262	
	560080.59	4197441.08	0.00236
560090.59	4197441.08	0.00213	
	560100.59	4197441.08	0.00193
560000.59	4197451.08	0.00527	
	560010.59	4197451.08	0.00492
560020.59	4197451.08	0.00452	
	560030.59	4197451.08	0.00410
560040.59	4197451.08	0.00369	
	560050.59	4197451.08	0.00330
560060.59	4197451.08	0.00295	
	560070.59	4197451.08	0.00265
560080.59	4197451.08	0.00239	
	560090.59	4197451.08	0.00216
560100.59	4197451.08	0.00196	

	560000.59	4197461.08	0.00533
560010.59	4197461.08	0.00495	
	560020.59	4197461.08	0.00455
560030.59	4197461.08	0.00413	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.00372
560050.59	4197461.08	0.00334
560060.59	4197461.08	0.00299
560070.59	4197461.08	0.00269
560080.59	4197461.08	0.00243
560090.59	4197461.08	0.00220
560100.59	4197461.08	0.00200
560000.59	4197471.08	0.00549
560010.59	4197471.08	0.00508
560020.59	4197471.08	0.00464
560030.59	4197471.08	0.00421
560040.59	4197471.08	0.00379
560050.59	4197471.08	0.00340
560060.59	4197471.08	0.00305
560070.59	4197471.08	0.00275
560080.59	4197471.08	0.00248
560090.59	4197471.08	0.00224
560100.59	4197471.08	0.00204
560000.59	4197481.08	0.00577
560010.59	4197481.08	0.00529
560020.59	4197481.08	0.00480
560030.59	4197481.08	0.00433
560040.59	4197481.08	0.00389
560050.59	4197481.08	0.00348

	560060.59	4197481.08	0.00313
560070.59	4197481.08	0.00281	
	560080.59	4197481.08	0.00253
560090.59	4197481.08	0.00229	
	560100.59	4197481.08	0.00209
560000.59	4197491.08	0.00619	
	560010.59	4197491.08	0.00561
560020.59	4197491.08	0.00504	
	560030.59	4197491.08	0.00452
560040.59	4197491.08	0.00403	
	560050.59	4197491.08	0.00359
560060.59	4197491.08	0.00322	
	560070.59	4197491.08	0.00288
560080.59	4197491.08	0.00259	
	560090.59	4197491.08	0.00235
560100.59	4197491.08	0.00215	
	560000.59	4197501.08	0.00679
560010.59	4197501.08	0.00606	
	560020.59	4197501.08	0.00538
560030.59	4197501.08	0.00475	
	560040.59	4197501.08	0.00420
560050.59	4197501.08	0.00373	
	560060.59	4197501.08	0.00332
560070.59	4197501.08	0.00296	
	560080.59	4197501.08	0.00267
560090.59	4197501.08	0.00242	
	560100.59	4197501.08	0.00221
559954.71	4197549.49	0.01995	
	559973.36	4197549.21	0.02058
559980.26	4197544.34	0.01796	
	559978.21	4197528.15	0.01306
559969.70	4197512.85	0.01020	
	559971.05	4197308.01	0.02088
559970.20	4197308.43	0.02133	
	559912.41	4197414.97	0.00459
559912.33	4197415.37	0.00459	
	559959.36	4197429.45	0.00602
559960.20	4197441.75	0.00588	
	559926.03	4197543.45	0.01581

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE SUMMARY OF
 MAXIMUM PERIOD (43824 HRS) RESULTS ***

*** CONC OF PM_2.5 IN
 MICROGRAMS/M**3

NETWORK

GROUP ID	AVERAGE CONC			
RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-ID	
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

Y1_ALL	1ST HIGHEST VALUE IS	0.42756 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.41325 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.35283 AT (	559954.71,
4197549.49,	15.67, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.35268 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	5TH HIGHEST VALUE IS	0.33227 AT (	559915.17,
4197421.97,	14.73, 306.41,	1.50) DC	
	6TH HIGHEST VALUE IS	0.31666 AT (	559912.41,
4197414.97,	15.28, 306.41,	1.50) DC	
	7TH HIGHEST VALUE IS	0.31600 AT (	559912.33,
4197415.37,	15.26, 306.41,	1.50) DC	
	8TH HIGHEST VALUE IS	0.31034 AT (	559915.17,
4197471.97,	15.23, 306.41,	1.50) DC	
	9TH HIGHEST VALUE IS	0.30435 AT (	559926.03,
4197543.45,	15.36, 306.41,	1.50) DC	
	10TH HIGHEST VALUE IS	0.29125 AT (	559973.36,
4197549.21,	16.29, 306.41,	1.50) DC	

Y1_ON	1ST HIGHEST VALUE IS	0.42128 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.40682 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.34180 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.33150 AT (	559954.71,

4197549.49,	15.67,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.32719 AT (559915.17,
4197421.97,	14.73,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.31175 AT (559912.41,
4197414.97,	15.28,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.31109 AT (559912.33,
4197415.37,	15.26,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.30421 AT (559915.17,
4197471.97,	15.23,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.28747 AT (559926.03,
4197543.45,	15.36,	306.41,	1.50) DC
10TH HIGHEST VALUE IS			0.28032 AT (559915.17,
4197521.97,	15.78,	306.41,	1.50) DC
Y1_OFF 1ST HIGHEST VALUE IS			0.02771 AT (559965.17,
4197571.97,	16.24,	306.41,	1.50) DC
2ND HIGHEST VALUE IS			0.02668 AT (559965.17,
4197621.97,	16.80,	306.41,	1.50) DC
3RD HIGHEST VALUE IS			0.02312 AT (559915.17,
4197721.97,	17.04,	306.41,	1.50) DC
4TH HIGHEST VALUE IS			0.02278 AT (559970.20,
4197308.43,	15.78,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.02230 AT (559971.05,
4197308.01,	15.55,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.02199 AT (559973.36,
4197549.21,	16.29,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.02133 AT (559954.71,
4197549.49,	15.67,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.02070 AT (559965.17,
4197671.97,	17.07,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.01968 AT (559915.17,
4197671.97,	16.52,	306.41,	1.50) DC
10TH HIGHEST VALUE IS			0.01918 AT (559980.26,
4197544.34,	16.44,	306.41,	1.50) DC
Y2_ALL 1ST HIGHEST VALUE IS			0.41177 AT (559960.20,
4197441.75,	15.15,	306.41,	1.50) DC
2ND HIGHEST VALUE IS			0.39798 AT (559959.36,
4197429.45,	15.09,	306.41,	1.50) DC
3RD HIGHEST VALUE IS			0.33940 AT (559969.70,
4197512.85,	15.95,	306.41,	1.50) DC
4TH HIGHEST VALUE IS			0.33922 AT (559954.71,
4197549.49,	15.67,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.32002 AT (559915.17,
4197421.97,	14.73,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.30499 AT (559912.41,
4197414.97,	15.28,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.30436 AT (559912.33,
4197415.37,	15.26,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.29880 AT (559915.17,
4197471.97,	15.23,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.29268 AT (559926.03,

4197543.45, 15.36, 306.41, 1.50) DC
10TH HIGHEST VALUE IS 0.27989 AT (559973.36,
4197549.21, 16.29, 306.41, 1.50) DC

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE SUMMARY OF
 MAXIMUM PERIOD (43824 HRS) RESULTS ***

*** CONC OF PM_2.5 IN
 MICROGRAMS/M**3

NETWORK		AVERAGE CONC	
GROUP ID	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-ID
Y2_ON	1ST HIGHEST VALUE IS	0.40590 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.39196 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.32921 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.31926 AT (	559954.71,
4197549.49,	15.67, 306.41,	1.50) DC	
	5TH HIGHEST VALUE IS	0.31527 AT (	559915.17,
4197421.97,	14.73, 306.41,	1.50) DC	
	6TH HIGHEST VALUE IS	0.30039 AT (	559912.41,
4197414.97,	15.28, 306.41,	1.50) DC	
	7TH HIGHEST VALUE IS	0.29976 AT (	559912.33,
4197415.37,	15.26, 306.41,	1.50) DC	
	8TH HIGHEST VALUE IS	0.29306 AT (	559915.17,
4197471.97,	15.23, 306.41,	1.50) DC	
	9TH HIGHEST VALUE IS	0.27687 AT (	559926.03,
4197543.45,	15.36, 306.41,	1.50) DC	
	10TH HIGHEST VALUE IS	0.26998 AT (	559915.17,
4197521.97,	15.78, 306.41,	1.50) DC	
Y2_OFF	1ST HIGHEST VALUE IS	0.02592 AT (	559965.17,
4197571.97,	16.24, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.02498 AT (	559965.17,
4197621.97,	16.80, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.02165 AT (	559915.17,
4197721.97,	17.04, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.02133 AT (	559970.20,

4197308.43,	15.78,	306.41,	1.50)	DC	
	5TH HIGHEST VALUE IS		0.02088	AT (	559971.05,
4197308.01,	15.55,	306.41,	1.50)	DC	
	6TH HIGHEST VALUE IS		0.02058	AT (	559973.36,
4197549.21,	16.29,	306.41,	1.50)	DC	
	7TH HIGHEST VALUE IS		0.01995	AT (	559954.71,
4197549.49,	15.67,	306.41,	1.50)	DC	
	8TH HIGHEST VALUE IS		0.01939	AT (	559965.17,
4197671.97,	17.07,	306.41,	1.50)	DC	
	9TH HIGHEST VALUE IS		0.01843	AT (	559915.17,
4197671.97,	16.52,	306.41,	1.50)	DC	
	10TH HIGHEST VALUE IS		0.01796	AT (	559980.26,
4197544.34,	16.44,	306.41,	1.50)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
 GP = GRIDPOLR
 DC = DISCCART
 DP = DISCPOLR

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data
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*** Message Summary : AERMOD Model Execution ***
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----- Summary of Total Messages -----
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A Total of          0 Fatal Error Message(s)
A Total of          2 Warning Message(s)
A Total of        2128 Informational Message(s)

A Total of        43824 Hours Were Processed

A Total of          2 Calm Hours Identified

A Total of        2126 Missing Hours Identified ( 4.85
Percent)
```

```
***** FATAL ERROR MESSAGES *****
*** NONE ***
```

```
***** WARNING MESSAGES *****
MX W403      244      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data
MX W403       1      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data
```

```
*****
*** AERMOD Finishes Successfully ***
*****
```

```

** Lakes Environmental AERMOD MPI
**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 1/25/2023
** File: C:\Lakes\El Cerrito_EastshoreBlvd_T4\El
Cerrito_EastshoreBlvd_T4.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Lakes\El Cerrito_EastshoreBlvd_T4\El
Cerrito_EastshoreBlvd_T4.isc
  MODELOPT DFAULT CONC
  AVERTIME PERIOD
  URBANOPT 4623264 SF-Bay_Area_MSA
  POLLUTID PM 2.5
  FLAGPOLE 1.50
  RUNORNOT RUN
  ERRORFIL "El Cerrito_EastshoreBlvd_T4.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION PAREA1      AREAPOLY    559927.098    4197543.211
15.360
** DESCRSRC Y1_ON-N
  LOCATION PAREA2      AREAPOLY    559960.547    4197441.525
15.150
** DESCRSRC Y1_ON-S
  LOCATION PAREA3      AREAPOLY    559927.100    4197543.210
15.360
** DESCRSRC Y2_ON-N
  LOCATION PAREA4      AREAPOLY    559960.550    4197441.520
15.150
** DESCRSRC Y2_ON-S
** -----

```

```

-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN1
** DESCRSRC Y1_N_PD
** PREFIX
** Length of Side = 11.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 3.9844E-08
** Nodes = 4
** 559929.802, 4197545.940, 15.41, 4.15
** 559932.651, 4197553.084, 15.40, 4.15
** 559945.297, 4197556.533, 15.55, 4.15
** 559974.117, 4197558.909, 16.24, 4.15
** -----
-----
      LOCATION A0000013      AREA      559934.911 4197543.903 15.39
      LOCATION A0000014      AREA      559934.098 4197547.778 15.39
      LOCATION A0000015      AREA      559945.749 4197551.052 15.53
** End of LINE AREA Source ID = ARLN1
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN2
** DESCRSRC Y1_N_R
** PREFIX
** Length of Side = 29.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.5116E-08
** Nodes = 5
** 559974.161, 4197559.024, 16.24, 4.15
** 559996.768, 4197564.898, 16.72, 4.15
** 559988.985, 4197582.372, 16.78, 4.15
** 559981.128, 4197605.199, 16.80, 4.15
** 559893.090, 4197763.735, 17.16, 4.15
** -----
-----
      LOCATION A0000007      AREA      559977.807 4197544.990 16.39
      LOCATION A0000008      AREA      560010.014 4197570.797 16.71
      LOCATION A0000009      AREA      560002.696 4197587.092 16.71
      LOCATION A0000010      AREA      559993.805 4197612.239 16.74
** End of LINE AREA Source ID = ARLN2
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN3
** DESCRSRC Y1_S_R
** PREFIX
** Length of Side = 23.00
** Ratio = 10
** Vertical Dimension = 0.00

```



```

** Emission Rate = 1.9065E-08
** Nodes = 3
** 559972.797, 4197354.525, 14.51, 4.15
** 559981.883, 4197353.090, 14.61, 4.15
** 559984.275, 4197263.417, 14.20, 4.15
** -----
-----
      LOCATION A0000011      AREA      559971.003 4197343.166 14.42
      LOCATION A0000012      AREA      559970.388 4197352.784 14.47
** End of LINE AREA Source ID = ARLN3
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN4
** DESCRSRC Y2_N_PD
** PREFIX
** Length of Side = 11.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 3.7301E-08
** Nodes = 4
** 559929.800, 4197545.940, 15.41, 4.15
** 559932.650, 4197553.080, 15.40, 4.15
** 559945.300, 4197556.530, 15.55, 4.15
** 559974.120, 4197558.910, 16.24, 4.15
** -----
-----
      LOCATION A0000016      AREA      559934.908 4197543.901 15.39
      LOCATION A0000017      AREA      559934.097 4197547.774 15.39
      LOCATION A0000018      AREA      559945.753 4197551.049 15.54
** End of LINE AREA Source ID = ARLN4
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN5
** DESCRSRC Y2_N_R
** PREFIX
** Length of Side = 29.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.4156E-08
** Nodes = 5
** 559974.160, 4197559.020, 16.24, 4.15
** 559996.770, 4197564.900, 16.72, 4.15
** 559988.990, 4197582.370, 16.78, 4.15
** 559981.130, 4197605.200, 16.80, 4.15
** 559893.090, 4197763.730, 17.16, 4.15
** -----
-----
      LOCATION A0000019      AREA      559977.810 4197544.987 16.39
      LOCATION A0000020      AREA      560010.016 4197570.799 16.71
      LOCATION A0000021      AREA      560002.700 4197587.090 16.71

```

```

LOCATION A0000022      AREA      559993.806 4197612.240 16.74
** End of LINE AREA Source ID = ARLN5
** -----
-----
** Line Source Represented by Area Sources
** LINE AREA Source ID = ARLN6
** DESCRSRC Y2_S_R
** PREFIX
** Length of Side = 23.00
** Ratio = 10
** Vertical Dimension = 0.00
** Emission Rate = 1.7849E-08
** Nodes = 3
** 559972.800, 4197354.530, 14.51, 4.15
** 559981.880, 4197353.090, 14.61, 4.15
** 559984.270, 4197263.420, 14.20, 4.15
** -----
-----
LOCATION A0000023      AREA      559970.999 4197343.172 14.42
LOCATION A0000024      AREA      559970.384 4197352.784 14.47
** End of LINE AREA Source ID = ARLN6
** Source Parameters **
SRCPARAM PAREA1      7.912E-08      5.000      9
AREAVERT PAREA1      559927.098 4197543.211 559960.572
4197441.717
AREAVERT PAREA1      559970.695 4197442.279 559969.289
4197512.861
AREAVERT PAREA1      559977.444 4197528.046 559979.694
4197544.075
AREAVERT PAREA1      559972.945 4197548.855 559955.229
4197548.855
AREAVERT PAREA1      559939.201 4197546.043
SRCPARAM PAREA2      7.9121E-08      5.000      5
AREAVERT PAREA2      559960.547 4197441.525 559959.674
4197429.258
AREAVERT PAREA2      559912.692 4197415.017 559970.703
4197308.969
AREAVERT PAREA2      559970.429 4197441.985
SRCPARAM PAREA3      7.1649E-08      5.000      9
AREAVERT PAREA3      559927.100 4197543.210 559960.570
4197441.720
AREAVERT PAREA3      559970.700 4197442.280 559969.290
4197512.860
AREAVERT PAREA3      559977.440 4197528.050 559979.690
4197544.070
AREAVERT PAREA3      559972.940 4197548.860 559955.230
4197548.860
AREAVERT PAREA3      559939.200 4197546.040
SRCPARAM PAREA4      7.1649E-08      5.000      5
AREAVERT PAREA4      559960.550 4197441.520 559959.670
4197429.260
AREAVERT PAREA4      559912.690 4197415.020 559970.700

```

```

4197308.970
  AREAVERT PAREA4          559970.430 4197441.980
** LINE AREA Source ID = ARLN1
  SRCPARAM A0000013      3.9844E-08      4.150      7.690
11.000   -68.260
  SRCPARAM A0000014      3.9844E-08      4.150     13.109
11.000   -15.255
  SRCPARAM A0000015      3.9844E-08      4.150     28.917
11.000    -4.713
** -----
-----
** LINE AREA Source ID = ARLN2
  SRCPARAM A0000007      1.5116E-08      4.150     23.358
29.000   -14.564
  SRCPARAM A0000008      1.5116E-08      4.150     19.130
29.000  -114.007
  SRCPARAM A0000009      1.5116E-08      4.150     24.141
29.000  -108.994
  SRCPARAM A0000010      1.5116E-08      4.150    181.340
29.000  -119.044
** -----
-----
** LINE AREA Source ID = ARLN3
  SRCPARAM A0000011      1.9065E-08      4.150      9.199     23.000
8.973
  SRCPARAM A0000012      1.9065E-08      4.150     89.705     23.000
88.472
** -----
-----
** LINE AREA Source ID = ARLN4
  SRCPARAM A0000016      3.7301E-08      4.150      7.688
11.000   -68.240
  SRCPARAM A0000017      3.7301E-08      4.150     13.112
11.000   -15.255
  SRCPARAM A0000018      3.7301E-08      4.150     28.918
11.000    -4.721
** -----
-----
** LINE AREA Source ID = ARLN5
  SRCPARAM A0000019      1.4156E-08      4.150     23.362
29.000   -14.578
  SRCPARAM A0000020      1.4156E-08      4.150     19.124
29.000  -114.005
  SRCPARAM A0000021      1.4156E-08      4.150     24.145
29.000  -108.998
  SRCPARAM A0000022      1.4156E-08      4.150    181.336
29.000  -119.046
** -----
-----
** LINE AREA Source ID = ARLN6
  SRCPARAM A0000023      1.7849E-08      4.150      9.193     23.000
9.012

```

```

SRCPARAM A0000024      1.7849E-08      4.150      89.702      23.000
88.473
** -----
-----
URBANSRC ALL
SRCGROUP Y1_ALL      A0000013 A0000014 A0000015 A0000007 A0000008
A0000009
SRCGROUP Y1_ALL      A0000010 PAREA1 PAREA2 A0000011 A0000012
SRCGROUP Y1_ON      PAREA1 PAREA2
SRCGROUP Y1_OFF      A0000013 A0000014 A0000015 A0000007 A0000008
A0000009
SRCGROUP Y1_OFF      A0000010 A0000011 A0000012
SRCGROUP Y2_ALL      PAREA3 PAREA4 A0000016 A0000017 A0000018
A0000019 A0000020
SRCGROUP Y2_ALL      A0000021 A0000022 A0000023 A0000024
SRCGROUP Y2_ON      PAREA3 PAREA4
SRCGROUP Y2_OFF      A0000016 A0000017 A0000018 A0000019 A0000020
A0000021
SRCGROUP Y2_OFF      A0000022 A0000023 A0000024
SO FINISHED
**
*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
  INCLUDED "El Cerrito_EastshoreBlvd_T4.rou"
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING
  SURFFILE "Z:\Shared\San Jose\Env\16240_El Cerrito Eastshore
Blvd Apt AQ Constrn HRA & NOI Studies\Project-Data\AERMOD\Chevron
\CHEVRON_2013-2017_compiled.sfc"
  PROFFILE "Z:\Shared\San Jose\Env\16240_El Cerrito Eastshore
Blvd Apt AQ Constrn HRA & NOI Studies\Project-Data\AERMOD\Chevron
\CHEVRON_2013-2017_compiled.PFL"
  SURFDATA 23230 2013 OAKLAND/WSO_AP
  UAIRDATA 23230 2013 OAKLAND/WSO_AP
  SITEDATA 2703 2013
  PROFBASE 1.5 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**

```

```

**
OU STARTING
** Auto-Generated Plotfiles
  PLOTFILE PERIOD Y1_ALL "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G001.PLT" 31
  PLOTFILE PERIOD Y1_ON "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G002.PLT" 32
  PLOTFILE PERIOD Y1_OFF "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G003.PLT" 33
  PLOTFILE PERIOD Y2_ALL "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G004.PLT" 34
  PLOTFILE PERIOD Y2_ON "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G005.PLT" 35
  PLOTFILE PERIOD Y2_OFF "EL CERRITO_EASTSHOREBLVD_T4.AD
\PE00G006.PLT" 36
  SUMMFILE "El Cerrito_EastshoreBlvd_T4.sum"
OU FINISHED

```

*** Message Summary For AERMOD Model Setup ***

----- Summary of Total Messages -----

```

A Total of           0 Fatal Error Message(s)
A Total of           1 Warning Message(s)
A Total of           0 Informational Message(s)

```

```

***** FATAL ERROR MESSAGES *****
      *** NONE ***

```

```

***** WARNING MESSAGES *****
MX W403      244      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data

```

```

*****
*** SETUP Finishes Successfully ***
*****

```



```

*** AERMOD - VERSION 21112 *** *** C:\Lakes\E1
Cerrito_EastshoreBlvd_T4\E1 Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

```

```

PAGE 1
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

```

```

*** MODEL SETUP
OPTIONS SUMMARY ***
-----
-----

```

```

**Model Is Setup For Calculation of Average CONCentration
Values.

```

```

-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F

**Model Uses URBAN Dispersion Algorithm for the SBL for 22
Source(s),
for Total of 1 Urban Area(s):
Urban Population = 4623264.0 ; Urban Roughness Length =
1.000 m

```

```

**Model Uses Regulatory DEFAULT Options:
1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Urban Roughness Length of 1.0 Meter Assumed.

```

```

**Other Options Specified:
TEMP_Sub - Meteorological data includes TEMP
substitutions

```

```

**Model Accepts FLAGPOLE Receptor Heights.

```

```

**The User Specified a Pollutant Type of: PM_2.5

```

```

**Model Calculates PERIOD Averages Only

```

```

**This Run Includes: 22 Source(s); 6 Source Group(s);
and 463 Receptor(s)

```

```

with: 0 POINT(s), including

```

```

                                0 POINTCAP(s) and          0 POINTHOR(s)
and:                          0 VOLUME source(s)
and:                          22 AREA type source(s)
and:                          0 LINE source(s)
and:                          0 RLINE/RLINEXT source(s)
and:                          0 OPENPIT source(s)
and:                          0 BUOYANT LINE source(s) with a total
of          0 line(s)

```

**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date: 18081

**Output Options Selected:

```

    Model Outputs Tables of PERIOD Averages by Receptor
    Model Outputs External File(s) of High Values for
Plotting (PLOTFILE Keyword)
    Model Outputs Separate Summary File of High Ranked
Values (SUMMFILE Keyword)

```

**NOTE: The Following Flags May Appear Following CONC Values:
c for Calm Hours

m for Missing Hours

b for Both Calm and Missing Hours

```

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) =
1.50 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
Emission Units =

```

```

GRAMS/SEC ; Emission Rate Unit
Factor = 0.10000E+07

```

```

Output Units = MICROGRAMS/M**3

```

**Approximate Storage Requirements of Model = 3.6 MB of RAM.

**Input Runstream File: aermod.inp

**Output Print File: aermod.out

**Detailed Error/Message File: El Cerrito_EastshoreBlvd_T4.err

**File for Summary of Results: El Cerrito_EastshoreBlvd_T4.sum

*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
 Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
 01/25/23
 *** AERMET - VERSION 18081 *** ***
 *** 14:40:12

PAGE 2
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** AREA SOURCE

DATA ***

RELEASE	X-DIM	NUMBER	EMISSION	RATE	COORD (SW CORNER)	BASE
		Y-DIM	ORIENT.	INIT.	URBAN	EMISSION
RATE						
SOURCE	PART.	(GRAMS/SEC	X	Y	ELEV.	
HEIGHT	OF AREA	OF AREA	OF AREA	SZ	SOURCE	SCALAR
VARY						
ID	CATS.	/METER**2)	(METERS)	(METERS)	(METERS)	
(METERS)	(METERS)	(METERS)	(DEG.)	(METERS)		BY
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
A0000013	0	0.39844E-07	559934.9	4197543.9	15.4	
4.15	7.69	11.00	-68.26	0.00	YES	
A0000014	0	0.39844E-07	559934.1	4197547.8	15.4	
4.15	13.11	11.00	-15.26	0.00	YES	
A0000015	0	0.39844E-07	559945.7	4197551.1	15.5	
4.15	28.92	11.00	-4.71	0.00	YES	
A0000007	0	0.15116E-07	559977.8	4197545.0	16.4	
4.15	23.36	29.00	-14.56	0.00	YES	
A0000008	0	0.15116E-07	560010.0	4197570.8	16.7	
4.15	19.13	29.00	-114.01	0.00	YES	
A0000009	0	0.15116E-07	560002.7	4197587.1	16.7	
4.15	24.14	29.00	-108.99	0.00	YES	
A0000010	0	0.15116E-07	559993.8	4197612.2	16.7	
4.15	181.34	29.00	-119.04	0.00	YES	
A0000011	0	0.19065E-07	559971.0	4197343.2	14.4	
4.15	9.20	23.00	8.97	0.00	YES	
A0000012	0	0.19065E-07	559970.4	4197352.8	14.5	
4.15	89.70	23.00	88.47	0.00	YES	
A0000016	0	0.37301E-07	559934.9	4197543.9	15.4	
4.15	7.69	11.00	-68.24	0.00	YES	
A0000017	0	0.37301E-07	559934.1	4197547.8	15.4	
4.15	13.11	11.00	-15.26	0.00	YES	
A0000018	0	0.37301E-07	559945.8	4197551.0	15.5	
4.15	28.92	11.00	-4.72	0.00	YES	
A0000019	0	0.14156E-07	559977.8	4197545.0	16.4	
4.15	23.36	29.00	-14.58	0.00	YES	

A0000020	0	0.14156E-07	560010.0	4197570.8	16.7
4.15 19.12	29.00	-114.00	0.00	YES	
A0000021	0	0.14156E-07	560002.7	4197587.1	16.7
4.15 24.14	29.00	-109.00	0.00	YES	
A0000022	0	0.14156E-07	559993.8	4197612.2	16.7
4.15 181.34	29.00	-119.05	0.00	YES	
A0000023	0	0.17849E-07	559971.0	4197343.2	14.4
4.15 9.19	23.00	9.01	0.00	YES	
A0000024	0	0.17849E-07	559970.4	4197352.8	14.5
4.15 89.70	23.00	88.47	0.00	YES	

*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
 Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
 01/25/23
 *** AERMET - VERSION 18081 *** ***
 *** 14:40:12

PAGE 3
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** AREAPOLY

SOURCE DATA ***

RELEASE	NUMBER	NUMBER	EMISSION	RATE	LOCATION OF AREA	BASE
SOURCE	HEIGHT	INIT.	URBAN	EMISSION	RATE	
OF VERTS.	PART.	(GRAMS/SEC	X	Y	ELEV.	
ID	CATS.	/METER**2)	SCALAR	VARY		
(METERS)	(METERS)		(METERS)	(METERS)	(METERS)	
			BY			
PAREA1	0	0.79120E-07	559927.1	4197543.2	15.4	
5.00	9	0.00	YES			
PAREA2	0	0.79121E-07	559960.5	4197441.5	15.2	
5.00	5	0.00	YES			
PAREA3	0	0.71649E-07	559927.1	4197543.2	15.4	
5.00	9	0.00	YES			
PAREA4	0	0.71649E-07	559960.6	4197441.5	15.2	
5.00	5	0.00	YES			


```

*** AERMOD - VERSION 21112 *** *** C:\Lakes\E1
Cerrito_EastshoreBlvd_T4\E1 Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

```

```

PAGE 4
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

```

```

*** SOURCE IDs
DEFINING SOURCE GROUPS ***

SRCGROUP ID SOURCE
IDs
-----
---

Y1_ALL      PAREA1      , PAREA2      , A0000013    ,
A0000014    , A0000015    , A0000007    , A0000008    ,
A0000009    ,

              A0000010    , A0000011    , A0000012    ,

Y1_ON       PAREA1      , PAREA2      ,

Y1_OFF      A0000013    , A0000014    , A0000015    ,
A0000007    , A0000008    , A0000009    , A0000010    ,
A0000011    ,

              A0000012    ,

Y2_ALL      PAREA3      , PAREA4      , A0000016    ,
A0000017    , A0000018    , A0000019    , A0000020    ,
A0000021    ,

              A0000022    , A0000023    , A0000024    ,

Y2_ON       PAREA3      , PAREA4      ,

Y2_OFF      A0000016    , A0000017    , A0000018    ,
A0000019    , A0000020    , A0000021    , A0000022    ,
A0000023    ,

              A0000024    ,

```

```

*** AERMOD - VERSION 21112 *** *** C:\Lakes\E1
Cerrito_EastshoreBlvd_T4\E1 Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

```

```

PAGE 5
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

```

*** SOURCE IDs DEFINED

AS URBAN SOURCES ***

URBAN ID IDs	URBAN POP	SOURCE
-----	-----	-----
PAREA3	4623264.	PAREA1 , PAREA2 ,
A0000015	, PAREA4	, A0000013 , A0000014 ,
A0000007	,	
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Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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PAGE 6
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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PAGE 7

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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PAGE 8
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CARTESIAN RECEPTORS ***
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ZELEV, ZHILL, ZFLAG)
(METERS)

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Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
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*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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PAGE 9

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

*** DISCRETE

CARTESIAN RECEPTORS ***

(X-COORD, Y-COORD,

ZELEV, ZHILL, ZFLAG)

(METERS)

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*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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PAGE 10

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*** MODELOPTs:      RegDFAULT  CONC  ELEV  FLGPOL  URBAN  SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
01/25/23
*** AERMET - VERSION 18081 *** ***
*** 14:40:12

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*** MODELOPTs:      RegDFAULT  CONC  ELEV  FLGPOL  URBAN  SigA
Data

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*** DISCRETE
CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD,
ZELEV, ZHILL, ZFLAG)
(METERS)

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*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
 Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
 01/25/23
 *** AERMET - VERSION 18081 *** ***
 *** 14:40:12

PAGE 12
 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** METEOROLOGICAL
 DAYS SELECTED FOR PROCESSING ***
 (1
 =YES; 0=NO)

1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
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1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1
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NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED
 WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST
 THROUGH FIFTH WIND SPEED CATEGORIES ***
 (METERS/SEC)

5.14,	8.23,	10.80,	1.54,	3.09,
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*** AERMOD - VERSION 21112 *** *** C:\Lakes\El
 Cerrito_EastshoreBlvd_T4\El Cerrito_EastshoreBlvd_T4.isc ***
 01/25/23
 *** AERMET - VERSION 18081 *** ***
 *** 14:40:12

PAGE 13

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** UP TO THE FIRST 24 HOURS
 OF METEOROLOGICAL DATA ***

Surface file: Z:\Shared\San Jose\Env\16240_El Cerrito
 Eastshore Blvd Apt AQ Constrn HRA & NOI Met Version: 18081
 Profile file: Z:\Shared\San Jose\Env\16240_El Cerrito
 Eastshore Blvd Apt AQ Constrn HRA & NOI
 Surface format: FREE
 Profile format: FREE
 Surface station no.: 23230 Upper air
 station no.: 23230
 Name: OAKLAND/WSO_AP
 Name: OAKLAND/WSO_AP
 Year: 2013
 Year: 2013

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN
Z0	BOWEN	ALBEDO	REF	WS	WD	HT	REF	TA	HT			
13	01	01	1	01	-6.3	0.084	-9.000	-9.000	-999.	58.		8.4
0.17		0.63		1.00	1.70	173.	10.0	279.9		8.8		
13	01	01	1	02	-9.2	0.134	-9.000	-9.000	-999.	117.		23.7
0.15		0.63		1.00	2.10	93.	10.0	278.4		8.8		
13	01	01	1	03	-6.5	0.086	-9.000	-9.000	-999.	61.		9.0
0.15		0.63		1.00	1.80	63.	10.0	278.4		8.8		
13	01	01	1	04	-11.3	0.164	-9.000	-9.000	-999.	160.		35.8
0.19		0.63		1.00	2.20	25.	10.0	278.5		8.8		
13	01	01	1	05	-15.9	0.232	-9.000	-9.000	-999.	268.		71.3
0.19		0.63		1.00	2.70	43.	10.0	278.8		8.8		
13	01	01	1	06	-25.3	0.368	-9.000	-9.000	-999.	537.		180.2
0.15		0.63		1.00	4.10	72.	10.0	278.9		8.8		
13	01	01	1	07	-24.5	0.242	-9.000	-9.000	-999.	296.		52.9
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13	01	01	1	08	-28.7	0.284	-9.000	-9.000	-999.	363.		72.7
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13	01	01	1	09	1.9	0.246	0.106	0.005	23.	293.	-724.2	
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13	01	01	1	10	39.2	0.414	0.490	0.007	109.	639.	-164.7	
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13	01	01	1	15	53.8	0.729	1.108	0.005	920. 1489. -653.8
0.15	0.63	0.22		7.50	62.	10.0	284.4	8.8	
13	01	01	1	16	19.4	0.459	0.790	0.007	925. 827. -454.5
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13	01	01	1	17	-32.5	0.383	-9.000	-9.000	-999. 578. 157.6
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13	01	01	1	18	-22.8	0.210	-9.000	-9.000	-999. 256. 36.9
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13	01	01	1	19	-12.8	0.118	-9.000	-9.000	-999. 103. 11.7
0.17	0.63	1.00		2.40	124.	10.0	281.8	8.8	
13	01	01	1	20	-1.7	0.043	-9.000	-9.000	-999. 25. 4.2
0.15	0.63	1.00		0.90	336.	10.0	281.1	8.8	
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0.15	0.63	1.00		1.10	304.	10.0	281.2	8.8	
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13	01	01	1	23	-3.4	0.061	-9.000	-9.000	-999. 36. 6.1
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13	01	01	1	24	-6.7	0.086	-9.000	-9.000	-999. 60. 8.6
0.19	0.63	1.00		1.70	30.	10.0	278.2	8.8	

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW
13	01	01	01	8.8	0	-999.	-99.00	280.0		
999.0	-99.00	-99.00								
13	01	01	01	10.0	1	173.	1.70	-999.0	25.2	-99.00

0.68

F indicates top of profile (=1) or below (=0)

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00271
559615.17	4197121.97	0.00309
559665.17	4197121.97	0.00355
559715.17	4197121.97	0.00410
559765.17	4197121.97	0.00476
559815.17	4197121.97	0.00552
559865.17	4197121.97	0.00624
559915.17	4197121.97	0.00671
559965.17	4197121.97	0.00648
560015.17	4197121.97	0.00574
560065.17	4197121.97	0.00460
560115.17	4197121.97	0.00350
560165.17	4197121.97	0.00268
560215.17	4197121.97	0.00212
560265.17	4197121.97	0.00176
559565.17	4197171.97	0.00303
559615.17	4197171.97	0.00350
559665.17	4197171.97	0.00410
559715.17	4197171.97	0.00484
559765.17	4197171.97	0.00579
559815.17	4197171.97	0.00697
559865.17	4197171.97	0.00826
559915.17	4197171.97	0.00932
559965.17	4197171.97	0.00873

	560015.17	4197171.97	0.00778
560065.17	4197171.97	0.00572	
	560115.17	4197171.97	0.00411
560165.17	4197171.97	0.00310	
	560215.17	4197171.97	0.00246
560265.17	4197171.97	0.00204	
	559565.17	4197221.97	0.00332
559615.17	4197221.97	0.00392	
	559665.17	4197221.97	0.00469
559715.17	4197221.97	0.00570	
	559765.17	4197221.97	0.00707
559815.17	4197221.97	0.00895	
	559865.17	4197221.97	0.01139
559915.17	4197221.97	0.01400	
	559965.17	4197221.97	0.01497
560015.17	4197221.97	0.01145	
	560065.17	4197221.97	0.00728
560115.17	4197221.97	0.00500	
	560165.17	4197221.97	0.00372
560215.17	4197221.97	0.00292	
	560265.17	4197221.97	0.00238
559565.17	4197271.97	0.00355	
	559615.17	4197271.97	0.00427
559665.17	4197271.97	0.00524	
	559715.17	4197271.97	0.00659
559765.17	4197271.97	0.00854	
	559815.17	4197271.97	0.01150
559865.17	4197271.97	0.01611	
	559915.17	4197271.97	0.02295
559965.17	4197271.97	0.03260	
	560015.17	4197271.97	0.01792
560065.17	4197271.97	0.00956	
	560115.17	4197271.97	0.00622
560165.17	4197271.97	0.00447	
	560215.17	4197271.97	0.00342
560265.17	4197271.97	0.00274	
	559565.17	4197321.97	0.00368
559615.17	4197321.97	0.00451	
	559665.17	4197321.97	0.00563
559715.17	4197321.97	0.00728	
	559765.17	4197321.97	0.00988
559815.17	4197321.97	0.01425	
	559865.17	4197321.97	0.02257
559915.17	4197321.97	0.03788	
	560015.17	4197321.97	0.02568
560065.17	4197321.97	0.01229	
	560115.17	4197321.97	0.00752
560165.17	4197321.97	0.00519	
	560215.17	4197321.97	0.00386
560265.17	4197321.97	0.00302	
	559565.17	4197371.97	0.00368
559615.17	4197371.97	0.00455	

	559665.17	4197371.97	0.00578
559715.17	4197371.97	0.00763	
	559765.17	4197371.97	0.01064
559815.17	4197371.97	0.01618	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.02885
559915.17	4197371.97	0.05607
560015.17	4197371.97	0.03077
560065.17	4197371.97	0.01420
560115.17	4197371.97	0.00838
560165.17	4197371.97	0.00566
560215.17	4197371.97	0.00416
560265.17	4197371.97	0.00317
559565.17	4197421.97	0.00359
559615.17	4197421.97	0.00446
559665.17	4197421.97	0.00569
559715.17	4197421.97	0.00759
559765.17	4197421.97	0.01070
559815.17	4197421.97	0.01650
559865.17	4197421.97	0.02930
559915.17	4197421.97	0.07287
560015.17	4197421.97	0.03242
560065.17	4197421.97	0.01526
560115.17	4197421.97	0.00894
560165.17	4197421.97	0.00600
560215.17	4197421.97	0.00437
560265.17	4197421.97	0.00323
559565.17	4197471.97	0.00341
559615.17	4197471.97	0.00425

	559665.17	4197471.97	0.00547
559715.17	4197471.97	0.00738	
	559765.17	4197471.97	0.01062
559815.17	4197471.97	0.01692	
	559865.17	4197471.97	0.03100
559915.17	4197471.97	0.06915	
	560015.17	4197471.97	0.03390
560065.17	4197471.97	0.01625	
	560115.17	4197471.97	0.00949
560165.17	4197471.97	0.00628	
	560215.17	4197471.97	0.00428
560265.17	4197471.97	0.00323	
	559565.17	4197521.97	0.00322
559615.17	4197521.97	0.00401	
	559665.17	4197521.97	0.00519
559715.17	4197521.97	0.00704	
	559765.17	4197521.97	0.01024
559815.17	4197521.97	0.01606	
	559865.17	4197521.97	0.02978
559915.17	4197521.97	0.06856	
	560015.17	4197521.97	0.03461
560065.17	4197521.97	0.01623	
	560115.17	4197521.97	0.00948
560165.17	4197521.97	0.00621	
	560215.17	4197521.97	0.00423
560265.17	4197521.97	0.00314	
	559565.17	4197571.97	0.00304
559615.17	4197571.97	0.00380	
	559665.17	4197571.97	0.00493
559715.17	4197571.97	0.00669	
	559765.17	4197571.97	0.00949
559815.17	4197571.97	0.01458	
	559865.17	4197571.97	0.02485
559915.17	4197571.97	0.05296	
	559965.17	4197571.97	0.08191
560015.17	4197571.97	0.03227	
	560065.17	4197571.97	0.01522
560115.17	4197571.97	0.00908	
	560165.17	4197571.97	0.00585
560215.17	4197571.97	0.00407	
	560265.17	4197571.97	0.00304
559565.17	4197621.97	0.00289	
	559615.17	4197621.97	0.00363
559665.17	4197621.97	0.00473	
	559715.17	4197621.97	0.00641
559765.17	4197621.97	0.00826	
	559815.17	4197621.97	0.01366
559865.17	4197621.97	0.02200	
	559915.17	4197621.97	0.03756
559965.17	4197621.97	0.05209	
	560015.17	4197621.97	0.02752
560065.17	4197621.97	0.01379	

	560115.17	4197621.97	0.00815
560165.17	4197621.97	0.00576	
	560215.17	4197621.97	0.00390
560265.17	4197621.97	0.00293	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00278
559615.17	4197671.97	0.00350
559665.17	4197671.97	0.00455
559715.17	4197671.97	0.00543
559765.17	4197671.97	0.00774
559815.17	4197671.97	0.01267
559865.17	4197671.97	0.01977
559915.17	4197671.97	0.03398
559965.17	4197671.97	0.03548
560015.17	4197671.97	0.02009
560065.17	4197671.97	0.01113
560115.17	4197671.97	0.00713
560165.17	4197671.97	0.00508
560215.17	4197671.97	0.00376
560265.17	4197671.97	0.00278
559565.17	4197721.97	0.00269
559615.17	4197721.97	0.00338
559665.17	4197721.97	0.00432
559715.17	4197721.97	0.00521
559765.17	4197721.97	0.00784
559815.17	4197721.97	0.01123
559865.17	4197721.97	0.01838
559915.17	4197721.97	0.03287
559965.17	4197721.97	0.02235

	560015.17	4197721.97	0.01423
560065.17	4197721.97	0.00938	
	560115.17	4197721.97	0.00631
560165.17	4197721.97	0.00452	
	560215.17	4197721.97	0.00335
560265.17	4197721.97	0.00237	
	559565.17	4197771.97	0.00261
559615.17	4197771.97	0.00326	
	559665.17	4197771.97	0.00413
559715.17	4197771.97	0.00531	
	559765.17	4197771.97	0.00696
559815.17	4197771.97	0.00942	
	559865.17	4197771.97	0.01491
559915.17	4197771.97	0.02186	
	559965.17	4197771.97	0.01479
560015.17	4197771.97	0.01082	
	560065.17	4197771.97	0.00778
560115.17	4197771.97	0.00544	
	560165.17	4197771.97	0.00400
560215.17	4197771.97	0.00271	
	560265.17	4197771.97	0.00189
559565.17	4197821.97	0.00255	
	559615.17	4197821.97	0.00295
559665.17	4197821.97	0.00370	
	559715.17	4197821.97	0.00487
559765.17	4197821.97	0.00617	
	559815.17	4197821.97	0.00797
559865.17	4197821.97	0.01077	
	559915.17	4197821.97	0.01234
559965.17	4197821.97	0.01049	
	560015.17	4197821.97	0.00833
560065.17	4197821.97	0.00642	
	560115.17	4197821.97	0.00479
560165.17	4197821.97	0.00354	
	560215.17	4197821.97	0.00239
560265.17	4197821.97	0.00160	
	560000.59	4197301.08	0.02982
560010.59	4197301.08	0.02442	
	560020.59	4197301.08	0.02029
560030.59	4197301.08	0.01725	
	560040.59	4197301.08	0.01496
560050.59	4197301.08	0.01316	
	560060.59	4197301.08	0.01172
560070.59	4197301.08	0.01053	
	560080.59	4197301.08	0.00953
560090.59	4197301.08	0.00867	
	560100.59	4197301.08	0.00793
560000.59	4197311.08	0.03232	
	560010.59	4197311.08	0.02627
560020.59	4197311.08	0.02173	
	560030.59	4197311.08	0.01839
560040.59	4197311.08	0.01588	

	560050.59	4197311.08	0.01391
560060.59	4197311.08	0.01233	
	560070.59	4197311.08	0.01104
560080.59	4197311.08	0.00995	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00903
560100.59	4197311.08	0.00825
560000.59	4197321.08	0.03449
560010.59	4197321.08	0.02798
560020.59	4197321.08	0.02309
560030.59	4197321.08	0.01948
560040.59	4197321.08	0.01676
560050.59	4197321.08	0.01463
560060.59	4197321.08	0.01292
560070.59	4197321.08	0.01151
560080.59	4197321.08	0.01035
560090.59	4197321.08	0.00938
560100.59	4197321.08	0.00854
560000.59	4197331.08	0.03625
560010.59	4197331.08	0.02948
560020.59	4197331.08	0.02431
560030.59	4197331.08	0.02048
560040.59	4197331.08	0.01758
560050.59	4197331.08	0.01529
560060.59	4197331.08	0.01345
560070.59	4197331.08	0.01195
560080.59	4197331.08	0.01071
560090.59	4197331.08	0.00968
560100.59	4197331.08	0.00880

	560000.59	4197341.08	0.03766
560010.59	4197341.08	0.03075	
	560020.59	4197341.08	0.02537
560030.59	4197341.08	0.02137	
	560040.59	4197341.08	0.01829
560050.59	4197341.08	0.01587	
	560060.59	4197341.08	0.01393
560070.59	4197341.08	0.01234	
	560080.59	4197341.08	0.01103
560090.59	4197341.08	0.00994	
	560100.59	4197341.08	0.00902
560000.59	4197351.08	0.03889	
	560010.59	4197351.08	0.03178
560020.59	4197351.08	0.02626	
	560030.59	4197351.08	0.02210
560040.59	4197351.08	0.01892	
	560050.59	4197351.08	0.01639
560060.59	4197351.08	0.01435	
	560070.59	4197351.08	0.01270
560080.59	4197351.08	0.01133	
	560090.59	4197351.08	0.01018
560100.59	4197351.08	0.00922	
	560000.59	4197361.08	0.04022
560010.59	4197361.08	0.03272	
	560020.59	4197361.08	0.02705
560030.59	4197361.08	0.02277	
	560040.59	4197361.08	0.01948
560050.59	4197361.08	0.01684	
	560060.59	4197361.08	0.01472
560070.59	4197361.08	0.01300	
	560080.59	4197361.08	0.01159
560090.59	4197361.08	0.01041	
	560100.59	4197361.08	0.00941
560000.59	4197371.08	0.04121	
	560010.59	4197371.08	0.03357
560020.59	4197371.08	0.02777	
	560030.59	4197371.08	0.02336
560040.59	4197371.08	0.01995	
	560050.59	4197371.08	0.01724
560060.59	4197371.08	0.01504	
	560070.59	4197371.08	0.01326
560080.59	4197371.08	0.01181	
	560090.59	4197371.08	0.01060
560100.59	4197371.08	0.00959	
	560000.59	4197381.08	0.04183
560010.59	4197381.08	0.03425	
	560020.59	4197381.08	0.02837
560030.59	4197381.08	0.02385	
	560040.59	4197381.08	0.02035
560050.59	4197381.08	0.01757	
	560060.59	4197381.08	0.01532
560070.59	4197381.08	0.01349	

	560080.59	4197381.08	0.01200
560090.59	4197381.08	0.01077	
	560100.59	4197381.08	0.00974
560000.59	4197391.08	0.04219	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.03469
560020.59	4197391.08	0.02881
560030.59	4197391.08	0.02426
560040.59	4197391.08	0.02070
560050.59	4197391.08	0.01786
560060.59	4197391.08	0.01558
560070.59	4197391.08	0.01372
560080.59	4197391.08	0.01219
560090.59	4197391.08	0.01094
560100.59	4197391.08	0.00988
560000.59	4197401.08	0.04235
560010.59	4197401.08	0.03492
560020.59	4197401.08	0.02909
560030.59	4197401.08	0.02455
560040.59	4197401.08	0.02097
560050.59	4197401.08	0.01811
560060.59	4197401.08	0.01581
560070.59	4197401.08	0.01393
560080.59	4197401.08	0.01237
560090.59	4197401.08	0.01109
560100.59	4197401.08	0.01002
560000.59	4197411.08	0.04241
560010.59	4197411.08	0.03503
560020.59	4197411.08	0.02929

	560030.59	4197411.08	0.02477
560040.59	4197411.08	0.02119	
	560050.59	4197411.08	0.01832
560060.59	4197411.08	0.01600	
	560070.59	4197411.08	0.01409
560080.59	4197411.08	0.01253	
	560090.59	4197411.08	0.01124
560100.59	4197411.08	0.01018	
	560000.59	4197421.08	0.04251
560010.59	4197421.08	0.03519	
	560020.59	4197421.08	0.02948
560030.59	4197421.08	0.02499	
	560040.59	4197421.08	0.02140
560050.59	4197421.08	0.01852	
	560060.59	4197421.08	0.01616
560070.59	4197421.08	0.01425	
	560080.59	4197421.08	0.01269
560090.59	4197421.08	0.01140	
	560100.59	4197421.08	0.01032
560000.59	4197431.08	0.04278	
	560010.59	4197431.08	0.03550
560020.59	4197431.08	0.02976	
	560030.59	4197431.08	0.02526
560040.59	4197431.08	0.02165	
	560050.59	4197431.08	0.01873
560060.59	4197431.08	0.01635	
	560070.59	4197431.08	0.01444
560080.59	4197431.08	0.01286	
	560090.59	4197431.08	0.01157
560100.59	4197431.08	0.01043	
	560000.59	4197441.08	0.04323
560010.59	4197441.08	0.03587	
	560020.59	4197441.08	0.03010
560030.59	4197441.08	0.02557	
	560040.59	4197441.08	0.02192
560050.59	4197441.08	0.01895	
	560060.59	4197441.08	0.01657
560070.59	4197441.08	0.01463	
	560080.59	4197441.08	0.01305
560090.59	4197441.08	0.01173	
	560100.59	4197441.08	0.01053
560000.59	4197451.08	0.04373	
	560010.59	4197451.08	0.03626
560020.59	4197451.08	0.03042	
	560030.59	4197451.08	0.02585
560040.59	4197451.08	0.02217	
	560050.59	4197451.08	0.01918
560060.59	4197451.08	0.01678	
	560070.59	4197451.08	0.01483
560080.59	4197451.08	0.01325	
	560090.59	4197451.08	0.01188
560100.59	4197451.08	0.01067	

	560000.59	4197461.08	0.04417
560010.59	4197461.08	0.03659	
	560020.59	4197461.08	0.03066
560030.59	4197461.08	0.02605	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ALL ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 , A0000013 , A0000014 ,
 A0000015 ,
 A0000007 , A0000008 , A0000009 ,
 A0000010 , A0000011 , A0000012 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.02236
560050.59	4197461.08	0.01939
560060.59	4197461.08	0.01698
560070.59	4197461.08	0.01504
560080.59	4197461.08	0.01342
560090.59	4197461.08	0.01201
560100.59	4197461.08	0.01081
560000.59	4197471.08	0.04452
560010.59	4197471.08	0.03684
560020.59	4197471.08	0.03083
560030.59	4197471.08	0.02623
560040.59	4197471.08	0.02257
560050.59	4197471.08	0.01959
560060.59	4197471.08	0.01717
560070.59	4197471.08	0.01522
560080.59	4197471.08	0.01353
560090.59	4197471.08	0.01211
560100.59	4197471.08	0.01092
560000.59	4197481.08	0.04480
560010.59	4197481.08	0.03703
560020.59	4197481.08	0.03102
560030.59	4197481.08	0.02643
560040.59	4197481.08	0.02275
560050.59	4197481.08	0.01974

	560060.59	4197481.08	0.01734
560070.59	4197481.08	0.01533	
	560080.59	4197481.08	0.01359
560090.59	4197481.08	0.01217	
	560100.59	4197481.08	0.01099
560000.59	4197491.08	0.04502	
	560010.59	4197491.08	0.03720
560020.59	4197491.08	0.03123	
	560030.59	4197491.08	0.02662
560040.59	4197491.08	0.02288	
	560050.59	4197491.08	0.01988
560060.59	4197491.08	0.01745	
	560070.59	4197491.08	0.01534
560080.59	4197491.08	0.01360	
	560090.59	4197491.08	0.01219
560100.59	4197491.08	0.01101	
	560000.59	4197501.08	0.04523
560010.59	4197501.08	0.03744	
	560020.59	4197501.08	0.03144
560030.59	4197501.08	0.02673	
	560040.59	4197501.08	0.02295
560050.59	4197501.08	0.01996	
	560060.59	4197501.08	0.01745
560070.59	4197501.08	0.01531	
	560080.59	4197501.08	0.01359
560090.59	4197501.08	0.01218	
	560100.59	4197501.08	0.01100
559954.71	4197549.49	0.09000	
	559973.36	4197549.21	0.07777
559980.26	4197544.34	0.06751	
	559978.21	4197528.15	0.06881
559969.70	4197512.85	0.08169	
	559971.05	4197308.01	0.05413
559970.20	4197308.43	0.05535	
	559912.41	4197414.97	0.06949
559912.33	4197415.37	0.06936	
	559959.36	4197429.45	0.09071
559960.20	4197441.75	0.09355	
	559926.03	4197543.45	0.07644

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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00216
559615.17	4197121.97	0.00246
559665.17	4197121.97	0.00283
559715.17	4197121.97	0.00327
559765.17	4197121.97	0.00382
559815.17	4197121.97	0.00442
559865.17	4197121.97	0.00497
559915.17	4197121.97	0.00525
559965.17	4197121.97	0.00500
560015.17	4197121.97	0.00438
560065.17	4197121.97	0.00353
560115.17	4197121.97	0.00270
560165.17	4197121.97	0.00207
560215.17	4197121.97	0.00163
560265.17	4197121.97	0.00135
559565.17	4197171.97	0.00243
559615.17	4197171.97	0.00281
559665.17	4197171.97	0.00330
559715.17	4197171.97	0.00389
559765.17	4197171.97	0.00467
559815.17	4197171.97	0.00561
559865.17	4197171.97	0.00659
559915.17	4197171.97	0.00725
559965.17	4197171.97	0.00659
560015.17	4197171.97	0.00579
560065.17	4197171.97	0.00435
560115.17	4197171.97	0.00315

560165.17	4197171.97	0.00237	
	560215.17	4197171.97	0.00188
560265.17	4197171.97	0.00157	
	559565.17	4197221.97	0.00267
559615.17	4197221.97	0.00317	
	559665.17	4197221.97	0.00381
559715.17	4197221.97	0.00465	
	559765.17	4197221.97	0.00577
559815.17	4197221.97	0.00730	
	559865.17	4197221.97	0.00917
559915.17	4197221.97	0.01078	
	559965.17	4197221.97	0.01044
560015.17	4197221.97	0.00804	
	560065.17	4197221.97	0.00544
560115.17	4197221.97	0.00379	
	560165.17	4197221.97	0.00283
560215.17	4197221.97	0.00225	
	560265.17	4197221.97	0.00186
559565.17	4197271.97	0.00286	
	559615.17	4197271.97	0.00347
559665.17	4197271.97	0.00430	
	559715.17	4197271.97	0.00544
559765.17	4197271.97	0.00711	
	559815.17	4197271.97	0.00962
559865.17	4197271.97	0.01340	
	559915.17	4197271.97	0.01821
559965.17	4197271.97	0.01858	
	560015.17	4197271.97	0.01179
560065.17	4197271.97	0.00707	
	560115.17	4197271.97	0.00474
560165.17	4197271.97	0.00347	
	560215.17	4197271.97	0.00269
560265.17	4197271.97	0.00218	
	559565.17	4197321.97	0.00295
559615.17	4197321.97	0.00365	
	559665.17	4197321.97	0.00462
559715.17	4197321.97	0.00607	
	559765.17	4197321.97	0.00836
559815.17	4197321.97	0.01225	
	559865.17	4197321.97	0.01971
559915.17	4197321.97	0.03344	
	560015.17	4197321.97	0.01787
560065.17	4197321.97	0.00943	
	560115.17	4197321.97	0.00592
560165.17	4197321.97	0.00414	
	560215.17	4197321.97	0.00310
560265.17	4197321.97	0.00244	
	559565.17	4197371.97	0.00291
559615.17	4197371.97	0.00364	
	559665.17	4197371.97	0.00469
559715.17	4197371.97	0.00631	
	559765.17	4197371.97	0.00899

559815.17	4197371.97	0.01405
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.02587
559915.17	4197371.97	0.05181
560015.17	4197371.97	0.02397
560065.17	4197371.97	0.01134
560115.17	4197371.97	0.00672
560165.17	4197371.97	0.00456
560215.17	4197371.97	0.00336
560265.17	4197371.97	0.00257
559565.17	4197421.97	0.00277
559615.17	4197421.97	0.00348
559665.17	4197421.97	0.00451
559715.17	4197421.97	0.00612
559765.17	4197421.97	0.00883
559815.17	4197421.97	0.01402
559865.17	4197421.97	0.02587
559915.17	4197421.97	0.06779
560015.17	4197421.97	0.02708
560065.17	4197421.97	0.01233
560115.17	4197421.97	0.00719
560165.17	4197421.97	0.00481
560215.17	4197421.97	0.00347
560265.17	4197421.97	0.00255
559565.17	4197471.97	0.00256
559615.17	4197471.97	0.00321
559665.17	4197471.97	0.00419
559715.17	4197471.97	0.00574
559765.17	4197471.97	0.00845

559815.17	4197471.97	0.01391	
	559865.17	4197471.97	0.02671
559915.17	4197471.97	0.06302	
	560015.17	4197471.97	0.02868
560065.17	4197471.97	0.01314	
	560115.17	4197471.97	0.00756
560165.17	4197471.97	0.00493	
	560215.17	4197471.97	0.00329
560265.17	4197471.97	0.00244	
	559565.17	4197521.97	0.00235
559615.17	4197521.97	0.00294	
	559665.17	4197521.97	0.00383
559715.17	4197521.97	0.00526	
	559765.17	4197521.97	0.00779
559815.17	4197521.97	0.01255	
	559865.17	4197521.97	0.02420
559915.17	4197521.97	0.05807	
	560015.17	4197521.97	0.02718
560065.17	4197521.97	0.01260	
	560115.17	4197521.97	0.00728
560165.17	4197521.97	0.00474	
	560215.17	4197521.97	0.00314
560265.17	4197521.97	0.00229	
	559565.17	4197571.97	0.00217
559615.17	4197571.97	0.00272	
	559665.17	4197571.97	0.00354
559715.17	4197571.97	0.00484	
	559765.17	4197571.97	0.00693
559815.17	4197571.97	0.01080	
	559865.17	4197571.97	0.01868
559915.17	4197571.97	0.03946	
	559965.17	4197571.97	0.05420
560015.17	4197571.97	0.02182	
	560065.17	4197571.97	0.01108
560115.17	4197571.97	0.00670	
	560165.17	4197571.97	0.00431
560215.17	4197571.97	0.00296	
	560265.17	4197571.97	0.00218
559565.17	4197621.97	0.00205	
	559615.17	4197621.97	0.00258
559665.17	4197621.97	0.00336	
	559715.17	4197621.97	0.00455
559765.17	4197621.97	0.00573	
	559815.17	4197621.97	0.00961
559865.17	4197621.97	0.01500	
	559915.17	4197621.97	0.02312
559965.17	4197621.97	0.02541	
	560015.17	4197621.97	0.01648
560065.17	4197621.97	0.00959	
	560115.17	4197621.97	0.00581
560165.17	4197621.97	0.00422	
	560215.17	4197621.97	0.00283

560265.17	4197621.97	0.00212
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00199
559615.17	4197671.97	0.00250
559665.17	4197671.97	0.00324
559715.17	4197671.97	0.00380
559765.17	4197671.97	0.00536
559815.17	4197671.97	0.00837
559865.17	4197671.97	0.01148
559915.17	4197671.97	0.01430
559965.17	4197671.97	0.01478
560015.17	4197671.97	0.01174
560065.17	4197671.97	0.00727
560115.17	4197671.97	0.00491
560165.17	4197671.97	0.00360
560215.17	4197671.97	0.00272
560265.17	4197671.97	0.00204
559565.17	4197721.97	0.00195
559615.17	4197721.97	0.00245
559665.17	4197721.97	0.00313
559715.17	4197721.97	0.00373
559765.17	4197721.97	0.00540
559815.17	4197721.97	0.00703
559865.17	4197721.97	0.00865
559915.17	4197721.97	0.00975
559965.17	4197721.97	0.00982
560015.17	4197721.97	0.00817
560065.17	4197721.97	0.00606
560115.17	4197721.97	0.00430

560165.17	4197721.97	0.00319	
	560215.17	4197721.97	0.00242
560265.17	4197721.97	0.00175	
	559565.17	4197771.97	0.00193
559615.17	4197771.97	0.00240	
	559665.17	4197771.97	0.00303
559715.17	4197771.97	0.00382	
	559765.17	4197771.97	0.00479
559815.17	4197771.97	0.00581	
	559865.17	4197771.97	0.00666
559915.17	4197771.97	0.00715	
	559965.17	4197771.97	0.00712
560015.17	4197771.97	0.00632	
	560065.17	4197771.97	0.00502
560115.17	4197771.97	0.00375	
	560165.17	4197771.97	0.00281
560215.17	4197771.97	0.00195	
	560265.17	4197771.97	0.00139
559565.17	4197821.97	0.00190	
	559615.17	4197821.97	0.00221
559665.17	4197821.97	0.00276	
	559715.17	4197821.97	0.00348
559765.17	4197821.97	0.00416	
	559815.17	4197821.97	0.00479
559865.17	4197821.97	0.00525	
	559915.17	4197821.97	0.00548
559965.17	4197821.97	0.00546	
	560015.17	4197821.97	0.00496
560065.17	4197821.97	0.00422	
	560115.17	4197821.97	0.00329
560165.17	4197821.97	0.00248	
	560215.17	4197821.97	0.00170
560265.17	4197821.97	0.00116	
	560000.59	4197301.08	0.01856
560010.59	4197301.08	0.01604	
	560020.59	4197301.08	0.01396
560030.59	4197301.08	0.01227	
	560040.59	4197301.08	0.01089
560050.59	4197301.08	0.00974	
	560060.59	4197301.08	0.00878
560070.59	4197301.08	0.00797	
	560080.59	4197301.08	0.00726
560090.59	4197301.08	0.00665	
	560100.59	4197301.08	0.00611
560000.59	4197311.08	0.02046	
	560010.59	4197311.08	0.01754
560020.59	4197311.08	0.01516	
	560030.59	4197311.08	0.01324
560040.59	4197311.08	0.01169	
	560050.59	4197311.08	0.01040
560060.59	4197311.08	0.00933	
	560070.59	4197311.08	0.00842

560080.59	4197311.08	0.00765
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00698
560100.59	4197311.08	0.00640
560000.59	4197321.08	0.02239
560010.59	4197321.08	0.01906
560020.59	4197321.08	0.01637
560030.59	4197321.08	0.01422
560040.59	4197321.08	0.01248
560050.59	4197321.08	0.01106
560060.59	4197321.08	0.00987
560070.59	4197321.08	0.00887
560080.59	4197321.08	0.00802
560090.59	4197321.08	0.00730
560100.59	4197321.08	0.00668
560000.59	4197331.08	0.02429
560010.59	4197331.08	0.02056
560020.59	4197331.08	0.01755
560030.59	4197331.08	0.01517
560040.59	4197331.08	0.01326
560050.59	4197331.08	0.01169
560060.59	4197331.08	0.01038
560070.59	4197331.08	0.00929
560080.59	4197331.08	0.00837
560090.59	4197331.08	0.00760
560100.59	4197331.08	0.00693
560000.59	4197341.08	0.02617
560010.59	4197341.08	0.02202
560020.59	4197341.08	0.01870

560030.59	4197341.08	0.01609	
	560040.59	4197341.08	0.01399
560050.59	4197341.08	0.01228	
	560060.59	4197341.08	0.01086
560070.59	4197341.08	0.00968	
	560080.59	4197341.08	0.00869
560090.59	4197341.08	0.00786	
	560100.59	4197341.08	0.00715
560000.59	4197351.08	0.02802	
	560010.59	4197351.08	0.02343
560020.59	4197351.08	0.01979	
	560030.59	4197351.08	0.01694
560040.59	4197351.08	0.01467	
	560050.59	4197351.08	0.01282
560060.59	4197351.08	0.01129	
	560070.59	4197351.08	0.01003
560080.59	4197351.08	0.00898	
	560090.59	4197351.08	0.00809
560100.59	4197351.08	0.00734	
	560000.59	4197361.08	0.02981
560010.59	4197361.08	0.02474	
	560020.59	4197361.08	0.02079
560030.59	4197361.08	0.01772	
	560040.59	4197361.08	0.01528
560050.59	4197361.08	0.01330	
	560060.59	4197361.08	0.01167
560070.59	4197361.08	0.01034	
	560080.59	4197361.08	0.00923
560090.59	4197361.08	0.00830	
	560100.59	4197361.08	0.00752
560000.59	4197371.08	0.03147	
	560010.59	4197371.08	0.02597
560020.59	4197371.08	0.02171	
	560030.59	4197371.08	0.01840
560040.59	4197371.08	0.01580	
	560050.59	4197371.08	0.01371
560060.59	4197371.08	0.01199	
	560070.59	4197371.08	0.01059
560080.59	4197371.08	0.00944	
	560090.59	4197371.08	0.00849
560100.59	4197371.08	0.00768	
	560000.59	4197381.08	0.03295
560010.59	4197381.08	0.02705	
	560020.59	4197381.08	0.02251
560030.59	4197381.08	0.01900	
	560040.59	4197381.08	0.01625
560050.59	4197381.08	0.01406	
	560060.59	4197381.08	0.01227
560070.59	4197381.08	0.01081	
	560080.59	4197381.08	0.00962
560090.59	4197381.08	0.00864	
	560100.59	4197381.08	0.00782

560000.59	4197391.08	0.03417
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.02794
560020.59	4197391.08	0.02316
560030.59	4197391.08	0.01950
560040.59	4197391.08	0.01663
560050.59	4197391.08	0.01435
560060.59	4197391.08	0.01251
560070.59	4197391.08	0.01102
560080.59	4197391.08	0.00979
560090.59	4197391.08	0.00879
560100.59	4197391.08	0.00794
560000.59	4197401.08	0.03510
560010.59	4197401.08	0.02861
560020.59	4197401.08	0.02367
560030.59	4197401.08	0.01989
560040.59	4197401.08	0.01694
560050.59	4197401.08	0.01461
560060.59	4197401.08	0.01273
560070.59	4197401.08	0.01121
560080.59	4197401.08	0.00995
560090.59	4197401.08	0.00891
560100.59	4197401.08	0.00806
560000.59	4197411.08	0.03579
560010.59	4197411.08	0.02911
560020.59	4197411.08	0.02407
560030.59	4197411.08	0.02021
560040.59	4197411.08	0.01720
560050.59	4197411.08	0.01482

560060.59	4197411.08	0.01291	
	560070.59	4197411.08	0.01135
560080.59	4197411.08	0.01009	
	560090.59	4197411.08	0.00904
560100.59	4197411.08	0.00819	
	560000.59	4197421.08	0.03634
560010.59	4197421.08	0.02957	
	560020.59	4197421.08	0.02444
560030.59	4197421.08	0.02052	
	560040.59	4197421.08	0.01745
560050.59	4197421.08	0.01503	
	560060.59	4197421.08	0.01308
560070.59	4197421.08	0.01150	
	560080.59	4197421.08	0.01023
560090.59	4197421.08	0.00918	
	560100.59	4197421.08	0.00830
560000.59	4197431.08	0.03692	
	560010.59	4197431.08	0.03008
560020.59	4197431.08	0.02485	
	560030.59	4197431.08	0.02085
560040.59	4197431.08	0.01772	
	560050.59	4197431.08	0.01524
560060.59	4197431.08	0.01325	
	560070.59	4197431.08	0.01167
560080.59	4197431.08	0.01037	
	560090.59	4197431.08	0.00932
560100.59	4197431.08	0.00840	
	560000.59	4197441.08	0.03755
560010.59	4197441.08	0.03058	
	560020.59	4197441.08	0.02526
560030.59	4197441.08	0.02119	
	560040.59	4197441.08	0.01799
560050.59	4197441.08	0.01545	
	560060.59	4197441.08	0.01344
560070.59	4197441.08	0.01183	
	560080.59	4197441.08	0.01054
560090.59	4197441.08	0.00945	
	560100.59	4197441.08	0.00847
560000.59	4197451.08	0.03810	
	560010.59	4197451.08	0.03101
560020.59	4197451.08	0.02559	
	560030.59	4197451.08	0.02147
560040.59	4197451.08	0.01822	
	560050.59	4197451.08	0.01565
560060.59	4197451.08	0.01363	
	560070.59	4197451.08	0.01200
560080.59	4197451.08	0.01069	
	560090.59	4197451.08	0.00957
560100.59	4197451.08	0.00858	
	560000.59	4197461.08	0.03848
560010.59	4197461.08	0.03130	
	560020.59	4197461.08	0.02580

560030.59	4197461.08	0.02164
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_ON ***
 INCLUDING SOURCE(S):

PAREA1 , PAREA2 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.01839
560050.59	4197461.08	0.01582
560060.59	4197461.08	0.01378
560070.59	4197461.08	0.01216
560080.59	4197461.08	0.01082
560090.59	4197461.08	0.00966
560100.59	4197461.08	0.00868
560000.59	4197471.08	0.03866
560010.59	4197471.08	0.03142
560020.59	4197471.08	0.02588
560030.59	4197471.08	0.02174
560040.59	4197471.08	0.01852
560050.59	4197471.08	0.01595
560060.59	4197471.08	0.01391
560070.59	4197471.08	0.01228
560080.59	4197471.08	0.01089
560090.59	4197471.08	0.00971
560100.59	4197471.08	0.00873
560000.59	4197481.08	0.03864
560010.59	4197481.08	0.03139
560020.59	4197481.08	0.02590
560030.59	4197481.08	0.02180
560040.59	4197481.08	0.01860
560050.59	4197481.08	0.01602
560060.59	4197481.08	0.01401
560070.59	4197481.08	0.01233
560080.59	4197481.08	0.01089

560090.59	4197481.08	0.00972	
	560100.59	4197481.08	0.00875
560000.59	4197491.08	0.03841	
	560010.59	4197491.08	0.03122
560020.59	4197491.08	0.02585	
	560030.59	4197491.08	0.02180
560040.59	4197491.08	0.01858	
	560050.59	4197491.08	0.01604
560060.59	4197491.08	0.01401	
	560070.59	4197491.08	0.01227
560080.59	4197491.08	0.01084	
	560090.59	4197491.08	0.00968
560100.59	4197491.08	0.00872	
	560000.59	4197501.08	0.03798
560010.59	4197501.08	0.03096	
	560020.59	4197501.08	0.02570
560030.59	4197501.08	0.02166	
	560040.59	4197501.08	0.01847
560050.59	4197501.08	0.01597	
	560060.59	4197501.08	0.01390
560070.59	4197501.08	0.01215	
	560080.59	4197501.08	0.01074
560090.59	4197501.08	0.00960	
	560100.59	4197501.08	0.00864
559954.71	4197549.49	0.06867	
	559973.36	4197549.21	0.05578
559980.26	4197544.34	0.04833	
	559978.21	4197528.15	0.05487
559969.70	4197512.85	0.07081	
	559971.05	4197308.01	0.03183
559970.20	4197308.43	0.03257	
	559912.41	4197414.97	0.06459
559912.33	4197415.37	0.06445	
	559959.36	4197429.45	0.08428
559960.20	4197441.75	0.08728	
	559926.03	4197543.45	0.05955

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00055
559615.17	4197121.97	0.00063
559665.17	4197121.97	0.00072
559715.17	4197121.97	0.00082
559765.17	4197121.97	0.00095
559815.17	4197121.97	0.00110
559865.17	4197121.97	0.00128
559915.17	4197121.97	0.00146
559965.17	4197121.97	0.00148
560015.17	4197121.97	0.00135
560065.17	4197121.97	0.00107
560115.17	4197121.97	0.00080
560165.17	4197121.97	0.00062
560215.17	4197121.97	0.00049
560265.17	4197121.97	0.00041
559565.17	4197171.97	0.00060
559615.17	4197171.97	0.00069
559665.17	4197171.97	0.00080
559715.17	4197171.97	0.00094
559765.17	4197171.97	0.00112
559815.17	4197171.97	0.00135
559865.17	4197171.97	0.00167
559915.17	4197171.97	0.00208
559965.17	4197171.97	0.00214

	560015.17	4197171.97	0.00199
560065.17	4197171.97	0.00137	
	560115.17	4197171.97	0.00096
560165.17	4197171.97	0.00073	
	560215.17	4197171.97	0.00058
560265.17	4197171.97	0.00047	
	559565.17	4197221.97	0.00065
559615.17	4197221.97	0.00075	
	559665.17	4197221.97	0.00088
559715.17	4197221.97	0.00106	
	559765.17	4197221.97	0.00130
559815.17	4197221.97	0.00165	
	559865.17	4197221.97	0.00221
559915.17	4197221.97	0.00322	
	559965.17	4197221.97	0.00453
560015.17	4197221.97	0.00341	
	560065.17	4197221.97	0.00184
560115.17	4197221.97	0.00121	
	560165.17	4197221.97	0.00088
560215.17	4197221.97	0.00067	
	560265.17	4197221.97	0.00052
559565.17	4197271.97	0.00069	
	559615.17	4197271.97	0.00080
559665.17	4197271.97	0.00095	
	559715.17	4197271.97	0.00115
559765.17	4197271.97	0.00143	
	559815.17	4197271.97	0.00188
559865.17	4197271.97	0.00270	
	559915.17	4197271.97	0.00474
559965.17	4197271.97	0.01402	
	560015.17	4197271.97	0.00613
560065.17	4197271.97	0.00249	
	560115.17	4197271.97	0.00148
560165.17	4197271.97	0.00100	
	560215.17	4197271.97	0.00073
560265.17	4197271.97	0.00056	
	559565.17	4197321.97	0.00073
559615.17	4197321.97	0.00085	
	559665.17	4197321.97	0.00101
559715.17	4197321.97	0.00122	
	559765.17	4197321.97	0.00152
559815.17	4197321.97	0.00199	
	559865.17	4197321.97	0.00286
559915.17	4197321.97	0.00445	
	560015.17	4197321.97	0.00781
560065.17	4197321.97	0.00286	
	560115.17	4197321.97	0.00161
560165.17	4197321.97	0.00105	
	560215.17	4197321.97	0.00076
560265.17	4197321.97	0.00058	
	559565.17	4197371.97	0.00077
559615.17	4197371.97	0.00091	

	559665.17	4197371.97	0.00108
559715.17	4197371.97	0.00132	
	559765.17	4197371.97	0.00165
559815.17	4197371.97	0.00214	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.00298
559915.17	4197371.97	0.00425
560015.17	4197371.97	0.00681
560065.17	4197371.97	0.00286
560115.17	4197371.97	0.00165
560165.17	4197371.97	0.00109
560215.17	4197371.97	0.00080
560265.17	4197371.97	0.00060
559565.17	4197421.97	0.00082
559615.17	4197421.97	0.00098
559665.17	4197421.97	0.00118
559715.17	4197421.97	0.00147
559765.17	4197421.97	0.00187
559815.17	4197421.97	0.00247
559865.17	4197421.97	0.00342
559915.17	4197421.97	0.00508
560015.17	4197421.97	0.00534
560065.17	4197421.97	0.00293
560115.17	4197421.97	0.00175
560165.17	4197421.97	0.00119
560215.17	4197421.97	0.00089
560265.17	4197421.97	0.00068
559565.17	4197471.97	0.00085
559615.17	4197471.97	0.00104

	559665.17	4197471.97	0.00128
559715.17	4197471.97	0.00164	
	559765.17	4197471.97	0.00218
559815.17	4197471.97	0.00301	
	559865.17	4197471.97	0.00429
559915.17	4197471.97	0.00613	
	560015.17	4197471.97	0.00522
560065.17	4197471.97	0.00311	
	560115.17	4197471.97	0.00193
560165.17	4197471.97	0.00135	
	560215.17	4197471.97	0.00100
560265.17	4197471.97	0.00078	
	559565.17	4197521.97	0.00087
559615.17	4197521.97	0.00108	
	559665.17	4197521.97	0.00136
559715.17	4197521.97	0.00179	
	559765.17	4197521.97	0.00244
559815.17	4197521.97	0.00351	
	559865.17	4197521.97	0.00558
559915.17	4197521.97	0.01049	
	560015.17	4197521.97	0.00743
560065.17	4197521.97	0.00363	
	560115.17	4197521.97	0.00220
560165.17	4197521.97	0.00147	
	560215.17	4197521.97	0.00110
560265.17	4197521.97	0.00085	
	559565.17	4197571.97	0.00087
559615.17	4197571.97	0.00108	
	559665.17	4197571.97	0.00139
559715.17	4197571.97	0.00186	
	559765.17	4197571.97	0.00256
559815.17	4197571.97	0.00378	
	559865.17	4197571.97	0.00617
559915.17	4197571.97	0.01349	
	559965.17	4197571.97	0.02771
560015.17	4197571.97	0.01045	
	560065.17	4197571.97	0.00414
560115.17	4197571.97	0.00238	
	560165.17	4197571.97	0.00154
560215.17	4197571.97	0.00111	
	560265.17	4197571.97	0.00085
559565.17	4197621.97	0.00084	
	559615.17	4197621.97	0.00106
559665.17	4197621.97	0.00138	
	559715.17	4197621.97	0.00186
559765.17	4197621.97	0.00254	
	559815.17	4197621.97	0.00405
559865.17	4197621.97	0.00699	
	559915.17	4197621.97	0.01444
559965.17	4197621.97	0.02668	
	560015.17	4197621.97	0.01104
560065.17	4197621.97	0.00420	

	560115.17	4197621.97	0.00234
560165.17	4197621.97	0.00154	
	560215.17	4197621.97	0.00107
560265.17	4197621.97	0.00080	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00079
559615.17	4197671.97	0.00100
559665.17	4197671.97	0.00131
559715.17	4197671.97	0.00164
559765.17	4197671.97	0.00238
559815.17	4197671.97	0.00430
559865.17	4197671.97	0.00829
559915.17	4197671.97	0.01968
559965.17	4197671.97	0.02070
560015.17	4197671.97	0.00836
560065.17	4197671.97	0.00386
560115.17	4197671.97	0.00223
560165.17	4197671.97	0.00148
560215.17	4197671.97	0.00104
560265.17	4197671.97	0.00074
559565.17	4197721.97	0.00074
559615.17	4197721.97	0.00092
559665.17	4197721.97	0.00120
559715.17	4197721.97	0.00148
559765.17	4197721.97	0.00244
559815.17	4197721.97	0.00420
559865.17	4197721.97	0.00973
559915.17	4197721.97	0.02312
559965.17	4197721.97	0.01253

	560015.17	4197721.97	0.00605
560065.17	4197721.97	0.00332	
	560115.17	4197721.97	0.00202
560165.17	4197721.97	0.00133	
	560215.17	4197721.97	0.00093
560265.17	4197721.97	0.00062	
	559565.17	4197771.97	0.00068
559615.17	4197771.97	0.00085	
	559665.17	4197771.97	0.00110
559715.17	4197771.97	0.00149	
	559765.17	4197771.97	0.00217
559815.17	4197771.97	0.00361	
	559865.17	4197771.97	0.00824
559915.17	4197771.97	0.01472	
	559965.17	4197771.97	0.00767
560015.17	4197771.97	0.00450	
	560065.17	4197771.97	0.00276
560115.17	4197771.97	0.00169	
	560165.17	4197771.97	0.00119
560215.17	4197771.97	0.00076	
	560265.17	4197771.97	0.00050
559565.17	4197821.97	0.00064	
	559615.17	4197821.97	0.00074
559665.17	4197821.97	0.00095	
	559715.17	4197821.97	0.00139
559765.17	4197821.97	0.00200	
	559815.17	4197821.97	0.00318
559865.17	4197821.97	0.00552	
	559915.17	4197821.97	0.00686
559965.17	4197821.97	0.00503	
	560015.17	4197821.97	0.00337
560065.17	4197821.97	0.00221	
	560115.17	4197821.97	0.00150
560165.17	4197821.97	0.00106	
	560215.17	4197821.97	0.00068
560265.17	4197821.97	0.00044	
	560000.59	4197301.08	0.01126
560010.59	4197301.08	0.00838	
	560020.59	4197301.08	0.00633
560030.59	4197301.08	0.00498	
	560040.59	4197301.08	0.00407
560050.59	4197301.08	0.00342	
	560060.59	4197301.08	0.00293
560070.59	4197301.08	0.00256	
	560080.59	4197301.08	0.00227
560090.59	4197301.08	0.00202	
	560100.59	4197301.08	0.00182
560000.59	4197311.08	0.01186	
	560010.59	4197311.08	0.00874
560020.59	4197311.08	0.00657	
	560030.59	4197311.08	0.00515
560040.59	4197311.08	0.00419	

	560050.59	4197311.08	0.00351
560060.59	4197311.08	0.00300	
	560070.59	4197311.08	0.00262
560080.59	4197311.08	0.00231	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00205
560100.59	4197311.08	0.00184
560000.59	4197321.08	0.01210
560010.59	4197321.08	0.00893
560020.59	4197321.08	0.00672
560030.59	4197321.08	0.00526
560040.59	4197321.08	0.00428
560050.59	4197321.08	0.00358
560060.59	4197321.08	0.00305
560070.59	4197321.08	0.00265
560080.59	4197321.08	0.00233
560090.59	4197321.08	0.00207
560100.59	4197321.08	0.00186
560000.59	4197331.08	0.01196
560010.59	4197331.08	0.00893
560020.59	4197331.08	0.00676
560030.59	4197331.08	0.00531
560040.59	4197331.08	0.00432
560050.59	4197331.08	0.00360
560060.59	4197331.08	0.00307
560070.59	4197331.08	0.00266
560080.59	4197331.08	0.00234
560090.59	4197331.08	0.00208
560100.59	4197331.08	0.00187

	560000.59	4197341.08	0.01148
560010.59	4197341.08	0.00873	
	560020.59	4197341.08	0.00667
560030.59	4197341.08	0.00527	
	560040.59	4197341.08	0.00430
560050.59	4197341.08	0.00360	
	560060.59	4197341.08	0.00307
560070.59	4197341.08	0.00266	
	560080.59	4197341.08	0.00234
560090.59	4197341.08	0.00209	
	560100.59	4197341.08	0.00187
560000.59	4197351.08	0.01086	
	560010.59	4197351.08	0.00835
560020.59	4197351.08	0.00648	
	560030.59	4197351.08	0.00517
560040.59	4197351.08	0.00425	
	560050.59	4197351.08	0.00357
560060.59	4197351.08	0.00306	
	560070.59	4197351.08	0.00266
560080.59	4197351.08	0.00235	
	560090.59	4197351.08	0.00209
560100.59	4197351.08	0.00188	
	560000.59	4197361.08	0.01042
560010.59	4197361.08	0.00798	
	560020.59	4197361.08	0.00626
560030.59	4197361.08	0.00506	
	560040.59	4197361.08	0.00420
560050.59	4197361.08	0.00355	
	560060.59	4197361.08	0.00305
560070.59	4197361.08	0.00266	
	560080.59	4197361.08	0.00236
560090.59	4197361.08	0.00210	
	560100.59	4197361.08	0.00189
560000.59	4197371.08	0.00974	
	560010.59	4197371.08	0.00760
560020.59	4197371.08	0.00606	
	560030.59	4197371.08	0.00495
560040.59	4197371.08	0.00414	
	560050.59	4197371.08	0.00353
560060.59	4197371.08	0.00305	
	560070.59	4197371.08	0.00267
560080.59	4197371.08	0.00236	
	560090.59	4197371.08	0.00211
560100.59	4197371.08	0.00190	
	560000.59	4197381.08	0.00888
560010.59	4197381.08	0.00719	
	560020.59	4197381.08	0.00586
560030.59	4197381.08	0.00486	
	560040.59	4197381.08	0.00410
560050.59	4197381.08	0.00352	
	560060.59	4197381.08	0.00305
560070.59	4197381.08	0.00268	

	560080.59	4197381.08	0.00238
560090.59	4197381.08	0.00213	
	560100.59	4197381.08	0.00192
560000.59	4197391.08	0.00802	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.00675
560020.59	4197391.08	0.00564
560030.59	4197391.08	0.00476
560040.59	4197391.08	0.00407
560050.59	4197391.08	0.00351
560060.59	4197391.08	0.00307
560070.59	4197391.08	0.00270
560080.59	4197391.08	0.00240
560090.59	4197391.08	0.00215
560100.59	4197391.08	0.00194
560000.59	4197401.08	0.00724
560010.59	4197401.08	0.00631
560020.59	4197401.08	0.00542
560030.59	4197401.08	0.00466
560040.59	4197401.08	0.00403
560050.59	4197401.08	0.00351
560060.59	4197401.08	0.00308
560070.59	4197401.08	0.00272
560080.59	4197401.08	0.00242
560090.59	4197401.08	0.00217
560100.59	4197401.08	0.00196
560000.59	4197411.08	0.00662
560010.59	4197411.08	0.00592
560020.59	4197411.08	0.00521

	560030.59	4197411.08	0.00456
560040.59	4197411.08	0.00399	
	560050.59	4197411.08	0.00350
560060.59	4197411.08	0.00308	
	560070.59	4197411.08	0.00273
560080.59	4197411.08	0.00244	
	560090.59	4197411.08	0.00219
560100.59	4197411.08	0.00199	
	560000.59	4197421.08	0.00617
560010.59	4197421.08	0.00563	
	560020.59	4197421.08	0.00504
560030.59	4197421.08	0.00447	
	560040.59	4197421.08	0.00395
560050.59	4197421.08	0.00349	
	560060.59	4197421.08	0.00309
560070.59	4197421.08	0.00275	
	560080.59	4197421.08	0.00246
560090.59	4197421.08	0.00222	
	560100.59	4197421.08	0.00201
560000.59	4197431.08	0.00586	
	560010.59	4197431.08	0.00542
560020.59	4197431.08	0.00492	
	560030.59	4197431.08	0.00441
560040.59	4197431.08	0.00393	
	560050.59	4197431.08	0.00349
560060.59	4197431.08	0.00310	
	560070.59	4197431.08	0.00277
560080.59	4197431.08	0.00249	
	560090.59	4197431.08	0.00225
560100.59	4197431.08	0.00204	
	560000.59	4197441.08	0.00569
560010.59	4197441.08	0.00529	
	560020.59	4197441.08	0.00485
560030.59	4197441.08	0.00438	
	560040.59	4197441.08	0.00393
560050.59	4197441.08	0.00350	
	560060.59	4197441.08	0.00312
560070.59	4197441.08	0.00279	
	560080.59	4197441.08	0.00252
560090.59	4197441.08	0.00228	
	560100.59	4197441.08	0.00206
560000.59	4197451.08	0.00563	
	560010.59	4197451.08	0.00525
560020.59	4197451.08	0.00482	
	560030.59	4197451.08	0.00438
560040.59	4197451.08	0.00394	
	560050.59	4197451.08	0.00352
560060.59	4197451.08	0.00315	
	560070.59	4197451.08	0.00283
560080.59	4197451.08	0.00256	
	560090.59	4197451.08	0.00231
560100.59	4197451.08	0.00209	

	560000.59	4197461.08	0.00569
560010.59	4197461.08	0.00529	
	560020.59	4197461.08	0.00486
560030.59	4197461.08	0.00441	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y1_OFF ***
 INCLUDING SOURCE(S):
 A0000013 , A0000014 , A0000015 , A0000007 ,
 A0000008 ,
 A0000009 , A0000010 , A0000011 ,
 A0000012 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.00398
560050.59	4197461.08	0.00357
560060.59	4197461.08	0.00320
560070.59	4197461.08	0.00288
560080.59	4197461.08	0.00260
560090.59	4197461.08	0.00235
560100.59	4197461.08	0.00214
560000.59	4197471.08	0.00586
560010.59	4197471.08	0.00542
560020.59	4197471.08	0.00495
560030.59	4197471.08	0.00449
560040.59	4197471.08	0.00405
560050.59	4197471.08	0.00363
560060.59	4197471.08	0.00326
560070.59	4197471.08	0.00294
560080.59	4197471.08	0.00265
560090.59	4197471.08	0.00240
560100.59	4197471.08	0.00218
560000.59	4197481.08	0.00616
560010.59	4197481.08	0.00565
560020.59	4197481.08	0.00513
560030.59	4197481.08	0.00463
560040.59	4197481.08	0.00416
560050.59	4197481.08	0.00372

	560060.59	4197481.08	0.00334
560070.59	4197481.08	0.00300	
	560080.59	4197481.08	0.00270
560090.59	4197481.08	0.00245	
	560100.59	4197481.08	0.00224
560000.59	4197491.08	0.00661	
	560010.59	4197491.08	0.00599
560020.59	4197491.08	0.00539	
	560030.59	4197491.08	0.00482
560040.59	4197491.08	0.00430	
	560050.59	4197491.08	0.00384
560060.59	4197491.08	0.00344	
	560070.59	4197491.08	0.00307
560080.59	4197491.08	0.00277	
	560090.59	4197491.08	0.00251
560100.59	4197491.08	0.00229	
	560000.59	4197501.08	0.00725
560010.59	4197501.08	0.00647	
	560020.59	4197501.08	0.00574
560030.59	4197501.08	0.00508	
	560040.59	4197501.08	0.00448
560050.59	4197501.08	0.00399	
	560060.59	4197501.08	0.00355
560070.59	4197501.08	0.00316	
	560080.59	4197501.08	0.00285
560090.59	4197501.08	0.00258	
	560100.59	4197501.08	0.00236
559954.71	4197549.49	0.02133	
	559973.36	4197549.21	0.02199
559980.26	4197544.34	0.01918	
	559978.21	4197528.15	0.01394
559969.70	4197512.85	0.01089	
	559971.05	4197308.01	0.02230
559970.20	4197308.43	0.02278	
	559912.41	4197414.97	0.00491
559912.33	4197415.37	0.00491	
	559959.36	4197429.45	0.00643
559960.20	4197441.75	0.00628	
	559926.03	4197543.45	0.01689

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00248
559615.17	4197121.97	0.00282
559665.17	4197121.97	0.00324
559715.17	4197121.97	0.00373
559765.17	4197121.97	0.00434
559815.17	4197121.97	0.00503
559865.17	4197121.97	0.00569
559915.17	4197121.97	0.00612
559965.17	4197121.97	0.00591
560015.17	4197121.97	0.00524
560065.17	4197121.97	0.00420
560115.17	4197121.97	0.00319
560165.17	4197121.97	0.00245
560215.17	4197121.97	0.00194
560265.17	4197121.97	0.00160
559565.17	4197171.97	0.00276
559615.17	4197171.97	0.00319
559665.17	4197171.97	0.00374
559715.17	4197171.97	0.00441
559765.17	4197171.97	0.00528
559815.17	4197171.97	0.00635
559865.17	4197171.97	0.00753
559915.17	4197171.97	0.00851
559965.17	4197171.97	0.00797

	560015.17	4197171.97	0.00711
560065.17	4197171.97	0.00522	
	560115.17	4197171.97	0.00375
560165.17	4197171.97	0.00283	
	560215.17	4197171.97	0.00225
560265.17	4197171.97	0.00186	
	559565.17	4197221.97	0.00303
559615.17	4197221.97	0.00357	
	559665.17	4197221.97	0.00428
559715.17	4197221.97	0.00520	
	559765.17	4197221.97	0.00645
559815.17	4197221.97	0.00816	
	559865.17	4197221.97	0.01038
559915.17	4197221.97	0.01278	
	559965.17	4197221.97	0.01369
560015.17	4197221.97	0.01048	
	560065.17	4197221.97	0.00665
560115.17	4197221.97	0.00457	
	560165.17	4197221.97	0.00339
560215.17	4197221.97	0.00266	
	560265.17	4197221.97	0.00217
559565.17	4197271.97	0.00324	
	559615.17	4197271.97	0.00389
559665.17	4197271.97	0.00478	
	559715.17	4197271.97	0.00600
559765.17	4197271.97	0.00778	
	559815.17	4197271.97	0.01047
559865.17	4197271.97	0.01467	
	559915.17	4197271.97	0.02093
559965.17	4197271.97	0.02995	
	560015.17	4197271.97	0.01642
560065.17	4197271.97	0.00874	
	560115.17	4197271.97	0.00568
560165.17	4197271.97	0.00408	
	560215.17	4197271.97	0.00312
560265.17	4197271.97	0.00250	
	559565.17	4197321.97	0.00336
559615.17	4197321.97	0.00411	
	559665.17	4197321.97	0.00513
559715.17	4197321.97	0.00663	
	559765.17	4197321.97	0.00899
559815.17	4197321.97	0.01296	
	559865.17	4197321.97	0.02052
559915.17	4197321.97	0.03444	
	560015.17	4197321.97	0.02349
560065.17	4197321.97	0.01121	
	560115.17	4197321.97	0.00686
560165.17	4197321.97	0.00473	
	560215.17	4197321.97	0.00351
560265.17	4197321.97	0.00276	
	559565.17	4197371.97	0.00336
559615.17	4197371.97	0.00415	

	559665.17	4197371.97	0.00526
559715.17	4197371.97	0.00695	
	559765.17	4197371.97	0.00968
559815.17	4197371.97	0.01472	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.02622
559915.17	4197371.97	0.05090
560015.17	4197371.97	0.02808
560065.17	4197371.97	0.01295
560115.17	4197371.97	0.00764
560165.17	4197371.97	0.00516
560215.17	4197371.97	0.00380
560265.17	4197371.97	0.00289
559565.17	4197421.97	0.00327
559615.17	4197421.97	0.00407
559665.17	4197421.97	0.00519
559715.17	4197421.97	0.00692
559765.17	4197421.97	0.00974
559815.17	4197421.97	0.01502
559865.17	4197421.97	0.02664
559915.17	4197421.97	0.06614
560015.17	4197421.97	0.02952
560065.17	4197421.97	0.01391
560115.17	4197421.97	0.00815
560165.17	4197421.97	0.00547
560215.17	4197421.97	0.00398
560265.17	4197421.97	0.00294
559565.17	4197471.97	0.00312
559615.17	4197471.97	0.00388

	559665.17	4197471.97	0.00499
559715.17	4197471.97	0.00673	
	559765.17	4197471.97	0.00969
559815.17	4197471.97	0.01542	
	559865.17	4197471.97	0.02821
559915.17	4197471.97	0.06281	
	560015.17	4197471.97	0.03086
560065.17	4197471.97	0.01481	
	560115.17	4197471.97	0.00866
560165.17	4197471.97	0.00573	
	560215.17	4197471.97	0.00391
560265.17	4197471.97	0.00295	
	559565.17	4197521.97	0.00294
559615.17	4197521.97	0.00367	
	559665.17	4197521.97	0.00474
559715.17	4197521.97	0.00643	
	559765.17	4197521.97	0.00934
559815.17	4197521.97	0.01465	
	559865.17	4197521.97	0.02714
559915.17	4197521.97	0.06241	
	560015.17	4197521.97	0.03157
560065.17	4197521.97	0.01481	
	560115.17	4197521.97	0.00866
560165.17	4197521.97	0.00567	
	560215.17	4197521.97	0.00387
560265.17	4197521.97	0.00287	
	559565.17	4197571.97	0.00278
559615.17	4197571.97	0.00347	
	559665.17	4197571.97	0.00451
559715.17	4197571.97	0.00612	
	559765.17	4197571.97	0.00867
559815.17	4197571.97	0.01332	
	559865.17	4197571.97	0.02269
559915.17	4197571.97	0.04837	
	559965.17	4197571.97	0.07500
560015.17	4197571.97	0.02954	
	560065.17	4197571.97	0.01391
560115.17	4197571.97	0.00829	
	560165.17	4197571.97	0.00535
560215.17	4197571.97	0.00372	
	560265.17	4197571.97	0.00278
559565.17	4197621.97	0.00264	
	559615.17	4197621.97	0.00332
559665.17	4197621.97	0.00433	
	559715.17	4197621.97	0.00586
559765.17	4197621.97	0.00756	
	559815.17	4197621.97	0.01249
559865.17	4197621.97	0.02013	
	559915.17	4197621.97	0.03446
559965.17	4197621.97	0.04799	
	560015.17	4197621.97	0.02526
560065.17	4197621.97	0.01262	

	560115.17	4197621.97	0.00745
560165.17	4197621.97	0.00526	
	560215.17	4197621.97	0.00357
560265.17	4197621.97	0.00267	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00254
559615.17	4197671.97	0.00320
559665.17	4197671.97	0.00416
559715.17	4197671.97	0.00497
559765.17	4197671.97	0.00709
559815.17	4197671.97	0.01161
559865.17	4197671.97	0.01816
559915.17	4197671.97	0.03138
559965.17	4197671.97	0.03277
560015.17	4197671.97	0.01845
560065.17	4197671.97	0.01020
560115.17	4197671.97	0.00653
560165.17	4197671.97	0.00465
560215.17	4197671.97	0.00343
560265.17	4197671.97	0.00254
559565.17	4197721.97	0.00245
559615.17	4197721.97	0.00309
559665.17	4197721.97	0.00395
559715.17	4197721.97	0.00476
559765.17	4197721.97	0.00718
559815.17	4197721.97	0.01030
559865.17	4197721.97	0.01695
559915.17	4197721.97	0.03048
559965.17	4197721.97	0.02063

	560015.17	4197721.97	0.01307
560065.17	4197721.97	0.00860	
	560115.17	4197721.97	0.00578
560165.17	4197721.97	0.00413	
	560215.17	4197721.97	0.00306
560265.17	4197721.97	0.00217	
	559565.17	4197771.97	0.00239
559615.17	4197771.97	0.00298	
	559665.17	4197771.97	0.00377
559715.17	4197771.97	0.00485	
	559765.17	4197771.97	0.00637
559815.17	4197771.97	0.00864	
	559865.17	4197771.97	0.01375
559915.17	4197771.97	0.02025	
	559965.17	4197771.97	0.01363
560015.17	4197771.97	0.00994	
	560065.17	4197771.97	0.00713
560115.17	4197771.97	0.00498	
	560165.17	4197771.97	0.00366
560215.17	4197771.97	0.00248	
	560265.17	4197771.97	0.00173
559565.17	4197821.97	0.00233	
	559615.17	4197821.97	0.00270
559665.17	4197821.97	0.00338	
	559715.17	4197821.97	0.00445
559765.17	4197821.97	0.00565	
	559815.17	4197821.97	0.00731
559865.17	4197821.97	0.00992	
	559915.17	4197821.97	0.01139
559965.17	4197821.97	0.00965	
	560015.17	4197821.97	0.00765
560065.17	4197821.97	0.00588	
	560115.17	4197821.97	0.00438
560165.17	4197821.97	0.00324	
	560215.17	4197821.97	0.00218
560265.17	4197821.97	0.00146	
	560000.59	4197301.08	0.02735
560010.59	4197301.08	0.02237	
	560020.59	4197301.08	0.01857
560030.59	4197301.08	0.01578	
	560040.59	4197301.08	0.01367
560050.59	4197301.08	0.01202	
	560060.59	4197301.08	0.01070
560070.59	4197301.08	0.00962	
	560080.59	4197301.08	0.00870
560090.59	4197301.08	0.00791	
	560100.59	4197301.08	0.00723
560000.59	4197311.08	0.02963	
	560010.59	4197311.08	0.02406
560020.59	4197311.08	0.01988	
	560030.59	4197311.08	0.01681
560040.59	4197311.08	0.01451	

	560050.59	4197311.08	0.01271
560060.59	4197311.08	0.01126	
	560070.59	4197311.08	0.01008
560080.59	4197311.08	0.00909	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00824
560100.59	4197311.08	0.00752
560000.59	4197321.08	0.03160
560010.59	4197321.08	0.02561
560020.59	4197321.08	0.02111
560030.59	4197321.08	0.01780
560040.59	4197321.08	0.01531
560050.59	4197321.08	0.01336
560060.59	4197321.08	0.01179
560070.59	4197321.08	0.01051
560080.59	4197321.08	0.00945
560090.59	4197321.08	0.00855
560100.59	4197321.08	0.00779
560000.59	4197331.08	0.03320
560010.59	4197331.08	0.02697
560020.59	4197331.08	0.02222
560030.59	4197331.08	0.01871
560040.59	4197331.08	0.01605
560050.59	4197331.08	0.01396
560060.59	4197331.08	0.01227
560070.59	4197331.08	0.01090
560080.59	4197331.08	0.00977
560090.59	4197331.08	0.00883
560100.59	4197331.08	0.00803

	560000.59	4197341.08	0.03445
560010.59	4197341.08	0.02811	
	560020.59	4197341.08	0.02318
560030.59	4197341.08	0.01951	
	560040.59	4197341.08	0.01670
560050.59	4197341.08	0.01448	
	560060.59	4197341.08	0.01270
560070.59	4197341.08	0.01126	
	560080.59	4197341.08	0.01006
560090.59	4197341.08	0.00907	
	560100.59	4197341.08	0.00823
560000.59	4197351.08	0.03555	
	560010.59	4197351.08	0.02904
560020.59	4197351.08	0.02398	
	560030.59	4197351.08	0.02018
560040.59	4197351.08	0.01726	
	560050.59	4197351.08	0.01495
560060.59	4197351.08	0.01309	
	560070.59	4197351.08	0.01158
560080.59	4197351.08	0.01033	
	560090.59	4197351.08	0.00929
560100.59	4197351.08	0.00840	
	560000.59	4197361.08	0.03674
560010.59	4197361.08	0.02988	
	560020.59	4197361.08	0.02469
560030.59	4197361.08	0.02078	
	560040.59	4197361.08	0.01777
560050.59	4197361.08	0.01536	
	560060.59	4197361.08	0.01342
560070.59	4197361.08	0.01185	
	560080.59	4197361.08	0.01057
560090.59	4197361.08	0.00949	
	560100.59	4197361.08	0.00858
560000.59	4197371.08	0.03762	
	560010.59	4197371.08	0.03063
560020.59	4197371.08	0.02533	
	560030.59	4197371.08	0.02130
560040.59	4197371.08	0.01819	
	560050.59	4197371.08	0.01572
560060.59	4197371.08	0.01371	
	560070.59	4197371.08	0.01209
560080.59	4197371.08	0.01077	
	560090.59	4197371.08	0.00966
560100.59	4197371.08	0.00874	
	560000.59	4197381.08	0.03815
560010.59	4197381.08	0.03123	
	560020.59	4197381.08	0.02587
560030.59	4197381.08	0.02175	
	560040.59	4197381.08	0.01855
560050.59	4197381.08	0.01602	
	560060.59	4197381.08	0.01397
560070.59	4197381.08	0.01230	

	560080.59	4197381.08	0.01094
560090.59	4197381.08	0.00982	
	560100.59	4197381.08	0.00888
560000.59	4197391.08	0.03845	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.03162
560020.59	4197391.08	0.02626
560030.59	4197391.08	0.02212
560040.59	4197391.08	0.01887
560050.59	4197391.08	0.01629
560060.59	4197391.08	0.01420
560070.59	4197391.08	0.01251
560080.59	4197391.08	0.01112
560090.59	4197391.08	0.00997
560100.59	4197391.08	0.00901
560000.59	4197401.08	0.03857
560010.59	4197401.08	0.03181
560020.59	4197401.08	0.02651
560030.59	4197401.08	0.02237
560040.59	4197401.08	0.01911
560050.59	4197401.08	0.01651
560060.59	4197401.08	0.01441
560070.59	4197401.08	0.01270
560080.59	4197401.08	0.01128
560090.59	4197401.08	0.01011
560100.59	4197401.08	0.00914
560000.59	4197411.08	0.03861
560010.59	4197411.08	0.03191
560020.59	4197411.08	0.02668

	560030.59	4197411.08	0.02257
560040.59	4197411.08	0.01931	
	560050.59	4197411.08	0.01670
560060.59	4197411.08	0.01458	
	560070.59	4197411.08	0.01284
560080.59	4197411.08	0.01142	
	560090.59	4197411.08	0.01024
560100.59	4197411.08	0.00928	
	560000.59	4197421.08	0.03869
560010.59	4197421.08	0.03204	
	560020.59	4197421.08	0.02685
560030.59	4197421.08	0.02277	
	560040.59	4197421.08	0.01950
560050.59	4197421.08	0.01688	
	560060.59	4197421.08	0.01473
560070.59	4197421.08	0.01299	
	560080.59	4197421.08	0.01157
560090.59	4197421.08	0.01039	
	560100.59	4197421.08	0.00941
560000.59	4197431.08	0.03893	
	560010.59	4197431.08	0.03231
560020.59	4197431.08	0.02711	
	560030.59	4197431.08	0.02301
560040.59	4197431.08	0.01973	
	560050.59	4197431.08	0.01707
560060.59	4197431.08	0.01490	
	560070.59	4197431.08	0.01316
560080.59	4197431.08	0.01172	
	560090.59	4197431.08	0.01055
560100.59	4197431.08	0.00951	
	560000.59	4197441.08	0.03933
560010.59	4197441.08	0.03265	
	560020.59	4197441.08	0.02741
560030.59	4197441.08	0.02329	
	560040.59	4197441.08	0.01997
560050.59	4197441.08	0.01727	
	560060.59	4197441.08	0.01510
560070.59	4197441.08	0.01333	
	560080.59	4197441.08	0.01190
560090.59	4197441.08	0.01069	
	560100.59	4197441.08	0.00960
560000.59	4197451.08	0.03978	
	560010.59	4197451.08	0.03300
560020.59	4197451.08	0.02769	
	560030.59	4197451.08	0.02355
560040.59	4197451.08	0.02019	
	560050.59	4197451.08	0.01747
560060.59	4197451.08	0.01529	
	560070.59	4197451.08	0.01351
560080.59	4197451.08	0.01208	
	560090.59	4197451.08	0.01083
560100.59	4197451.08	0.00973	

	560000.59	4197461.08	0.04018
560010.59	4197461.08	0.03330	
	560020.59	4197461.08	0.02791
560030.59	4197461.08	0.02373	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ALL ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 , A0000016 , A0000017 ,
 A0000018 ,
 A0000019 , A0000020 , A0000021 ,
 A0000022 , A0000023 , A0000024 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.02037
560050.59	4197461.08	0.01767
560060.59	4197461.08	0.01547
560070.59	4197461.08	0.01371
560080.59	4197461.08	0.01223
560090.59	4197461.08	0.01095
560100.59	4197461.08	0.00986
560000.59	4197471.08	0.04050
560010.59	4197471.08	0.03353
560020.59	4197471.08	0.02807
560030.59	4197471.08	0.02390
560040.59	4197471.08	0.02056
560050.59	4197471.08	0.01785
560060.59	4197471.08	0.01565
560070.59	4197471.08	0.01387
560080.59	4197471.08	0.01234
560090.59	4197471.08	0.01104
560100.59	4197471.08	0.00995
560000.59	4197481.08	0.04076
560010.59	4197481.08	0.03371
560020.59	4197481.08	0.02825
560030.59	4197481.08	0.02408
560040.59	4197481.08	0.02073
560050.59	4197481.08	0.01799

	560060.59	4197481.08	0.01581
560070.59	4197481.08	0.01397	
	560080.59	4197481.08	0.01239
560090.59	4197481.08	0.01109	
	560100.59	4197481.08	0.01002
560000.59	4197491.08	0.04097	
	560010.59	4197491.08	0.03388
560020.59	4197491.08	0.02845	
	560030.59	4197491.08	0.02426
560040.59	4197491.08	0.02086	
	560050.59	4197491.08	0.01812
560060.59	4197491.08	0.01591	
	560070.59	4197491.08	0.01399
560080.59	4197491.08	0.01240	
	560090.59	4197491.08	0.01112
560100.59	4197491.08	0.01004	
	560000.59	4197501.08	0.04118
560010.59	4197501.08	0.03410	
	560020.59	4197501.08	0.02865
560030.59	4197501.08	0.02437	
	560040.59	4197501.08	0.02092
560050.59	4197501.08	0.01820	
	560060.59	4197501.08	0.01591
560070.59	4197501.08	0.01397	
	560080.59	4197501.08	0.01239
560090.59	4197501.08	0.01111	
	560100.59	4197501.08	0.01004
559954.71	4197549.49	0.08214	
	559973.36	4197549.21	0.07108
559980.26	4197544.34	0.06173	
	559978.21	4197528.15	0.06275
559969.70	4197512.85	0.07432	
	559971.05	4197308.01	0.04971
559970.20	4197308.43	0.05083	
	559912.41	4197414.97	0.06309
559912.33	4197415.37	0.06296	
	559959.36	4197429.45	0.08234
559960.20	4197441.75	0.08492	
	559926.03	4197543.45	0.06974

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00196
559615.17	4197121.97	0.00223
559665.17	4197121.97	0.00257
559715.17	4197121.97	0.00297
559765.17	4197121.97	0.00346
559815.17	4197121.97	0.00401
559865.17	4197121.97	0.00450
559915.17	4197121.97	0.00476
559965.17	4197121.97	0.00453
560015.17	4197121.97	0.00397
560065.17	4197121.97	0.00320
560115.17	4197121.97	0.00244
560165.17	4197121.97	0.00187
560215.17	4197121.97	0.00148
560265.17	4197121.97	0.00122
559565.17	4197171.97	0.00220
559615.17	4197171.97	0.00255
559665.17	4197171.97	0.00298
559715.17	4197171.97	0.00353
559765.17	4197171.97	0.00423
559815.17	4197171.97	0.00508
559865.17	4197171.97	0.00597
559915.17	4197171.97	0.00656
559965.17	4197171.97	0.00597
560015.17	4197171.97	0.00525
560065.17	4197171.97	0.00394
560115.17	4197171.97	0.00285

560165.17	4197171.97	0.00215	
	560215.17	4197171.97	0.00171
560265.17	4197171.97	0.00142	
	559565.17	4197221.97	0.00242
559615.17	4197221.97	0.00287	
	559665.17	4197221.97	0.00345
559715.17	4197221.97	0.00421	
	559765.17	4197221.97	0.00523
559815.17	4197221.97	0.00661	
	559865.17	4197221.97	0.00831
559915.17	4197221.97	0.00976	
	559965.17	4197221.97	0.00946
560015.17	4197221.97	0.00728	
	560065.17	4197221.97	0.00493
560115.17	4197221.97	0.00343	
	560165.17	4197221.97	0.00257
560215.17	4197221.97	0.00203	
	560265.17	4197221.97	0.00168
559565.17	4197271.97	0.00259	
	559615.17	4197271.97	0.00315
559665.17	4197271.97	0.00389	
	559715.17	4197271.97	0.00493
559765.17	4197271.97	0.00644	
	559815.17	4197271.97	0.00871
559865.17	4197271.97	0.01214	
	559915.17	4197271.97	0.01649
559965.17	4197271.97	0.01682	
	560015.17	4197271.97	0.01067
560065.17	4197271.97	0.00640	
	560115.17	4197271.97	0.00429
560165.17	4197271.97	0.00314	
	560215.17	4197271.97	0.00244
560265.17	4197271.97	0.00197	
	559565.17	4197321.97	0.00267
559615.17	4197321.97	0.00331	
	559665.17	4197321.97	0.00419
559715.17	4197321.97	0.00549	
	559765.17	4197321.97	0.00757
559815.17	4197321.97	0.01110	
	559865.17	4197321.97	0.01785
559915.17	4197321.97	0.03028	
	560015.17	4197321.97	0.01618
560065.17	4197321.97	0.00854	
	560115.17	4197321.97	0.00536
560165.17	4197321.97	0.00375	
	560215.17	4197321.97	0.00281
560265.17	4197321.97	0.00221	
	559565.17	4197371.97	0.00263
559615.17	4197371.97	0.00330	
	559665.17	4197371.97	0.00425
559715.17	4197371.97	0.00572	
	559765.17	4197371.97	0.00814

559815.17	4197371.97	0.01272
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.02343
559915.17	4197371.97	0.04692
560015.17	4197371.97	0.02170
560065.17	4197371.97	0.01027
560115.17	4197371.97	0.00609
560165.17	4197371.97	0.00413
560215.17	4197371.97	0.00305
560265.17	4197371.97	0.00233
559565.17	4197421.97	0.00251
559615.17	4197421.97	0.00315
559665.17	4197421.97	0.00409
559715.17	4197421.97	0.00554
559765.17	4197421.97	0.00800
559815.17	4197421.97	0.01270
559865.17	4197421.97	0.02343
559915.17	4197421.97	0.06139
560015.17	4197421.97	0.02452
560065.17	4197421.97	0.01117
560115.17	4197421.97	0.00651
560165.17	4197421.97	0.00436
560215.17	4197421.97	0.00315
560265.17	4197421.97	0.00231
559565.17	4197471.97	0.00232
559615.17	4197471.97	0.00291
559665.17	4197471.97	0.00379
559715.17	4197471.97	0.00520
559765.17	4197471.97	0.00765

559815.17	4197471.97	0.01260	
	559865.17	4197471.97	0.02419
559915.17	4197471.97	0.05707	
	560015.17	4197471.97	0.02597
560065.17	4197471.97	0.01190	
	560115.17	4197471.97	0.00685
560165.17	4197471.97	0.00447	
	560215.17	4197471.97	0.00298
560265.17	4197471.97	0.00221	
	559565.17	4197521.97	0.00212
559615.17	4197521.97	0.00266	
	559665.17	4197521.97	0.00347
559715.17	4197521.97	0.00476	
	559765.17	4197521.97	0.00706
559815.17	4197521.97	0.01137	
	559865.17	4197521.97	0.02191
559915.17	4197521.97	0.05259	
	560015.17	4197521.97	0.02461
560065.17	4197521.97	0.01141	
	560115.17	4197521.97	0.00659
560165.17	4197521.97	0.00429	
	560215.17	4197521.97	0.00284
560265.17	4197521.97	0.00207	
	559565.17	4197571.97	0.00196
559615.17	4197571.97	0.00246	
	559665.17	4197571.97	0.00321
559715.17	4197571.97	0.00438	
	559765.17	4197571.97	0.00628
559815.17	4197571.97	0.00978	
	559865.17	4197571.97	0.01691
559915.17	4197571.97	0.03574	
	559965.17	4197571.97	0.04908
560015.17	4197571.97	0.01976	
	560065.17	4197571.97	0.01004
560115.17	4197571.97	0.00607	
	560165.17	4197571.97	0.00391
560215.17	4197571.97	0.00268	
	560265.17	4197571.97	0.00198
559565.17	4197621.97	0.00186	
	559615.17	4197621.97	0.00233
559665.17	4197621.97	0.00304	
	559715.17	4197621.97	0.00412
559765.17	4197621.97	0.00519	
	559815.17	4197621.97	0.00870
559865.17	4197621.97	0.01359	
	559915.17	4197621.97	0.02093
559965.17	4197621.97	0.02301	
	560015.17	4197621.97	0.01492
560065.17	4197621.97	0.00869	
	560115.17	4197621.97	0.00526
560165.17	4197621.97	0.00382	
	560215.17	4197621.97	0.00256

560265.17	4197621.97	0.00192
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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00180
559615.17	4197671.97	0.00226
559665.17	4197671.97	0.00294
559715.17	4197671.97	0.00344
559765.17	4197671.97	0.00485
559815.17	4197671.97	0.00758
559865.17	4197671.97	0.01040
559915.17	4197671.97	0.01295
559965.17	4197671.97	0.01338
560015.17	4197671.97	0.01063
560065.17	4197671.97	0.00658
560115.17	4197671.97	0.00444
560165.17	4197671.97	0.00326
560215.17	4197671.97	0.00246
560265.17	4197671.97	0.00185
559565.17	4197721.97	0.00177
559615.17	4197721.97	0.00222
559665.17	4197721.97	0.00283
559715.17	4197721.97	0.00338
559765.17	4197721.97	0.00489
559815.17	4197721.97	0.00637
559865.17	4197721.97	0.00783
559915.17	4197721.97	0.00883
559965.17	4197721.97	0.00889
560015.17	4197721.97	0.00740
560065.17	4197721.97	0.00548
560115.17	4197721.97	0.00389

560165.17	4197721.97	0.00289	
	560215.17	4197721.97	0.00219
560265.17	4197721.97	0.00159	
	559565.17	4197771.97	0.00175
559615.17	4197771.97	0.00218	
	559665.17	4197771.97	0.00274
559715.17	4197771.97	0.00346	
	559765.17	4197771.97	0.00433
559815.17	4197771.97	0.00526	
	559865.17	4197771.97	0.00603
559915.17	4197771.97	0.00647	
	559965.17	4197771.97	0.00645
560015.17	4197771.97	0.00572	
	560065.17	4197771.97	0.00455
560115.17	4197771.97	0.00339	
	560165.17	4197771.97	0.00255
560215.17	4197771.97	0.00176	
	560265.17	4197771.97	0.00126
559565.17	4197821.97	0.00172	
	559615.17	4197821.97	0.00200
559665.17	4197821.97	0.00250	
	559715.17	4197821.97	0.00315
559765.17	4197821.97	0.00377	
	559815.17	4197821.97	0.00433
559865.17	4197821.97	0.00475	
	559915.17	4197821.97	0.00497
559965.17	4197821.97	0.00494	
	560015.17	4197821.97	0.00449
560065.17	4197821.97	0.00382	
	560115.17	4197821.97	0.00298
560165.17	4197821.97	0.00225	
	560215.17	4197821.97	0.00154
560265.17	4197821.97	0.00105	
	560000.59	4197301.08	0.01681
560010.59	4197301.08	0.01452	
	560020.59	4197301.08	0.01264
560030.59	4197301.08	0.01112	
	560040.59	4197301.08	0.00986
560050.59	4197301.08	0.00882	
	560060.59	4197301.08	0.00795
560070.59	4197301.08	0.00722	
	560080.59	4197301.08	0.00658
560090.59	4197301.08	0.00602	
	560100.59	4197301.08	0.00553
560000.59	4197311.08	0.01853	
	560010.59	4197311.08	0.01588
560020.59	4197311.08	0.01373	
	560030.59	4197311.08	0.01199
560040.59	4197311.08	0.01058	
	560050.59	4197311.08	0.00942
560060.59	4197311.08	0.00845	
	560070.59	4197311.08	0.00763

560080.59	4197311.08	0.00693
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 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00632
560100.59	4197311.08	0.00580
560000.59	4197321.08	0.02028
560010.59	4197321.08	0.01726
560020.59	4197321.08	0.01482
560030.59	4197321.08	0.01287
560040.59	4197321.08	0.01131
560050.59	4197321.08	0.01001
560060.59	4197321.08	0.00894
560070.59	4197321.08	0.00803
560080.59	4197321.08	0.00727
560090.59	4197321.08	0.00661
560100.59	4197321.08	0.00605
560000.59	4197331.08	0.02200
560010.59	4197331.08	0.01861
560020.59	4197331.08	0.01589
560030.59	4197331.08	0.01374
560040.59	4197331.08	0.01201
560050.59	4197331.08	0.01058
560060.59	4197331.08	0.00940
560070.59	4197331.08	0.00841
560080.59	4197331.08	0.00758
560090.59	4197331.08	0.00688
560100.59	4197331.08	0.00628
560000.59	4197341.08	0.02370
560010.59	4197341.08	0.01994
560020.59	4197341.08	0.01693

560030.59	4197341.08	0.01457	
	560040.59	4197341.08	0.01267
560050.59	4197341.08	0.01112	
	560060.59	4197341.08	0.00983
560070.59	4197341.08	0.00876	
	560080.59	4197341.08	0.00787
560090.59	4197341.08	0.00712	
	560100.59	4197341.08	0.00647
560000.59	4197351.08	0.02538	
	560010.59	4197351.08	0.02122
560020.59	4197351.08	0.01792	
	560030.59	4197351.08	0.01534
560040.59	4197351.08	0.01329	
	560050.59	4197351.08	0.01161
560060.59	4197351.08	0.01022	
	560070.59	4197351.08	0.00908
560080.59	4197351.08	0.00813	
	560090.59	4197351.08	0.00733
560100.59	4197351.08	0.00665	
	560000.59	4197361.08	0.02699
560010.59	4197361.08	0.02241	
	560020.59	4197361.08	0.01883
560030.59	4197361.08	0.01604	
	560040.59	4197361.08	0.01384
560050.59	4197361.08	0.01204	
	560060.59	4197361.08	0.01057
560070.59	4197361.08	0.00936	
	560080.59	4197361.08	0.00836
560090.59	4197361.08	0.00752	
	560100.59	4197361.08	0.00681
560000.59	4197371.08	0.02850	
	560010.59	4197371.08	0.02351
560020.59	4197371.08	0.01966	
	560030.59	4197371.08	0.01667
560040.59	4197371.08	0.01431	
	560050.59	4197371.08	0.01241
560060.59	4197371.08	0.01086	
	560070.59	4197371.08	0.00959
560080.59	4197371.08	0.00855	
	560090.59	4197371.08	0.00768
560100.59	4197371.08	0.00696	
	560000.59	4197381.08	0.02984
560010.59	4197381.08	0.02450	
	560020.59	4197381.08	0.02038
560030.59	4197381.08	0.01720	
	560040.59	4197381.08	0.01471
560050.59	4197381.08	0.01273	
	560060.59	4197381.08	0.01111
560070.59	4197381.08	0.00979	
	560080.59	4197381.08	0.00871
560090.59	4197381.08	0.00783	
	560100.59	4197381.08	0.00708

560000.59	4197391.08	0.03095
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.02531
560020.59	4197391.08	0.02098
560030.59	4197391.08	0.01766
560040.59	4197391.08	0.01506
560050.59	4197391.08	0.01300
560060.59	4197391.08	0.01133
560070.59	4197391.08	0.00998
560080.59	4197391.08	0.00887
560090.59	4197391.08	0.00796
560100.59	4197391.08	0.00719
560000.59	4197401.08	0.03179
560010.59	4197401.08	0.02591
560020.59	4197401.08	0.02144
560030.59	4197401.08	0.01801
560040.59	4197401.08	0.01534
560050.59	4197401.08	0.01323
560060.59	4197401.08	0.01153
560070.59	4197401.08	0.01015
560080.59	4197401.08	0.00901
560090.59	4197401.08	0.00807
560100.59	4197401.08	0.00730
560000.59	4197411.08	0.03241
560010.59	4197411.08	0.02636
560020.59	4197411.08	0.02180
560030.59	4197411.08	0.01831
560040.59	4197411.08	0.01558
560050.59	4197411.08	0.01342

560060.59	4197411.08	0.01169	
	560070.59	4197411.08	0.01028
560080.59	4197411.08	0.00913	
	560090.59	4197411.08	0.00819
560100.59	4197411.08	0.00741	
	560000.59	4197421.08	0.03291
560010.59	4197421.08	0.02678	
	560020.59	4197421.08	0.02213
560030.59	4197421.08	0.01858	
	560040.59	4197421.08	0.01581
560050.59	4197421.08	0.01361	
	560060.59	4197421.08	0.01184
560070.59	4197421.08	0.01042	
	560080.59	4197421.08	0.00926
560090.59	4197421.08	0.00831	
	560100.59	4197421.08	0.00752
560000.59	4197431.08	0.03344	
	560010.59	4197431.08	0.02724
560020.59	4197431.08	0.02250	
	560030.59	4197431.08	0.01888
560040.59	4197431.08	0.01605	
	560050.59	4197431.08	0.01380
560060.59	4197431.08	0.01200	
	560070.59	4197431.08	0.01057
560080.59	4197431.08	0.00939	
	560090.59	4197431.08	0.00844
560100.59	4197431.08	0.00760	
	560000.59	4197441.08	0.03400
560010.59	4197441.08	0.02769	
	560020.59	4197441.08	0.02287
560030.59	4197441.08	0.01919	
	560040.59	4197441.08	0.01630
560050.59	4197441.08	0.01399	
	560060.59	4197441.08	0.01217
560070.59	4197441.08	0.01071	
	560080.59	4197441.08	0.00954
560090.59	4197441.08	0.00856	
	560100.59	4197441.08	0.00767
560000.59	4197451.08	0.03450	
	560010.59	4197451.08	0.02808
560020.59	4197451.08	0.02318	
	560030.59	4197451.08	0.01944
560040.59	4197451.08	0.01650	
	560050.59	4197451.08	0.01417
560060.59	4197451.08	0.01234	
	560070.59	4197451.08	0.01086
560080.59	4197451.08	0.00968	
	560090.59	4197451.08	0.00866
560100.59	4197451.08	0.00777	
	560000.59	4197461.08	0.03485
560010.59	4197461.08	0.02834	
	560020.59	4197461.08	0.02336

560030.59	4197461.08	0.01960
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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_ON ***
 INCLUDING SOURCE(S):

PAREA3 , PAREA4 ,

*** DISCRETE

CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.01665
560050.59	4197461.08	0.01433
560060.59	4197461.08	0.01248
560070.59	4197461.08	0.01101
560080.59	4197461.08	0.00980
560090.59	4197461.08	0.00875
560100.59	4197461.08	0.00786
560000.59	4197471.08	0.03501
560010.59	4197471.08	0.02845
560020.59	4197471.08	0.02344
560030.59	4197471.08	0.01969
560040.59	4197471.08	0.01677
560050.59	4197471.08	0.01445
560060.59	4197471.08	0.01260
560070.59	4197471.08	0.01113
560080.59	4197471.08	0.00986
560090.59	4197471.08	0.00880
560100.59	4197471.08	0.00791
560000.59	4197481.08	0.03499
560010.59	4197481.08	0.02842
560020.59	4197481.08	0.02345
560030.59	4197481.08	0.01974
560040.59	4197481.08	0.01684
560050.59	4197481.08	0.01451
560060.59	4197481.08	0.01268
560070.59	4197481.08	0.01116
560080.59	4197481.08	0.00986

560090.59	4197481.08	0.00880	
	560100.59	4197481.08	0.00792
560000.59	4197491.08	0.03478	
	560010.59	4197491.08	0.02827
560020.59	4197491.08	0.02341	
	560030.59	4197491.08	0.01974
560040.59	4197491.08	0.01683	
	560050.59	4197491.08	0.01453
560060.59	4197491.08	0.01269	
	560070.59	4197491.08	0.01111
560080.59	4197491.08	0.00981	
	560090.59	4197491.08	0.00877
560100.59	4197491.08	0.00790	
	560000.59	4197501.08	0.03439
560010.59	4197501.08	0.02804	
	560020.59	4197501.08	0.02327
560030.59	4197501.08	0.01961	
	560040.59	4197501.08	0.01672
560050.59	4197501.08	0.01446	
	560060.59	4197501.08	0.01259
560070.59	4197501.08	0.01100	
	560080.59	4197501.08	0.00973
560090.59	4197501.08	0.00869	
	560100.59	4197501.08	0.00783
559954.71	4197549.49	0.06219	
	559973.36	4197549.21	0.05051
559980.26	4197544.34	0.04377	
	559978.21	4197528.15	0.04969
559969.70	4197512.85	0.06412	
	559971.05	4197308.01	0.02882
559970.20	4197308.43	0.02949	
	559912.41	4197414.97	0.05849
559912.33	4197415.37	0.05837	
	559959.36	4197429.45	0.07633
559960.20	4197441.75	0.07904	
	559926.03	4197543.45	0.05393

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197121.97	0.00052
559615.17	4197121.97	0.00059
559665.17	4197121.97	0.00067
559715.17	4197121.97	0.00077
559765.17	4197121.97	0.00089
559815.17	4197121.97	0.00103
559865.17	4197121.97	0.00119
559915.17	4197121.97	0.00137
559965.17	4197121.97	0.00139
560015.17	4197121.97	0.00127
560065.17	4197121.97	0.00100
560115.17	4197121.97	0.00075
560165.17	4197121.97	0.00058
560215.17	4197121.97	0.00046
560265.17	4197121.97	0.00038
559565.17	4197171.97	0.00056
559615.17	4197171.97	0.00065
559665.17	4197171.97	0.00075
559715.17	4197171.97	0.00088
559765.17	4197171.97	0.00105
559815.17	4197171.97	0.00127
559865.17	4197171.97	0.00156
559915.17	4197171.97	0.00194
559965.17	4197171.97	0.00201

	560015.17	4197171.97	0.00186
560065.17	4197171.97	0.00128	
	560115.17	4197171.97	0.00090
560165.17	4197171.97	0.00068	
	560215.17	4197171.97	0.00054
560265.17	4197171.97	0.00044	
	559565.17	4197221.97	0.00061
559615.17	4197221.97	0.00070	
	559665.17	4197221.97	0.00083
559715.17	4197221.97	0.00099	
	559765.17	4197221.97	0.00122
559815.17	4197221.97	0.00155	
	559865.17	4197221.97	0.00207
559915.17	4197221.97	0.00302	
	559965.17	4197221.97	0.00424
560015.17	4197221.97	0.00319	
	560065.17	4197221.97	0.00172
560115.17	4197221.97	0.00113	
	560165.17	4197221.97	0.00083
560215.17	4197221.97	0.00063	
	560265.17	4197221.97	0.00049
559565.17	4197271.97	0.00064	
	559615.17	4197271.97	0.00075
559665.17	4197271.97	0.00088	
	559715.17	4197271.97	0.00107
559765.17	4197271.97	0.00134	
	559815.17	4197271.97	0.00176
559865.17	4197271.97	0.00253	
	559915.17	4197271.97	0.00444
559965.17	4197271.97	0.01313	
	560015.17	4197271.97	0.00574
560065.17	4197271.97	0.00234	
	560115.17	4197271.97	0.00139
560165.17	4197271.97	0.00094	
	560215.17	4197271.97	0.00068
560265.17	4197271.97	0.00053	
	559565.17	4197321.97	0.00068
559615.17	4197321.97	0.00080	
	559665.17	4197321.97	0.00094
559715.17	4197321.97	0.00114	
	559765.17	4197321.97	0.00143
559815.17	4197321.97	0.00186	
	559865.17	4197321.97	0.00267
559915.17	4197321.97	0.00416	
	560015.17	4197321.97	0.00731
560065.17	4197321.97	0.00267	
	560115.17	4197321.97	0.00150
560165.17	4197321.97	0.00099	
	560215.17	4197321.97	0.00071
560265.17	4197321.97	0.00055	
	559565.17	4197371.97	0.00072
559615.17	4197371.97	0.00085	

	559665.17	4197371.97	0.00101
559715.17	4197371.97	0.00124	
	559765.17	4197371.97	0.00154
559815.17	4197371.97	0.00200	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559865.17	4197371.97	0.00279
559915.17	4197371.97	0.00398
560015.17	4197371.97	0.00637
560065.17	4197371.97	0.00268
560115.17	4197371.97	0.00155
560165.17	4197371.97	0.00102
560215.17	4197371.97	0.00075
560265.17	4197371.97	0.00056
559565.17	4197421.97	0.00077
559615.17	4197421.97	0.00091
559665.17	4197421.97	0.00111
559715.17	4197421.97	0.00137
559765.17	4197421.97	0.00175
559815.17	4197421.97	0.00232
559865.17	4197421.97	0.00320
559915.17	4197421.97	0.00476
560015.17	4197421.97	0.00500
560065.17	4197421.97	0.00274
560115.17	4197421.97	0.00164
560165.17	4197421.97	0.00112
560215.17	4197421.97	0.00083
560265.17	4197421.97	0.00064
559565.17	4197471.97	0.00080
559615.17	4197471.97	0.00097

	559665.17	4197471.97	0.00120
559715.17	4197471.97	0.00154	
	559765.17	4197471.97	0.00204
559815.17	4197471.97	0.00282	
	559865.17	4197471.97	0.00402
559915.17	4197471.97	0.00574	
	560015.17	4197471.97	0.00489
560065.17	4197471.97	0.00291	
	560115.17	4197471.97	0.00181
560165.17	4197471.97	0.00126	
	560215.17	4197471.97	0.00093
560265.17	4197471.97	0.00073	
	559565.17	4197521.97	0.00082
559615.17	4197521.97	0.00101	
	559665.17	4197521.97	0.00127
559715.17	4197521.97	0.00167	
	559765.17	4197521.97	0.00229
559815.17	4197521.97	0.00329	
	559865.17	4197521.97	0.00523
559915.17	4197521.97	0.00982	
	560015.17	4197521.97	0.00696
560065.17	4197521.97	0.00340	
	560115.17	4197521.97	0.00206
560165.17	4197521.97	0.00138	
	560215.17	4197521.97	0.00103
560265.17	4197521.97	0.00079	
	559565.17	4197571.97	0.00081
559615.17	4197571.97	0.00102	
	559665.17	4197571.97	0.00130
559715.17	4197571.97	0.00174	
	559765.17	4197571.97	0.00239
559815.17	4197571.97	0.00354	
	559865.17	4197571.97	0.00578
559915.17	4197571.97	0.01263	
	559965.17	4197571.97	0.02592
560015.17	4197571.97	0.00978	
	560065.17	4197571.97	0.00387
560115.17	4197571.97	0.00222	
	560165.17	4197571.97	0.00144
560215.17	4197571.97	0.00104	
	560265.17	4197571.97	0.00080
559565.17	4197621.97	0.00079	
	559615.17	4197621.97	0.00099
559665.17	4197621.97	0.00129	
	559715.17	4197621.97	0.00174
559765.17	4197621.97	0.00238	
	559815.17	4197621.97	0.00379
559865.17	4197621.97	0.00655	
	559915.17	4197621.97	0.01352
559965.17	4197621.97	0.02498	
	560015.17	4197621.97	0.01034
560065.17	4197621.97	0.00393	

	560115.17	4197621.97	0.00219
560165.17	4197621.97	0.00145	
	560215.17	4197621.97	0.00101
560265.17	4197621.97	0.00075	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
559565.17	4197671.97	0.00074
559615.17	4197671.97	0.00094
559665.17	4197671.97	0.00123
559715.17	4197671.97	0.00153
559765.17	4197671.97	0.00223
559815.17	4197671.97	0.00403
559865.17	4197671.97	0.00776
559915.17	4197671.97	0.01843
559965.17	4197671.97	0.01939
560015.17	4197671.97	0.00783
560065.17	4197671.97	0.00361
560115.17	4197671.97	0.00209
560165.17	4197671.97	0.00139
560215.17	4197671.97	0.00097
560265.17	4197671.97	0.00069
559565.17	4197721.97	0.00069
559615.17	4197721.97	0.00087
559665.17	4197721.97	0.00112
559715.17	4197721.97	0.00138
559765.17	4197721.97	0.00229
559815.17	4197721.97	0.00394
559865.17	4197721.97	0.00912
559915.17	4197721.97	0.02165
559965.17	4197721.97	0.01174

	560015.17	4197721.97	0.00567
560065.17	4197721.97	0.00311	
	560115.17	4197721.97	0.00189
560165.17	4197721.97	0.00124	
	560215.17	4197721.97	0.00087
560265.17	4197721.97	0.00058	
	559565.17	4197771.97	0.00064
559615.17	4197771.97	0.00080	
	559665.17	4197771.97	0.00103
559715.17	4197771.97	0.00139	
	559765.17	4197771.97	0.00203
559815.17	4197771.97	0.00338	
	559865.17	4197771.97	0.00772
559915.17	4197771.97	0.01378	
	559965.17	4197771.97	0.00718
560015.17	4197771.97	0.00421	
	560065.17	4197771.97	0.00259
560115.17	4197771.97	0.00159	
	560165.17	4197771.97	0.00111
560215.17	4197771.97	0.00071	
	560265.17	4197771.97	0.00047
559565.17	4197821.97	0.00060	
	559615.17	4197821.97	0.00069
559665.17	4197821.97	0.00089	
	559715.17	4197821.97	0.00130
559765.17	4197821.97	0.00187	
	559815.17	4197821.97	0.00298
559865.17	4197821.97	0.00517	
	559915.17	4197821.97	0.00642
559965.17	4197821.97	0.00471	
	560015.17	4197821.97	0.00316
560065.17	4197821.97	0.00207	
	560115.17	4197821.97	0.00141
560165.17	4197821.97	0.00099	
	560215.17	4197821.97	0.00064
560265.17	4197821.97	0.00041	
	560000.59	4197301.08	0.01054
560010.59	4197301.08	0.00784	
	560020.59	4197301.08	0.00592
560030.59	4197301.08	0.00466	
	560040.59	4197301.08	0.00381
560050.59	4197301.08	0.00320	
	560060.59	4197301.08	0.00275
560070.59	4197301.08	0.00240	
	560080.59	4197301.08	0.00212
560090.59	4197301.08	0.00189	
	560100.59	4197301.08	0.00170
560000.59	4197311.08	0.01110	
	560010.59	4197311.08	0.00818
560020.59	4197311.08	0.00615	
	560030.59	4197311.08	0.00482
560040.59	4197311.08	0.00392	

	560050.59	4197311.08	0.00329
560060.59	4197311.08	0.00281	
	560070.59	4197311.08	0.00245
560080.59	4197311.08	0.00216	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M**3 ***

X-COORD (M)	Y-COORD (M)	CONC
560090.59	4197311.08	0.00192
560100.59	4197311.08	0.00173
560000.59	4197321.08	0.01132
560010.59	4197321.08	0.00836
560020.59	4197321.08	0.00629
560030.59	4197321.08	0.00493
560040.59	4197321.08	0.00401
560050.59	4197321.08	0.00335
560060.59	4197321.08	0.00286
560070.59	4197321.08	0.00248
560080.59	4197321.08	0.00218
560090.59	4197321.08	0.00194
560100.59	4197321.08	0.00174
560000.59	4197331.08	0.01120
560010.59	4197331.08	0.00836
560020.59	4197331.08	0.00633
560030.59	4197331.08	0.00497
560040.59	4197331.08	0.00404
560050.59	4197331.08	0.00337
560060.59	4197331.08	0.00287
560070.59	4197331.08	0.00249
560080.59	4197331.08	0.00219
560090.59	4197331.08	0.00195
560100.59	4197331.08	0.00175

	560000.59	4197341.08	0.01075
560010.59	4197341.08	0.00817	
	560020.59	4197341.08	0.00625
560030.59	4197341.08	0.00494	
	560040.59	4197341.08	0.00402
560050.59	4197341.08	0.00337	
	560060.59	4197341.08	0.00287
560070.59	4197341.08	0.00249	
	560080.59	4197341.08	0.00219
560090.59	4197341.08	0.00195	
	560100.59	4197341.08	0.00175
560000.59	4197351.08	0.01017	
	560010.59	4197351.08	0.00782
560020.59	4197351.08	0.00606	
	560030.59	4197351.08	0.00484
560040.59	4197351.08	0.00398	
	560050.59	4197351.08	0.00334
560060.59	4197351.08	0.00286	
	560070.59	4197351.08	0.00249
560080.59	4197351.08	0.00220	
	560090.59	4197351.08	0.00196
560100.59	4197351.08	0.00176	
	560000.59	4197361.08	0.00975
560010.59	4197361.08	0.00747	
	560020.59	4197361.08	0.00586
560030.59	4197361.08	0.00473	
	560040.59	4197361.08	0.00393
560050.59	4197361.08	0.00332	
	560060.59	4197361.08	0.00286
560070.59	4197361.08	0.00249	
	560080.59	4197361.08	0.00221
560090.59	4197361.08	0.00197	
	560100.59	4197361.08	0.00177
560000.59	4197371.08	0.00912	
	560010.59	4197371.08	0.00712
560020.59	4197371.08	0.00567	
	560030.59	4197371.08	0.00464
560040.59	4197371.08	0.00388	
	560050.59	4197371.08	0.00330
560060.59	4197371.08	0.00285	
	560070.59	4197371.08	0.00250
560080.59	4197371.08	0.00221	
	560090.59	4197371.08	0.00198
560100.59	4197371.08	0.00178	
	560000.59	4197381.08	0.00831
560010.59	4197381.08	0.00673	
	560020.59	4197381.08	0.00549
560030.59	4197381.08	0.00455	
	560040.59	4197381.08	0.00384
560050.59	4197381.08	0.00329	
	560060.59	4197381.08	0.00286
560070.59	4197381.08	0.00251	

	560080.59	4197381.08	0.00223
560090.59	4197381.08	0.00200	
	560100.59	4197381.08	0.00180
560000.59	4197391.08	0.00750	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560010.59	4197391.08	0.00631
560020.59	4197391.08	0.00528
560030.59	4197391.08	0.00446
560040.59	4197391.08	0.00381
560050.59	4197391.08	0.00329
560060.59	4197391.08	0.00287
560070.59	4197391.08	0.00253
560080.59	4197391.08	0.00225
560090.59	4197391.08	0.00201
560100.59	4197391.08	0.00182
560000.59	4197401.08	0.00678
560010.59	4197401.08	0.00590
560020.59	4197401.08	0.00508
560030.59	4197401.08	0.00436
560040.59	4197401.08	0.00377
560050.59	4197401.08	0.00328
560060.59	4197401.08	0.00288
560070.59	4197401.08	0.00255
560080.59	4197401.08	0.00227
560090.59	4197401.08	0.00203
560100.59	4197401.08	0.00184
560000.59	4197411.08	0.00620
560010.59	4197411.08	0.00554
560020.59	4197411.08	0.00488

	560030.59	4197411.08	0.00427
560040.59	4197411.08	0.00373	
	560050.59	4197411.08	0.00327
560060.59	4197411.08	0.00289	
	560070.59	4197411.08	0.00256
560080.59	4197411.08	0.00229	
	560090.59	4197411.08	0.00205
560100.59	4197411.08	0.00186	
	560000.59	4197421.08	0.00578
560010.59	4197421.08	0.00527	
	560020.59	4197421.08	0.00472
560030.59	4197421.08	0.00419	
	560040.59	4197421.08	0.00370
560050.59	4197421.08	0.00327	
	560060.59	4197421.08	0.00289
560070.59	4197421.08	0.00257	
	560080.59	4197421.08	0.00230
560090.59	4197421.08	0.00208	
	560100.59	4197421.08	0.00189
560000.59	4197431.08	0.00549	
	560010.59	4197431.08	0.00507
560020.59	4197431.08	0.00460	
	560030.59	4197431.08	0.00413
560040.59	4197431.08	0.00368	
	560050.59	4197431.08	0.00327
560060.59	4197431.08	0.00290	
	560070.59	4197431.08	0.00259
560080.59	4197431.08	0.00233	
	560090.59	4197431.08	0.00211
560100.59	4197431.08	0.00191	
	560000.59	4197441.08	0.00532
560010.59	4197441.08	0.00496	
	560020.59	4197441.08	0.00454
560030.59	4197441.08	0.00410	
	560040.59	4197441.08	0.00368
560050.59	4197441.08	0.00328	
	560060.59	4197441.08	0.00292
560070.59	4197441.08	0.00262	
	560080.59	4197441.08	0.00236
560090.59	4197441.08	0.00213	
	560100.59	4197441.08	0.00193
560000.59	4197451.08	0.00527	
	560010.59	4197451.08	0.00492
560020.59	4197451.08	0.00452	
	560030.59	4197451.08	0.00410
560040.59	4197451.08	0.00369	
	560050.59	4197451.08	0.00330
560060.59	4197451.08	0.00295	
	560070.59	4197451.08	0.00265
560080.59	4197451.08	0.00239	
	560090.59	4197451.08	0.00216
560100.59	4197451.08	0.00196	

	560000.59	4197461.08	0.00533
560010.59	4197461.08	0.00495	
	560020.59	4197461.08	0.00455
560030.59	4197461.08	0.00413	

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE PERIOD (43824 HRS) AVERAGE
 CONCENTRATION VALUES FOR SOURCE GROUP: Y2_OFF ***
 INCLUDING SOURCE(S):
 A0000016 , A0000017 , A0000018 , A0000019 ,
 A0000020 ,
 A0000021 , A0000022 , A0000023 ,
 A0000024 ,

*** DISCRETE
 CARTESIAN RECEPTOR POINTS ***

MICROGRAMS/M**3 ** CONC OF PM_2.5 IN
 **

X-COORD (M)	Y-COORD (M)	CONC
560040.59	4197461.08	0.00372
560050.59	4197461.08	0.00334
560060.59	4197461.08	0.00299
560070.59	4197461.08	0.00269
560080.59	4197461.08	0.00243
560090.59	4197461.08	0.00220
560100.59	4197461.08	0.00200
560000.59	4197471.08	0.00549
560010.59	4197471.08	0.00508
560020.59	4197471.08	0.00464
560030.59	4197471.08	0.00421
560040.59	4197471.08	0.00379
560050.59	4197471.08	0.00340
560060.59	4197471.08	0.00305
560070.59	4197471.08	0.00275
560080.59	4197471.08	0.00248
560090.59	4197471.08	0.00224
560100.59	4197471.08	0.00204
560000.59	4197481.08	0.00577
560010.59	4197481.08	0.00529
560020.59	4197481.08	0.00480
560030.59	4197481.08	0.00433
560040.59	4197481.08	0.00389
560050.59	4197481.08	0.00348

	560060.59	4197481.08	0.00313
560070.59	4197481.08	0.00281	
	560080.59	4197481.08	0.00253
560090.59	4197481.08	0.00229	
	560100.59	4197481.08	0.00209
560000.59	4197491.08	0.00619	
	560010.59	4197491.08	0.00561
560020.59	4197491.08	0.00504	
	560030.59	4197491.08	0.00452
560040.59	4197491.08	0.00403	
	560050.59	4197491.08	0.00359
560060.59	4197491.08	0.00322	
	560070.59	4197491.08	0.00288
560080.59	4197491.08	0.00259	
	560090.59	4197491.08	0.00235
560100.59	4197491.08	0.00215	
	560000.59	4197501.08	0.00679
560010.59	4197501.08	0.00606	
	560020.59	4197501.08	0.00538
560030.59	4197501.08	0.00475	
	560040.59	4197501.08	0.00420
560050.59	4197501.08	0.00373	
	560060.59	4197501.08	0.00332
560070.59	4197501.08	0.00296	
	560080.59	4197501.08	0.00267
560090.59	4197501.08	0.00242	
	560100.59	4197501.08	0.00221
559954.71	4197549.49	0.01995	
	559973.36	4197549.21	0.02058
559980.26	4197544.34	0.01796	
	559978.21	4197528.15	0.01306
559969.70	4197512.85	0.01020	
	559971.05	4197308.01	0.02088
559970.20	4197308.43	0.02133	
	559912.41	4197414.97	0.00459
559912.33	4197415.37	0.00459	
	559959.36	4197429.45	0.00602
559960.20	4197441.75	0.00588	
	559926.03	4197543.45	0.01581

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE SUMMARY OF
 MAXIMUM PERIOD (43824 HRS) RESULTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M³ ***

NETWORK

GROUP ID	AVERAGE CONC			
RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-ID	
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

Y1_ALL	1ST HIGHEST VALUE IS	0.09355 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.09071 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.09000 AT (	559954.71,
4197549.49,	15.67, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.08191 AT (	559965.17,
4197571.97,	16.24, 306.41,	1.50) DC	
	5TH HIGHEST VALUE IS	0.08169 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	6TH HIGHEST VALUE IS	0.07777 AT (	559973.36,
4197549.21,	16.29, 306.41,	1.50) DC	
	7TH HIGHEST VALUE IS	0.07644 AT (	559926.03,
4197543.45,	15.36, 306.41,	1.50) DC	
	8TH HIGHEST VALUE IS	0.07287 AT (	559915.17,
4197421.97,	14.73, 306.41,	1.50) DC	
	9TH HIGHEST VALUE IS	0.06949 AT (	559912.41,
4197414.97,	15.28, 306.41,	1.50) DC	
	10TH HIGHEST VALUE IS	0.06936 AT (	559912.33,
4197415.37,	15.26, 306.41,	1.50) DC	

Y1_ON	1ST HIGHEST VALUE IS	0.08728 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.08428 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.07081 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.06867 AT (	559954.71,

4197549.49,	15.67,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.06779 AT (559915.17,
4197421.97,	14.73,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.06459 AT (559912.41,
4197414.97,	15.28,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.06445 AT (559912.33,
4197415.37,	15.26,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.06302 AT (559915.17,
4197471.97,	15.23,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.05955 AT (559926.03,
4197543.45,	15.36,	306.41,	1.50) DC
10TH HIGHEST VALUE IS			0.05807 AT (559915.17,
4197521.97,	15.78,	306.41,	1.50) DC
Y1_OFF 1ST HIGHEST VALUE IS			0.02771 AT (559965.17,
4197571.97,	16.24,	306.41,	1.50) DC
2ND HIGHEST VALUE IS			0.02668 AT (559965.17,
4197621.97,	16.80,	306.41,	1.50) DC
3RD HIGHEST VALUE IS			0.02312 AT (559915.17,
4197721.97,	17.04,	306.41,	1.50) DC
4TH HIGHEST VALUE IS			0.02278 AT (559970.20,
4197308.43,	15.78,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.02230 AT (559971.05,
4197308.01,	15.55,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.02199 AT (559973.36,
4197549.21,	16.29,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.02133 AT (559954.71,
4197549.49,	15.67,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.02070 AT (559965.17,
4197671.97,	17.07,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.01968 AT (559915.17,
4197671.97,	16.52,	306.41,	1.50) DC
10TH HIGHEST VALUE IS			0.01918 AT (559980.26,
4197544.34,	16.44,	306.41,	1.50) DC
Y2_ALL 1ST HIGHEST VALUE IS			0.08492 AT (559960.20,
4197441.75,	15.15,	306.41,	1.50) DC
2ND HIGHEST VALUE IS			0.08234 AT (559959.36,
4197429.45,	15.09,	306.41,	1.50) DC
3RD HIGHEST VALUE IS			0.08214 AT (559954.71,
4197549.49,	15.67,	306.41,	1.50) DC
4TH HIGHEST VALUE IS			0.07500 AT (559965.17,
4197571.97,	16.24,	306.41,	1.50) DC
5TH HIGHEST VALUE IS			0.07432 AT (559969.70,
4197512.85,	15.95,	306.41,	1.50) DC
6TH HIGHEST VALUE IS			0.07108 AT (559973.36,
4197549.21,	16.29,	306.41,	1.50) DC
7TH HIGHEST VALUE IS			0.06974 AT (559926.03,
4197543.45,	15.36,	306.41,	1.50) DC
8TH HIGHEST VALUE IS			0.06614 AT (559915.17,
4197421.97,	14.73,	306.41,	1.50) DC
9TH HIGHEST VALUE IS			0.06309 AT (559912.41,

4197414.97, 15.28, 306.41, 1.50) DC
10TH HIGHEST VALUE IS 0.06296 AT (559912.33,
4197415.37, 15.26, 306.41, 1.50) DC

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
 Data

*** THE SUMMARY OF
 MAXIMUM PERIOD (43824 HRS) RESULTS ***

*** CONC OF PM_{2.5} IN
 MICROGRAMS/M³ ***

NETWORK

GROUP ID	AVERAGE CONC			
RECEPTOR	(XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	GRID-ID	
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

Y2_ON	1ST HIGHEST VALUE IS	0.07904 AT (	559960.20,
4197441.75,	15.15, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.07633 AT (	559959.36,
4197429.45,	15.09, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.06412 AT (	559969.70,
4197512.85,	15.95, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.06219 AT (	559954.71,
4197549.49,	15.67, 306.41,	1.50) DC	
	5TH HIGHEST VALUE IS	0.06139 AT (	559915.17,
4197421.97,	14.73, 306.41,	1.50) DC	
	6TH HIGHEST VALUE IS	0.05849 AT (	559912.41,
4197414.97,	15.28, 306.41,	1.50) DC	
	7TH HIGHEST VALUE IS	0.05837 AT (	559912.33,
4197415.37,	15.26, 306.41,	1.50) DC	
	8TH HIGHEST VALUE IS	0.05707 AT (	559915.17,
4197471.97,	15.23, 306.41,	1.50) DC	
	9TH HIGHEST VALUE IS	0.05393 AT (	559926.03,
4197543.45,	15.36, 306.41,	1.50) DC	
	10TH HIGHEST VALUE IS	0.05259 AT (	559915.17,
4197521.97,	15.78, 306.41,	1.50) DC	

Y2_OFF	1ST HIGHEST VALUE IS	0.02592 AT (	559965.17,
4197571.97,	16.24, 306.41,	1.50) DC	
	2ND HIGHEST VALUE IS	0.02498 AT (	559965.17,
4197621.97,	16.80, 306.41,	1.50) DC	
	3RD HIGHEST VALUE IS	0.02165 AT (	559915.17,
4197721.97,	17.04, 306.41,	1.50) DC	
	4TH HIGHEST VALUE IS	0.02133 AT (	559970.20,

4197308.43,	15.78,	306.41,	1.50)	DC	
	5TH HIGHEST VALUE IS		0.02088	AT (	559971.05,
4197308.01,	15.55,	306.41,	1.50)	DC	
	6TH HIGHEST VALUE IS		0.02058	AT (	559973.36,
4197549.21,	16.29,	306.41,	1.50)	DC	
	7TH HIGHEST VALUE IS		0.01995	AT (	559954.71,
4197549.49,	15.67,	306.41,	1.50)	DC	
	8TH HIGHEST VALUE IS		0.01939	AT (	559965.17,
4197671.97,	17.07,	306.41,	1.50)	DC	
	9TH HIGHEST VALUE IS		0.01843	AT (	559915.17,
4197671.97,	16.52,	306.41,	1.50)	DC	
	10TH HIGHEST VALUE IS		0.01796	AT (	559980.26,
4197544.34,	16.44,	306.41,	1.50)	DC	

*** RECEPTOR TYPES:

GC	=	GRIDCART
GP	=	GRIDPOLR
DC	=	DISCCART
DP	=	DISCPOLR

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN SigA
Data

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*** Message Summary : AERMOD Model Execution ***

----- Summary of Total Messages -----

```

A Total of          0 Fatal Error Message(s)
A Total of          2 Warning Message(s)
A Total of        2128 Informational Message(s)

A Total of        43824 Hours Were Processed

A Total of          2 Calm Hours Identified

A Total of        2126 Missing Hours Identified ( 4.85
Percent)

```

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***** FATAL ERROR MESSAGES *****
*** NONE ***

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***** WARNING MESSAGES *****
MX W403      244      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data
MX W403       1      PFLCNV: Turbulence data is being used w/o
ADJ_U* option      SigA Data

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*****
*** AERMOD Finishes Successfully ***
*****

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Attachment 6
Health Risk Assessment Calculations and DPM Concentration Figures

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Attachment 6: Construction Health Risk Assessment Calculations (DPM)

Eastshore Blvd Apartments Project HRA

Tier II Health Risk Calculations - Residential

METHODOLOGY

$$\text{Dose (Air)} = \text{Cair} \times \text{DBR} \times \text{A} \times \text{EF} \times \text{CF}$$

Where:

- Cair: Chemical concentration in air ($\mu\text{g}/\text{m}^3$)
- DBR: Daily breathing rate (L/kg-day)
- A: Inhalation adsorption factor (unitless)
- EF: Exposure Frequency, days at home / days in year (unitless)
- CF: 10^{-6} Conversion Factor (m^3/L and $\text{mg}/\mu\text{g}$)

$$\text{Cancer Risk (per million)} = \text{Dose (Air)} \times \text{CPF} \times \text{ASF} \times (\text{ED}/\text{AT}) \times \text{FAH} \times 1,000,000$$

Where:

- Dose: Dose of chemical in the air ($\mu\text{g}/\text{m}^3$)
- CPF: Cancer Potency Factor ($\text{mg}/\text{kg}\text{-day}$)⁻¹
- ASF: Age Sensitivity Factor
- ED: Exposure Duration (years)
- AT: Averaging Time for lifetime cancer risks
- FAH: Fraction of daily time spent at home / school

Risk Parameter Values by Age Bin

Variable	Residential Age Bin				
	3rd Trimester	0-2 Years	2-16 Years	16-30 Years	16-70 Years
DBR	361	1090	572	261	233
A	1	1	1	1	1
EF	0.96	0.96	0.96	0.96	0.96
CF	1.00E-06	1.00E-06	1.00E-06	1.00E-06	1.00E-06
CPF	1.1	1.1	1.1	1.1	1.1
ASF	10	10	3	1	1
ED	0.25	2	14	14	54
AT	70	70	70	70	70
FAH	0.85	0.85	0.72	0.73	0.73

AERMOD Modeled DPM Concentrations (PMI/MEIR)

	Conc.	<u>PMI</u>		Conc.	<u>MEIR</u>	
		X	Y		X	Y
Year 1	0.42756	559960.20	4197441.75	0.10802	560030.59	4197451.08
Year 2	0.41177	559960.20	4197441.75	0.10395	560030.59	4197451.08

Risk Assessment Year 1 MEIR

Scenario	AERMOD DPM Conc.	Chronic Hazard Quotient
Year 1	0.10802	0.021604
Year 2	0.10395	0.02079

Year 1 Dose @ MEIR

Age Group	Cair x	BR	A	EF	CF	=	Dose
3rd Trimester	0.10802	361	1	0.96	1.00E-06	=	3.74E-05
0-2 Years	0.10802	1090	1	0.96	1.00E-06	=	1.13E-04
2-16 Years	0.10802	572	1	0.96	1.00E-06	=	5.92E-05
16-30 Years	0.10802	261	1	0.96	1.00E-06	=	2.70E-05
30-70 Years	0.10802	233	1	0.96	1.00E-06	=	2.41E-05

Year 1 Excess Risk at MEIR

Age Group	Dose	CPF	ASF	ED	AT	FAH	Conversion	Risk
3rd Trimester	3.74E-05	1.1	10	0.25	70	0.85	1,000,000	1.2
0-2 Years	1.13E-04	1.1	10	1.00	70	0.85	1,000,000	15.1
0-2 Years	1.13E-04	1.1	10	1.00	70	0.85	1,000,000	15.1
2-16 Years	5.92E-05	1.1	3	1.00	70	0.72	1,000,000	2.0
16-30 Years	2.70E-05	1.1	1	1.00	70	0.73	1,000,000	0.3
30-70 Years	2.41E-05	1.1	1	1.00	70	0.73	1,000,000	0.3

Year 2 Dose @ MEIR

Age Group	Cair x	BR	A	EF	CF	=	Dose
0-2 Years	0.10395	1090	1	0.96	1.00E-06	=	1.09E-04
2-16 Years	0.10395	572	1	0.96	1.00E-06	=	5.70E-05
16-30 Years	0.10395	261	1	0.96	1.00E-06	=	2.60E-05
30-70 Years	0.10395	233	1	0.96	1.00E-06	=	2.32E-05

Year 2 Excess Risk at MEIR

Age Group	Dose	CPF	ASF	ED	AT	FAH	Conversion	Risk
0-2 Years	1.09E-04	1.1	10	1.00	70	0.85	1,000,000	14.5
2-16 Years	5.70E-05	1.1	3	1.00	70	0.72	1,000,000	1.9
16-30 Years	2.60E-05	1.1	1	1.00	70	0.73	1,000,000	0.3
30-70 Years	2.32E-05	1.1	1	1.00	70	0.73	1,000,000	0.3

Total Excess Risk at MEIR (Cumulative, Based on Age at Start of Construction)

	Infant	Child < 2	Child 2<x<16	Adult 16<x<30	Adult 30<x<70
Year 1	16.3	15.1	2.0	0.3	0.3
Year 2	14.5	14.5	1.9	0.3	0.3
Total	30.8	29.6	3.9	0.6	0.5

Attachment 6: Construction Health Risk Assessment Calculations (DPM)

Eastshore Blvd Apartments Project HRA

Tier IV Final Health Risk Calculations - Residential

METHODOLOGY

$$\text{Dose (Air)} = \text{Cair} \times \text{DBR} \times \text{A} \times \text{EF} \times \text{CF}$$

Where:

- Cair: Chemical concentration in air ($\mu\text{g}/\text{m}^3$)
- DBR: Daily breathing rate (L/kg-day)
- A: Inhalation adsorption factor (unitless)
- EF: Exposure Frequency, days at home / days in year (unitless)
- CF: 10^{-6} Conversion Factor (m^3/L and $\text{mg}/\mu\text{g}$)

$$\text{Cancer Risk (per million)} = \text{Dose (Air)} \times \text{CPF} \times \text{ASF} \times (\text{ED}/\text{AT}) \times \text{FAH} \times 1,000,000$$

Where:

- Dose: Dose of chemical in the air ($\mu\text{g}/\text{m}^3$)
- CPF: Cancer Potency Factor ($\text{mg}/\text{kg-day}$)⁻¹
- ASF: Age Sensitivity Factor
- ED: Exposure Duration (years)
- AT: Averaging Time for lifetime cancer risks
- FAH: Fraction of daily time spent at home / school

Risk Parameter Values by Age Bin

Variable	Residential Age Bin				
	3rd Trimester	0-2 Years	2-16 Years	16-30 Years	16-70 Years
DBR	361	1090	572	261	233
A	1	1	1	1	1
EF	0.96	0.96	0.96	0.96	0.96
CF	1.00E-06	1.00E-06	1.00E-06	1.00E-06	1.00E-06
CPF	1.1	1.1	1.1	1.1	1.1
ASF	10	10	3	1	1
ED	0.25	2	14	14	54
AT	70	70	70	70	70
FAH	0.85	0.85	0.72	0.73	0.73

AERMOD Modeled DPM Concentrations (PMI/MEIR)

	Conc.	<u>PMI</u>		Conc.	<u>MEIR</u>	
		X	Y		X	Y
Year 1	0.09355	559960.20	4197441.75	0.02585	560030.59	4197451.08
Year 2	0.08492	559960.20	4197441.75	0.02355	560030.59	4197451.08

Risk Assessment Year 1 MEIR

Scenario	AERMOD DPM Conc.	Chronic Hazard Quotient
Year 1	0.02585	0.00517
Year 2	0.02355	0.00471

Year 1 Dose @ MEIR

Age Group	Cair x	BR	A	EF	CF		Dose
3rd Trimester	0.02585	361	1	0.96	1.00E-06	=	8.95E-06
0-2 Years	0.02585	1090	1	0.96	1.00E-06	=	2.70E-05
2-16 Years	0.02585	572	1	0.96	1.00E-06	=	1.42E-05
16-30 Years	0.02585	261	1	0.96	1.00E-06	=	6.47E-06
30-70 Years	0.02585	233	1	0.96	1.00E-06	=	5.78E-06

Year 1 Excess Risk at MEIR

Age Group	Dose	CPF	ASF	ED	AT	FAH	Conversion	Risk
3rd Trimester	8.95E-06	1.1	10	0.25	70	0.85	1,000,000	0.3
0-2 Years	2.70E-05	1.1	10	1.00	70	0.85	1,000,000	3.6
0-2 Years	2.70E-05	1.1	10	1.00	70	0.85	1,000,000	3.6
2-16 Years	1.42E-05	1.1	3	1.00	70	0.72	1,000,000	0.5
16-30 Years	6.47E-06	1.1	1	1.00	70	0.73	1,000,000	0.1
30-70 Years	5.78E-06	1.1	1	1.00	70	0.73	1,000,000	0.1

Year 2 Dose @ MEIR

Age Group	Cair x	BR	A	EF	CF		Dose
0-2 Years	0.02355	1090	1	0.96	1.00E-06	=	2.46E-05
2-16 Years	0.02355	572	1	0.96	1.00E-06	=	1.29E-05
16-30 Years	0.02355	261	1	0.96	1.00E-06	=	5.89E-06
30-70 Years	0.02355	233	1	0.96	1.00E-06	=	5.26E-06

Year 2 Excess Risk at MEIR

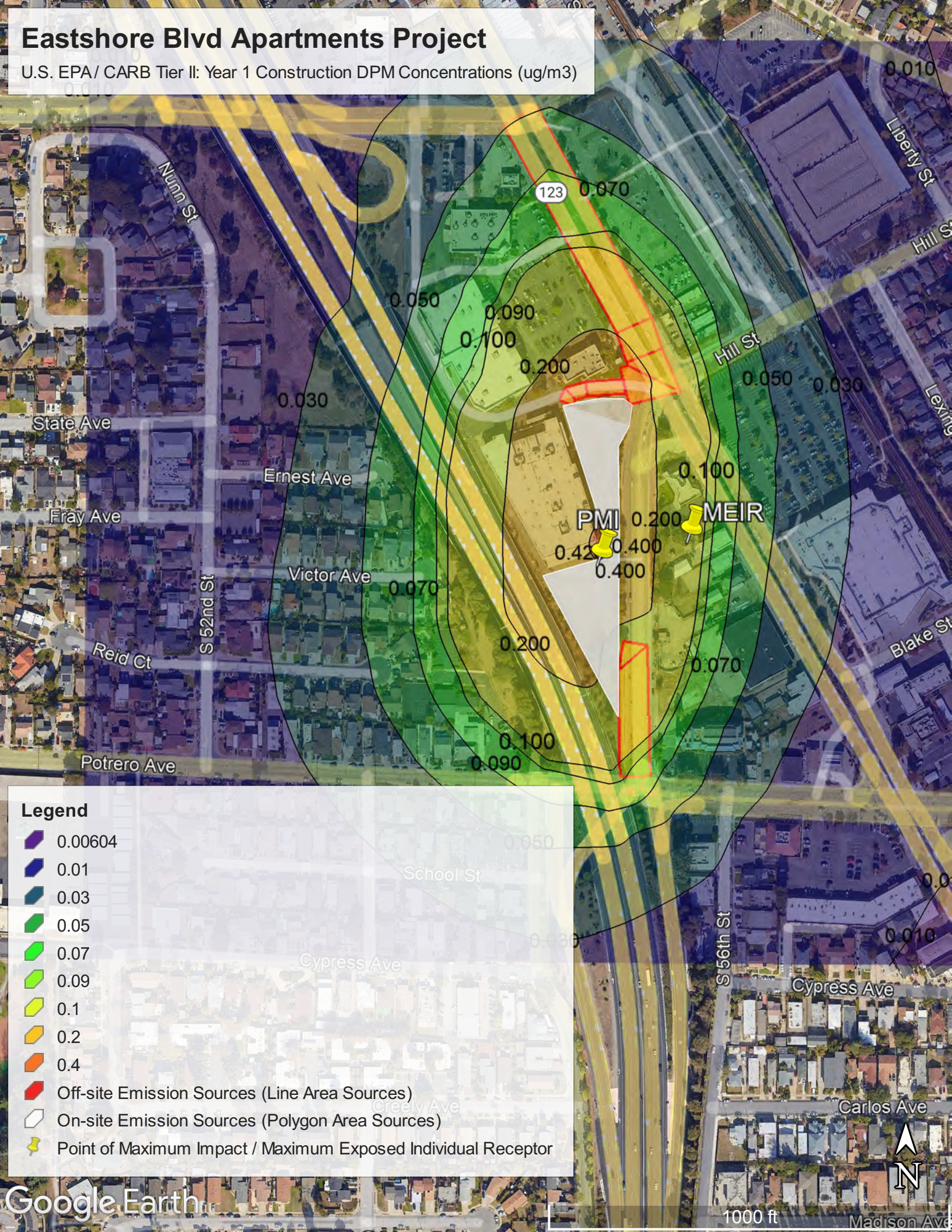
Age Group	Dose	CPF	ASF	ED	AT	FAH	Conversion	Risk
0-2 Years	2.46E-05	1.1	10	1.00	70	0.85	1,000,000	3.3
2-16 Years	1.29E-05	1.1	3	1.00	70	0.72	1,000,000	0.4
16-30 Years	5.89E-06	1.1	1	1.00	70	0.73	1,000,000	0.1
30-70 Years	5.26E-06	1.1	1	1.00	70	0.73	1,000,000	0.1

Total Excess Risk at MEIR (Cumulative, Based on Age at Start of Construction)

	Infant	Child < 2	Child 2<x<16	Adult 16<x<30	Adult 30<x<70
Year 1	3.9	3.6	0.5	0.1	0.1
Year 2	3.3	3.3	0.4	0.1	0.1
Total	7.2	6.9	0.9	0.1	0.1

Eastshore Blvd Apartments Project

U.S. EPA/ CARB Tier II: Year 1 Construction DPM Concentrations (ug/m3)



Nunn St

State Ave

Fray Ave

S 52nd St

Reid Ct

Potrero Ave

Legend

0.00604

0.01

0.03

0.05

0.07

0.09

0.1

0.2

0.4

Off-site Emission Sources (Line Area Sources)

On-site Emission Sources (Polygon Area Sources)

Point of Maximum Impact / Maximum Exposed Individual Receptor

Google Earth

School St

Cypress Ave

Greely Ave

S 56th St

Cypress Ave

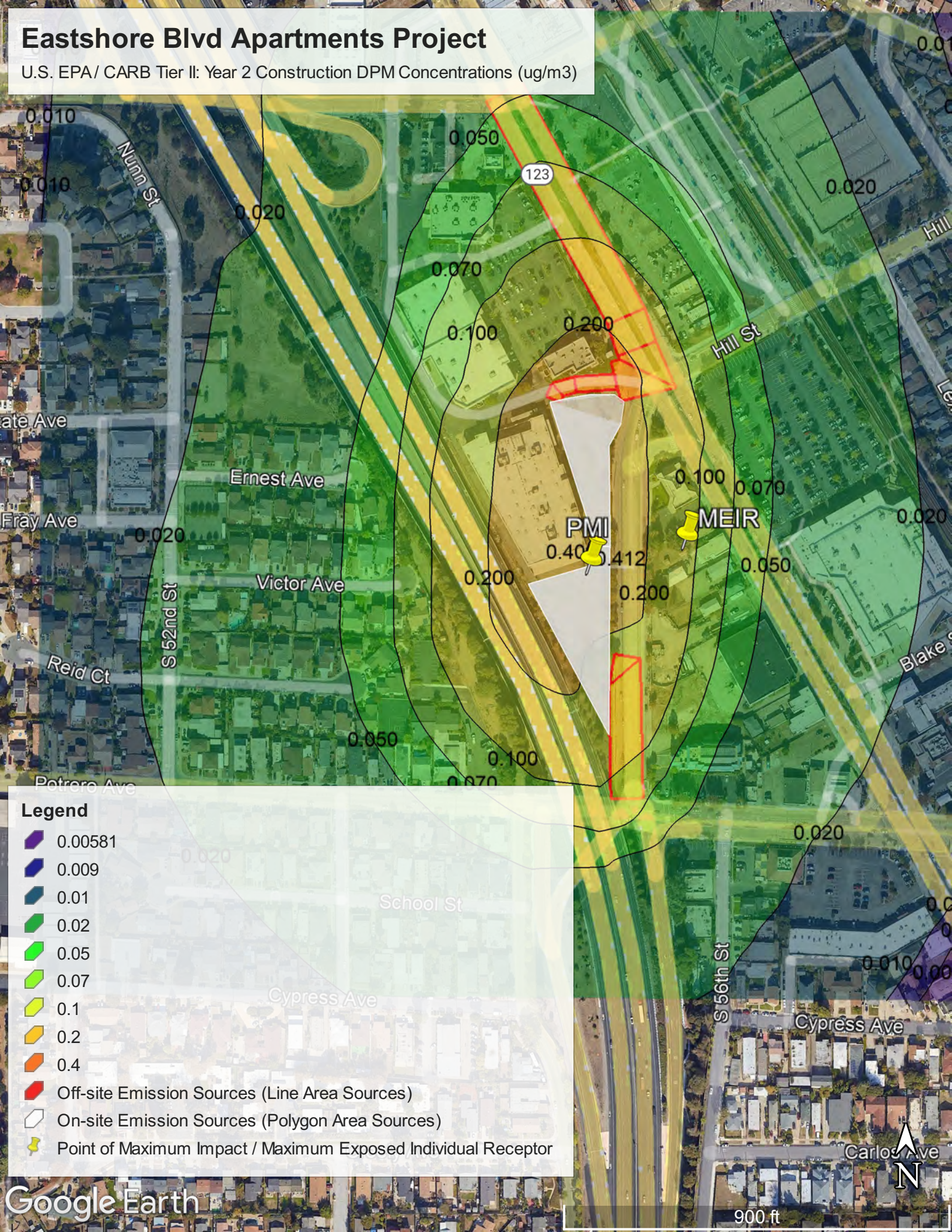
Carlos Ave

Madison Ave



Eastshore Blvd Apartments Project

U.S. EPA/ CARB Tier II: Year 2 Construction DPM Concentrations (ug/m3)



Eastshore Blvd Apartments Project

U.S. EPA/ CARB Tier IV: Year 1 Construction DPM Concentrations (ug/m3)



Eastshore Blvd Apartments Project

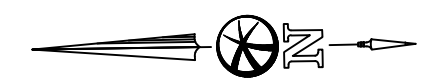
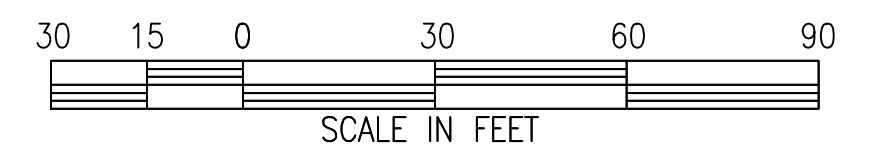
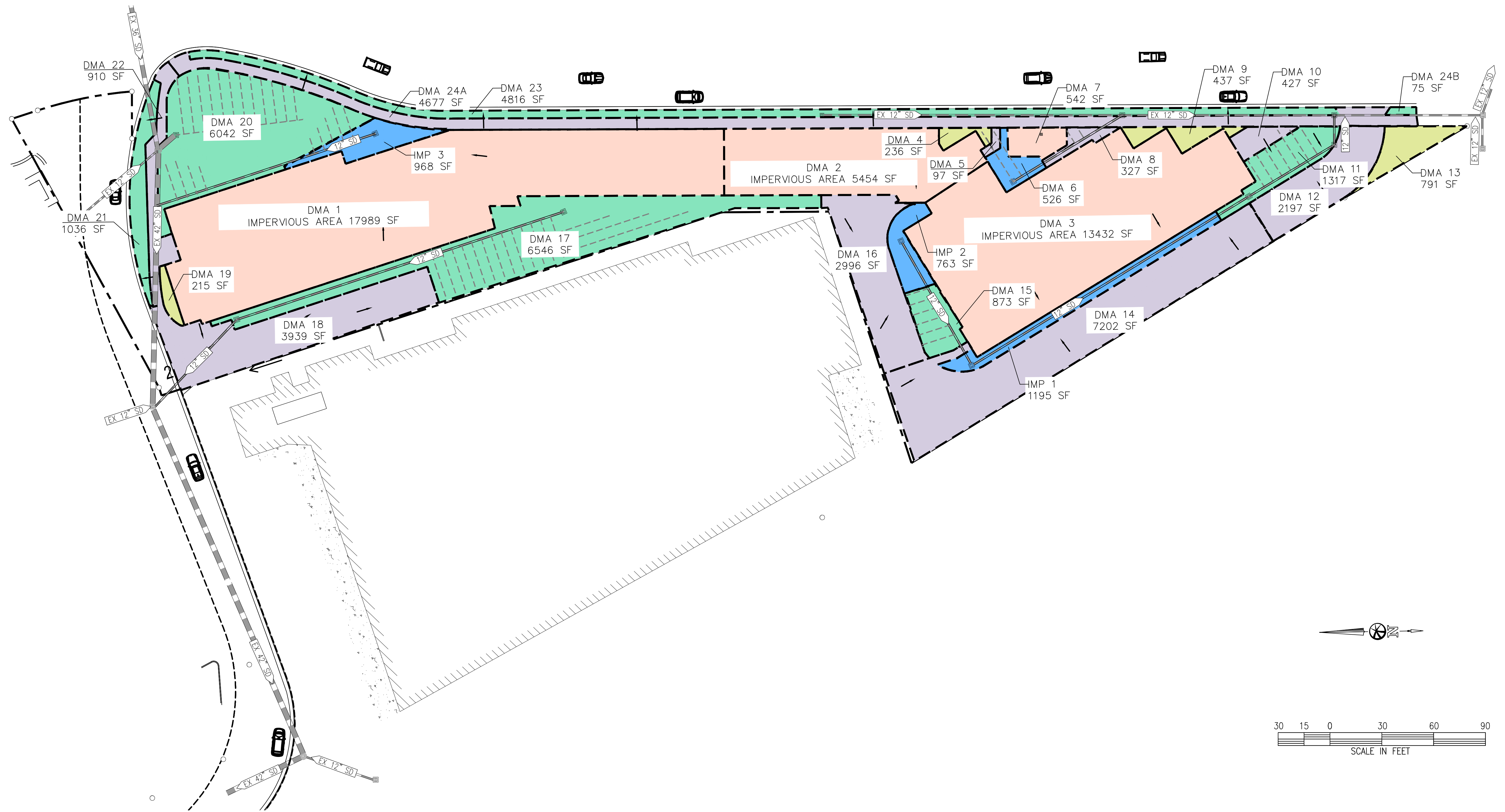
U.S. EPA/ CARB Tier IV: Year 2 Construction DPM Concentrations (ug/m3)



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APPENDIX B

STORMWATER CONTROL PLAN



IMP SIZING SUMMARY

SELF-TREATING AREA	
DMA NAME	AREA (SF)
DMA 4	236
DMA 9	437
DMA 13	791
DMA 19	215

SELF-RETAINING AREA	
DMA NAME	AREA (SF)
DMA 6	526
DMA 11	1,317
DMA 15	873
DMA 17	6,546
DMA 20	6,042
DMA 21	1,047
DMA 24A	4,677
DMA 24B	75

AREAS DRAINING TO SELF-RETAINING AREAS							
DMA NAME	AREA (SF)	POST-PROJ. SURFACE TYPE	DMA RUNOFF FACTOR	[A] AREA x RUNOFF FACTOR	RECEIVING SELF-RETAINING DMA	[B] SELF-RETAINING DMA AREA (SF)	RATIO [A]/[B]
DMA 5	97	CONCRETE	1.0	97	DMA 6	526	0.18
DMA 7	542	CONV. ROOF	1.0	542	DMA 6	526	1.03
DMA 8	327	CONCRETE	1.0	327	DMA 6	526	0.62
DMA 10	427	CONCRETE	1.0	427	DMA 11	1,317	1.32
DMA 12	2,197	CONCRETE	1.0	2,197	DMA 11	1,317	1.67
DMA 18	3,939	CONCRETE	1.0	3,939	DMA 17	6,546	0.60
DMA 22	910	CONCRETE	1.0	910	DMA 21	1,047	0.87
DMA 23	4,816	CONCRETE	1.0	4,816	DMA 24A	4,677	1.03

IMP NAME: IMP 1 IMP TYPE: FLOW-THROUGH PLANTER SOIL TYPE: C							
DMA NAME	AREA (SF)	POST-PROJ. SURFACE TYPE	DMA RUNOFF FACTOR	DMA AREA x RUNOFF FACTOR	IMP SIZING		
DMA 3	13,432	CONV. ROOF	1.0	13,432	IMP SIZING FACTOR	RAIN ADJUSTMENT FACTOR	MINIMUM AREA OR VOLUME
DMA 14	7,202	CONCRETE	1.0	7,202	0.040	1.000	PROPOSED AREA OR VOLUME
TOTAL				20,634	AREA	825	1,195

IMP NAME: IMP 2 IMP TYPE: FLOW-THROUGH PLANTER SOIL TYPE: C							
DMA NAME	AREA (SF)	POST-PROJ. SURFACE TYPE	DMA RUNOFF FACTOR	DMA AREA x RUNOFF FACTOR	IMP SIZING		
DMA 2	5,454	CONV. ROOF	1.0	5,454	IMP SIZING FACTOR	RAIN ADJUSTMENT FACTOR	MINIMUM AREA OR VOLUME
DMA 16	2,996	CONCRETE	1.0	2,996	0.040	1.000	PROPOSED AREA OR VOLUME
TOTAL				8,450	AREA	338	763

IMP NAME: IMP 3 IMP TYPE: FLOW-THROUGH PLANTER SOIL TYPE: C							
DMA NAME	AREA (SF)	POST-PROJ. SURFACE TYPE	DMA RUNOFF FACTOR	DMA AREA x RUNOFF FACTOR	IMP SIZING		
DMA 1	17,986	CONV. ROOF	1.0	17,986	IMP SIZING FACTOR	RAIN ADJUSTMENT FACTOR	MINIMUM AREA OR VOLUME
TOTAL				17,986	0.040	1.000	PROPOSED AREA OR VOLUME
TOTAL				AREA	968	719	968

LEGEND

- PROJECT BOUNDARY
- DMA BOUNDARY
- PROPOSED STORM DRAIN LINE
- 4" PERFORATED PIPE
- EASEMENT LINE
- IMPERVIOUS DMA - CONVENTIONAL ROOF
- IMPERVIOUS DMA - ASPHALT/CONCRETE
- SELF-RETAINING LANDSCAPE/PERV. PAVERS
- SELF-TREATING LANDSCAPE
- BIORETENTION/FLOW-THROUGH PLANTER
- DIRECTION OF FLOW
- STORM DRAIN MANHOLE
- STORM DRAIN INLET

PRELIMINARY
NOT FOR CONSTRUCTION

STORMWATER CONTROL PLAN
for
EL CERRITO APARTMENTS
1711 EASTSHORE BLVD.
EL CERRITO, CA

March 2022

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925-685-4569



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Attachments

- Stormwater Control Plan Exhibit
- IMP Sizing Calculator Output
- Special Project Table
- TrueGrid Pro Plus Grass Infill Paver Detail

This Stormwater Control Plan was prepared using the template dated February 2018.

I. PROJECT DATA [Complete the following table and include in Stormwater Control Plan.]

Table 1. Project Data

Project Name/Number	El Cerrito Apartments
Application Submittal Date	July 2020, Rev. Dec. 2020
Project Location	1711-1755 Eastshore Blvd. El Cerrito, CA APN 513-371-002-9
Name of Developer	AMG & Associates
Project Phase No.	N/A
Project Type and Description	One building—5 residential stories with podium parking below the building.
Project Watershed	Fluvius Innominatus Watershed
Total Project Site Area (acres)	1.83 acres (1.93 acres including a portion of Peerless and offsite sidewalk/landscape)
Total Area of Land Disturbed (acres)	1.9± acres
Total New Impervious Surface Area (sq. ft.)	0 sf
Total Replaced Impervious Surface Area	61,012 sf
Total Pre-Project Impervious Surface Area	86,033 sf
Total Post-Project Impervious Surface Area	61,012 sf
50% Rule[*]	Applies
Project Density	173 DU/Acre
Applicable Special Project Categories [Complete even if all treatment is LID]	Special Project C
Percent LID and non-LID treatment	100% LID treatment
HM Compliance [†]	Exempt—the post-project impervious area is less than the pre-project impervious area. This project will consider treatment only.

[*50% rule applies if:

Total Replaced Impervious Surface Area > 0.5 x Pre-Project Impervious Surface Area]

[†HM required (unless project meets one of the exemptions on *Guidebook* p. 9) if:

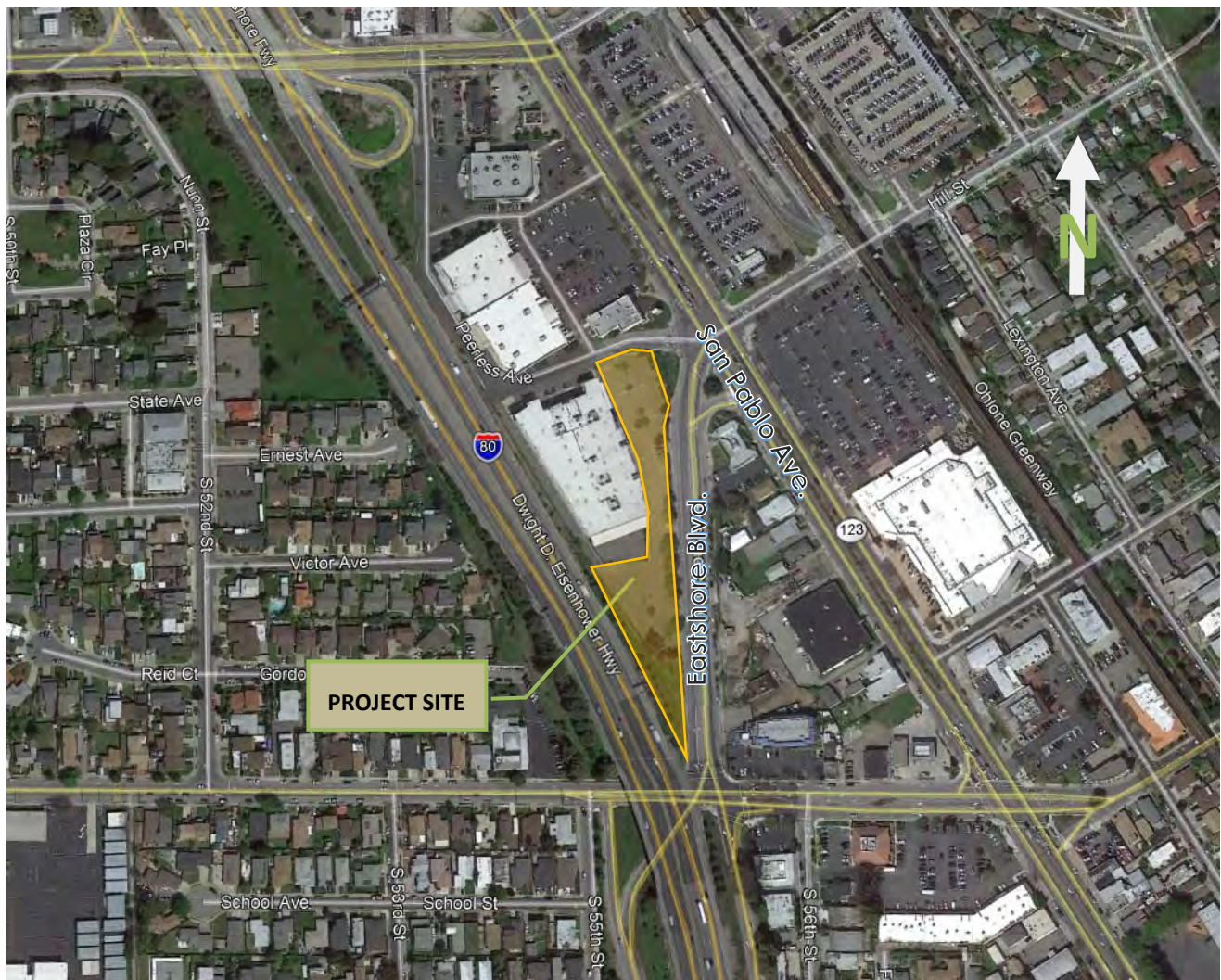
(Total New Impervious Surface Area + Total Replaced Impervious Surface Area) ≥ 1 acre]

II. SETTING

II.A. Project Location and Description

The El Cerrito Apartment Project (APN 513-371-002-9) is located at 1711 Eastshore Blvd in El Cerrito, Contra Costa County, California, just east of the Dwight D. Eisenhower Highway (I-80) as shown in the vicinity map in Figure 1 below. The proposed Project falls under the Downtown Transit Oriented Higher Intensity Mixed-Use (TOHIMU) zoning district and impacts the area of the site approximately $1.9\pm$ acres in size. The Project includes construction of one 5-story apartment building with podium parking below, amenities, two EVA access roads, and 13 uncovered pervious paver parking stalls. The proposed Project will replace 61,012 SF of impervious surfaces, reducing the overall impervious surfaces by 29%--exempting the Site from Hydrograph Modification management (i.e. flow control) requirements of the MRP. However, since the proposed Project replaces over 50% of the pre-project impervious surface, totaling over one (1) acre, it is required to include treatment measures and for 100% of the Site.

Figure 1: Vicinity Map



II.B. Existing Site Features and Conditions

The proposed project is $1.9 \pm$ acres and triangular in shape. The property is surrounded by existing commercial use properties, with an existing building and Interstate-80 running parallel to the southwest property line. The site slope ranges from 1% to 9%. A City maintained public storm drain system exists in Eastshore Blvd. Runoff captured from the Site will ultimately be directed to this storm drain system. Approximately 68% of the existing site consists of impervious asphalt drive isles and parking lot, concrete sidewalk, and conventional roof. The Site has no existing hydrologic features and consists of Type C soil per NRCS web soil survey.

II.C. Opportunities and Constraints for Stormwater Control

The following are the constraints and opportunities affecting the selection of treatment and flow control facilities for the project.

Building Roof Drainage: The proposed building architecture does not incorporate a green roof. The proposed building roof will generate runoff, which will be treated by three flow-through planters.

Access Driveway: There are two EVA access driveways on the Site. The EVA access, up to 150-ft lengths for fire truck access will utilize impervious asphalt and treated via the remaining pervious paver sections of the driveways and a flow-through planter. The adjoining sidewalks will be treated via pervious pavers and self-retaining landscape.

Uncovered Parking: The project proposes 13 uncovered parking spaces. All uncovered parking needs to be treated with a LID method, per the MRP. The parking area will utilize pervious pavers for treatment purposes, which will also be able to treat the adjacent impervious concrete sidewalk/driveways.

Landscaping: Site plan proposes extensive landscaping across property frontage, along perimeter, and throughout the courtyard area. Landscaping features are a critical component of the site design and will include a flow-through planter and various landscape planters to be utilized as treatment features.

Sidewalks: Following with the new C.3 guidelines, the replaced sidewalks within the City's ROW will be treated by the landscape planters within the ROW—both are included in the SWCP design.

Rain Cycle: The period between the dry season and rainy season are long enough to make storage of rainwater for reuse not feasible. The San Francisco Bay Area rain cycle hinders the opportunities for storage and reuse.

Group C Soil: As per NRCS Web Soil Survey, the property has group C soils. These consists mainly of clay, having a low infiltration rate (high runoff potential) when thoroughly wet and high rate of water transmission.

Ground Water Table: As per NRCS Web Soil Survey, the groundwater table is more than 80" deep.

Hydraulic Head for Stormwater Treatment: The proposed project has slopes ranging 2% to 9% providing sufficient hydraulic head for stormwater treatment.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

As this Site was previously developed, consisting of nearly 100% hardscape, the limitations to a low impact design are only constrained by lack of slopes and existing storm drain system. There are no

natural drainage features or required setbacks. The site design has been well-planned with LID taking precedent and consists of many pervious/landscape features that not only soften and beautify the Site, but also act as treatment measures for the impervious areas.

III.A.1. Limitation of development envelope

The site has slopes varying from 2% to 9% and constrained on most sides, allowing for minimal grading and drainage. Innovative measures need to be taken for the site to comply with the Contra Costa County C.3 guidelines.

III.A.2. Preservation of natural drainage features

There are no existing natural drainage features which require preservation. There is an existing drainage ditch within the Caltrans ROW with two existing storm drain catch basins on either end.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

There are no nearby creeks, wetlands and/or riparian habitat which require a setback within or surrounding the Site's boundaries.

III.A.4. Minimization of imperviousness

To minimize the use of impervious surfaces, pervious pavers will be utilized when possible. Landscape features are proposed where impervious surfaces are not necessary.

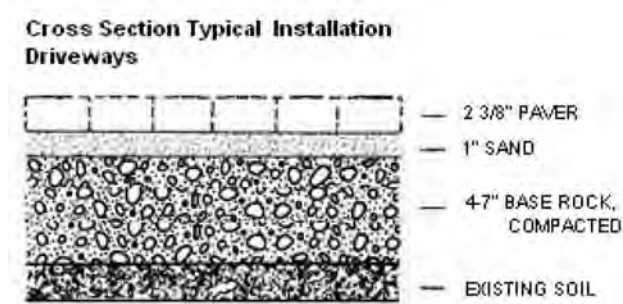
III.A.5. Use of drainage as a design element

The improvements will be designed to drain to LID treatment features, including pervious pavers, flow-through planters, and self-retaining landscape.

III.B. Use of Permeable Pavements

Permeable pavers (Hydro-Flo Holland 60mm) are proposed throughout the site, including to provide treatment for the uncovered parking spaces, drop-off driveways, and a portion of the EVA. The center of the EVA will utilize TureGrid Pro Plus Grass Infill Heavy Duty Pavers (see attachments for detail), which are designed for uses including fire lines. Full details of these pavers are included as attachments. The base volume control and treatment areas are parallel between the different types of paver systems, allowing them to continuously work as one unit.

Figure 2: Hydro-Flo Holland 60mm Paver



III.C. Dispersal of Runoff to Pervious Areas

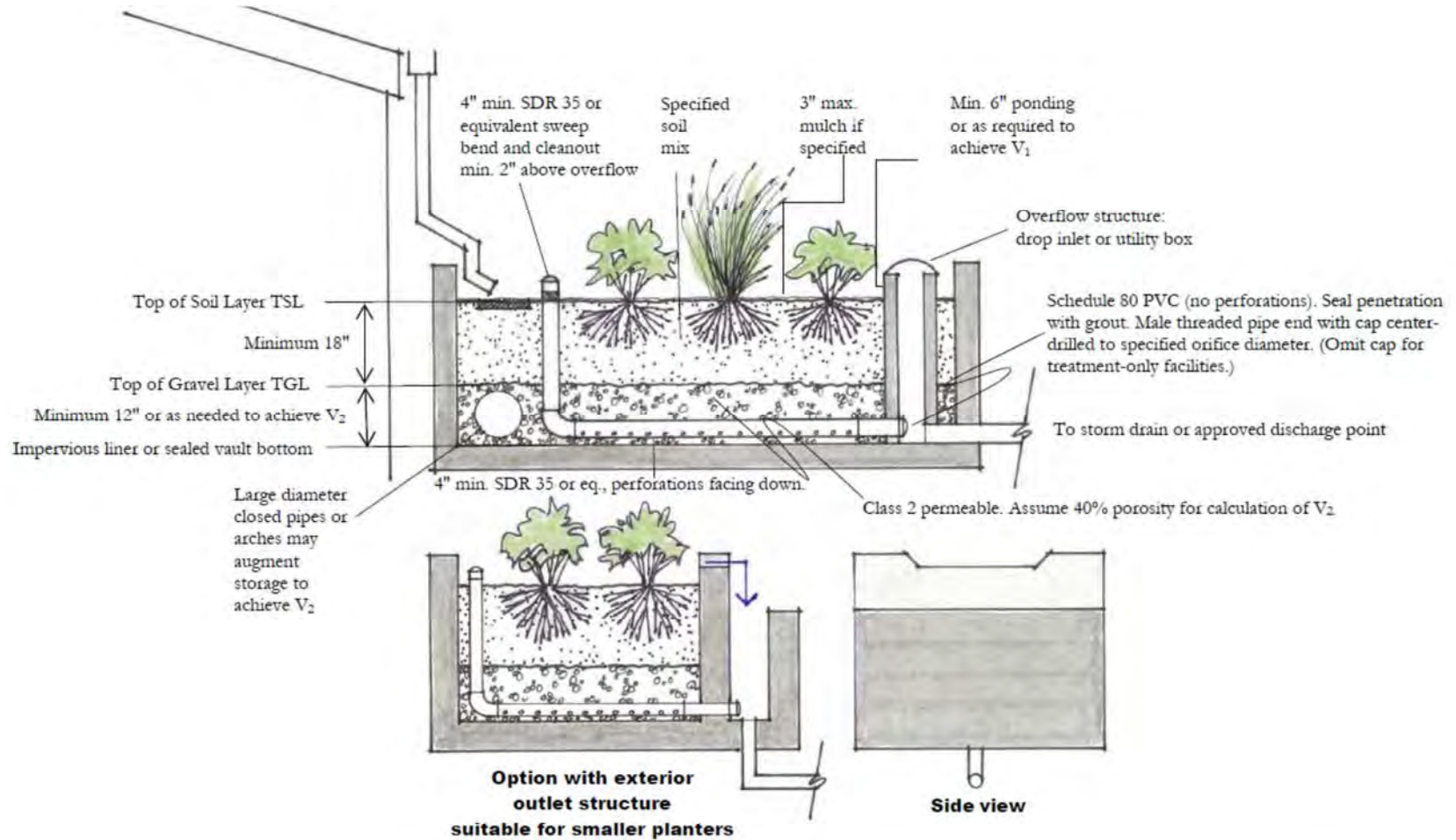
The majority of the Site's impervious areas are conventional roofs that will generate quick runoff. The roof drains will be directed to splash blocks dispersed throughout the Site, which will allow the runoff to flow to the appropriate treatment areas, where it will be treated prior to entering the existing storm drain network in Eastshore Blvd.

III.D. Bioretention or other Integrated Management Practices

Bioretention facilities and flow-through planters detain runoff in a surface reservoir, filter the runoff through plants roots and a biologically active soil mix, and then infiltrate it into the ground or relay treated runoff to a public storm drain system. Bioretention facilities typically have an open-bottom to allow for ground infiltration, as such, it is standard to construct them a minimum of 10-feet from building foundations. Previous common practice was to construct a 3:1 maximum slope around the bioretention facility. The 7th Edition Contra Costa County Stormwater C.3 Guidebook prefers a "bath tub" style, where a concrete curb surrounds the perimeter of the bioretention facility, allowing for one evenly flat soil grade. However, for bioretention facilities abutting a sidewalk, this new style could provide a potential tripping hazard and may even require a handrail, in some instances. Flow-through planters, on the other hand, are designed to be constructed next to building foundations and have a closed bottom the prevent ground infiltration. In both cases, excess treated runoff will be captured via a perforated pipe, where it will be conveyed to the public storm drain system.

The site design consists of three flow-through planter IMP's for treatment. The flow-through planters will treat the roof runoff. IMP 1 and 2 will also treat a portion of the impervious driveway. The underdrain system connects to the existing storm drain system in Peerless Ave.

Figure 3: Flow-Through Planter



Notes:

- Underdrain to be min. 4" PVC SDR 35 or equiv. with holes facing down.
- Locate underdrain as close as possible to bottom.
- No filter fabric, no landscape cloth.
- See Appendix B for soil mix specification, planting and irrigation guidance.
- See Chapter 3 for factors and equations used to calculate V_1 , V_2 and orifice diameter.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

Table 2. Drainage Management Areas (DMAs)

<i>DMA Name</i>	<i>Surface Type</i>	<i>Area (sf)</i>	<i>Drains to</i>	<i>IMP Typ</i>
DMA 1	Conventional Roof	17,986	IMP 1	Flow-through Planter
DMA 2	Conventional Roof	5,454	IMP 2	Flow-through Planter
DMA 3	Conventional Roof	13,432	IMP 3	Flow-through Planter
DMA 4	Landscape	236	DMA 4	Self-Treating
DMA 5	Concrete Sidewalk	97	DMA 6	Self-Retaining
DMA 6	Landscape	526	N/A	Self-Retaining
DMA 7	Conventional Roof	542	DMA 6	Self-Retaining
DMA 8	Concrete Sidewalk	327	DMA 6	Self-Retaining
DMA 9	Landscape	437	N/A	Self-Treating
DMA 10	Concrete Sidewalk	427	DMA 11	Self-Retaining
DMA 11	Pervious Pavers/Landscape	1,317	N/A	Self-Retaining
DMA 12	Asphalt Driveway	2,197	DMA 11	Self-Retaining
DMA 13	Landscape	791	N/A	Self-Treating
DMA 14	Asphalt Driveway	7,202	IMP 1	Flow-through Planter
DMA 15	Pervious Pavers	873	N/A	Self-Retaining
DMA 16	Asphalt Driveway	2,996	IMP 2	Flow-through Planter
DMA 17	Pervious Pavers	6,546	N/A	Self-Retaining
DMA 18	Concrete Driveway	3,939	DMA 17	Self-Retaining
DMA 19	Landscape	215	N/A	Self-Treating

DMA 20	Pervious Pavers/Landscape	6,042	N/A	Self-Retaining
DMA 21	Landscape	1,047	N/A	Self-Retaining
DMA 22	Concrete Sidewalk	910	DMA 21	Self-Retaining
DMA 23	Concrete Sidewalk	4,816	DMA 24	Self-Retaining
DMA 24	Landscape	4,627	N/A	Self-retaining
DMA 25	Landscape	75	N/A	Self-Retaining

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 17,986 square feet, is an impervious conventional roof that drains to flow-through planter, IMP 3.

DMA 2, totaling 5,454 square feet, is an impervious conventional roof that drains to flow-through planter, IMP 2.

DMA 3, totaling 13,432 square feet, is an impervious conventional roof that drains to flow-through planter, IMP 1.

DMA 4, totaling 236 square feet, is a self-treating landscape area along Eastshore Blvd.

DMA 5, totaling 97 square feet, is an impervious concrete walkway that drains to the self-retaining landscape planter, DMA 6.

DMA 6, totaling 526 square feet, self-retaining landscape area fronting Eastshore Blvd.

DMA 7, totaling 542 square feet, is an impervious conventional roof that drains to self-retaining landscape planter, DMA 6.

DMA 8, totaling 327 square feet, is an impervious concrete sidewalk that drains to self-retaining landscape planter, DMA 6.

DMA 9, totaling 437 square feet, self-treating landscape area fronting Eastshore Blvd.

DMA 10, totaling 427 square feet, an impervious concrete sidewalk drains to self-retaining landscape planter, DMA 11.

DMA 11, totaling 1,317 square feet, consists of self-retaining pervious pavers and landscape planters near the Eastshore Blvd. driveway.

DMA 12, totaling 2,197 square feet, consists of an impervious asphalt driveway That drains to self-retaining DMA 11.

DMA 13, totaling 791 square feet, is a self-treating landscape planter located at the southernmost tip of the Site along Eastshore Blvd.

DMA 14, totaling 7,202 square feet, is an impervious asphalt driveway that drains to IMP 1 and is located near the Eastshore Blvd. driveway.

DMA 15, totaling 873 square feet, is a self-retaining area consisting of pervious paver and landscape planter.

DMA 16, totaling 2,996 square feet, is an impervious asphalt driveway that drains to IMP 2.

DMA 17, totaling 6,546 square feet, is the self-retaining pervious paver section of the driveway off Peerless Ave.

DMA 18, totaling 3,939 square feet, is the impervious asphalt driveway located off Peerless Ave. DMA 18 drains to self-retaining DMA 17.

DMA 19, totaling 215 square feet, is a self-treating landscape planter near Peerless Ave.

DMA 20, totaling 6,042 square feet, is a self-retaining area consisting of pervious pavers and landscape.

DMA 21, totaling 1,047 square feet, is a self-retaining landscape area off Peerless Ave.

DMA 22, totaling 910 square feet, is an impervious sidewalk fronting Peerless Ave. DMA 22 drains to self-retaining DMA 21.

DMA 23, totaling 4,816 square feet, impervious concrete sidewalk along Eastshore Blvd. DMA 23 drains to self-retaining DMA 24.

DMA 24, totaling 4,677 square feet, is a self-retaining landscape area along Eastshore Blvd.

DMA 25, totaling 75 square feet, is a self-retaining landscape area along Eastshore Blvd.

IV.B. Integrated Management Practice Descriptions

This project does not require non-LID treatment.

IV.C. Tabulation and Sizing Calculations

The Contra Costa County C.3 Stormwater Sizing Tool software was used to determine stormwater treatment calculations. The summary output from the software is included as an attachment.

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

Pollutants that accompany traditional residential and limited agriculture facilities can be expected at this Site, such as pesticides or other unwanted pollutants draining into the on-site storm drain inlets without being pre-treated.

V.B. Source Control Table

Table 3. Source Controls

<i>Potential source of runoff pollutants</i>	<i>Permanent source control BMPs</i>	<i>Operational source control BMPs</i>
On-site storm drain inlets	Inlets that could be accessed from sidewalks or driveways will be marked with the words, “No Dumping! Flows to Bay” or similar.	Inlet markings will be inspected annually and replaced or renewed, as needed. Swales and related structures and features will be inspected and maintained as specified in the BMP Operation and Maintenance Plan (to be developed and submitted for approval.) See applicable operational BMPs in Fact Sheet SC-44, “Drainage System Maintenance,” in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com. Include the following in lease agreements: “Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.”
Interior Floor Drains and elevator shaft sump pumps.	In the event that interior floor drains and/or elevator shaft sump pumps will be installed, they are to be plumbed to the sanitary sewer.	Drains will be regularly inspected and maintained to prevent blockages and overflow.
Need for Future Indoor and Structural Pest Control.	Standard building design minimizes potential needs for future pest control.	Buyers will receive integrated pest management information.

Landscape/Outside Pesticide Use.	Any native trees, shrubs, and ground cover on the site will be preserved to the maximum extent possible. Landscaping will be designed to minimize irrigation and runoff, to promote surface infiltration, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. Plants that are tolerant to saturated soil conditions will be used for landscaped Self-Retaining and Self-Treating areas. Where possible, pest-resistant plants will be selected, especially for locations adjacent to hardscape. Plants will be selected appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions to insure successful establishment.	Buyers will receive integrated pest management (IPM) information. All open space landscaping is to be maintained by a professional landscaping contractor. All landscaping will be maintained using the minimum amount of pesticides possible.
Refuse Areas— Dumpster Storage	The storage facility for the dumpster will consist of a concrete pad, graded with a drainage inlet leading to the sanitary sewer system to prevent infiltration to the storm drain and surrounding soil. Berms will prevent run-on and runoff from the concrete pad. A structure, consisting of walls, latching doors, and a roof, will prevent rain runoff and unwanted intruders from accessing the dumpsters. Signs will be posted on or near the dumpsters and trash receptacles with the words “Do not dump hazardous materials here” or similar. Trash receptacles will be placed in common meeting areas and locations where litter is most probable to occur.	All material to be stored in dumpster until onsite pickup occurs will be bagged and sealed to prevent leaks and loose debris. Dumpsters will remain covered at all times. All trash receptacles will be inspected annually for holes and cracks to prevent leaks and loose debris. Damaged trash receptacles will be repaired or replaced immediately. Trash receptacles will remain covered at all times. Litter will be picked-up daily and spills cleaned immediately. Spill control materials will be available on site at all times.
Vehicle and Equipment Cleaning		Onsite car washing will be prohibited.
Vehicle Maintenance		Onsite vehicle maintenance or repair will be prohibited.
Fire Sprinkler Test	Fire sprinkler test valves will be equipped with a means to divert test water to the sanitary sewer.	

Rooftop Equipment	Rooftop mounted equipment will be covered to prevent pollutants from contaminating the runoff.	
Roofing, Gutters and Trim	Roofing, gutters, and trims made of copper or unprotected metals that may leach into runoff will be avoided.	
Plazas, Sidewalks, and Parking Lots		Plazas, sidewalks, and parking lots will be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing will be collected and wash water containing any cleaning agent or degreaser will be discharged to the sanitary sewer to prevent entry into the storm drain system.

V.C.Features, Materials, and Methods of Construction of Source Control BMPs

The property owner will be responsible for inspecting and maintaining all treatment facilities per the final O&M Agreement with the City.

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

All stormwater treatment facilities in this plan will be maintained by the owner. The owner accepts full responsibility for interim operation and maintenance of the facilities until such time as this responsibility is formally transferred to a subsequent owner.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

- Examine downspouts from rooftops or sheet flow from paving to ensure that flow to the porous pavement 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 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.
- 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 accumulation of sediment, litter, and debris. Till or replace soil as necessary. Confirm that soil is not clogging and that the planter will drain within 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

VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table 4. Construction Plan C.3 Checklist

Stormwater Control Plan Page #	BMP Description	See Plan Sheet #s
5	The flow-through planter will be designed to treat runoff and decrease the time of concentration before discharging to the storm drain system.	
11 (Source Control Table)	On-site drain inlets to be marked with “No Dumping” message.	
11 (Source Control Table)	Preservation (if any) of native trees, shrubs or ground cover.	
11 (Source Control Table)	Plant selection to minimize irrigation and use of fertilizer and pesticides—pest-resistant.	
11 (Source Control Table)	Storage structure for the dumpster and concrete pad graded with inlet connected to the SS systems.	
11 (Source Control Table)	Enclosures for all rooftop mounted equipment to prevent pollutant contamination of runoff.	
11 (Source Control Table)	Roofing, gutters, or trim made of copper or unprotected metals that may leach into the runoff will not be permitted.	

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.

By

Print Name: Alexandra Farros-Hoeppner, PE

ATTACHMENTS

Project Name: Eastshore - El Cerrito**Project Type:** Treatment Only**Location:** El Cerrito**APN:****Drainage Area:** 86033 sf**Mean Annual Precipitation:** 20 in

I. Self-Treating Areas

DMA Name	Area (sq ft)
DMA4	236
DMA9	437
DMA13	791
DMA19	215

II. Self-Retaining Areas

DMA Name	Area (sq ft)
DMA6	526
DMA11	1317
DMA15	873
DMA17	6546
DMA20	6042
DMA21	1047
DMA24	4677
DMA25	75

III. Areas Draining to Self-Retaining Areas

DMA Name	Area (sq ft)	Surface Type	Runoff Factor	Product (Area x Runoff Factor) [A]	Receiving Self Retaining DMA	Receiving Self-Retaining DMA Area (sq ft) [B]	Ratio [A]/[B]
DMA5	97.0	Concrete or Asphalt	1.0	97.0	DMA6	526	0.18
DMA7	542.0	Conventional Roof	1.0	542.0	DMA6	526	1.03
DMA8	327.0	Concrete or Asphalt	1.0	327.0	DMA6	526	0.62
DMA10	427.0	Concrete or Asphalt	1.0	427.0	DMA11	1,317	0.32
DMA12	2,197.0	Concrete or Asphalt	1.0	2,197.0	DMA11	1,317	1.67
DMA18	3,939.0	Concrete or Asphalt	1.0	3,939.0	DMA17	6,546	0.60
DMA22	910.0	Concrete or Asphalt	1.0	910.0	DMA21	1,047	0.87
DMA23	4,816.0	Concrete or Asphalt	1.0	4,816.0	DMA24	4,677	1.03

IV. Areas Draining to IMPs

IMP Name: IMP1 (Soil Type: C)

IMP Type: Flow-Through Planter

Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA3	13,432	Conventional Roof	1.00	13,432	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA14	7,202	Concrete or Asphalt	1.00	7,202				
Total				20,634				
Area					0.040	1.000	825	1,195

IMP Name: IMP2 (Soil Type: C)

IMP Type: Flow-Through Planter

Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA2	5,454	Conventional Roof	1.00	5,454	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA16	2,996	Concrete or Asphalt	1.00	2,996				
Total				8,450				
Area					0.040	1.000	338	763

IMP Name: IMP3 (Soil Type: C)

IMP Type: Flow-Through Planter

Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA1	17,986	Conventional Roof	1.00	17,986	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Total				17,986				
Area					0.040	1.000	719	968

TABLE 3-8. NON-LID TREATMENT SYSTEMS may be allowed in these “Special Projects,” subject to a demonstration of the infeasibility of using 100% LID and local staff review and approval.
Note: This table is a summary only. Consult with local staff regarding applicability to your project.

<i>Category</i>	<i>Impervious Area</i>	<i>Project Characteristics</i>	<i>Criteria (Acreage refers to total site acreage)</i>	<i>LID Credit</i>	<i>Comments</i>
A Lot Line to Lot Line	$X \leq \frac{1}{2} \text{ Ac}$	Urban/Pedestrian design ¹ in Business/ Downtown Districts ¹	No density criterion	100%	Zero surface parking ¹ ≥ 85% Site Coverage ¹
B High Density	$\frac{1}{2} \text{ Ac} \leq X \leq 2 \text{ Ac}$	Urban/Pedestrian design ¹ in Business/ Downtown Districts ²	Floor Area Ratio ¹ (FAR) ≥ 2:1; OR for Residential (Res) projects, ≥ 50 Dwelling Units (DU)/Acre ¹ ; OR either for mixed-use projects.	50%	Zero surface parking ³ ≥ 85% Site Coverage ⁴
			FAR ≥ 3:1; OR Res ≥ 75 DU/Acre	75%	
			FAR ≥ 4:1; OR Res ≥ 100 DU/Acre	100%	
C Transit Oriented	No limit	TOD characteristics Non-auto-use project FAR ≥ 2:1 OR Res ≥ 25 DU/Acre	<i>Location Credits (count only one)</i>		
			within $\frac{1}{4}$ mi of transit hub ¹	50%	50%+ of site w/in distance
			within $\frac{1}{2}$ mi of transit hub ⁷	25%	
			within a Priority Development Area	25%	100% of site w/in PDA
			<i>Density/FAR Credits</i>		
			FAR ≥ 2:1; OR Res ≥ 30 DU/Acre	10%	
			FAR ≥ 4:1; OR Res ≥ 60 DU/Acre	20%	
			FAR ≥ 6:1; OR Res ≥ 100 DU/Acre	30%	
			<i>Minimized Parking Credits</i>		
			≤ 10% at-grade surface parking	10%	Surface parking uses LID
			Zero surface parking ³	20%	

¹ Built as part of a municipality’s stated objective to preserve or enhance a pedestrian-oriented type of urban design.

² Located in a municipality’s designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district.

³ Incidental parking allowed: surface parking required for emergency vehicle access, ADA accessibility, and passenger and freight loading zones.

⁴ Remaining portion to be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections and public uses.

⁵ Floor Area Ratio (FAR) is the ratio of total floor areas on all floors of all buildings at a project site (except structures, floors, or floor areas dedicated to parking) to the total project site area.

⁶ Gross Density (DU/Acre) is the total number of residential units divided by the acreage of the entire site area, including land occupied by public ROW, recreational, civic, commercial, and other non-residential uses.

⁷ Transit hub is a rail, light rail, or commuter rail station, or bus transfer station served by 3 or more bus routes. A bus stop with no supporting services does not qualify. A planned transit hub is a station on the Metropolitan Transportation Commission’s Regional Transit Expansion Program’s list.

**SALES:**

1495 S Winchester Blvd
San Jose, CA 95128
Off. 408.379.1436
Fax 408.379.1429

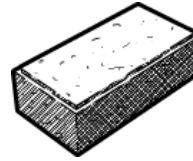
PLANT:

1895 San Felipe Rd
Hollister, CA 95023
Off. 831.637.9163
Fax 831.637.0756

www.pacinterlock.com

HOLLAND 60mm

GENERAL SPECIFICATIONS

**Section Includes**

- A. Concrete units
- B. Bedding sand
- C Execution

References

- A. American Society of Testing Materials (ASTM)
 - 1. C 936-08, Standard Specification for Interlocking Concrete Paving Units
 - 2. C 140, Standard Test Methods of Sampling and Testing Concrete Masonry Units
 - 3. C 136, Method for Sieve Analysis for Fine and Coarse Aggregate
 - 4. C 33, Specification for Concrete Aggregates.
 - 5. D 2940, Standard Specification for Graded Aggregate Material for Bases

Quality Assurance

- A. Engage an installer who has successfully completed installations similar in type and size to this project. Installer shall provide certification of experience.
- B. As applicable by state/provincial and local laws, contractor shall hold a current contractor's and business license in the state/ province and locality where work is performed.

Delivery, Storage And Handling

- A. Deliver interlocking pavers to the site in plastic wrapped cubes capable of transfer by fork lift. Unload pavers at job site in such a manner that no damage occurs to the product.
- B. Cover sand and topsoil shall with waterproof covering to prevent exposure to rainfall or removal by wind. Secure the covering in place.

Environmental Conditions

- A. Do not install sand or pavers during heavy rain or snowfall.
- B. Do not install frozen sand or topsoil.

PART 2: PRODUCTS

Holland: 8" x 4" x 2 3/8"
Stones per SF: 4.6
Stones per pallet: 480
Coverage: 104 sf per pallet
Weight: 24# /sf, 2541# /plt

Meets the requirements of ASTM C936-08: Exposed face area of $\leq 101 \text{ in}^2$ (0.065 m²), average compressive strength not less than 8000psi (55MPa) with no individual unit less than 7200 psi (50 MPa). Dimensional tolerance: Measured length or width shall not differ by more than $\pm 0.063"$ [1/16"] ($\pm 1.6\text{mm}$) from specified dimensions. Measured height shall not differ by more than $\pm 0.125"$ [1/8"] ($\pm 3.2\text{mm}$) from the specified dimensions. Test results are certified by the manufacturer.

Bedding Sand

Note: The type of sand used for bedding is often called concrete sand. Sands vary regionally. Contact contractors local to the project and confirm sand(s) successfully used in previous similar applications. Bedding sand is not used in ditch liner applications, slope protection, riparian stabilization, or with boat ramps constructed with concrete grid pavers.

Table 1
Grading Requirements for Bedding Sand

ASTM C33 CSA A23.1-M94

Sieve Size / Percent Passing		Sieve Size / Percent Passing	
3/8 in. (9.5 mm)	100	10 mm	100
No. 4 (4.75 mm)	95 to 100	5 mm	95 to 100
No. 8 (2.36 mm)	85 to 100	2.5 mm	80 to 100
No. 16 (1.18 mm)	50 to 85	1.25 mm	50 to 90
No. 30 (0.600 mm)	25 to 60	0.63 mm	25 to 65
No. 50 (0.150 mm)	0 to 30	0.315 mm	10 to 35
No. 100 (0.150 mm)	2 to 10	0.16 mm	2 to 10

Sieve Size / Percent Passing

1/2 in. (12.5 mm)	100
3/8 in. (9.5 mm)	85 to 100
No. 4 (4.75 mm)	10 to 30
No. 8 (2.36 mm)	0 to 10
No. 16 (1.18 mm)	0 to 5

Note: Local, state or provincial standards for aggregate base materials should be used for the gradation and quality of dense-graded aggregate base materials under concrete interlock paving installations. This material should be compacted to a minimum of 95% standard Proctor density.

Table 3
ASTM D 2940 Gradation for Dense-Graded Base

Sieve Size / Percent Passing	
2 in. (50 mm)	100
1/2 in. (37.5 mm)	95 to 100
3/4 in. (19.0 mm)	70 to 92
1/2 in. (9.5 mm)	50 to 70
No. 4 (4.75 mm)	35 to 55
No. 30 (0.600 mm)	12 to 25
No. 200 (0.075 mm)	0 to 8

Note: For open-graded bases, gradation conforming to ASTM No. 57 crushed stone aggregate is recommended. The material is typically placed in 4 to 6 in. (100 to 150 mm) thick lifts and compacted with at least four passes of a 10 T static roller. The base material should show no visible movement when compaction is complete. It should be kept free from sediment throughout the entire job. The gradation for No. 57 material is given in Table 4 below:

Table 4
ASTM No. 57 Gradation for Open-Graded Base

Sieve Size / Percent Passing	
1 1/2 in. (37.5 mm)	100
1 in. (25 mm)	95 to 100
1/2 in. (12.5 mm)	25 to 60
No. 4 (4.75 mm)	0 to 10
No. 8 (2.36 mm)	0 to 5

PART 3: EXECUTION

Note: The specifier should be aware that the top surface of the pavers after compaction might be 1/8 to 1/4 in. (3 to 7 mm) above the final elevations after compaction. This difference in initial and final elevations is to compensate for possible minor settling.

Examination

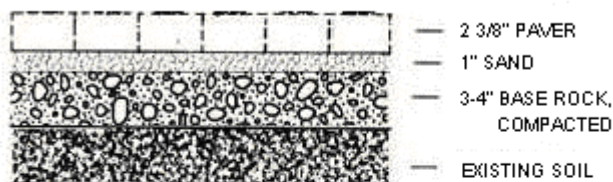
Note: For vehicular areas, specify compaction of the soil sub grade to a minimum of 95% standard Proctor density for dense-graded aggregate bases. Density should be monitored in the field with a nuclear density gauge. Compaction of open-graded bases should be with at least five passes of roller compactor without vibration. Stabilization of the soil and/or base material may be necessary with weak or saturated soils.

- A. Verify that base is dry, uniform, even, free of any sediment (if open-graded), and ready to support sand, pavers and imposed loads.
- B. Verify gradients and elevations of base are correct.
- C. Verify location, type, installation and elevations of edge restraints around the perimeter area to be paved.
- D. Beginning of installation means acceptance of base and edge restraints.

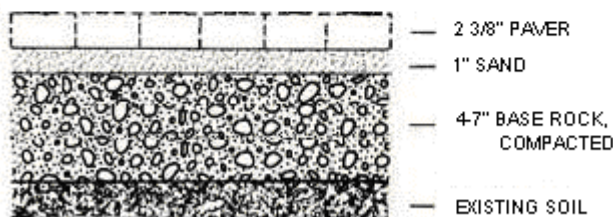
Installation

- A. Spread the sand evenly over the compacted, dense-graded base course and screed uniformly to 1 – 1 1/2 in. (25 - 40 mm) thickness. The screeded sand should not be disturbed. Place sufficient sand to stay ahead of the laid pavers.
- B. Ensure that pavers are free from foreign materials before installation.
- C. Lay the pavers in the pattern(s) as shown on the drawings. Maintain straight pattern lines.
- D. Joints between the pavers shall be between 1/16 in. and 1/8 in. (2 to 4 mm) wide.
- E. Fill gaps at the edges of the paved area with cut pavers or edge units.
- F. Cut pavers to be placed along the edge with a double-bladed splitter or masonry saw.
- G. Compact and seat the pavers into the screeded [bedding sand] [aggregate] using low amplitude, 75-90 Hz plate compactor capable of at least 5,000 lbs. (22 kN) centrifugal compaction force. Note: A rubber or neoprene pad between the compactor and grids may be necessary to prevent cracking or chipping.
- H. Vibrate and compact the pavers again, sweeping [topsoil] [the small fraction of the No. 8 aggregate] into the joints and openings until it is within 1/2 in. (13 mm) from the top surface. This will require at least two or three passes with the compactor. Do not compact within 3-ft (1 m) of the unrestrained edges of the paving units.

**Cross Section Typical Installation
for Patios and Sidewalks**



**Cross Section Typical Installation
Driveways**



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APPENDIX C

NOISE MEMORANDUM



2055 JUNCTION AVENUE, STE. 205
SAN JOSE, CA 95131
650.327.0429
WWW.MIGCOM.COM

Memo

To: Kimberley Calica, AMG & Associates, LLC

CC: --

From: Chris Dugan

Date: February 26, 2023

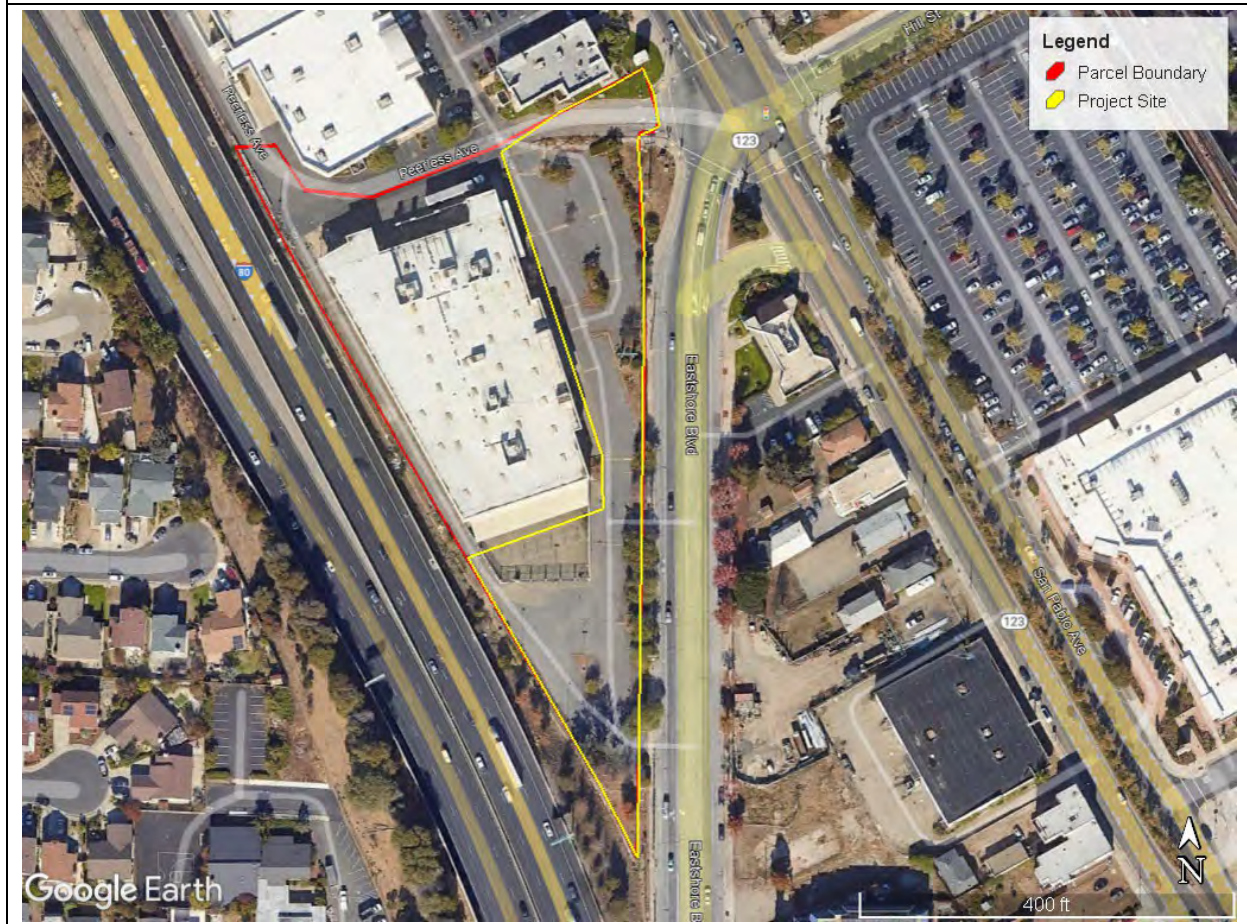
SUBJECT: Eastshore Boulevard Apartments Project Noise and Vibration Impact Evaluation

MIG, Inc. (MIG) has prepared this memorandum at the request of AMG & Associates, LLC (AMG or “the applicant”). This memorandum describes the Eastshore Boulevard Apartments Project (proposed project) and evaluates whether the proposed project would result in a new or substantially more severe significant noise and vibration impact than that identified in the City of El Cerrito’s California Environmental Quality Act (CEQA) documentation for its San Pablo Avenue Specific Plan (SPASP). As described in more detail below, the proposed project will not result in a new or substantially more severe significant noise and vibration impact because it is consistent with the SPASP land use designations, will result in temporary and permanent noise and vibration impacts consistent with the SPASP Environmental Impact Report (EIR), and has incorporated mitigation and design measures identified in the SPASP EIR related to noise and vibration attenuation.¹ Refer to Attachment 1 for background information on environmental noise and vibration, including terminology used in this memorandum.

PROJECT DESCRIPTION

The proposed project would consist of a 310-unit apartment complex located at 1711-1755 Eastshore Boulevard, near the intersection of Eastshore Boulevard/Peerless Avenue and San Pablo Avenue (State Route (SR) 123), on the western side of the City of El Cerrito, within the SPASP Area. The project site consists of a triangularly shaped, developed land parcel (Assessor’s Parcel Number 513-371-002) that is approximately 3.87 acres in total size (see Figure 1). The project site is bound by Peerless Avenue to the north, Eastshore Boulevard and Potrero Avenue to the south, Eastshore Boulevard to the east, and Interstate 80 (I-80, or Eastshore Freeway) to the west. The El Cerrito Del Norte BART station is located approximately 0.1 miles northeast of the project site. Site access is provided via Peerless Avenue and two driveways on Eastshore Boulevard.

¹ As explained in the “SPASP Background” section, the City of El Cerrito prepared an EIR for the original SPASP in 2014 and a Supplemental EIR, or SEIR, for an update to the SPASP in 2022. For the purposes of this memo, “SPASP” refers to the updated Plan and “SPASP EIR” refers to both the 2014 EIR and the 2022 SEIR documents unless specifically indicated otherwise.

Figure 1: Aerial View of Project Site

The proposed project site consists of lands classified by the City's Zoning Code and designated by the City's General Plan and SPASP as Transit-Oriented Higher-Intensity Mixed Use (TOHIMU). Lands surrounding the site generally include a mix of commercial and residential development including:

- Commercial shops (e.g., Ross Dress for Less) and a restaurant (IHOP) ping center to the north of the project site, across Peerless Avenue.
- Commercial/Professional businesses (NEK Insurance, UPS Store, El Cerrito Psychic Cottage), single-family residences, storage yards, vacant land, and a hotel (Mira Vista Berkeley North) to the east of the project site, across Eastshore Boulevard.
- Commercial businesses (e.g., Pet Vet Pet Food Supply) to the south of the project site, across Potrero Avenue.
- Residential land uses to the west of the project site, across I-80.

Existing Site Description

The existing site is 3.87 acres in size consists of a vacant commercial retail building totaling approximately 50,905 square feet in size (last occupied by Orchard Supply Hardware (OSH)), parking, and landscaping.

Proposed Project Layout and Design

The proposed project consists of a six-story apartment building with parking, landscaping, and public open space areas. The project features would occupy approximately 1.82 acres on the eastern and southern sides of 3.87-acre project site and would be constructed around the existing but vacant commercial building at the site. Refer to Attachment 2 for the project site plan (AO Architects, 2022).

The linear but irregularly shaped apartment building would be oriented in a north-south direction and run approximately 284-feet along the length of Eastshore Boulevard. The northern (near Peerless Avenue) and southern (near Potrero Avenue) ends of the building would expand towards the western side of the property. A public open space area would be located at the northern end of the site, at the intersection of Eastshore Boulevard and Peerless Avenue, and site access would occur via gated driveways that connect to Peerless Avenue and Eastshore Boulevard.

The multi-story building would have a ground-level footprint of approximately 37,862 square feet and a total building square footage of 219,622 square feet. The ground floor of the building would consist of bicycle and vehicle parking areas and residential support and amenity spaces such as an exercise room, leasing office, mail room, maintenance rooms, trash enclosures, etc. The 2nd through 6th stories would include 310 dwelling units, mostly studio units. The ground floor elevation would range from approximately 52 feet above mean sea level (AMSL) in the northern end of the building to 49.8 feet AMSL in the southern end of the building. Elevations for each floor are summarized in Table 1. The building roof would be located at 67.3 feet above grade. The total building height would reach 71 feet above grade at the top of the parapet and 79 feet above grade at the top of stair columns.

Table 1: Proposed Building – Finished Floor Elevations						
Location	Approximate Finished Floor Elevation (Feet AMSL)					
	Ground (1st)	2nd	3rd	4th	5th	6th
North End of Building	52.0	64.7	75.6	86.5	97.4	108.3
Center of Building	51.1	63.8	74.7	85.6	96.5	107.4
South End of Building	49.8	62.5	73.4	84.3	95.2	106.1
Source: AO Architects, 2022, Sheet A5.0.						

Exterior wall construction would consist of 7/8 inch (7/8") exterior plaster over two (2) layers of a water resistant barrier and metal lath, over 1/2" of exterior sheathing. Wood framing would consist of 2x6 wood studs spaced 16" on center with batt insulation. Interior walls would consist of 5/8" Type X gypsum board (AMG 2023). The project proposes Willamette brand windows and doors (Santiam Series) with a sound transmission class (STC) rating up to 36 dB. Windows would occupy less than 19% of the exterior wall surface area for all 2nd through 6th story wall façades facing San Pablo Avenue and I-80 (AO Architects, Sheets 6.2 and 6.3).

Project Construction

Project construction is anticipated to begin in the 3rd or 4th quarter of 2023 and take approximately two (2) years to complete. Construction activities would include site preparation, grading, building construction, paving, and architectural coating activities.

Noise-Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of receptors and land uses that could be sensitive to changes in existing

environmental noise levels. The noise-sensitive receptors near the proposed project site include:

- The single-family residences located approximately 110 feet east of the Project site, across Eastshore Boulevard (addressed at 11451 and 11457 San Pablo Avenue).²
- The Hotel Mira Vista Berkeley North located approximately 140 feet east of the project site (as measured to the hotel façade), across Eastshore Boulevard (addressed at 6009 Potrero Avenue).

Other potential sensitive receptors are located farther away from the proposed project and do not have a direct line of sight to the project site due to existing features located between the project site and these noise-sensitive receptors. For example, residential land uses are located approximately 200 feet west of the project site, across the I-80. These receptors would be shielded from potential project noise sources by the presence of existing buildings and the I-80 road grade and are not discussed further in this study.

SPASP BACKGROUND

The City adopted the original SPASP and certified the corresponding original SPASP EIR (State Clearinghouse Number (SCH#) 2014042025) in October 2014. The 2014 SPASP EIR evaluated the potential environmental impacts associated with the development of 1,706 new residential units and 243,112 square feet of new commercial space within the Plan Area by 2040, stating (p. 1-5), “When and if these numbers are reached, regardless of the year they are reached, new environmental analysis, documentation, and determination pursuant to CEQA would need to be conducted.”

Between the adoption of the SPASP in 2014 and 2019, more than 1,400 residential units were entitled or proposed in the Plan Area, leaving only 282 units of development capacity, as evaluated in the 2014 EIR. The City, therefore, in 2019 initiated an update to the SPASP (“SPASP Update”) to facilitate the additional development of 2,500 dwelling units and 100,000 square feet of commercial space in the Plan Area, and evaluated the potential environmental impacts of this additional growth under CEQA in a Supplemental EIR, or SEIR (SCH# 2014042025). The El Cerrito City Council adopted the SPASP Update and the corresponding SPASP Update SEIR on December 6, 2022.

Both the 2014 SPASP EIR and the 2022 SPASP Update EIR evaluated the potential environmental effects associated with implementation of the SPASP, including effects resulting from changes in land uses envisioned under the SPASP and the corresponding changes in residential and non-residential building space (i.e., square footage), residents, and employment associated with potential land uses changes. Both EIR’s also incorporated, as necessary, mitigation measures to reduce and avoid potentially significant environmental effects.

A summary of the SPASP EIR’s mitigation measures and impact findings pertaining to noise and vibration is provided in Table 2. Refer to Attachment 3 for detailed information on the SPASP EIR’s thresholds of significance, mitigation measures, and noise and vibration impact determinations.

² Unless otherwise indicated, reported distances are the shortest distance between the project site boundary and the listed land use property line, road right-of-way, etc.

Table 2: Summary of SPASP EIR Noise and Vibration Impacts	
SPASP EIR Impact Finding	SPASP EIR Mitigation Measure
Impact 13-1: Noise and Land Use Compatibility. Residential land uses facilitated by the Specific Plan would be exposed to exterior noise levels exceeding 60 dBA L _{dn} from traffic noise and 70 dBA L _{dn} from BART [Bay Area Rapid Transit] noise. Future noise levels would exceed both El Cerrito's and Richmond's noise and land use compatibility guidelines. <i>Less than Significant Impact with Mitigation.</i>	Mitigation 13-1 (preparation of a project-specific noise compatibility analysis)
Impact 13-2: Commercial Development Noise. The San Pablo Avenue Specific Plan would introduce commercial uses adjacent to residential land uses. Specific tenants for the commercial uses have not been identified, but uses would probably include retail stores, grocery stores, restaurants, or cafes. New commercial development proposed along with or next to residential development could result in noise levels exceeding City standards. Typical noise levels generated by loading and unloading would be similar to noise levels generated by truck movements on local roadways. Mechanical equipment would also have the potential to generate noise and would be a potential noise impact. <i>Less than Significant Impact with Mitigation.</i>	13-2 (preparation of project-specific noise study for commercial developments)
Impact 13-3. Construction Noise. Businesses and residences would be intermittently exposed to high levels of noise throughout the 2040 plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or more. <i>Significant and Unavoidable Adverse Impact.</i>	13-3 (implementation of construction noise control measures)
Impact 13-4: Construction-related Vibration. Residences, businesses, and historic structures could be exposed to construction-related vibration during the excavation and foundation work of buildings. <i>Significant and Unavoidable Adverse Impact.</i>	13-4 (implementation of construction vibration control measures)

Table 2: Summary of SPASP EIR Noise and Vibration Impacts

SPASP EIR Impact Finding	SPASP EIR Mitigation Measure
Project-Generated and Cumulative Traffic Noise. Specific Plan development would not result in a substantial increase in traffic noise levels above existing noise levels along area roadways. The Specific Plan would not make a “cumulatively considerable” contribution to noise levels that would be substantially increased as a result of cumulative growth in the area. <i>Less than Significant Impact</i>	None
Ground Vibration from BART Operations: Future development under the Specific Plan would not expose persons to excessive vibration from BART operations. <i>Less than Significant Impact.</i>	None

UPDATED ENVIRONMENTAL AND REGULATORY INFORMATION

The SPASP regulatory and environmental noise and vibration setting was originally presented in the 2014 EIR, Section 13.1.3 (pp. 13-6 to 13-10) and 13.2 (pp. 13-10 to 13-14), and updated in the 2022 SEIR, Section 13.1.3 (pp. 13-1 to 13-5) and 13.2 (pp. 13-5). The SPASP Update SEIR was issued for public review in July 2022 and subsequently certified by the City in December 2022. Given the short amount of time between EIR certification and the preparation of this study (less than three months), MIG assumes the noise and vibration setting information contained in the SPASP Update EIR has not changed. SPASP EIR environmental and regulatory setting information that is relevant to the proposed project is summarized below.

Environmental Setting

The SPASP EIR identifies that vehicle traffic on San Pablo Avenue and I-80 and BART trains as the predominant noise sources in the Plan Area. Both the 2014 EIR and the 2022 SEIR presented community noise survey information, including noise levels for the proposed project site (identified in the SPASP EIR as site “LT-4”). The SPASP EIR’s community noise survey results are shown in Table 3.

Table 3: Summary of SPASP EIR Noise Monitoring at Project Site

Date	Duration	Hourly L_{eq} Range ^(A)	24-Hour L_{dn} ^(A)
Thursday, 03/27/14 to Friday, 03/28/14	24-hours	65 – 76 dBA	75 dBA
Thursday, 09/02/21 to Friday, 09/03/21	24-hours	57 – 65 dBA	68 dBA
Source: City of El Cerrito 2014, p. 13-9, and 2022, p. 13-2			
(A) The precise placement of the meter in 2014 is not known; however, the monitoring in 2014 and 2021 took place at the project site, approximately 160 feet (2014) and 150 feet (2021) from the centerline of I-80.			

In addition to the community noise survey data, traffic noise modeling conducted for the SPASP EIR concluded future traffic noise levels 50 feet from the centerline of San Pablo Avenue would be 73.1 dBA L_{dn} , while future traffic noise levels 160 feet from the centerline of I-80 would be 75 dBA L_{dn} with a soundwall and 82 dBA L_{dn} (without a soundwall). Although the specific traffic volumes associated with the traffic noise modeling conducted for the SPASP EIR are not known, Caltrans’ data indicates that I-80 traffic volumes were higher in 2014 than in 2018, 2019, and 2020, the most recent three years of traffic data available, as shown in Table 4. Updated

modeling of the I-80 traffic noise volumes using historical traffic volumes indicates I-80 traffic noise levels are 80 dBA at a distance of 160 feet where no sound wall is present. Refer to Attachment 4 for detailed traffic noise modeling results.

Table 4: I-80 Traffic Volumes and Noise Exposure at Project Site		
Year	Average Daily Traffic Volume ^(A)	24-Hour Noise Exposure Level (L_{dn}) ^(B)
2014	206,000	82 dBA ^(C)
2018	161,000	--
2019	161,000	--
2020	170,000	--
2023	206,000 (assumed)	79 dBA ^(C)
Source: Caltrans, 2023, City of El Cerrito 2014, Table 13-8, and MIG (see Attachment 4) (A) Average daily traffic volumes are based on the peak monthly average daily traffic and truck volumes for the segment of I-80 adjacent to the project site (either El Cerrito – Potrero Avenue or Richmond – Junction 123 South). (B) Noise exposure level is estimated 160 feet from the centerline of I-80, without a sound wall, and with no difference in grade between the highway and the receiver or shielding of any sort. (C) Modeling for year 2020 and 2023 traffic volumes was conducted using the Federal Highway Administrations most recent Traffic Noise Model (version 3.1), which results in slightly different noise estimates than the SPASP EIR due to model improvements.		

The SPASP EIR notes that there are no airports or private airstrips in the vicinity of the Plan Area that could result in the exposure of people living or working in the Plan Area to excessive noise levels from air transportation facilities.

Regulatory Setting

The SPASP EIR describes guidelines and regulations that are related to the exposure and control of noise and vibration, including City General Plan noise policies. A summary of key regulations that are described in the SPASP EIR and relevant to the proposed project is provided below.

City of El Cerrito General Plan

Goal H3: New development complies with the noise standards established in the General Plan, all new noise sources are within acceptable standards, and existing objectionable noise sources are reduced or eliminated.

- H3.1: Noise Levels in New Residential Projects.** New residential development projects shall meet acceptable exterior noise level standards. The "normally acceptable" noise standards for new land uses are established in Table 7-1, Land Use Compatibility for Community Exterior Noise Environments, which shall be modified by Policies H3.2 through H3.12, below.
- H3.2: Outdoor Noise Levels.** The goal for maximum outdoor noise levels in residential areas is an L_{dn} of 60 dB. This level is a requirement to guide the design and location of future development and is a goal for the reduction of noise in existing development. However, 60 L_{dn} is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal will be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). The outdoor standard will not normally be applied to the small decks associated with apartments and condominiums but these will be evaluated on a case-by-case basis. Where the city

determines that providing and L_{dn} of 60 dB or lower outdoors is not feasible, the outdoor goal may be increased to an L_{dn} of 65 dB at the discretion of the Planning Commission.

- **H3.3: Indoor Noise Levels.** The indoor noise level as required by the State of California Noise Insulation Standards must not exceed an L_{dn} of 45 dBA in new housing units.” As of January 1, 2014, the State of California Building Code no longer regulates interior noise levels in multi-family residential land uses. The intention of Policy H3.3 is to establish an acceptable interior noise limit in new multi-family dwellings. For the purposes of this analysis, the 45 dBA L_{dn} interior noise limit will be used in new housing developments.
- **H3.4: Indoor Instantaneous Noise Levels.** Interior noise levels in new single-family and multi-family residential units exposed to an L_{dn} of 60 dB or greater should be limited to a maximum instantaneous noise level in the bedroom of 50 dBA. Maximum instantaneous noise levels in other rooms should not exceed 55 dB. The typical repetitive maximum instantaneous noise level at each site would be determined by monitoring. Examples would include truck passbys on busy streets, BART passbys and train warning whistles.
- **H3.5: Impacts of BART Noise.** If the noise source is BART, then the outdoor noise exposure criterion should be 70 L_{dn} for future development, recognizing that BART noise is characterized by relatively few loud events.
- **H3.6: New Commercial, Industrial and Office Noise Standards.** Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of space and shall be evaluated on a case-by-case basis. Interior noise levels in offices generally should be maintained at 45 dBA L_{eq} (hourly average) or less.
- **H3.7: Areas Below Desired Noise Standards.** These guidelines are not intended to be applied reciprocally. In other words, if an area currently is below the desired noise standards, an increase in noise up to the maximum should not necessarily be allowed. The impact of a proposed project on an existing land use should be evaluated in terms of the increase in existing noise levels and potential for adverse community impact, regardless...[sic]
- **H3.8: Non-Transportation Related Noise Sources.** For non-transportation related noise sources, noise levels outdoors should not exceed the limits in the table above. Interior noise levels shall be 15 decibels lower than those shown in the table.
- **H3.9: Noise Environment in Existing Residential Areas.** Protect the noise environment in existing residential areas. In general, the City will require the evaluation of mitigation measures for projects under the following circumstances:
 - o The project would cause the L_{dn} to increase 3 dBA or more.
 - o Any increase would result in an L_{dn} greater than 60 dBA.
 - o The L_{dn} already exceeds 60 dBA.
 - o The project has the potential to generate significant adverse community response.
- **H3.10: Mitigating the Effects of Noise on Adjacent Properties.** Require proposals to reduce noise impacts on adjacent properties by incorporating appropriate measures into the project.
- **H3.11: Commercial or Industrial Source Noise.** Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in the table below (Maximum

Allowable Noise Exposure for Stationary Noise Sources), as measured at any affected residential land use.

General Plan Table 7-1 referenced in Policy H3.1 is reproduced as Figure 2 below, and the stationary noise source standards references in Policy H3.11 are reproduced as Table 5 below.

Figure 2 : Land Use Compatibility for Community Noise Environments

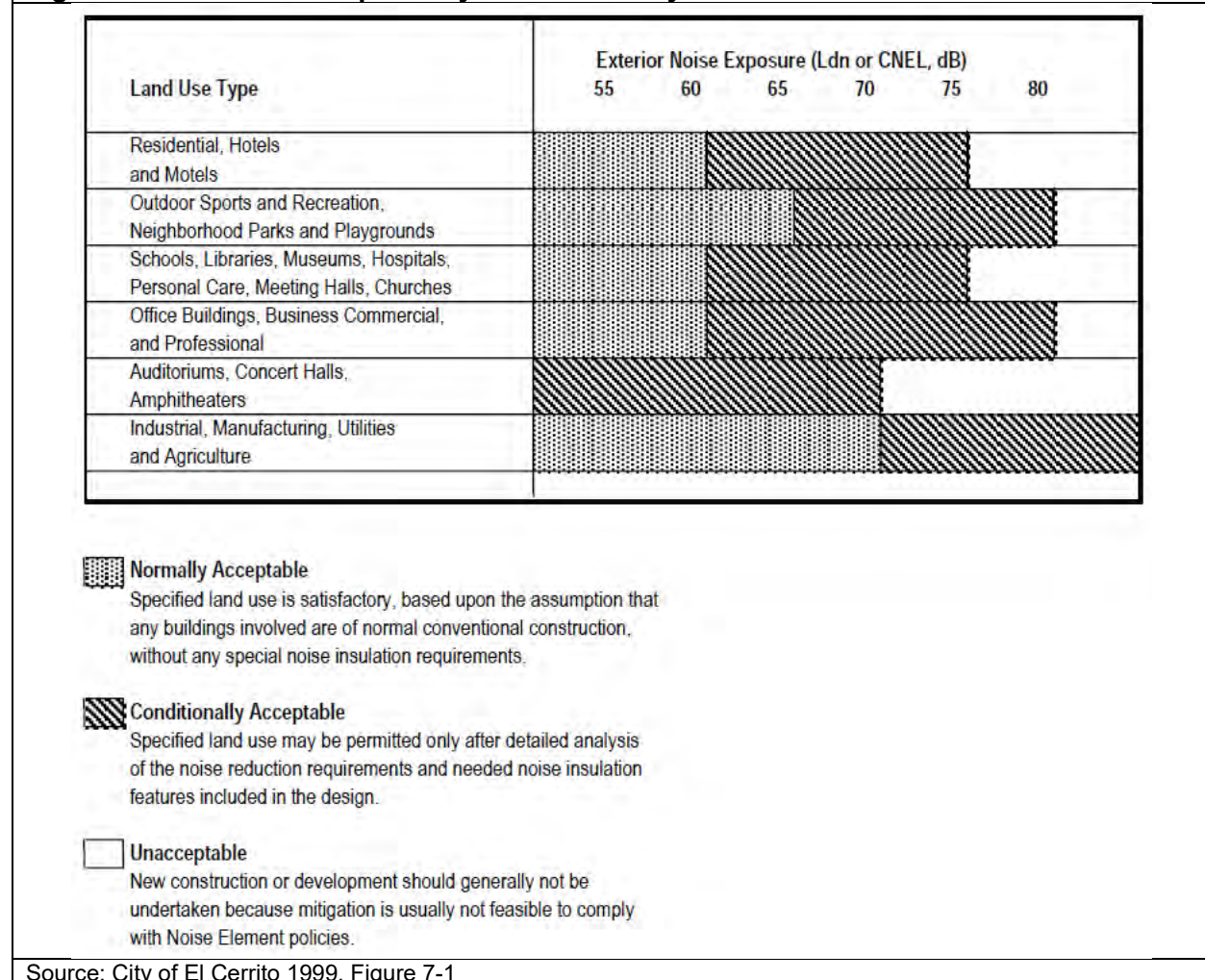


Table 5: Maximum Allowable Noise Exposure for Stationary Noise Sources^(A)

Noise Metric	Daytime (7 AM to 10 PM) ^(D)	Nighttime (10 PM to 7 AM) ^{(B), (D)}
Hourly L_{eq} , dB ^(C)	55	45
Maximum Level, dB ^(C)	70	65
Maximum Level, dB ^(D) (Impulsive Noise)	65	60

Source: City of El Cerrito, 1999, p. 7-24

(A) As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

(B) Applies only where the receiving land use operates or is occupied during nighttime hours.

(C) Sound level measurements shall be made with "slow" meter response.

(D) Sound level measurements shall be made with "fast" meter response.

(E) Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels.

NOISE AND VIBRATION ANALYSIS

The 2014 SPASP EIR states (pp. 1-4 to 1-5):

"This EIR has been prepared as a program EIR. A program EIR is a type of EIR authorized by section 15168 (Program EIR) of the CEQA Guidelines for use in documenting the environmental impacts of community general plans, redevelopment plans, specific plans, precise plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. The approach taken in preparing this EIR under the program EIR authority has been to describe the anticipated Plan area-wide and community-wide impacts of the San Pablo Avenue Plan . . . Such impacts are described at a level of detail consistent with the level of detail provided in the proposed Specific Plan. Pursuant to CEQA, this program EIR evaluates the Specific Plan-related impacts and mitigation needs that can be identified at this time. The more detailed impacts of future individual, site-specific development and infrastructure projects that may be undertaken in accordance with the Specific Plan, but which are not proposed at this time and therefore are not yet described in sufficient detail, are not considered in this program EIR; rather, the CEQA-required environmental review of such subsequent individual actions would be undertaken at a later time, if and when such proposals come before the respective jurisdictional City in the form of a site-specific development application or improvement project. At that time, when the details of the individual action are sufficiently defined, the action would be subject to its own, project-specific environmental determination by the City, in compliance with CEQA requirements."

As explained above, MIG has prepared this study to evaluate whether the proposed project will result in noise and vibration impacts that were not fully evaluated in the SPASP EIR. With regards to this evaluation MIG notes:

- The proposed project is consistent with the City's underlying Zoning Code classification and General Plan land use designation for the Project site and therefore, would not result in land use changes, population growth, or employment growth that exceeds SPASP EIR assumptions.
- The SPASP EIR's general discussions and evaluations of potential noise and vibration impacts, as well as the applicability and effectiveness of SPASP EIR mitigation measures, are considered directly relevant and applicable to the proposed project.

This study applies the SPASP EIR's thresholds of significance for the proposed project's noise and vibration analysis. Refer to Attachment 3 for these thresholds of significance.

Noise Compatibility (New Noise-Sensitive Land Uses)

This section discusses whether the proposed project would result in noise compatibility impacts for new, noise-sensitive land uses that were not fully evaluated in the SPASP EIR.

Summary of Plan RC Program EIR Noise Compatibility Impact Analysis

SPASP EIR Impact 13-1 evaluated the potential for new residential development envisioned by the SPASP to be exposed to noise levels that exceed the City's noise and land use compatibility standards, including exterior traffic noise levels above 60 dBA L_{dn} , exterior BART noise levels above 70 dBA L_{dn} , and interior noise levels above 45 dBA L_{dn} . The EIR also evaluated the potential of new residential development to be exposed to single event noise levels from BART

passbys and truck passbys that would exceed the City's instantaneous noise guideline of 50 dBA $L_{\max}$ in bedrooms and 55 dBA $L_{\max}$ in other rooms. The SPASP EIR found that new development could potentially occur in close proximity to existing high volume roadways and BART service and, therefore, be exposed to potentially incompatible noise levels. The SPASP EIR, therefore, found the potential exposure of new noise-sensitive land uses to incompatible noise levels would be a potentially significant impact.

The SPASP EIR identified that the City has existing policies that reduce adverse environmental impacts. For example, General Plan Policies H3.1, H3.2 and H3.9 requires the evaluation of project-specific measures to achieve the City's noise and land use compatibility guidelines (see Figure 2). The SPASP EIR also included Mitigation 13-1, which requires SPASP development projects that are exposed to exterior noise levels that exceed acceptable standards to use site design measures to minimize noise in outdoor activity areas and prepare a project-specific acoustical analysis that identifies the sound insulation requirements (e.g., sound rated windows) needed to achieve interior noise levels of 45 dBA Ldn or lower, and 50 dBA $L_{\max}$ (bedrooms) or 55 dBA $L_{\max}$ (other rooms) for instantaneous events.

The SPASP EIR concluded that implementation of General Plan noise policies and Mitigation 13-1 would ensure that existing and future residences in the Plan Area, as well as other noise-sensitive land uses in the Plan Area, would not be exposed to excessive noise from commercial development. This impact was considered less than significant with mitigation.

Eastshore Boulevard Apartments Project Noise Compatibility – Exterior Noise Levels

The proposed project would result in the placement of a new residential building adjacent to the I-80 corridor and San Pablo Avenue. The new building would include exterior public open space in the northeastern corner of the site but would not include other exterior use areas or private balconies.

As discussed above and shown in Table 4, the SPASP EIR includes estimates of traffic noise levels at 50 feet from the center of San Pablo Avenue and 160 feet from the center of I-80; however, based on the project's conceptual site plan, the proposed project's building façades would be closer to I-80 and farther away from San Pablo Avenue than these distances. The vacant commercial building at the project site (see Figure 1), as well as differences in elevation between I-80 and the project site's finished floor elevations (see Table 1), also influence traffic noise exposure by reflecting some noise towards some parts of the proposed building while blocking noise transmission to other parts. Table 6 below summarizes the traffic noise exposure levels modeled for the proposed project based on site- and project-specific characteristics. Refer to Attachment 4 for detailed traffic noise modeling results.

Table 6: Project Traffic Noise Exposure Levels				
Road / Project Feature	Public Open Space	North Building Section Façade	Central Building Section Façade	South Building Section Façade
<i>San Pablo Avenue</i>				
Distance to Road Centerline (Feet)	100	160 to 197	216 to 328	390
Exterior Traffic Noise (dBA L _{dn})	70.0 dBA	67.0 to 68.0	64.8 to 66.6	64.1
Exterior Noise Goal (dBA L _{dn})	-- ^(A)	60	60	60
Exterior Noise Goal Exceeded?	No	Yes ^(B)	Yes ^(B)	Yes ^(B)
<i>I-80</i>				
Distance to Road Centerline (Feet)	--	336 to 372	250 to 334	130 to 215
Exterior Traffic Noise (dBA L _{dn})	--	71.9 to 75.8	73.9 to 76.7	75.9 to 80.9
Exterior Noise Goal (dBA L _{dn})	--	60	60	60
Exterior Noise Goal Exceeded?	--	Yes ^(B)	Yes ^(B)	Yes ^(B)
Source: MIG (see Attachment 4)				
(A) This project feature is not a specific, shared recreation or outdoor use space for use by the project and is assumed to not be subject to the City's exterior noise standards for shared recreation spaces in multi-family development.				
(B) Noise levels above the exterior standard may require mitigation in the form of barriers (to meet exterior noise standards) and/or building sound insulation to meet interior noise standards.				

As shown in Table 6, the proposed project would be exposed to elevated traffic noise levels as follows:

- Public Open Space Element:** The public open space element located in the northeast corner of the project site could be exposed to future San Pablo Avenue traffic noise levels up to 70 dBA L_{dn}. The public space element includes a series of curved, split face concrete masonry unit (CMU) block walls between four (4) and six (6) feet in height that would reduce noise levels in this area by up to 5 dBA in turf areas immediately adjacent to the block wall, resulting in noise levels of approximately 65 dBA L_{dn}. This area also includes a water feature that could serve to mask traffic noise levels.

The public open space element included in the project is a requirement of the SPASP and has been designed consistent with Eastshore Boulevard's designation as a "Gateway Street" in the SPASP. The open space element is required, in part, to buffer pedestrians from traffic noise and soften the feel of busy streets. It is not a shared recreation or outdoor area for use specifically and solely by the apartment complex (i.e., it is akin to an extension of the public right-of-way where standards would not apply). This study assumes, therefore, that City's 60 dBA L_{dn} standard for shared recreational areas does not apply to the proposed project's public open space element. Nonetheless, it is noted that SPASP EIR and General Plan Policy H3.2 identify 60 dBA L_{dn} as the "goal for maximum outdoor noise levels in residential areas . . . However, 60 L_{dn} is a goal that

cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal will be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects) . . . Where the City determines that providing an L_{dn} of 60 dBA or lower outdoors is not feasible, the outdoor goal may be increase to an L_{dn} of 65 dBA at the discretion of the Planning Commission.” As noted above, the CMU walls included in the public open space element would achieve a 65 dBA L_{dn} noise level within a portion of the public open space element, consistent with General Plan Policy H.3.2.

- **Exterior Building Facades:** All exterior building facades would be exposed to noise levels above 60 dBA L_{dn} , with the highest noise exposure (80.9 dBA L_{dn}) occurring at the 2nd story level in the southern part of the apartment building. Consistent with the SPASP EIR and City General Plan Policy H3.1, exterior noise exposure levels above 60 dBA L_{dn} would be conditionally acceptable provided interior noise levels meet City standards. See “Eastshore Boulevard Apartments Project Noise Compatibility – Interior Noise Levels” for detailed analysis on the proposed project’s interior noise levels.

Eastshore Boulevard Apartments Project Noise Compatibility – Interior Noise Levels

As shown in Table 6, the proposed project’s exterior building façades would be exposed to exterior noise levels between 64.1 dBA L_{dn} and 80.9 dBA L_{dn} , with the highest traffic noise exposure occurring in the 2nd floor corner dwelling units in the south building section, located closest to I-80. In addition, based on ambient noise monitoring conducted for the SPASP EIR, the typical repetitive maximum instantaneous noise levels (L_{max}) in the vicinity of the proposed project are assumed to be up to 85 dBA L_{max} at all building façade locations.

The 2014 SPASP EIR states, “Typical construction required in California provides approximately 15 dBA of noise reduction from exterior noise sources with windows partially open, and approximately 25 dBA of noise reduction with windows kept closed. Where exterior noise levels do not exceed 70 dBA L_{dn} , interior noise can be mitigated with standard wall and window construction and the inclusion of mechanical forced-air ventilation, subject to local building department requirements, to allow occupants the option of maintaining windows closed to control noise. Where exterior noise levels exceed 70 dBA L_{dn} , residential units would not normally be able to meet the 45 dBA L_{dn} interior standard through typical construction methods.”³

The proposed project’s exterior wall design would include features that would provide greater exterior-to-interior noise reduction than the general assumption contained in the SPASP EIR. For example, the proposed project’s exterior wall design would include 7/8” stucco, which has a higher STC rating than wood siding, on top of 1/2” sheathing (additional massing that increases noise reduction), and 2x6 studs instead of 2x4 studs (increases the width of the airspace in the wall cavity, batt insulation, and noise reduction). Reference data published by the U.S. Federal Highway Administration indicates this type of exterior wall design would have a minimum exterior-to-interior noise reduction of 37 dB. The proposed project would not include any exterior façade doors; however, windows are estimated to occupy between 4% and 18% of each individual dwelling units exterior façade wall surface area and would provide less exterior-to-interior noise reduction than the exterior wall assembly, thereby reducing the overall exterior-to-

³ The SPASP EIR does not define “typical construction”; however, for the purposes of this study, “typical construction” techniques capable of achieving a minimum exterior to interior noise reduction of 15 dBA (with windows open) to 25 dBA (with windows closed) include a basic framed wall with a sound transmission class (STC) rating of 39, consisting of 5/8” siding, 1/2” insulation board sheathing, 2”x4” studs spaced every 16”, standard fiberglass insulation, and 1/2” drywall; windows and doors are rated STC 27 and occupy no more than 50% of the exterior wall area.

interior noise reduction of the building façade. The estimated amount of interior-to-exterior noise reduction needed to comply with City standards is summarized in Table 7 and Table 8.

Table 7: Project Exterior-to-Interior Noise Requirements (L_{dn})			
Distance from Road Center and Dwelling Unit Type	Exterior Facade Noise Level (L_{dn})^(A)	Interior Noise Compatibility Goal (L_{dn})	Noise Reduction Needed (dB)
<i>Facing San Pablo Avenue (East Façades)</i>			
160 Feet – Studio	71	45	26
160 Feet – Corner Studio	71	45	26
197 Feet - Studio	70	45	25
216 Feet – Studio	70	45	25
267 Feet - Studio	69	45	24
328 Feet – Studio	68	45	23
390 Feet – Studio	67	45	22
390 Feet - Corner Studio	67	45	22
390 Feet – Apartment Bedroom	67	45	22
390 Feet – Apartment Living Room	67	45	22
<i>Facing I-80 (North, South, and West Facades)</i>			
130 Feet – Studio	81.1 – 83.9	45	36.1 – 38.9
130 Feet – Corner Studio	81.1 – 83.9	45	36.1 – 38.9
135 Feet – Studio	80.9 – 83.7	45	35.9 – 38.7
140 Feet – Apartment Bedroom	80.7 – 83.5	45	35.7 – 38.5
140 Feet – Apartment Living Room	80.7 – 83.5	45	35.7 – 38.5
215 Feet – Studio Bedroom	78.9 – 81.7	45	33.9 – 36.7
215 Feet – Studio Living Room	78.9 – 81.7	45	33.9 – 36.7
250 Feet – Studio	78.2 – 79.7	45	33.2 – 34.7
277 Feet – Studio	77.7 – 79.2	45	32.7 – 34.2
285 Feet – Studio	77.6 – 79.1	45	32.6 – 34.1
334 Feet – Studio	76.9 – 78.4	45	31.9 – 33.4
334 Feet – Corner Studio	75.3 – 78.8	45	30.3 – 33.8
336 Feet – Studio	75.3 – 78.8	45	30.3 – 33.8
372 Feet – Studio	74.9 – 78.4	45	29.9 – 33.4
Source: MIG (see Attachment 4)			
(A) A +3 dBA increase to modeled exterior traffic noise levels (see Table 6) to account for façade reflection. Traffic noise levels at east façades facing San Pablo Avenue are assumed to be the same at each dwelling unit level. Traffic noise levels at north, south, and west façades facing I-80 vary slightly by dwelling unit level.			

Table 8: Project Exterior-to-Interior Noise Reduction Requirements (L_{max})			
Distance from Road Center and Dwelling Unit Type	Exterior Facade Noise Level (L_{max})^(A)	Interior Noise Compatibility Goal (L_{max})	Noise Reduction Needed (dB)
<i>Facing San Pablo Avenue (East Façades)</i>			
160 Feet – Studio	85	50	35
197 Feet - Studio	85	50	35
216 Feet – Studio	85	50	35
267 Feet - Studio	85	50	35
328 Feet – Studio	85	50	35
390 Feet – Studio	85	50	35
390 Feet – Apartment Bedroom	85	50	35
390 Feet – Apartment Living Room	85	55	30
<i>Facing I-80 (North, South, and West Facades)</i>			
130 Feet – Studio	85	50	35
135 Feet – Studio	85	50	35
140 Feet – Apartment Bedroom	85	50	35
140 Feet – Apartment Living Room	85	55	30
215 Feet – Studio Bedroom	85	50	35
215 Feet – Studio Living Room	85	55	30
250 Feet – Studio	85	50	35
277 Feet – Studio	85	50	35
285 Feet – Studio	85	50	35
334 Feet – Studio	85	50	35
336 Feet – Studio	85	50	35
372 Feet – Studio	85	50	35
Source: MIG (see Attachment 4)			
(A) The typical repetitive maximum instantaneous noise levels is based on ambient noise monitoring data from the SPASP EIR.			

As shown in Table 7 and Table 8, the proposed project would require between 22 dB to 38.9 dB of exterior-to-interior noise reductions to achieve compliance with interior noise standards. For most dwelling units, the level of exterior-to-interior noise reduction necessary to comply with City standards is higher for instantaneous (L_{max}) standards, except for studio and apartments in the south building section within 215 feet of the I-80 centerline.

Consistent with Mitigation 13-1, project-specific noise compatibility recommendations are provided below for 2nd to 6th story dwelling units. Exterior-to-interior noise reductions were calculated using Federal Highway Administration (FHWA) guidance for exterior wall noise reduction ratings, window noise reduction ratings, project-specific dwelling unit wall surface area and volume characteristics, and reference room absorption coefficients for studio, corner studio, studio bedroom and living room, and apartment bedroom and living room units (FHWA, 2023). Refer to Attachment 5 for exterior-to interior noise attenuation calculations and the location of mitigation recommendations. Ground level building space would not have a direct line of sight to

I-80. Occupiable ground level space would generally be limited to the northeast corner of the site where the leasing office and exercise room would be located. Exterior noise levels in these areas would be between 65 dBA L_{dn} and 70 dBA L_{dn} , which is above the 65 dBA L_{dn} noise limit identified in the SPASP EIR. Although exterior noise levels would be above 65 dBA L_{dn} , interior noise levels would be less than 55 dBA on an hourly, daily, and maximum basis with standard exterior-to-interior noise reductions.

Mitigation 13-1: The Project shall incorporate the following noise attenuation measures into the final project design:

- 1) Wall assembly. Except as modified in Section 5 below, exterior walls shall consist of 7/8" stucco over 2 layers of water-resistant barrier, over 1/2" metal lath, over 1/2" sheathing, over 2x6 studs spaced 16 inches apart on center, over 1/2" gypsum board, with 3 1/2" inch batt insulation (minimum R-13) installed in the wall cavity.
- 2) Provide mechanical ventilation. The project will require forced air mechanical ventilation to permit occupancy of units with windows open or closed at the discretion of the occupants.
- 3) Window sound transmission class (STC) ratings. To ensure exterior wall assemblies provide exterior to interior noise reductions needed that achieve daily noise exposure (45 dBA L_{dn}) and maximum instantaneous (50 dBA L_{max} in bedrooms / 55 dBA L_{max} in other rooms), window assemblies shall consist of:
 - a. North Building Section
 - i. Windows shall have an STC rating of 32 dBA or higher.
 - b. Central Building Section
 - i. Windows shall have an STC rating of 32 dBA or higher.
 - c. South Building Section
 - i. Dwelling units with any portion of their exterior façade within 140 feet of the centerline of I-80 shall incorporate windows with an STC rating of 36 dBA or higher.
 - ii. All other dwelling units shall have an STC rating of 32 dBA or higher.
- 4) Window assemblies: All window assemblies shall be well fitted, sealed, and weather-stripped. Window assemblies (perimeter of assembly, any gaps during assembly installation) shall be sealed with an acoustical caulk/sealant to reduce noise.
- 5) Enhanced Wall Assembly Construction. To ensure exterior wall assemblies in the south building section provide exterior to interior noise reductions that achieve daily noise exposure (45 dBA L_{dn}) and maximum instantaneous (50 dBA L_{max} in bedrooms / 55 dBA L_{max} in other rooms), the following enhanced wall assemblies shall be used for any 2nd to 6th floor exterior wall assemblies with all or part of the wall assembly within 140 feet of the centerline of I-80:
 - a. Studios with 1 exterior wall and apartment living rooms shall use 24-inch stud spacing, or incorporate the design measures listed in b.i to b.iii below.
 - b. Corner studios with 2 exterior walls and apartment bedrooms shall:
 - i. Install fiberboard beneath the 1/2" exterior sheathing/stucco and 1/2" interior gypsum board; and
 - ii. Studs shall be staggered/alternated in their attachment to exterior and interior wall panels; or

- iii. Metal channel studs shall be employed in wall construction.

The implementation of the noise exposure control measures above would provide a minimum of 5 dBA additional exterior-to-interior noise reduction and reduce exterior and interior noise to levels that comply with the City's interior noise exposure standard (45 L_{dn}), as shown in Table 9. Since Mitigation 13-1 would achieve a minimum 35 dB reduction in all dwelling units, compliance with the City's instantaneous (L_{max}) standards in bedrooms (50 dBA L_{max}) and other rooms (55 dBA L_{max}) would also be achieved (i.e., 85 dBA L_{max} – 35 db = 50 dBA L_{max} in all rooms).

Table 9: Mitigated Project Interior Noise Levels^(A)			
Distance from Road Center and Dwelling Unit Type	Exterior Facade Noise (L_{dn})^(B)	Noise Reduction with Mitigation 13-1 (dB)^(C)	Interior Noise Level (L_{dn})^(D)
<i>Facing San Pablo Avenue (East Façades)</i>			
160 Feet – Studio	71	36	35
160 Feet – Corner Studio	71	35	36
197 Feet - Studio	70	35	35
216 Feet – Studio	70	38	32
267 Feet - Studio	69	38	31
328 Feet – Studio	68	38	30
390 Feet – Studio	67	38	29
390 Feet - Corner Studio	67	35	32
390 Feet – Apartment Bedroom	67	37	30
390 Feet – Apartment Living Room	67	38	29
<i>Facing I-80 (North, South, and West Facades)</i>			
130 Feet – Studio	81.1 – 83.9	39 – 43	37.8 – 44.9
130 Feet – Corner Studio	81.1 – 83.9	39 – 40	41.1 – 44.9
135 Feet – Studio	80.9 – 83.7	39 – 43	37.9 – 44.7
140 Feet – Apartment Bedroom	80.7 – 83.5	41 – 42	38.7 – 42.5
140 Feet – Apartment Living Room	80.7 – 83.5	41 – 42	38.7 – 42.5
215 Feet – Studio Bedroom	78.9 – 81.7	37	41.9 – 44.5
215 Feet – Studio Living Room	78.9 – 81.7	38	40.9 – 43.7
250 Feet – Studio	78.2 – 79.7	37	41.2 – 42.7
277 to 384 Feet – Studio	76.9 – 79.2	37	39.9 – 42.2
334 Feet – Corner Studio	75.3 – 78.8	35	40.3 – 43.8
336 Feet – Studio	75.3 – 78.8	36	39.3 – 42.8
372 Feet – Studio	74.9 – 78.4	36	38.9 – 42.4
Source: MIG (see Attachment 4)			
(A) All noise levels in this table are A-weighted values (i.e., dBA).			
(B) See Table 8.			
(C) Noise reduction reflects the value or range in values from design measures outlined in Mitigation 13-1.			
(D) Interior noise level is based on exterior noise level minus noise reductions from Mitigation 13-1.			

Project Consistency with Plan RC Program EIR Noise Compatibility Impact Findings

The project-specific noise compatibility analysis presented above is consistent with the findings of SPASP EIR Impact 13-1. The proposed project would be exposed to potential exterior and interior noise levels that could exceed City standards for residential projects. The incorporation of sound attenuation measures into the Project that were envisioned by, and are consistent with, SPASP EIR Mitigation 13-1 would reduce exterior and interior noise exposure at all residential units to levels that meet City standards. The proposed project, therefore, would not result in a new or substantially more severe impact than identified in the SPASP EIR.

Commercial Development Noise (SPASP EIR Impact 13-2)

This section discusses whether the proposed project would result in commercial uses that could generate noise levels in residential areas that exceed City standards.

Summary of SPASP EIR Commercial Development Noise Impact Analysis

SPASP EIR Impact 13-2 evaluated potential increases in commercial noise at noise-sensitive land uses, such as noise from loading and unloading activities, waste collection, heating, ventilation, and air conditioning (HVAC) and other mechanical equipment, and emergency backup generators. The SPASP EIR identified that the new commercial development proposed along with or next to residential development could result in noise levels that exceed City noise standards and, therefore, found potential commercial development noise levels would be a potentially significant impact.

The SPASP EIR identified that the City has existing policies that reduce adverse environmental impacts. For example, General Plan Policy H3.11 states that noise created by commercial or industrial sources associated with projects or developments shall be controlled to not exceed the City's maximum allowable noise exposure for stationary noise sources (see Table 5), as measured at any affected residential land use. The SPASP EIR also included Mitigation 13-2, which requires new commercial development proposed in the same building as or adjacent to residential development to prepare a noise study demonstrating how the business would meet City standards and limits noise-generating activities to the hours of 7 AM to 9 PM (see Attachment 3).

The SPASP EIR concluded that implementation of General Plan Policy H3.11 and Mitigation 13-2 would ensure that existing and future residences in the Plan Area, as well as other noise-sensitive land uses in the Plan Area, would not be exposed to excessive noise from commercial development. This impact was considered less than significant with mitigation.

Eastshore Boulevard Apartments Project Commercial Noise Impact Analysis

The proposed project is envisioned as a vibrant residential apartment community with local amenities. The project does not involve commercial or industrial development activities that could generate noise levels that exceed City standards. The project is adjacent to a vacant commercial building; however, the potential redevelopment or re-occupancy of the vacant commercial building is not within the scope of this analysis and the future use of this building for commercial purposes would be subject to compliance with City General Plan Policy H3.11 and SPASP EIR Mitigation 13-2 if and when the building is proposed for reuse.

Project Consistency with SPASP EIR Commercial Development Noise Impact Findings

The project-specific commercial development noise analysis presented above is consistent with the findings of SPASP EIR Impact 13-2. The proposed Project does not involve commercial or industrial development that could generate stationary or other noise levels at noise-sensitive land uses that exceed City standards and, therefore, would not constitute a new or substantially more severe impact than identified in the SPASP EIR.

Construction Noise (SPASP EIR Impact 13-3)

This section discusses whether the proposed project would result in any temporary construction noise impacts that were not fully evaluated in the SPASP EIR.

Summary of SPASP EIR Construction Noise Impact Analysis

SPASP EIR Impact 13-3 evaluated temporary construction noise associated with future development projects implemented under the SPASP. The EIR identified that construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), in close proximity to noise-sensitive land uses, and/or last for an extended period. The EIR also identified that the highest construction noise levels would be generated during grading and excavation, with lower noise levels occurring during building construction; potential noise levels associated with earth moving equipment such as graders, scrapers, and bulldozers were anticipated to be up to 85 dBA L_{max} to 90 dBA L_{max} at 50 feet, while pile driving equipment was estimated to produce noise levels up to 105 dBA L_{max} at 50 feet. The EIR concluded that construction activities could increase local noise levels at businesses and residences near construction areas by 15 to 20 dBA or higher. The SPASP EIR, therefore, found construction noise levels would be a potentially significant impact.

To reduce potential noise generated by construction activities, the SPASP EIR included Mitigation 13-3, which requires construction equipment to be well-maintained and used judiciously to be as quiet as practical. Mitigation 13-3 also requires SPASP development projects to implement 11 discrete construction noise control measures including, but not limited to, use of quiet models of certain equipment, idling restrictions, installation of plywood fences around construction sites, limiting construction activities to the hours of 7 AM to 7 PM on weekdays and 9 AM to 8 PM on weekends and holiday, and notification of adjacent land uses of planned construction activities. Although Mitigation 13-3 would reduce noise generated by construction, the SPASP EIR concluded that businesses and residents in the Plan Area could be exposed to construction noise for extended periods of time. The SPASP EIR, therefore, concluded temporary construction noise levels associated with the implementation of the SPASP would be a significant and unavoidable impact even with Mitigation 13-3. No other feasible mitigation measures for reducing temporary construction noise levels were identified in the SPASP EIR.

Eastshore Boulevard Apartments Project Construction Noise Impact Analysis

The proposed project would generate construction noise from the following sources:

- Heavy equipment operations throughout the project area. Some heavy equipment would consist of mobile equipment such as a loader, excavator, etc. that would move around work areas; other equipment would consist of stationary equipment (e.g., air compressors) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produce higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. These trips would occur on the roads that provide access to the project site, primarily San Pablo Avenue, Eastshore Boulevard, Peerless Avenue, and Potrero Avenue.

Since project-specific construction equipment information is not available at this time, potential construction-related noise impacts can only be evaluated based on the typical construction

activities associated with mid- and high-rise residential development project. Potential construction source noise and vibration levels were developed based on methodologies, reference noise levels, typical equipment usage, and other operating factors documented and contained in the Federal Highway Administration's (FHWA) Construction Noise Handbook (FHWA 2006), Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2020).⁴ These sources of information and the methodology used to estimate potential construction noise levels is consistent with the analytical methodology described in Impact 13-3 of the SPASP EIR.

During site preparation (2 days), grading (4 days), and paving (5 days) activities construction equipment would operate throughout the site, moving closer to one property line and farther away from another; building construction (23 months) and architectural coating (10 days) activities would be concentrated in building pad areas located throughout the site. The project would not involve pile driving activities. Maximum noise levels would occur during periods of heavy equipment operations such as site preparation, grading, and paving work. Once building construction begins, work activities would occur further from property lines, require less heavy-duty equipment (e.g., grader), and generate lower construction noise levels.

As described in the SPASP EIR, typical construction equipment can generate noise levels of 85 dBA L_{max} to 90 dBA L_{max} at 50 feet. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate in the same area at the same time, which could increase potential noise levels. Most adjacent land uses would be further than 50 feet away from project construction activities. Table 6 presents the estimated, worst-case noise levels that could occur from operation of construction equipment at adjacent land uses. Refer to Attachment 6 for construction noise estimates.

Table 10: Estimated Project Construction Noise Levels at Adjacent Land Uses		
Receptor	Distance From Project Construction^(A)	Estimated Exterior Noise Level (dBA L_{eq})^(B)
Commercial facilities (across Peerless Avenue)	50 feet	85
Commercial facilities (across Eastshore Boulevard)	130 feet	77
Single-family residences (across Eastshore Boulevard)	110 feet	78
Hotel (across Eastshore Boulevard)	140 feet	76
Commercial facilities (across Potrero Avenue)	270 feet	70
Source: MIG 2023 (see Attachment 6)		
(A) Distance is based on the closest point between the proposed project area and the residential property line / non-residential building façade.		
(B) Estimated noise levels assume the simultaneous operation of two of the loudest pieces of construction equipment (e.g., bull dozers) operating at the boundary of the project site.		

As shown in Table 10, estimated noise levels from project construction could be up to 85 dBA L_{eq} at the commercial plaza across Peerless Avenue, 78 dBA L_{eq} at residential land uses across Eastshore Boulevard, and 77 dBA L_{eq} or less at all other adjacent land uses when multiple pieces of equipment are operating near the edge of the Project site. These noise levels would be approximately 5 dBA L_{eq} to 24 dBA L_{eq} above the measured ambient noise level at the

⁴ Reference levels are noise emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

project site. It is noted these noise levels are not anticipated to occur through the entire course of a construction day, as construction equipment and activities rarely operate continuously for a full day at a construction site, especially near the Project boundary. Typically, the operating cycle for construction equipment would involve one or two minutes followed by three or four minutes at lower power settings. It is also noted that worst-case noise levels are expected to occur for only approximately 1 to 4 months of the project's 24-month construction schedule.

To reduce construction noise levels, the project would incorporate and comply with SPASP EIR Mitigation 13-3, as follows:

Mitigation 13-3. Construction equipment shall be well maintained and used judiciously to be as quiet as practical. The following measures, when applicable, are recommended to reduce noise from construction activities:

- 1) Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
- 2) Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- 3) Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- 4) Prohibit unnecessary idling of internal combustion engines.
- 5) Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. *Note: Pile driving is not currently proposed as part of project construction activities.*
- 6) Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
- 7) A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- 8) Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- 9) Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 AM to 7:00 PM on weekdays and between the hours of 9:00 AM and 8:00 PM on weekends and holidays.
- 10) Ensure that excavating, grading, and filling activities (including warming of equipment motors) are limited to between the hours of 7:00 AM to 7:00 PM on weekdays and between the hours of 9:00 AM and 8:00 PM on weekends and holidays.
- 11) Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

The implementation of the construction noise control measures, including the installation of a standard four (4)- to six (6)-foot-tall temporary plywood noise barrier, would reduce construction noise levels by a minimum of 5 to 10 dBA at adjacent land uses, depending on the distance

between construction equipment, the noise barrier, and the adjacent land uses; however, even with the implementation of these control measures, construction noise levels could temporarily be up to 20 dBA higher than ambient noise levels for extended periods of time (up to four months).

Project Consistency with SPASP EIR Construction Noise Impact Findings

The Project-specific construction noise analysis presented above is consistent with the findings of SPASP EIR Impact 13-3. As shown in Table 10, project construction activities would generally occur within 50 to 200 feet of adjacent residential and commercial properties and due to this would result in construction noise levels that could be up to 24 dBA L_{eq} higher than the existing ambient noise environment near the project site. The incorporation of construction noise control measures from SPASP EIR Mitigation 13-3 into the project would reduce construction noise levels by at least 5 dBA but would not avoid the project's temporary elevated construction noise levels. The proposed project, therefore, could expose adjacent receivers to a substantial temporary increase in noise levels for an extended time but would not constitute a new or substantially more severe impact than identified in the SPASP EIR.

Construction-Related Vibration (SPASP EIR Impact 13-4)

This section discusses whether the proposed project would result in any temporary construction-related vibration impacts that were not fully evaluated in the SPASP EIR.

Summary of SPASP EIR Construction Vibration Impact Analysis

SPASP EIR Impact 13-4 evaluated construction vibration impacts associated with future development projects implemented under the SPASP. The EIR identified that certain construction activities, including demolition, excavation of below grade levels, and pile driving, as well as certain construction equipment, including jack hammers, rock drills, tracked vehicles, and pile drivers, could potentially generate substantial vibrations, in terms of peak particle velocity (PPV, inches/second), in the immediate vicinity of work areas. The EIR concluded that, depending on the distance between work areas and adjacent buildings, the structural soundness of the building and the method of construction use, vibrations could be high enough to damage structures and would likely be perceptible to occupants of adjacent buildings. The SPASP EIR, therefore, found construction noise levels would be a potentially significant impact.

To reduce the potential for structural damage and human annoyance to occur from construction vibrations, the SPASP EIR included Mitigation 13-4, which requires SPASP development projects to implement three (3) discrete construction vibration control measures including, but not limited to, avoiding the use of impact pile driving where possible, avoiding the use of vibratory rollers and tamper near sensitive areas and, in areas where project construction is required to use vibration-generating activities such as pile driving in close proximity to existing structures, preparing a site-specific vibration study that determines the project-specific actions necessary to avoid excessive vibrations at adjacent structures. Although Mitigation 13-4 would reduce vibrations generated by construction, the SPASP EIR concluded that the use of pile drivers, vibratory rollers, and tampers may be necessary for certain projects and that such activities may take place near sensitive areas. The SPASP EIR, therefore, concluded temporary construction vibrations associated with the implementation of the SPASP would be a significant and unavoidable impact even with Mitigation 13-4. No other feasible mitigation measures for reducing temporary construction vibrations were identified in the SPASP EIR.

Eastshore Boulevard Apartments Project Construction Vibration Impact Analysis

The proposed project would generate construction vibration from the following sources:

- Heavy equipment operations throughout the project area. Some heavy equipment would consist of mobile equipment, such as rollers or bulldozers. Heavy equipment generates

vibration from engine operation, mechanical systems and components. Mobile equipment generally operates at different loads, or power outputs, and produce higher or lower vibration levels depending on the operating load.

The proposed project would use typical construction equipment and would not involve the use of pile drivers. During site preparation, grading, and paving activities construction equipment would operate throughout the site, moving closer to one property line and farther away from another; building construction and architectural coating activities would be concentrated in building pad areas located throughout the site. Using the worst-case equipment operations, in which construction activities would occur near the project property line, project construction activities would occur with 25 feet of the vacant commercial building at the project site, 50 feet of the commercial buildings located across Peerless Avenue, and 130 feet from the closest commercial building located across Eastshore Boulevard. All other adjacent buildings would be more than 130 feet away from project construction activities. The project's potential construction-related vibration levels are summarized in Table 11. Potential construction vibration levels were developed based on information contained in the FTA's Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2020), consistent with the information and analytical methodology described in Impact 13-4 of the SPASP EIR.

Table 11: Potential Construction-Related Ground-borne Vibration Levels					
Equipment	PPV^(A) (Inches/Second) at Distance				
	25 Feet	50 Feet	100 Feet	130 Feet	150 Feet
Small bulldozer	0.003	0.001	0.000	0.000	0.000
Jackhammer	0.035	0.014	0.006	0.004	0.003
Loaded Truck	0.076	0.031	0.013	0.009	0.007
Caisson drilling	0.089	0.036	0.015	0.010	0.009
Large bulldozer	0.089	0.036	0.015	0.010	0.009
Vibratory roller	0.210	0.085	0.035	0.025	0.020
Source: FTA, 2018 and Caltrans 2020					
(A) Estimated PPV calculated as: $PPV(D) = PPV(ref) * (25/D)^{1.3}$ where $PPV(D)$ = Estimated PPV at distance; $PPV(ref)$ = Reference PPV at 25 ft; D = Distance from equipment to receiver; and n = ground attenuation rate (1.3 for competent soils).					

As shown in Table 11, worst-case vibration levels would occur with the use of a vibratory roller within 25 feet of the vacant commercial building at the site (0.21 inches/second PPV). This vibration level is below Caltrans' thresholds for potential structural damage to modern commercial structures (0.5 inches/second PPV). Potential vibration levels at all other building locations would not exceed Caltrans' thresholds for potential structural damage to modern commercial and new residential structures (0.5 inches/second PPV), but could be perceptible at the commercial buildings across Peerless Avenue when equipment is operated within approximately 100 feet of these buildings. Although vibrations may be perceptible, they would not be excessive because they would occur intermittently during the daytime and would not result in any structural damage.

Although the project's potential construction-related vibrations would not be substantial or excessive, the project would incorporate and comply with SPASP EIR Mitigation 13-4, as follows:

Mitigation 13-4. The following measures are recommended to reduce vibration from construction activities:

- 1) Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
- 2) Avoid using vibratory rollers and tampers near sensitive areas.
- 3) In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following (*Note: Pile driving is not currently proposed as part of project construction activities*):
 - a. Identify sites that would include vibration compaction activities (such as pile driving) and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.
 - b. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.
 - c. Design construction contingencies that would be implemented when vibration levels approached the limits.
 - d. At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
 - e. When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
 - f. Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities.
 - g. Make appropriate repairs or compensation when damage has resulted from construction activities.

The implementation of the construction vibration control measures would further reduce the project's less than significant vibration levels.

Project Consistency with SPASP EIR Construction Vibration Impact Findings

The project-specific construction vibration analysis presented above is consistent with the findings of SPASP EIR Impact 13-4. The proposed project would not result in result in construction-related vibrations that could damage structures or otherwise be excessive and would not result in a new or substantially more severe impact than identified in the SPASP EIR.

Increase in Traffic Noise Levels

This section discusses whether the proposed project would result in any increases in traffic noise levels that were not fully evaluated in the SPASP EIR.

Summary of SPASP EIR Traffic Noise Impact Analysis

The SPASP EIR evaluated project-level and cumulative changes in long-term traffic noise levels in the City resulting from the implementation of the SPASP. The SPASP EIR found development in the Plan Area would not result in a substantial increase in traffic noise levels on an individual project or cumulative basis; increases in traffic noise levels were found to be less than 2 dBA L_{dn} and 1 dBA L_{dn} on a project and cumulative basis, respectively. The SPASP EIR, therefore, found potential long-term increases in traffic noise levels would be a less than significant impact.

The SPASP EIR also evaluated the potential for SPASP development to be located immediate adjacent to the elevated BART structure, resulting in the potential for new buildings to reflect noise towards receptors east of the BART structure. The SPASP EIR found that any noise reflections would not change ambient noise levels by more than 3 dBA L_{dn} . The SPASP EIR concluded that changes in noise from possible reflections associated with new development would likely not be perceptible and, therefore, would be a less than significant impact.

Eastshore Boulevard Apartments Project Traffic Noise Impacts

The proposed Project is consistent with the underlying zoning and General Plan land use classifications for the Project site and, therefore, would not exceed the population or employment growth assumptions used by the SPASP EIR to conduct traffic noise modeling. It is noted the proposed project's amount of planned residential units (310) would account for approximately 12.4% of the total planned growth in residential units envisioned by SPASP Update (2,500 additional dwelling units); however, the proposed project would be a 100% income-restricted affordable housing project. It would not provide any off-street parking for individual apartment units and, according to the transportation demand management (TDM) plan prepared for the project, lease agreements for the project would establish a clause that prohibits tenants from owning car; violation of this clause would be cause for immediate termination of the lease (Abrams Associates 2023). The project is also proposing to implement a new car-sharing concept that will provide as-needed transportation services for tenants. The project site plan includes 68 vehicle parking stalls, 15 of which would be dedicated for car sharing along with a small carsharing management office. The project also includes 78 secure, long term bicycle parking spaces and 31 short term bicycle parking spaces. For these reasons, the proposed project is not anticipated to generate a substantial number of peak hour or daily vehicle trips, and would result in less than a 1 dBA L_{dn} contribution to changes in traffic noise levels on Eastshore Boulevard, Potrero Avenue, San Pablo Avenue, and other roadways in the Plan Area.

Project Consistency with Plan RC Program EIR Long-term Traffic Noise Impact Findings

The project-specific traffic noise analysis presented above is consistent with the findings of the SPASP EIR. The proposed Project would not individually or cumulatively contribute to significant long-term changes in traffic noise levels on any roadway and, therefore, would not constitute a new or substantially more severe impact than identified in the Plan RC Program EIR.

Ground Vibration from BART Operations

This section discusses whether the proposed project would result in any ground vibrations from BART operations that were not fully evaluated in the SPASP EIR.

Summary of SPASP EIR Ground Vibration from BART Operations Impact Analysis

The SPASP EIR concluded that future development in the Plan Area would not be exposed to excessive vibrations from BART operations because BART operates on an elevated platform within the Plan Area and data compiled by the FTA indicates BART operations would generate vibrations near the base of the platform that would be well below FTA guidelines for residential disturbance and annoyance. The SPASP EIR, therefore, concluded vibrations from BART operations would be a less than significant impact.

Eastshore Boulevard Apartments Project Construction Vibration Impact Analysis

The proposed project would, at closest, be located approximately 475 feet west of the existing BART platform. At this distance, the proposed project would not be exposed to vibrations from BART operations.

Project Consistency with SPASP EIR Construction Vibration Impact Findings

The project-specific BART vibration analysis presented above is consistent with the findings of SPASP EIR. The proposed project would not be exposed to vibrations from BART operations and would not result in a new or substantially more severe impact than identified in the SPASP EIR.

CONCLUSION

As described in this memorandum, the proposed Project does not involve substantial changes that require major revisions to the SPASP EIR due to a new or potentially more severe significant noise and vibration impact, substantial changes in circumstances under which the Project will be undertaken, or new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the City certified and adopted the SPASP Update SEIR, respectively.

REFERENCES

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CPD

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Attachment 1
Environmental Noise Background Information

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NOISE BACKGROUND

Noise may be defined as loud, unpleasant, or unwanted sound. The frequency (pitch), amplitude (intensity or loudness), and duration of noise all contribute to the effect on a listener, or receptor, and whether the receptor perceives the noise as objectionable, disturbing, or annoying.

The Decibel Scale (dB)

The decibel scale (dB) is a unit of measurement that indicates the relative amplitude of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 more intense, and so on. In general, there is a relationship between the subjective noisiness, or loudness of a sound, and its amplitude, or intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

There are several methods of characterizing sound. The most common method is the “A-weighted sound level,” or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is typically most sensitive. Thus, most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Human hearing matches the logarithmic A-weighted scale, so that a sound of 60 dBA is perceived as twice as loud as a sound of 50 dBA. In a quiet environment, an increase of 3 dB is usually perceptible, however, in a complex noise environment such as along a busy street, a noise increase of less than 3 dB is usually not perceptible, and an increase of 5 dB is usually perceptible. Normal human speech is in the range from 50 to 65 dBA. Generally, as environmental noise exceeds 50 dBA, it becomes intrusive and above 65 dBA noise becomes excessive. Nighttime activities, including sleep, are more sensitive to noise and are considered affected over a range of 40 to 55 dBA.

Sound levels are typically not steady and can vary over a short time period. The equivalent noise level (L_{eq}) is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are values that are exceeded for a portion of the measured time period. Thus, L_{01} is the level exceeded one percent of the time and L_{90} is the level exceeded 90 percent of the time. The L_{90} value usually corresponds to the background sound level at the measurement location.

Noise exposure over the course of an entire day is described by the day/night average sound level, or DNL (also referred to as L_{dn}), and the community noise equivalent level, or CNEL. Both descriptors represent the 24-hour noise impact on a community. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a nine-hour nighttime period (10 PM to 7 AM) and a 10 dB “penalty” is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45-dBA nighttime sound level would contribute as much to the overall day-night average as a 55-dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty beyond the 10 dBA for sound events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor’s increased sensitivity to sound levels during quieter nighttime periods.

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. Theoretically, the sound level of a point source attenuates, or decreases, by 6 dB with each doubling of distance from a point source. Sound levels are also affected by certain environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and attenuation by barriers. Outdoor noise is also attenuated by the building envelope so that sound levels inside a residence are from 10 to 20 dB less than outside, depending mainly on whether windows are open for ventilation or not.

For an ideal “point” source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. The change in noise levels between two distances can be calculated according to Equation 1 (California Department of Transportation (Caltrans), 2013a) as follows:

$$\text{Equation 1}$$
$$dBA2 = dBA1 + 20\log (D1/D2)$$

Where:

- dBA1 = Known noise level, such as a reference noise level
- D1 = Distance associated with dBA1
- dBA2 = Noise level at distance 2
- D2 = Distance associated with dBA2

For an ideal line source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a cylindrical pattern from the source. Theoretically, the sound level attenuates, or decreases, by 3 dB with each doubling of distance from the line source. The change in noise levels between two distances can be calculated according to Equation 2 as follows:

$$\text{Equation 2}$$
$$dBA2 = dBA1 + 10\log (D1/D2)$$

Where:

- dBA1 = Known noise level, such as a reference noise level
- D1 = Distance associated with dBA1
- dBA2 = Noise level at distance 2
- D2 = Distance associated with dBA2

For noise sources that do not operate continuously (e.g., vehicles and trucks that travel on-site, park, and then cease to generate noise), the average, hourly noise level associated with variable (i.e., non-steady) noise source can be calculated using Equation 3 as follows:

Equation 3

$$\text{Hourly } L_{eq} = 10 * \text{Log} (P_h) * 10^{(L_p/10)}$$

Where:

P_h = Percentage or fraction of hour the noise is generated

L_p = The noise level generated during the partial hour (P_h)

Finally, the total combined sound pressure level from multiple, identical sources of noise at a receiver location can be calculated using Equation 4 as follows:

Equation 4

$$SPL_{Total} = SPL_1 + 10 * \text{Log} (N)$$

Where:

SPL_1 = Sound pressure level of one source

N = Number of identical sources to be added

Noise Effects on Humans

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

When exposed to high noise levels, humans may suffer hearing damage. Sustained exposure to high noise levels (e.g., 90 dBs for hours at a time) can cause gradual hearing loss, which is usually temporary, whereas sudden exposure to a very high noise level (e.g., 130 to 140 dBs) can cause sudden and permanent hearing loss. In addition to hearing loss, noise can cause stress in humans and may contribute to stress-related diseases, such as hypertension, anxiety, and heart disease (Caltrans, 2013).

Vibration

Vibration is the movement of particles within a medium or object such as the ground or a building. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared, in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Human response to groundborne vibration is subjective and varies from person to person.

Attachment 2

AO Architects Conceptual Site Plan (June 1, 2022)

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EL CERRITO APARTMENTS
EL CERRITO, CA

DESIGN REVIEW SUBMITTAL
JUNE 1, 2022

SHEET INDEX

CS-1	COVER SHEET		
CIVIL ENGINEERING		ARCHITECTURE (CONT.)	
C-101	EXISTING CONDITIONS	A6.3	CONCEPTUAL PRIVACY AND WINDOW STUDY
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C-103	GRADING & DRAINAGE PLAN	A8.0	CONCEPTUAL VIEW STUDIES
C-104	UTILITY PLAN	A8.1	CONCEPTUAL VIEW STUDIES
C-105	STORMWATER CONTROL PLAN	A8.2	CONCEPTUAL VIEW STUDIES
		A8.3	CONCEPTUAL VIEW STUDIES
		A8.4	CONCEPTUAL VIEW STUDIES
		A8.5	CONCEPTUAL VIEW STUDIES
		A8.6	CONCEPTUAL BART STATION VIEW STUDIES
		A9.0	CONCEPTUAL SHADOW STUDY
		A9.1	CONCEPTUAL SHADOW STUDY
		A9.2	CONCEPTUAL SHADOW STUDY
		A10.0	CONCEPTUAL SIGNAGE DETAIL
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A2.0	CONCEPTUAL SITE PLAN	L-2	PUBLIC OPEN SPACE ENLARGEMENT
A2.1	CONCEPTUAL FIRE PLAN	L-3	ENLARGEMENT - CALLOUT PLAN
A2.2	CONCEPTUAL FIRE PLAN - UPPER FLOOR	L-4	PUBLIC OPEN SPACE ENLARGEMENT
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A3.1	CONCEPTUAL BUILDING PLAN	L-7	PLANT PALETTE & SITE IMAGERY
A3.2	CONCEPTUAL BUILDING PLAN		
A4.0	CONCEPTUAL UNIT PLANS		
A5.0	CONCEPTUAL BUILDING ELEVATIONS		
A5.1	CONCEPTUAL BUILDING ELEVATIONS		
A6.0	CONCEPTUAL 3D VIEWS		
A6.1	CONCEPTUAL 3D VIEWS		
A6.2	CONCEPTUAL PRIVACY AND WINDOW STUDY		

SITE ZONING INFORMATION			
PARCEL	DISTRICT & TRANSECT ZONE	DOWNTOWN TRANSIT ORIENTED HIGHER INTENSITY MIXED-USE (TCHIMU)	
	ADJACENT ZONE(S)	GATEWAY STREET, EASTSHORE BLVD	
	STREET TYPE(S)	EXISTING	PROPOSED
	LOT AREA TOTAL BUILDING SQUARE FOOTAGE LOT COVERAGE FLOOR AREA RATIO NUMBER OF UNITS	3.87 AC (168,577.2 SF) 50,905 SF * 0.3% 0.3% TOTAL: 310	1.82 AC (79,396 SF), 205 AC N.T.C., 219,622 SF 37,862 SF (PODIUM)/79,396 SF - 0.6% 2.8
HEIGHT	HEIGHT	65' 0" MAXIMUM**	71' 0" (TOP OF PARAPET) 79' 0" (TOP OF STAIR)
	STORIES	3 STORIES RESIDENTIAL MIN.	5 STORIES RESIDENTIAL
	AMENITY SPACE	ENCLOSED AMENITY CLIMBING WALL / MAIL PRIVATE / COMMON SPACE	1,090 SF 1,340 SF 0
	COMMON / OPEN SPACE	80 SF / UNIT TOTAL: 310 x 80 SF = 24,800 SF	WITHIN PROPERTY: 3,487 SF WITHIN RIGHT OF WAY: 3,140 SF
STREET TYPES	PUBLIC OPEN SPACE	25 SF / 1000 SF = 10,496 SF	4' 0" MIN.
	SIDWALK AMENITY ZONE	4' 0" MIN.	4' 0" MIN.
	SIDWALK PEDESTRIAN ZONE	6'-4" MIN. CURB PATH 0' 0" MIN.	6'-4" MIN. CURB PATH 0' 0" MIN.
	SIDWALK ACTIVITY ZONE	0' 0" MIN.	0' 0" MIN.
ARCHITECTURE	BUILDING LENGTH	300' MAX.	283' 4" ALONG EASTSHORE BLVD
	SLIBACKS:	GROUND FLOOR FRONT SLIBACK 15' 1" OR RESIDENTIAL MAX 10' 1" OR NONRESIDENTIAL MAX	RESIDENTIAL ABOVE GROUND 0' 0" FROM PROPERTY LINE 10' 0" FROM SIDEWALK 30' 3"
	SIDE SLIBACK	0'	NO ALTERNATE: THE REAR SIDE OF THE PROJECT IS FACING 80' 1" WALKWAY.
	REAR SLIBACK	0'	0
PARKING	UNOBSTRUCTED SLIBACK	2' 0" MAX. 4' 0" MAX. SIDE FROM FOUR-COURT (NE SIDE)	0 0
	ALLOWED FRONTAGE	1' 11" MAX. 1' 11" MAX.	1' 11" MAX.
	BICYCLE	LONG TERM: 1 SPACE / UNIT SHORT TERM: 1 SPACE / 10 UNITS	310 31
	CAR	RESIDENTIAL: 1 UNIT / 1 UNIT 80 STALLS (PODIUM) 8 STALLS (OFF-STREET)	78 31
BUILDING ANALYSIS	OCCUPANCY TYPE	R-2 FIVE (5) LEVELS TYPE III over ONE (1) LEVEL TYPE I-A	219,622 SF
	CONSTRUCTION TYPE	219,622 SF	YES
	SPRINKLER	YES	YES
	ALLOWABLE HEIGHT	65' 0" **	71' 0" (TOP OF PARAPET), 79' 0" (TOP OF STAIR)
BUILDING ANALYSIS	ALLOWABLE # OF STORIES	3 STORIES RESIDENTIAL MIN. / 2 STORIES COMMERCIAL MIN.	3 STORIES RESIDENTIAL MIN. / 2 STORIES COMMERCIAL MIN.
	PROPOSED # OF STORIES	3 STORIES RESIDENTIAL / 1 STORY PODIUM	3 STORIES RESIDENTIAL / 1 STORY PODIUM
	NOT IN CONTRACT (N.I.C.)		
	** 85' 0" MAXIMUM HEIGHT IF THE PROJECT IS CONSISTENT WITH THE AFFORDABLE HOUSING PROJECT, AS DEFINED BY STATE LAW		



VICINITY MAP

PROJECT TEAM

APPLICANT/OWNER:
AMG & ASSOCIATES, LLC
PO Box 260770
Encino, CA 91426
(818) 380-2600 Ext. 14
Contact: Alexis Gevorgian
agevorgian@amglad.com

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alexandra@bellecci.com

LANDSCAPE ARCHITECT:
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855 Bordeaux Way
Suite 240
Napa, CA 94558
(707) 224-2299
Contact: Marley Symmes
marley@vandertooleen.com

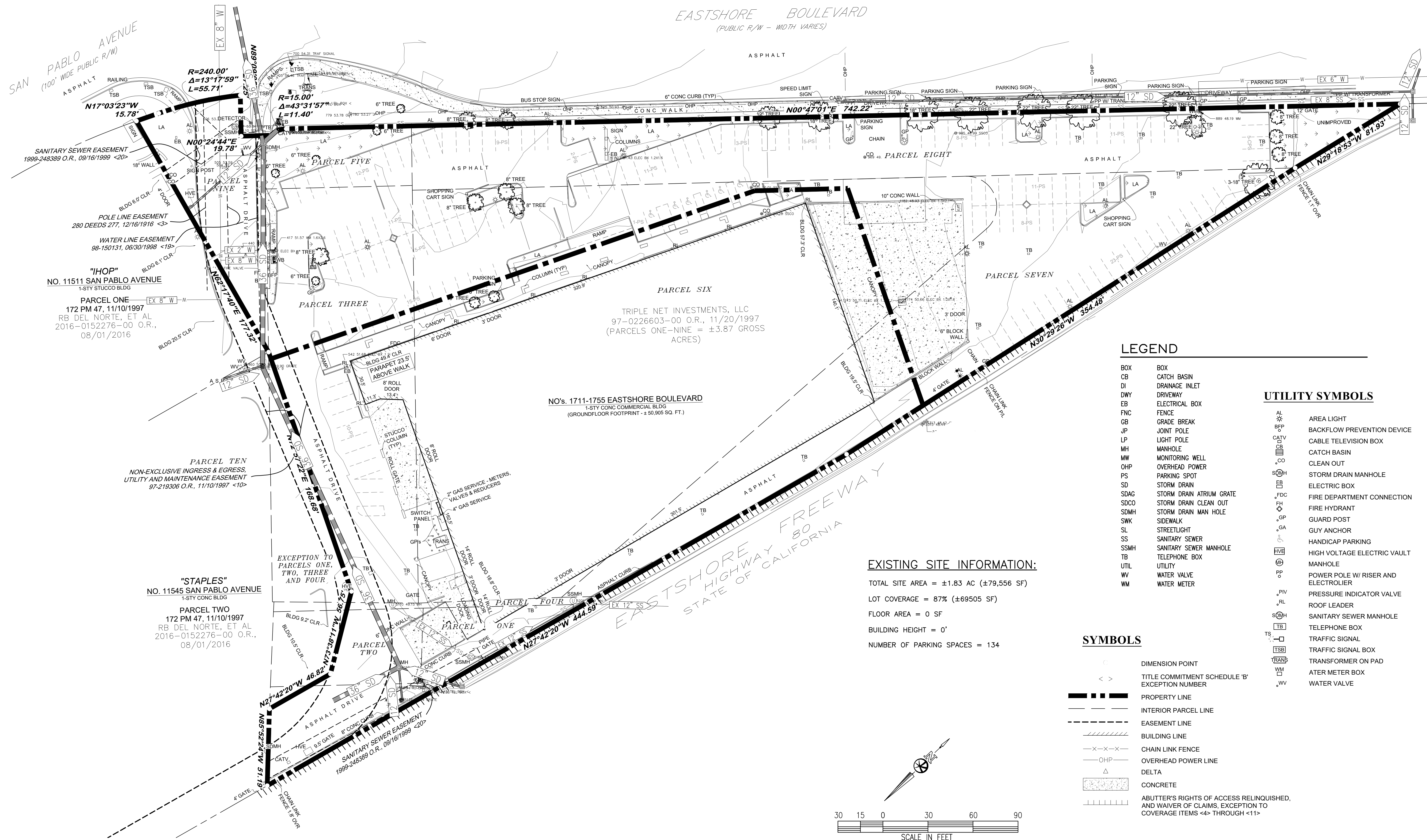
EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 06-01-2022
JOB NO.: 2017-694
AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

CS-1





4TH SUBMITTAL

PRELIMINARY

NOT FOR CONSTRUCTION

NOTE:
BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION SHOWN
HEREON WAS PREPARED BY:
TRONOFF ASSOC. - LAND SURVEYORS
1255 STARBOARD DR., SUITE A
WEST SACRAMENTO,
AUGUST 2016

BELLECCI & ASSOCIATES MAKES NO WARRANTY OR
REPRESENTATION THAT THE BOUNDARY AND TOPOGRAPHIC SURVEY
INFORMATION SHOWN HEREON IS COMPLETE AND ACCURATE.

- ### LEGEND

BOX	BOX
CB	CATCH BASIN
DI	DRAINAGE INLET
DWY	DRIVEWAY
EB	ELECTRICAL BOX
FNC	FENCE
GB	GRADE BREAK
JP	JOINT POLE
LP	LIGHT POLE
MH	MANHOLE
MW	MONITORING WELL
OHP	OVERHEAD POWER
PS	PARKING SPOT
SD	STORM DRAIN
SDAG	STORM DRAIN ATRIUM GRATE
SDCO	STORM DRAIN CLEAN OUT
SDMH	STORM DRAIN MAN HOLE
SWK	SIDEWALK
SL	STREETLIGHT
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
UTIL	UTILITY
WV	WATER VALVE
WM	WATER METER
- ### UTILITY SYMBOLS

AL	AREA LIGHT
BFP	BACKFLOW PREVENTION DEVICE
CATV	CABLE TELEVISION BOX
CB	CATCH BASIN
CO	CLEAN OUT
SDMH	STORM DRAIN MANHOLE
EB	ELECTRIC BOX
FDC	FIRE DEPARTMENT CONNECTION
PH	FIRE HYDRANT
GP	GUARD POST
GA	GUY ANCHOR
HVP	HANDICAP PARKING
HVE	HIGH VOLTAGE ELECTRIC VAULT
HP	MANHOLE
PP	POWER POLE W/ RISER AND ELECTROLIER
PIV	PRESSURE INDICATOR VALVE
RL	ROOF LEADER
SDMH	SANITARY SEWER MANHOLE
TB	TELEPHONE BOX
TS	TRAFFIC SIGNAL
TSB	TRAFFIC SIGNAL BOX
TRANS	TRANSFORMER ON PAD
WM	ATER METER BOX
WV	WATER VALVE

EXISTING SITE INFORMATION:

TOTAL SITE AREA = ±1.83 AC (±79,556 SF)

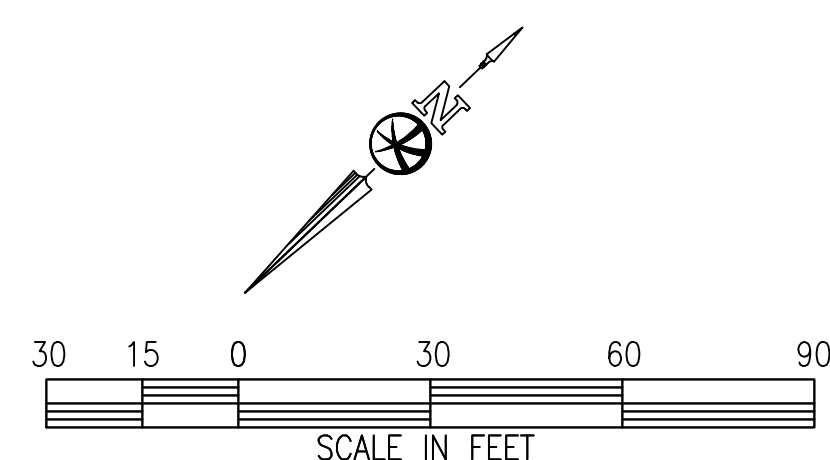
LOT COVERAGE = 87% (±69505 SF)

FLOOR AREA = 0 SF

BUILDING HEIGHT = 0'

NUMBER OF PARKING SPACES = 134

- ### SYMBOLS
- | | |
|---|--|
| ○ | DIMENSION POINT |
| < > | TITLE COMMITMENT SCHEDULE 'B' EXCEPTION NUMBER |
| --- | PROPERTY LINE |
| --- | INTERIOR PARCEL LINE |
| --- | EASEMENT LINE |
| --- | BUILDING LINE |
| -x-x-x- | CHAIN LINK FENCE |
| -OHP- | OVERHEAD POWER LINE |
| △ | DELTA |
| CONCRETE | CONCRETE |
| ABUTTER'S RIGHTS OF ACCESS RELINQUISHED, AND WAIVER OF CLAIMS, EXCEPTION TO COVERAGE ITEMS <4> THROUGH <11> | |



811

CALL 811 BEFORE YOU DIG

SAFE DIGGING PARTNER

EL CERRITO APARTMENTS

EL CERRITO

SHEET C-101 OF 105

1755 EASTSHORE, LLC

CONTRA COSTA COUNTY

JOB NO. 18037

EXISTING CONDITIONS

CALIFORNIA

18037

Bellecci & Associates, inc.

Civil/Engineering • Land Surveying

2290 Diamond Boulevard, Suite 100 Concord, CA 94520

Phone (925) 685-4569 Fax (925) 685-4838

PROFESSIONAL ENGINEER

ALBERTA L. BELLECCI

No. 91247

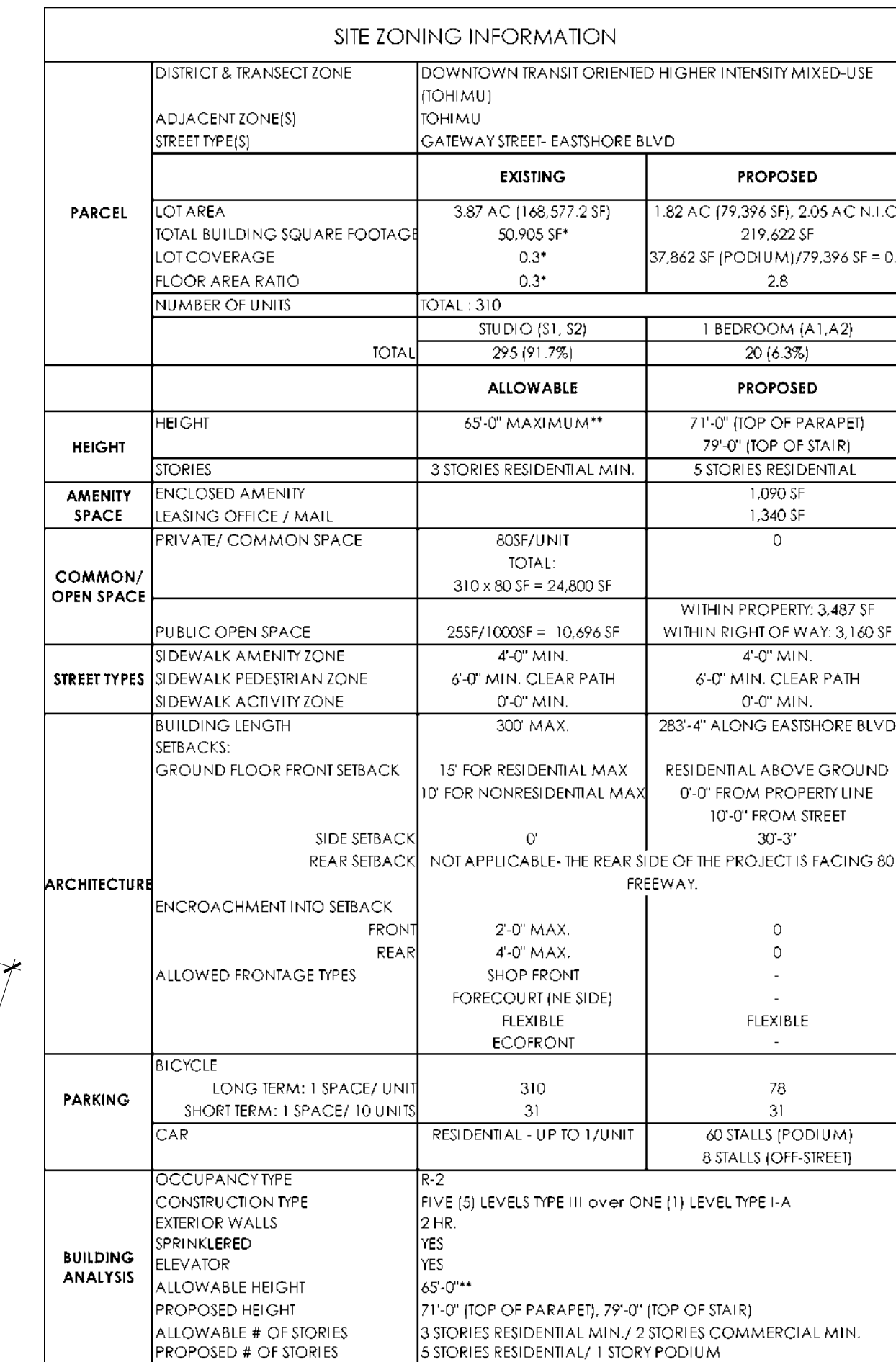
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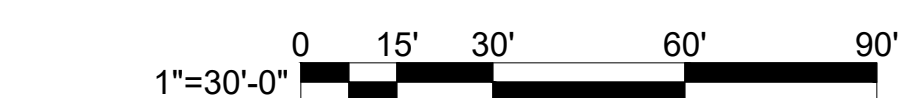
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REVISIONS

 PRIMARY PATH OF TRAVEL



REFER TO CIVIL AND LANDSCAPE EXHIBITS FOR MORE INFORMATION

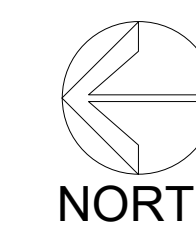
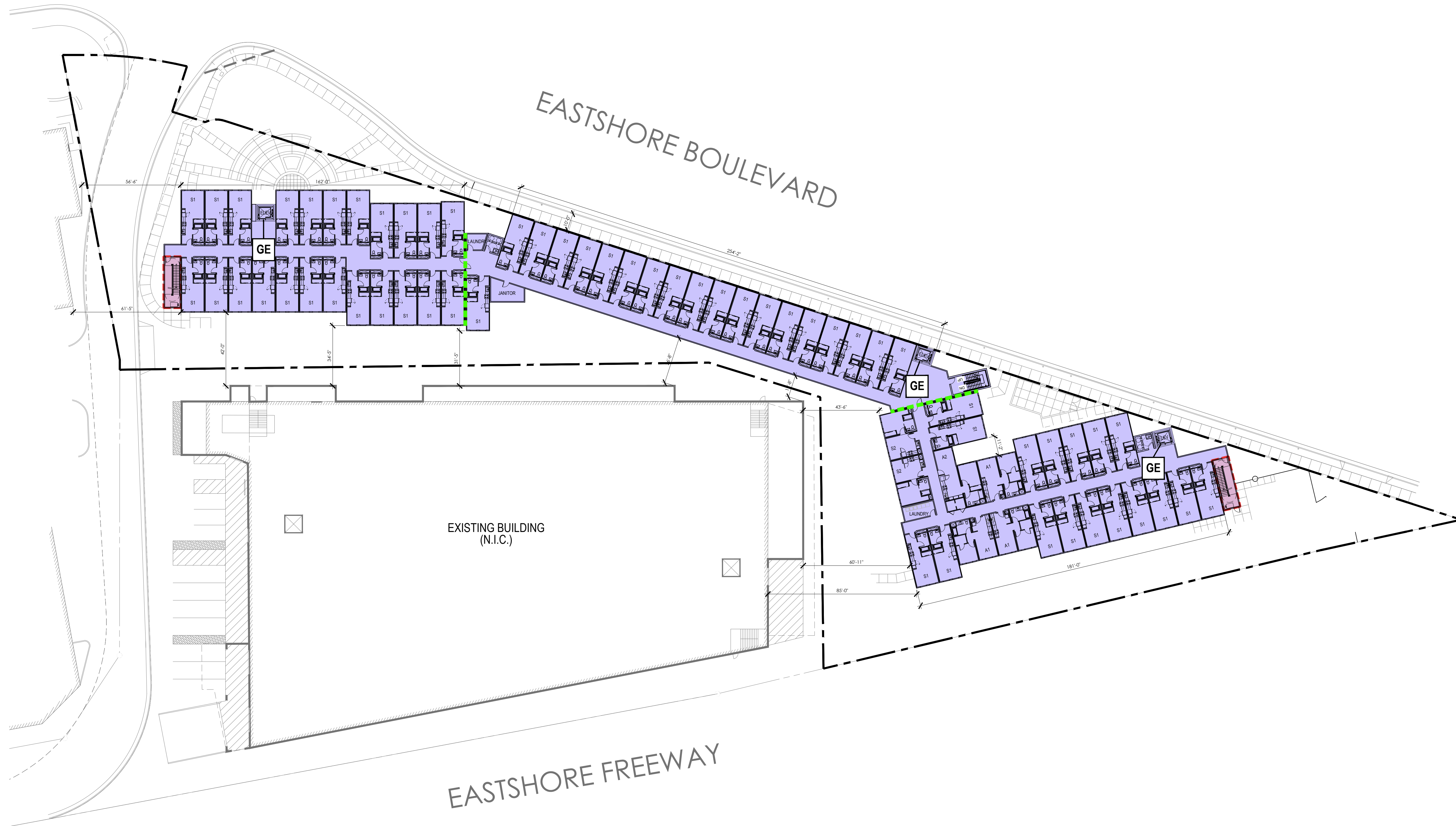


A2.0



LEGEND

- FIRE AREA SEPARATION WALL
- GE GURNEY-SIZE ELEVATOR
- BUILDING FOOTPRINT
- STAIRS PROVIDING ROOF ACCESS



NORTH

1"=30'-0"

CONCEPTUAL FIRE PLAN -TYPICAL UPPER FLOOR

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 06-01-2022
JOB NO.: 2017-694

AO ARCHITECTS
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(714) 639-9860

A2.2



Attachment 3

SPASP EIR - Excerpts of Noise and Vibration Thresholds of Significance, Impact Findings, and Mitigation Measures

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As discussed previously, annoyance is a subjective measure, and vibrations may annoy at much lower levels than those shown in Table 13-3, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying.

Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with the velocity of the ground, which is expressed on the decibel scale. The reference velocity is 1×10^{-6} in/sec RMS, which equals 0 VdB, and 1 in/sec equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for *vibration* decibels to reduce the potential for confusion with *sound* decibels.

One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The US Department of Transportation, Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations, such as rapid transit and commuter rail systems. The main difference between passenger and freight operations is the time duration of individual events; a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.

Vibration levels below 65 VdB are below the threshold for human perception. Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams, and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 13-4 illustrates some common sources of vibration and their association to human perception or the potential for structural damage.

13.1.3 Existing Noise Environment

The San Pablo Avenue Specific Plan study area spans almost the entire length of the roadway in El Cerrito, from the border with the City of Albany to the south, to the City of Richmond to the north. The Specific Plan area extends beyond the San Pablo Avenue corridor itself, to areas surrounding the two BART stations located east of San Pablo Avenue, as well as west into the City of Richmond near Interstate 80 (I-80). Land uses in the Specific Plan area vicinity include large commercial shopping centers located southeast of Central Avenue and at the northern portion of the study area near Cutting Boulevard, as well as various other land use types, ranging from small commercial centers, offices, hotels, educational facilities, and residences. East of San Pablo Avenue, single-family and multi-family residential land uses are typical.

Vehicular traffic along San Pablo Avenue and various cross streets, I-80, and BART trains are the predominant noise sources affecting the noise environment in the study area. Ambient noise measurements were made over a 24-hour period at six locations from March 27, 2014 to March 28, 2014. Attended short-term (10-minutes in duration) measurements were made at eight additional locations throughout the study area to quantify variations in the existing noise environment. Figure 13-1 shows the approximate noise monitoring locations.

Figure 13-1
NOISE MEASUREMENT LOCATIONS



Table 13-4
TYPICAL LEVELS OF GROUND-BORNE VIBRATION

Human/Structural Response	Velocity Level, VdB	Typical Events (50-foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment Heavy tracked vehicles (bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	Commuter rail (upper range)
Residential annoyance, infrequent events	80	Rapid transit (upper range)
Residential annoyance, occasional events		Commuter rail, typical bus or truck over bump or on rough roads
Residential annoyance, frequent events	70	Rapid transit (typical)
Approximate human threshold of perception to vibration		Buses, trucks, and heavy street traffic
	60	Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

SOURCE: Transit Noise and Vibration Impact Assessment, US Department of Transportation, Federal Transit Administration, May 2006.

- Noise measurement site LT-1 was located approximately 170 feet from the center of I-80, south of Central Avenue and east of Pierce Street. This location was selected to quantify noise levels generated by I-80. Hourly average noise levels typically ranged from 73 dBA L_{eq} to 79 dBA L_{eq} during the day and from 72 dBA L_{eq} to 76 dBA L_{eq} at night. The day-night average noise level at location LT-1 was 82 dBA L_{dn} .
- Measurement site LT-2 was located approximately 60 feet from the center of San Pablo Avenue, north of Central Avenue. The dominant noise source at this location was vehicular traffic along San Pablo Avenue. Daytime hourly average noise levels ranged from 64 dBA L_{eq} to 71 dBA L_{eq} , while nighttime noise levels ranged from 56 dBA L_{eq} to 64 dBA L_{eq} . The day-night average noise level at this location was 69 dBA L_{dn} .
- Measurement location LT-3 was north of the El Cerrito Plaza BART Station, in a residential neighborhood along Oak Street. Hourly average noise levels typically ranged from 63 dBA L_{eq} to 68 dBA L_{eq} during the day and from 42 dBA L_{eq} to 68 dBA L_{eq} at night. The L_{dn} at this site was 70 dBA L_{dn} .
- Long-term measurement LT-4 was approximately 160 feet from the center of I-80, in the parking lot of a vacant commercial building along Eastshore Boulevard. This location was selected to quantify noise levels generated by I-80 at the north end of the study area and Eastshore Boulevard. Hourly average noise levels typically ranged from 65 dBA L_{eq} to 76 dBA L_{eq} during the monitoring survey. The 24-hour average noise level at this location was 75 dBA L_{dn} .
- Long-term measurement LT-5 was on the corner of Lexington Avenue and Gladys Avenue, approximately 60 feet from the center of the adjacent BART tracks. This location was selected to quantify noise levels generated by BART trains traveling at slightly higher speeds due to its location between the two stations. Hourly average noise levels ranged from 71 dBA L_{eq} to 75 dBA L_{eq} during the day and from 47 dBA L_{eq} to 71 dBA L_{eq} at night. The day-night average noise level at LT-5 was 75 dBA L_{dn} .
- Measurement location LT-6 was located in front of a senior housing development located between Madison Avenue and Jefferson Avenue, approximately 60 feet from the center of San Pablo Avenue. The dominant noise source at this location was vehicular traffic along the roadway. Average noise levels ranged from 65 dBA L_{eq} to 79 dBA L_{eq} during the day and from 56 dBA L_{eq} to 65 dBA L_{eq} at night. The 24-hour average noise level at this location was 72 dBA.

Attended short-term noise measurements were made at eight additional locations (ST-1 through ST-8) to complete the March 2014 monitoring survey. Table 13-5 summarizes the results of these measurements.

Table 13-5
SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA

Noise Measurement Location	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq}	L _{dn}
ST-1: ~45 feet from the center of Central Avenue, at Central Park baseball field. (3/27/2014, 2:20 p.m.-2:30 p.m.)	74	72	70	67	60	67	69
ST-2: ~45 feet from the center of Fairmount Avenue, at Lexington Avenue. (3/28/2014, 10:20 a.m.-10:30 a.m.)	72	71	65	59	52	62	63
ST-3: ~45 feet from the center of Moeser Lane, across from Kearney Street. (3/28/2014, 10:40 a.m.-10:50 a.m.)	69	68	63	58	55	60	63
ST-4: ~45 feet from the center of Schmidt Lane, across from Kearney Street. (3/28/2014, 11:00 a.m.-11:10 a.m.)	73	69	63	58	55	60	63
ST-5: Dead end of Wenk Avenue. (3/28/2014, 11:20 a.m.-11:30 a.m.)	62	56	50	47	44	48	<55
ST-6: ~45 feet from the center of Potrero Avenue, between San Pablo Avenue and S. 56 th Street. (3/28/2014, 11:40 a.m.-11:50 a.m.)	73	71	68	63	61	65	69
ST-7: ~45 feet from the center of Elm Street. (3/28/2014, 12:00 p.m.-12:10 p.m.)	83	82	66	59	54	67	69
ST-8: ~45 feet from the center of San Pablo Avenue, at Ohio Street. (3/28/2014, 12:20 p.m.-12:30 p.m.)	98	94	74	68	62	78	80

SOURCE: Illingworth & Rodkin, Inc., acoustical consultants, March 2014.

Note: L_{dn} approximated by correlating to corresponding period at long-term measurement location.

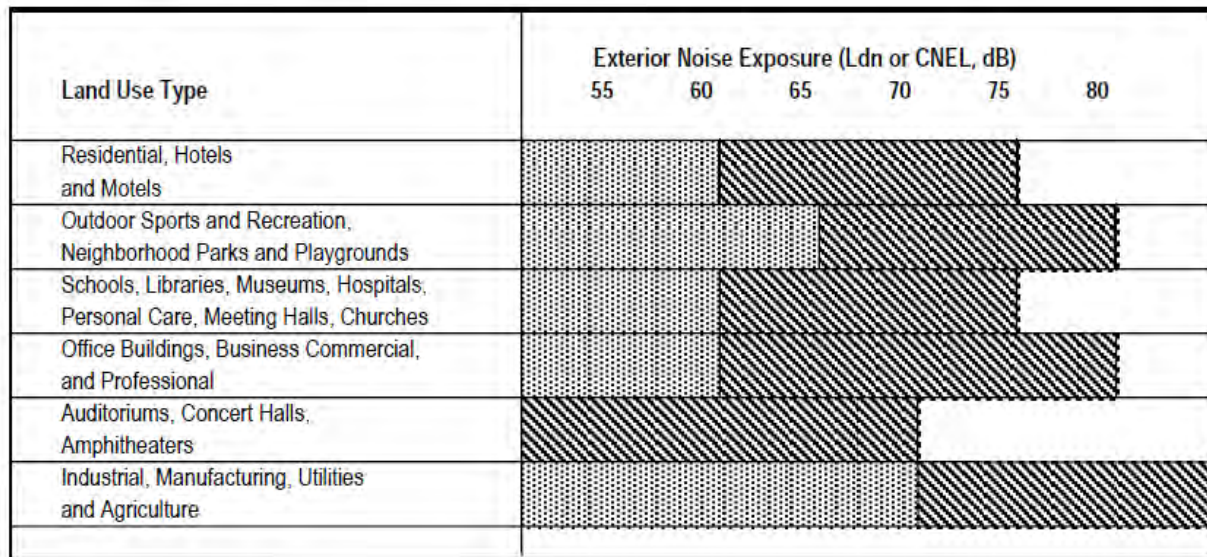
13.2 REGULATORY SETTING

13.2.1 City of El Cerrito

The Noise Element of the City of El Cerrito General Plan identifies noise and land use compatibility standards for various land uses, as shown on Figure 13-2 (Land Use Compatibility for Community Noise Environments). These standards are intended to provide compatible land uses throughout the community as related to environmental noise. Residential land uses are considered “normally acceptable” in exterior noise environments of 60 dBA L_{dn} or less and “conditionally acceptable” in exterior noise environments of 75 dBA L_{dn} or less. Interior noise levels attributable to exterior noise sources shall be maintained at or below 45 dBA L_{dn}. The General Plan also identifies goals and policies designed to limit noise exposure at noise sensitive land uses. Goal H3 states the following: “New development complies with the noise standards established in the General Plan, all new noise sources are within acceptable standards, and existing objectionable noise sources are reduced or eliminated.” General Plan policies applicable to the quantitative evaluation of noise are listed below.

Figure 13-2

Land Use Compatibility for Community Noise Environments



 **Normally Acceptable**
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 **Conditionally Acceptable**
Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

 **Unacceptable**
New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with Noise Element policies.

SOURCE: El Cerrito General Plan, Noise Element, 1999.

H3.2: Outdoor Noise Levels. “The goal for maximum outdoor noise levels in residential areas is an L_{dn} of 60 dB. This level is a requirement to guide the design and location of future development and is a goal for the reduction of noise in existing development. However, 60 L_{dn} is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal will be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). The outdoor standard will not normally be applied to the small decks associated with apartments and condominiums but these will be evaluated on a case-by-case basis. Where the city determines that providing and L_{dn} of 60 dB or lower outdoors is not feasible, the outdoor goal may be increased to an L_{dn} of 65 dB at the discretion of the Planning Commission.”

H3.3: Indoor Noise Levels. “The indoor noise level as required by the State of California Noise Insulation Standards must not exceed an L_{dn} of 45 dBA in new housing units.” As of January 1, 2014, the State of California Building Code no longer regulates interior noise levels in multi-family residential land uses. The intention of Policy H3.3 is to establish an acceptable interior noise limit in new multi-family dwellings. For the purposes of this analysis, the 45 dBA L_{dn} interior noise limit will be used in new housing developments.

H3.4: Indoor Instantaneous Noise Levels. “Interior noise levels in new single-family and multi-family residential units exposed to an L_{dn} of 60 dB or greater should be limited to a maximum instantaneous noise level in the bedroom of 50 dBA. Maximum instantaneous noise levels in other rooms should not exceed 55 dB. The typical repetitive maximum instantaneous noise level at each site would be determined by monitoring. Examples would include truck passbys on busy streets, BART passbys and train warning whistles.”

H3.5: Impacts of BART Noise. “If the noise source is BART, then the outdoor noise exposure criterion should be 70 L_{dn} for future development, recognizing that BART noise is characterized by relatively few loud events.”

H3.6: New Commercial, Industrial and Office Noise Standards. “Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of space and shall be evaluated on a case-by-case basis. Interior noise levels in offices generally should be maintained at 45 dBA L_{eq} (hourly average) or less.”

H3.7: Areas Below Desired Noise Standards. “These guidelines are not intended to be applied reciprocally. In other words, if an area currently is below the desired noise standards, an increase in noise up to the maximum should not necessarily be allowed. The impact of a proposed project on an existing land use should be evaluated in terms of the increase in existing noise levels and potential for adverse community impact, regardless...[sic]”

H3.8: Non-Transportation Related Noise Sources. “For non-transportation related noise sources, noise levels outdoors should not exceed the limits in the table above. Interior noise levels shall be 15 decibels lower than those shown in the table.”

H3.9: Noise Environment in Existing Residential Areas. “Protect the noise environment in existing residential areas. In general, the City will require the evaluation of mitigation measures for projects under the following circumstances:

1. The project would cause the Ldn to increase 3 dB(A) or more.
2. Any increase would result in an Ldn greater than 60 dB(A).
3. The Ldn already exceeds 60 dB(A).
4. The project has the potential to generate significant adverse community response."

H3.10: Mitigating the Effects of Noise on Adjacent Properties. "Require proposals to reduce noise impacts on adjacent properties by incorporating appropriate measures into the project."

H3.11: Commercial or Industrial Source Noise. "Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in the table [13-6] below (Maximum Allowable Noise Exposure for Stationary Noise Sources), as measured at any affected residential land use."

13.2.2 City of Richmond

The Public Safety and Noise Element of the City of Richmond General Plan identifies noise and land use compatibility standards for various land uses. These standards are intended to provide compatible land uses throughout the community as related to environmental noise. Residential land uses are considered "normally acceptable" in exterior noise environments of 60 dBA L_{dn} or less, "conditionally acceptable" in exterior noise environments of 70 dBA L_{dn} or less, and "normally unacceptable" in exterior noise environments of 75 dBA L_{dn} or less.

The following General Plan goal applies to quantitative evaluation of noise:

Goal SN4: Acceptable Noise Levels. "Achieve noise levels consistent with acceptable standards and reduce or eliminate objectionable noise sources. Prevent where possible, or mitigate noise impacts from industries, roadways, railroads and businesses in residential areas and sensitive uses in the community. In addition, apply new technology, buffers and other solutions to reduce excessive noise."

13.2.3 Regulatory Criteria--Vibration

The Cities of El Cerrito and Richmond have not identified quantifiable vibration limits that can be used to evaluate the compatibility of land uses with respect to ground-borne vibration. Although there are no local standards that control allowable vibration levels in new residential development, the US Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects.¹ The Federal Transit Administration (FTA) has proposed vibration impact criteria, based on maximum overall levels for a single event. The impact criteria for ground-borne vibration are shown in Table 13-7. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

¹US Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06.

Table 13-6

MAXIMUM ALLOWABLE NOISE EXPOSURE FOR STATIONARY NOISE SOURCES ⁽¹⁾

Noise Metric	Daytime ⁽⁵⁾ (7 AM to 10 PM)	Nighttime ^(2,5) (10 PM to 7 AM)
Hourly Leq, dB ⁽³⁾	55	45
Maximum Level, dB ⁽³⁾	70	65
Maximum Level, dB – Impulsive Noise ⁽⁴⁾	65	60

SOURCE: El Cerrito General Plan, 1999.

⁽¹⁾ As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

⁽²⁾ Applies only where the receiving land use operates or is occupied during nighttime hours.

⁽³⁾ Sound level measurements shall be made with "slow" meter response.

⁽⁴⁾ Sound level measurements shall be made with "fast" meter response.

⁽⁵⁾ Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels.

13.3 IMPACTS AND MITIGATION MEASURES

Noise-related impacts from future development can be divided into short-term construction-related impacts and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allowed by the Specific Plan. Long-term noise exposure is associated with major noise sources (e.g., traffic, trains, other transit, aircraft, and stationary sources).

13.3.1 Significance Criteria

Based on the CEQA Guidelines,¹ a significant noise impact would occur if implementation of the San Pablo Avenue Specific Plan would:

- (a) Expose people to or generate noise levels in excess of standards established by the respective jurisdictions (El Cerrito and Richmond), or applicable standards of other agencies (e.g., US Department of Transportation's ground-borne vibration impact criteria);
- (b) Expose people to or generate excessive ground vibration or ground-borne noise levels;
- (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (e.g., an increase of 3 dB or greater);

¹CEQA Guidelines, appendix G, item XII (a through f).

Table 13-7
GROUND-BORNE VIBRATION IMPACT CRITERIA

Land Use Category	Ground-borne Vibration Impact Levels (VdB re 1 μ inch/sec, RMS)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1 Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴
Category 2 Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3 Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB
SOURCE: US Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06. <i>Notes:</i> 1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category. 2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations. 3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines. 4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration levels. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.			

- (d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels; or
- (f) For a project within the vicinity of a private airstrip, would expose people residing or working in the project area to excessive noise levels.

Regarding criteria (e) and (f), there are no airports or private airstrips in the project vicinity.

A significant impact would be identified if land uses proposed by the project would be exposed to noise levels exceeding each City's established guidelines for noise and land use compatibility. A significant noise impact would also result if noise levels increase substantially at existing noise-sensitive land uses (e.g., residences). Following common noise impact assessment practice, a project-related increase in noise level (e.g., traffic noise) of 3 dBA in residential areas where existing noise levels exceed 60 dBA CNEL would constitute a significant impact.

Construction noise levels would be treated differently because they are temporary and intermittent. Significant noise impacts would result from construction if noise levels were sufficiently high to interfere with speech, sleep, or normal residential activities. Construction-related hourly average noise levels received at noise-sensitive land uses above 60 dBA during the daytime and 55 dBA at night and at least 5 dBA higher than ambient noise levels would be considered significant.

Particular to the San Pablo Avenue Specific Plan, a significant noise impact would occur at proposed sensitive land uses where exterior noise levels resulting from BART trains would exceed 70 dBA L_{dn} , or where exterior noise levels from traffic would exceed 60 dBA L_{dn} . A significant impact would also result where interior day-night average noise levels would exceed 45 dBA L_{dn} or where interior maximum noise levels would exceed 50 dBA L_{max} in bedrooms or 55 dBA L_{max} in other habitable rooms. A substantial permanent noise increase would occur if the noise level increase resulting from the project is 3 dBA L_{dn} or greater. A substantial temporary noise level increase would occur where noise from construction activities exceeds 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at noise-sensitive uses in the project vicinity for a period greater than one year. A substantial permanent cumulative noise increase would occur if the project contributed a minimum noise increase of 1 dBA L_{dn} where cumulative noise levels are anticipated to increase by 3 dBA L_{dn} or more.

13.3.2 Relevant Specific Plan Components

The Specific Plan includes components that would avoid or reduce potential noise impacts. Especially relevant components are briefly summarized below. The reader is encouraged to review the entire Specific Plan sections for more detail. Note that within the context of the Specific Plan, a "standard" is a mandatory requirement, and a "guideline" is not mandatory but is strongly recommended.

2.05.06.01.06 Wind Power. These regulations allow the use of small, urban-scale wind turbines. Turbines must have an American Wind Energy Association (AWEA) rated sound level of 45 dBA or less.

2.05.08.06 Parking Lot Landscaping Standards. This section requires landscaping (including trees) and screening in parking areas, for both the interior and the perimeter of the parking area. The standards require the coordinated use of setbacks, landscaping (e.g., plants, earth berms, raised planters, hedges, shade trees), decorative masonry walls, and fences. The standards also require that the Zoning Administrator evaluate the solutions adjacent to residential uses for their effectiveness in addressing land use compatibility issues such as light/glare and noise.

13.3.3 Impacts and Mitigations

The Specific Plan includes Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) and Transit-Oriented Mid-Intensity Mixed Use (TOMIMU) zones in El Cerrito, and Main Street and Neighborhood zones in Richmond (from the Richmond Livable Corridors Form-Based Code). These designations are intended to encourage a pedestrian-friendly, multi-modal environment with a mix of land uses in the Specific Plan area. Relevant to the existing noise environment, vehicular traffic along major arterials, I-80, and BART trains are the dominant noise sources in the Specific Plan area. Noise levels along these roadways exceed noise levels considered acceptable for residential development. Noise levels in close proximity to roadways within the Specific Plan area would also exceed acceptable levels for less-sensitive developments, such as professional offices. Residential outdoor common use areas and other outdoor spaces where quiet would be a benefit might be located in noise environments exceeding 60 dBA L_{dn} and would require noise mitigation, such as proper site planning, utilizing building massing, or sound barriers, to achieve a compatible noise environment.

Traffic volumes provided by Fehr and Peers (August 2013, see chapter 16 of this EIR) and the El Cerrito and Richmond general plans were used to calculate future noise levels for the Specific Plan noise assessment. The noise exposure levels for the "2040 With Specific Plan" traffic data, used to assess the compatibility of development facilitated by the Specific Plan, are shown in Table 13-8.

Impact 13-1: Noise and Land Use Compatibility. Residential land uses facilitated by the Specific Plan would be exposed to exterior noise levels exceeding 60 dBA L_{dn} from traffic noise and 70 dBA L_{dn} from BART noise. Future noise levels would exceed both El Cerrito's and Richmond's noise and land use compatibility standards. This is a ***potentially significant impact*** (see criterion [a] in subsection 13.3.1, "Significance Criteria," above).

Where exterior noise levels exceed 60 dBA L_{dn} , interior noise levels may also exceed the interior 45 dBA L_{dn} residential standard established in El Cerrito's and Richmond's general plans. Typical construction required in California provides approximately 15 dBA of noise reduction from exterior noise sources with windows partially open, and approximately 25 dBA of noise reduction with windows kept closed. Where exterior noise levels do not exceed 70 dBA L_{dn} , interior noise can be mitigated with standard wall and window construction and the inclusion of mechanical forced-air ventilation, subject to local building department requirements, to allow occupants the option of maintaining windows closed to control noise.

Table 13-8
"2040 WITH SPECIFIC PLAN" FUTURE TRAFFIC NOISE LEVELS

Noise Source	L _{dn} (dBA) 50 ft. From Roadway or Rail Centerline
San Pablo Avenue, between Fairmount Avenue and Manila Avenue	71
San Pablo Avenue, between Manila Avenue and Macdonald Avenue	73
Potrero Avenue	70
Central Avenue	70
Fairmount Avenue	64
Moeser Lane	64
Schmidt Lane	64
BART	76
I-80 with soundwalls (160 feet from center of roadway)	75
I-80 without soundwalls (160 feet from center of roadway)	82

SOURCE: Illingworth & Rodkin, April 2014.

Where exterior noise levels exceed 70 dBA L_{dn} , residential units would not normally be able to meet the 45 dBA L_{dn} interior standard through typical construction methods. This would be a potentially significant impact.

Commercial uses such as offices developed under the Specific Plan along roadways within the plan area would exceed the exterior commercial land use compatibility guideline of 65 dBA L_{dn} established in the El Cerrito General Plan. This would be a potentially significant impact.

Single event noise levels resulting from BART passbys and truck passbys on busy streets would exceed the City of El Cerrito's indoor instantaneous noise guidelines of 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms. This would be a potentially significant impact.

Mitigation 13-1. Future development would be exposed to outdoor noise levels exceeding acceptable levels as defined in the El Cerrito and Richmond general plans. Noise levels inside residential structures proposed in such noise environments would exceed 45 dBA L_{dn} , the local established land use compatibility threshold. In areas where residential developments would be exposed to an L_{dn} of greater than 60 dBA, El Cerrito General Plan Policy H3.9 requires the evaluation of mitigation measures for specific projects. In Richmond General Plan Action SN4.A, new noise-sensitive uses that are located in an area with day-night average sound levels (L_{dn}) of 55 or greater require a noise study report; the report shall identify noise mitigation measures that limit noise to an acceptable level compared to existing conditions.

- Utilize site planning to minimize noise in residential outdoor activity areas (shared outdoor space in multi-family developments) by locating the areas behind noise barriers, the buildings, in courtyards, or orienting the terraces to alleyways rather than streets, whenever possible. The goal is a maximum noise level of 60 dBA L_{dn} from roadway traffic and 70 dBA L_{dn} from BART noise.
- The City of El Cerrito requires project-specific acoustical analyses to achieve interior noise levels of 45 dBA L_{dn} or lower, and the adopted instantaneous noise levels in residential units exposed to exterior noise levels greater than 60 dBA L_{dn} should not exceed 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation in noise environments exceeding 60 dBA L_{dn} so that windows could be kept closed at the occupant's discretion to control noise. Special building construction techniques (e.g., sound rated windows and building facade treatments) may be required where exterior noise levels exceed 65 dBA L_{dn} . These treatments include, but are not limited to, sound rated windows and doors, sound rated exterior wall assemblies, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis during project design. Results of the analysis, including the description

(continued)

Mitigation 13-1 (continued):

of the necessary noise control treatments, will be submitted to the City, along with the building plans, which shall be revised as necessary or approved prior to issuance of a building permit. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA L_{dn} or lower and meet instantaneous noise limits.

- Similar to above, noise insulation features shall be considered on a case-by-case basis for noise-sensitive offices and commercial uses proposed where noise levels exceed 65 dBA L_{dn} , in order to meet adopted noise standards.

Implementation of these measures would reduce potential noise and land use compatibility impacts to a ***less-than-significant level***.

Impact 13-2: Commercial Development Noise. The San Pablo Avenue Specific Plan would introduce commercial uses adjacent to residential land uses. Specific tenants for the commercial uses have not been identified, but uses would probably include retail stores, grocery stores, restaurants, or cafes. New commercial development proposed along with or next to residential development could result in noise levels exceeding City standards. Typical noise levels generated by loading and unloading would be similar to noise levels generated by truck movements on local roadways. Mechanical equipment would also have the potential to generate noise and would be a potential noise impact. This is a ***potentially significant impact*** (see criteria [a] and [d] in subsection 13.3.1, "Significance Criteria," above).

New commercial, office, or other non-residential development could produce noise (HVAC, loading docks, etc.) that could affect existing residences or other noise-sensitive land uses. New projects developed under the San Pablo Avenue Specific Plan would be subject to Richmond's and El Cerrito's general plans and municipal codes, which set limits for permissible noise levels during the day and night, and in terms of L_{dn} according to the land use zoning of the area. Goal SN4 of the Richmond General Plan states: "Prevent where possible, or mitigate noise impacts from industries, roadways, railroads and businesses in residential areas and sensitive uses in the community." Policy H3.11 of the El Cerrito General Plan states: "Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards (shown in Table 4)...as measured at any affected residential land use." These policies would help ensure that existing and future residences and other noise-sensitive land uses would not be exposed to excessive noise from these types of noise sources.

Mitigation 13-2. New commercial development proposed in the same building as or adjacent to residential development could result in noise levels exceeding City standards.

- Noise levels at residential property lines from commercial development shall be maintained not in excess of the general plan and municipal code limits for the Cities of El Cerrito and Richmond. The approval of the commercial development shall require a noise study demonstrating how the business—including loading docks, refuse areas, and ventilation systems—would meet these requirements and would be consistent with the respective City’s noise standards.
- Ensure that noise-generating activities, such as maintenance activities and loading and unloading activities, are limited to the hours of 7:00 AM to 9:00 PM.

Implementation of these measures would reduce the potential commercial development noise impacts to a ***less-than-significant level***.

Project-Generated and Cumulative Traffic Noise. Specific Plan development would not result in a substantial increase in traffic noise levels above existing noise levels along area roadways. The Specific Plan would not make a “cumulatively considerable” contribution to noise levels that would be substantially increased as a result of cumulative growth in the area. This is a less-than-significant impact.

Development facilitated by the Specific Plan would increase traffic on area roadways. Projected changes to traffic noise levels from existing levels were calculated by comparing existing and future traffic scenarios (“2040 With Specific Plan” and “2040 With Mode Shift”) for the project development capacity (see EIR chapter 16). A substantial noise level increase is considered to be 3 dBA L_{dn} (see subsection 13.3.1, “Significance Criteria,” above). Projected traffic noise increases throughout the Specific Plan area would be less than 2 dBA L_{dn} . This is a less-than-significant-impact.

The project would result in a significant cumulative traffic noise impact if existing sensitive receptors would be exposed to cumulative traffic noise level increases greater than 3 dBA L_{dn} above existing traffic noise levels and if the project would make a “cumulatively considerable” contribution to the overall traffic noise increase. A “cumulatively considerable” contribution would be defined as an increase of 1 dBA L_{dn} or more attributable solely to the proposed project (see subsection 13.3.1, “Significance Criteria,” above).

Cumulative traffic noise levels, with or without the Specific Plan, are not anticipated to increase substantially along the roadways serving the Specific Plan area, and the project’s contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA L_{dn} . Cumulative traffic noise increases would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels. This impact is considered ***less-than-significant*** (see criteria [a] and [c] in subsection 13.3.1, “Significance Criteria,” above).

The development of new buildings facilitated by the Specific Plan, located immediately adjacent to the elevated BART structure, could reflect a minor amount of noise toward receptors east of BART. One-hundred percent of the acoustical energy resulting from BART would have to be reflected by new project buildings to result in a substantial increase in noise (3 dBA L_{dn}). At this time, the location, size, and materials of buildings that would be constructed along the BART right-of-way are not known. However, it can be reasonably assumed that the development facilitated by the project would not reflect 100 percent of the acoustical energy resulting from BART to receptors east of the elevated BART structure, and the impact would be ***less-than-significant*** because the noise increase resulting from possible minor reflections would not be perceptible (see criteria [a] and [c] in subsection 13.3.1, "Significance Criteria," above).

Mitigation. No significant impact has been identified; no mitigation is required.

Impact 13-3: Construction Noise. Businesses and residences would be intermittently exposed to high levels of noise throughout the 2040 plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or more. This is a ***significant impact*** (see criteria [a] and [d] in subsection 13.3.1, "Significance Criteria," above).

Residences and businesses would be affected by construction noise. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time. Major noise-generating construction activities would include removal of existing pavement and structures, site grading and excavation, building erections, paving, and landscaping. In some cases, residences would be directly adjacent or in close proximity to construction activities.

The highest construction noise levels would be generated during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are about 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. In addition, pile driving may occur at some of the project sites. This type of construction activity can produce very high noise levels of approximately 105 dBA at 50 feet, which are difficult to control. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels.

Although construction noise would be localized to the individual site location, businesses and residences would be intermittently exposed to high levels of noise throughout the plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or higher. Such a large increase in noise levels, although short-term in duration, would be a potentially significant impact.

Mitigation 13-3. Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures, when applicable, are recommended to reduce noise from construction activities:

- Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Prohibit unnecessary idling of internal combustion engines.
- Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 AM to 7:00 PM on weekdays and between the hours of 9:00 AM and 8:00 PM on weekends and holidays.
- Ensure that excavating, grading, and filling activities (including warming of equipment motors) are limited to between the hours of 7:00 AM to 7:00 PM on weekdays and between the hours of 9:00 AM and 8:00 PM on weekends and holidays.
- Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a “construction liaison” who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of

(continued)

Mitigation 13-3 (continued):

the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

Although the above measures would reduce noise generated by construction, the impact would remain ***significant and unavoidable*** as a result of the extended period of time that adjacent receivers could be exposed to construction noise.

Impact 13-4: Construction-Related Vibration. Residences, businesses, and historic structures could be exposed to construction-related vibration during the excavation and foundation work of buildings. This is a ***significant impact*** (see criterion [b] in subsection 13.3.1, "Significance Criteria," above).

Construction of projects within the San Pablo Avenue Specific Plan area may, in some cases, be located directly adjacent to existing structures, including weakened structures. Construction activities may include demolition of existing structures, site preparation work, excavation of below-grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels would also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

Pile driving has the potential of generating the highest ground vibration levels and is of primary concern to architectural damage, particularly when it occurs within 100 to 200 feet of structures. Vibration levels generated by pile driving activities would vary depending on project conditions such as soil conditions, construction methods, and equipment used--but could exceed the recommended PPV thresholds to avoid architectural damage. Other project construction activities--such as caisson drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.)--may also potentially generate substantial vibration in the immediate vicinity.

Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels may be high enough to damage existing structures. Given the scope of the Specific Plan and the close proximity of many existing structures, ground-borne vibration impacts would be potentially significant.

As with any type of construction, vibration levels may at times be perceptible. However, construction phases that have the highest potential of producing vibration (pile driving and use of jackhammers and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect

nearby businesses, perceptible vibration can be kept to a minimum and would not result in a physical or perceived significant impact.

Mitigation 13-4. The following measures are recommended to reduce vibration from construction activities:

- Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
- Avoid using vibratory rollers and tampers near sensitive areas.
- In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
 - Identify sites that would include vibration compaction activities (such as pile driving) and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.
 - Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.
 - Design construction contingencies that would be implemented when vibration levels approached the limits.
 - At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.
 - When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.
 - Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities. Make

(continued)

Mitigation 13-4 (continued):

appropriate repairs or compensation when damage has resulted from construction activities.

It may not be possible to avoid using pile drivers, vibratory rollers, and tampers entirely during construction facilitated by the San Pablo Avenue Specific Plan. Due to the density of development in the area, some of these activities may take place near sensitive areas. In these cases, the mitigation measures listed above may not be sufficient to reduce ground-borne vibrations below a level of significance. Therefore, this impact would be ***significant and unavoidable***.

Ground Vibration from BART Operations. Future development under the Specific Plan would not expose persons to excessive vibration from BART operations. This impact is considered less-than-significant.

Along the entire Specific Plan area, BART operates on an elevated platform. According to data in the FTA Transit Noise and Vibration Impact Assessment, vibration levels resulting from BART would be well below the 72 VdB guidelines for Category 2 land uses near the footprint of the elevated structure. This impact is considered ***less-than-significant*** (see criterion [b] in subsection 13.3.1, "Significance Criteria," above).

Mitigation. No significant impact has been identified; no mitigation is required.

14. POPULATION AND HOUSING

This EIR chapter describes population and housing implications of the proposed Specific Plan. The chapter addresses the specific population and housing impact concerns identified by the CEQA Guidelines--i.e., would development under the proposed Specific Plan induce substantial population growth, displace substantial numbers of existing housing, or displace substantial numbers of people.¹

14.1 SETTING

14.1.1 Population

Table 14.1 shows 2010 and the projected 2040 population characteristics within El Cerrito, based on demographic data developed by the Association of Bay Area Governments (ABAG).² As shown, the estimated year 2010 population of El Cerrito was approximately 27,277. El Cerrito's population is projected by ABAG to grow to 31,790 by 2040, a 16.5-percent increase over the 30-year period from 2010 to 2040.

14.1.2 Housing

As indicated in Table 14.1, in 2010, there were approximately 10,720 housing units in El Cerrito, according to ABAG. ABAG expects that the number of housing units in El Cerrito will increase by about 11.9 percent between 2010 and 2040, reaching a projected total of 12,000 housing units by 2040.

14.2 REGULATORY SETTING

El Cerrito Municipal Code – Section 19.22.030. This section (Affordable Housing Bonus) is intended to: (1) implement the General Plan Housing Element “for encouraging and expanding housing opportunities for households with very-low and lower incomes, seniors, disabled, and other persons with special housing needs”; (2) “allow for density bonuses and additional incentives, consistent with State Government Code section 65915”; (3) “provide additional incentives for affordable housing containing three or more bedrooms”; and (4) “ensure that lower income rental units remain affordable for at least 30 years or such other term approved by the City, consistent with State law.”

This Municipal Code section would be applied to requests for additional height and other incentives as described in the Specific Plan Form-Based Code.

¹CEQA Guidelines, appendix G, item XIII (a through c).

²Association of Bay Area Governments and Metropolitan Transportation Commission, Draft Plan Bay Area: Strategy for a Sustainable Region, Final Forecast of Jobs, Housing and Population, July 2013, Housing Growth by Jurisdiction and PDA/Investment Area (Contra Costa County).

Table 14.1

ESTIMATED POPULATION AND HOUSING GROWTH, 2010-2040--EL CERRITO (CITYWIDE)

	<u>2010</u>	<u>2040</u>	<u>Percent Change, 2010-2040</u>
Total population (residents)	27,277	31,790	+16.5
Total households	10,140	11,560	+14.0
Persons per household	2.69	2.75	+2.2
Housing units	10,720	12,000	+11.9

SOURCE: ABAG, 2013; MIG, 2014.

Richmond Municipal Code – Chapter 15.04.810.050. This chapter (Housing Density Bonus), similar to section 19.22.030 of the El Cerrito code, is intended to comply with Government Code section 65915 and allow for increased residential densities for projects that include senior housing or housing that is “affordable to moderate, lower, or very-low income persons.”

This Municipal Code section would be applied to requests for additional height as described in the Specific Plan Form-Based Code.

14.3 IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population and housing that could result from the Specific Plan.

14.3.1 Significance Criteria

Based on the CEQA Guidelines,¹ implementation of the San Pablo Avenue Specific Plan would have a significant impact related to population and housing if it would:

- (a) Induce substantial population growth either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure); or
- (b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.

14.3.2 Relevant Specific Plan Components

The Specific Plan document itself does not include components directly related to the CEQA-identified population and housing issues.

¹CEQA Guidelines, appendix G, item XIII (a through c).

14.3.3 Impacts and Mitigations

This section describes potential impacts on population and housing that could result from the San Pablo Avenue Specific Plan. Related to the significance criteria above, it is noted that the Specific Plan is a long-term plan intended to guide expected growth in the Specific Plan area through 2040. Because the Plan is not a specific development project, the forecasted development capacity in the Specific Plan area may or may not occur, based on market conditions. This EIR evaluates potential impacts based on the forecasted development capacity, consistent with the conservative approach encouraged by the California Environmental Quality Act (CEQA).

Effects on Population Growth. Based on the forecasted development capacity under the proposed Specific Plan (see chapter 3, Project Description, of this EIR), the plan is anticipated to result in the following approximate net new development:

- 1,706 net new residential units, and
- 243,112 net new square feet of commercial space.

This capacity forecast is based on entitled and planned projects within the Plan area in the cities of El Cerrito and Richmond and projections for the construction of projects consistent with the Form-Based Code development standards. The Specific Plan assumes an average of 2.25 persons per household (pph) in the Specific Plan area (based on ABAG Projections and Priorities 2009, Building Momentum, p. 58). Using this factor, Specific Plan implementation could generate up to approximately 3,840 new residents in the Specific Plan area by the year 2040 (the estimated plan buildout horizon).

The El Cerrito General Plan identifies the San Pablo Avenue corridor as the focus of new housing and population growth in the City, due its proximity to existing services, including public transportation infrastructure, and the opportunities for increased land use intensity afforded by underutilized land and surface parking lots. Similarly, the Richmond General Plan (Maps 3.6a and 3.6b) identifies its portion of the Specific Plan area as “Change Area 4” for medium density, mixed-use (residential and commercial) development.

The Association of Bay Area Governments (ABAG) and the Metropolitan Transit Commission (MTC) have collaboratively adopted Plan Bay Area: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2012-2040 (July 18, 2013). Consistent with the General Plans of El Cerrito and Richmond, the San Pablo Avenue Specific Plan area is identified as a “Priority Development Area” in Plan Bay Area (Appendix D: Contra Costa PDA Portfolio), where “infill development and intensification is envisioned.”

Plan Bay Area (Appendix D, pp. D-11 through D-14) forecasts an increase in housing units in the Specific Plan area from approximately 1,340 in 2010 to 2,350 in 2040, an increase of 1,010 units. The Specific Plan has forecast up to approximately 1,706 new residential units in the Specific Plan area through 2040, in recognition of the significant development potential of underutilized parking lots and vacant properties within the Plan area.

It is important to note that the Plan Bay Area forecasts are not mandates, or even goals, identified by ABAG and passed down to cities. Household and job allocations are based on potential Bay Area-wide job, population, and household growth statistics that take into account national, State, and regional economic trends, including affordability, economic feasibility, and

demand; Plan Bay Area then allocated a portion of this future growth to each Priority Development Area across the nine Bay Area counties based on existing infrastructure levels and support services, opportunities for growth, and zoning regulations currently in place in each jurisdiction. The PDA/OBAG (One Bay Area Government) Working Group includes representatives from member jurisdictions, who review PDA boundaries, forecasts, market demand, strategies, and policies as part of an ongoing, coordinated effort. For the purpose of this EIR, Plan Bay Area growth projections were applied to the new development standards, including on-site parking, site layout and height parameters, to assume a more realistic growth projection for the Specific Plan area. These design standards were developed to be consistent with the goals of Plan Bay Area: climate protection, adequate housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness, but incorporate locally refined data more telling of the development feasibility of the Specific Plan than would be possible on a regional planning level.

As described throughout this EIR (e.g., chapter 3--Project Description; chapter 16--Transportation and Circulation; chapter 17--Utilities and Service Systems), Specific Plan implementation would not extend roads or infrastructure through undeveloped or low-density areas and, therefore, would not indirectly induce substantial population growth beyond the Specific Plan area boundaries. Rather, Specific Plan implementation would facilitate the projected residential and commercial growth within a transit-rich, mixed use Specific Plan area identified for such growth in both local and regional plans and forecasts. Therefore, this impact is considered ***less-than-significant*** (see criterion [a] in subsection 14.3.1, "Significance Criteria," above). Also see Chapter 19 (CEQA-Mandated Sections), Section 19.2 (Growth-Inducing Effects).

Mitigation. No significant impact has been identified; no mitigation is required.

Population and Housing Displacement Effects. The San Pablo Avenue Specific Plan is an integrated long-term plan of standards and guidelines whose development potential would be initiated voluntarily by property owners. The Specific Plan does not contain any provisions authorizing residential eminent domain by either the City of El Cerrito or the City of Richmond. Infrastructure, roadway, open space, and other public improvements proposed under the plan would not require the displacement of housing. Over time, existing residential units may be voluntarily replaced by property owners in accordance with Specific Plan provisions and allowable land uses. However, the residential and mixed use (residential/commercial) focus of the Specific Plan provides for the addition of approximately 1,706 net new residential units in the well-served Specific Plan area (see Effects on Population Growth above). The Plan is likely to offset existing high transportation costs for future residents currently dependent on private automobiles by providing a mixture of housing types near existing public transportation infrastructure, while also improving access and connectivity to these support services for existing residents through bicycle and pedestrian infrastructure projects. In addition, the affordable housing density bonuses and regulations implemented by El Cerrito and Richmond (see Regulatory Setting above) would apply to the Specific Plan area. Based on this discussion, impacts on population and housing displacement are considered ***less-than-significant*** (see criterion [b] in subsection 14.3.1, "Significance Criteria," above).

Mitigation. No significant impact has been identified; no mitigation is required.

Temporary Employment Impacts. Temporary construction jobs would also be created over the timeframe of Specific Plan implementation. It is anticipated that an adequate construction work force will continue to exist within commute distance of the Specific Plan area, thereby making highly unlikely a substantial increase in population due to project construction. The actual number of construction jobs facilitated by the plan would depend on the construction dollars spent and the construction schedules; these variables cannot be accurately quantified at this time. Nevertheless, these project-generated employment opportunities would represent a beneficial temporary economic effect of the Specific Plan. In and of itself, any population growth associated with construction activity under the plan would represent a ***less-than-significant environmental impact*** (see criterion [a] in subsection 14.3.1, “Significance Criteria,” above).

Mitigation. No significant environmental impact has been identified; no mitigation is required.

13. NOISE

This SEIR Chapter describes the noise implications of the proposed San Pablo Avenue Specific Plan Update project, focusing on associated changes in the 2014 San Pablo Avenue Specific Plan EIR (2014 EIR) project that may result in significant new or substantially changed noise or vibration impacts or mitigation needs.

13.1 SETTING

The 2014 EIR Chapter 13 (Noise), Section 13.1.1 (Fundamentals of Acoustics) and Section 13.1.2 (Fundamentals of Ground-borne Vibration) describe the fundamentals of acoustics and ground-borne vibration, and are still current for this SEIR, except as updated below. The information below in this “Setting” describes changed conditions for the Specific Plan Update.

13.1.1 Fundamentals of Environmental Acoustics

The 2014 EIR Section 13.1.1 (Setting – Fundamentals of Environmental Acoustics) is still current for this SEIR.

13.1.2 Fundamentals of Ground-borne Vibration

The 2014 EIR Section 13.1.2 (Setting – Fundamentals of Ground-borne Vibration) is still current for this SEIR. The California Department of Transportation (Caltrans) released an updated version of its Transportation and Construction Vibration Guidance Manual in April 2020; however, this updated guidance document does not contain new regulatory criteria (that are applicable to the proposed project) and does not contain information that is substantially different than presented in Section 13.2.3 of the 2014 EIR.

13.1.3 Existing Noise Environment

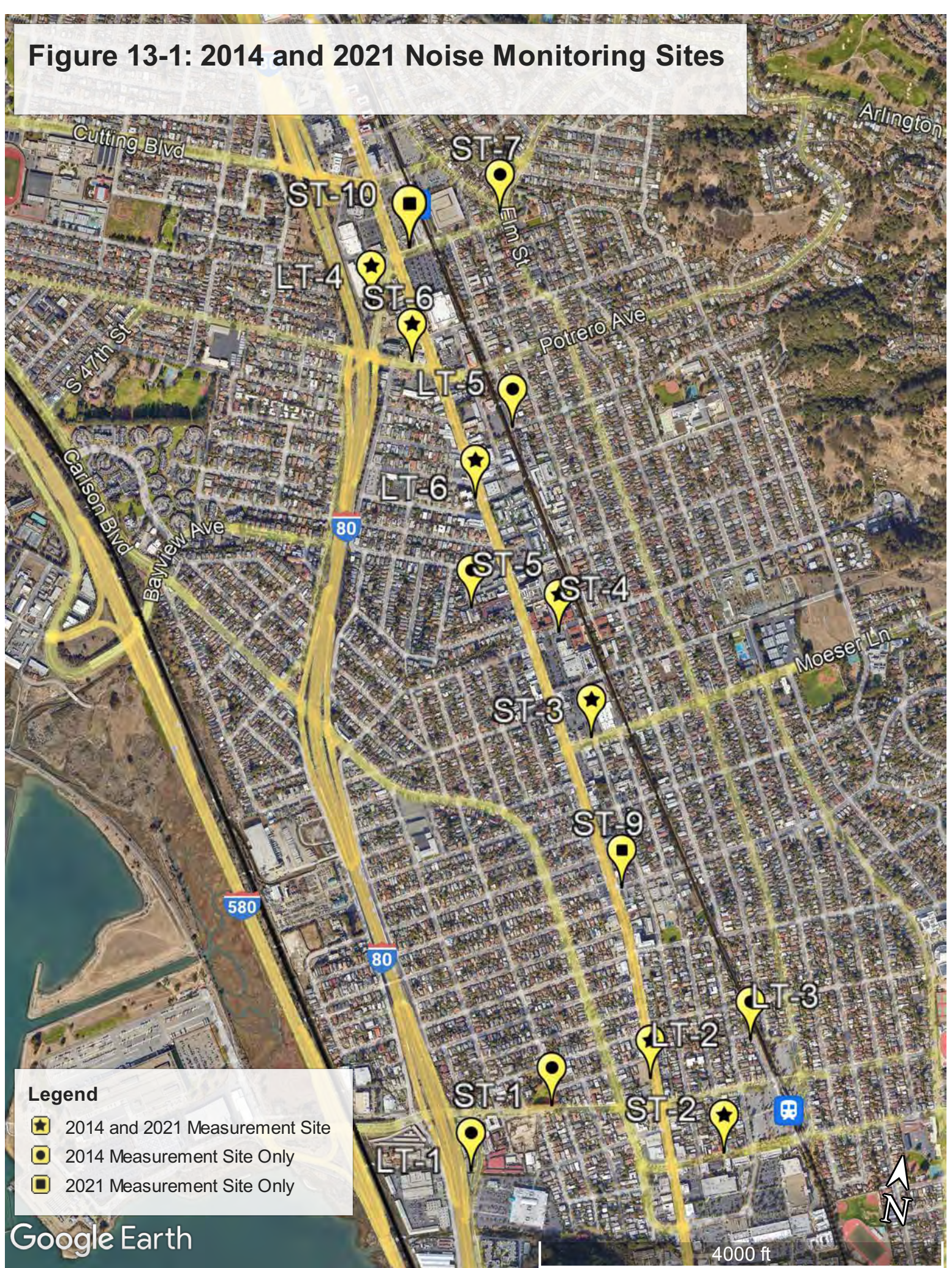
As described in the 2014 EIR (p. 13-6), “The San Pablo Avenue Specific Plan study area spans almost the entire length of the roadway in El Cerrito, from the border with the City of Albany to the south, to the City of Richmond to the north. The Specific Plan area extends beyond the San Pablo Avenue corridor itself, to areas surrounding the two BART stations located east of San Pablo Avenue, as well as west into the City of Richmond near Interstate 80 (I-80). Land uses in the Specific Plan area vicinity include large commercial shopping centers located southeast of Central Avenue and at the northern portion of the study area near Cutting Boulevard, as well as various other land use types, ranging from small commercial centers, offices, hotels, educational facilities, and residences. East of San Pablo Avenue, single-family and multi-family residential land uses are typical.” This general setting information is still applicable to the proposed project. The 2014 EIR also described that vehicular traffic along San Pablo Avenue and various cross streets, I-80, and BART trains are the predominant noise sources affecting the noise environment in the Specific Plan area. This setting information is also still applicable to the Plan Update Area.

The 2014 EIR presented the results of a community noise survey conducted from Thursday, March 27, 2014 to Friday March 28, 2014, including six long-term (LT) ambient noise measurements made over a 24-hour period and eight attended short-term (ST) made over a 10-minute duration. On Thursday, September 2, 2021, an updated community noise survey was conducted for the proposed project. The ambient noise levels were digitally measured and stored using a sound level meter that meets American National Standards Institute requirements for a Type 1 integrating sound level meter. The sound meter was calibrated immediately before and after the monitoring period using a reference one-kilohertz (1kHz) check frequency and 114 dB sound pressure level and found to be operating within normal parameters for sensitivity. Measurements were continuously collected over the sample period in 1-minute intervals. This interval was selected to capture short-term noise events and increases in noise levels above typical background conditions. Conditions during the monitoring were generally clear and sunny during the daytime, with a daily high of approximately 70 degrees Fahrenheit, and cool during the evening, with a low in the 50's. Winds were calm to mild, typically less than 10 miles per hour.

The updated noise survey included updated noise measurements at 7 of the 14 noise measurement locations in the 2014 EIR as well as two new measurement locations relevant to the Specific Plan Update. The updated noise survey included a LT measurement at 2014 EIR location LT-4, as well as attended ST measurements at 2014 EIR locations ST-2, ST-3, ST-4, ST-6, LT-2, and LT-6. Since updated noise measurements in 2021 were taken at the same location as the 2014 EIR measurements, site names were not changed. The two new ST measurement locations specific to the 2021 updated community noise survey are identified as ST-9 and ST-10. The 2014 and 2021 community noise survey measurements are shown in Figure 13-1.

The 2021 LT measurement at site LT-4 was approximately 150 feet from the center of I-80, in the parking lot of a vacant commercial building along Eastshore Boulevard. This location was selected to quantify noise levels generated by I-80 at the north end of the study area, which is elevated but does not have a sound wall. The 2021 hourly average noise levels at this location ranged from 61.5 dBA L_{eq} to 64.5 dBA L_{eq} during the daytime (7 AM to 10 PM) and from 56.6 dBA L_{eq} to 63.0 dBA L_{eq} during the nighttime (10 PM to 7 AM). The 24-hour average noise level at this location in 2021 was 67.2 dBA L_{dn} . This L_{dn} reflects the actual environmental conditions present during the 2021 monitoring and is lower than the 24-hour L_{dn} measured for the 2014 EIR, which was 75 dBA L_{dn} . It is probable that April 2021 traffic volumes on roadways near the Specific Plan area, including I-80, were below 2014 EIR conditions due to State public health orders limiting gatherings, school openings, non-essential travel, and other activities intended to control the spread of COVID-19. These restrictions may have reduced traffic volumes on major highways by up to 10 percent below pre-2020 levels (MTC, 2021). The California Department of Transportation (Caltrans) considers a doubling of total traffic volume to result in a three (3) dBA increase in traffic-related noise levels (Caltrans 2013). Assuming traffic volumes could be at least approximately 10 percent higher would, therefore, result in a change in measured noise levels of approximately 0.3 dBA, assuming vehicle traffic is the sole source of noise influencing a measurement and the vehicle fleet mix does not change substantially. For conservative purposes of this SEIR analysis, however, no change to measured ambient noise levels have been made.

Figure 13-1: 2014 and 2021 Noise Monitoring Sites



The results of the attended ST noise measurements made in September 2021 are summarized in Table 13-1. A comparison of 2014 EIR to 2021 ambient noise monitoring data is summarized in Table 13-2.

Table 13-1
SUMMARY OF 2021 ST NOISE MEASUREMENT DATA

Noise Measurement Location	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq}
ST-2: ~45 feet from the center of Fairmount Avenue, at Lexington Avenue. (9/02/2021, 12:55 p.m.-1:05 p.m.)	74.6	68.3	62.8	57.1	51.9	59.6
ST-3: ~45 feet from the center of Moeser Lane, across from Kearney Street. (9/02/2021, 12:25 p.m.-12:55 p.m.)	90.9	76.9	67.4	59.2	54.7	65.0
ST-4: ~45 feet from the center of Schmidt Lane, across from Kearney Street. (9/02/2021, 10:42 a.m.-11:12 a.m.)	82.6	73.8	67.8	55.7	51.7	62.8
ST-6: ~45 feet from the center of Potrero Avenue, between San Pablo Avenue and S. 56 th Street. (9/02/2021, 12:01 p.m.-12:31 p.m.)	73.4	67.8	64.9	59.7	57.2	61.6
ST-9: Corner of Stockton and Kearny (9/02/2021, 11:44 a.m.-12:14 p.m.)	67.1	63.2	60.5	54.7	50.7	56.8
ST-10: Ohlone Greenway at Hill Street (9/02/2021, 12:40 p.m.-1:10 p.m.)	95.8	81.9	75.3	60.7	57.7	70.9
LT-2: Approximately 60 feet from the center of San Pablo Avenue, north of Central Avenue	76.9	69.6	66.4	62.0	57.7	63.3
LT-6: ~60 feet from the center of San Pablo Avenue, between Madison Avenue and Jefferson Avenue.	90.7	79.0	73.6	68.4	63.3	70.6

SOURCE: MIG, Inc., acoustical consultants, September 2021.

Table 13-2
COMPARISON OF 2014/2021 NOISE MEASUREMENT DATA

2014/2021 Site	2014 Daytime L _{eq}	2021 Daytime L _{eq}
ST-1	67	-
ST-2	62	59.6
ST-3	60	65
ST-4	60	62.8
ST-5	48	-
ST-6	65	61.6
ST-7	67	-
ST-8	78	-
ST-9	-	56.8
ST-10	-	70.9
LT-1	73-79	-

2014/2021 Site	2014 Daytime L_{eq}	2021 Daytime L_{eq}
LT-2	64-71	63.3
LT-3	63-68	-
LT-4	65-76	63.4
LT-5	71-75	-
LT-6	65-79	70.6

The 2021 noise measurements generally had only small changes compared to the 2014 noise levels. This is due to major sources of noise, like BART trains and vehicular traffic, either remaining relatively constant or showing decreased levels of activity due to changing travel patterns resulting from the COVID-19 pandemic. For most sites, the difference in daytime L_{eq} between 2021 and 2014 was generally 5 dBA or less.

13.2 REGULATORY SETTING

The following Section focuses on any changes to the regulatory setting that have occurred since certification of the 2014 Specific Plan EIR. Chapter 13 (Noise), Section 13.2 (Regulatory Setting) includes the regulatory setting for this topic and is still current for this SEIR, except as noted below.

13.2.1 City of El Cerrito

The 2014 EIR Section 13.2.1 (Regulatory Setting – City of El Cerrito) is still current for this SEIR.

13.2.2 City of Richmond

The 2014 EIR Section 13.2.2 (Regulatory Setting – City of Richmond) is still current for this SEIR.

13.2.3 Regulatory Criteria--Vibration

The 2014 EIR Section 13.2.3 (Regulatory Setting – Vibration) is still current for this SEIR. The Federal Transit Administration (FTA) released an updated version of its Transit Noise and Vibration Impact Assessment Manual in September 2018; however, this updated guidance document does not contain new regulatory criteria and does not contain information that is substantially different than presented in Section 13.2.3 of the 2014 EIR.

13.3 SUPPLEMENTAL IMPACTS AND MITIGATION MEASURES

The scope of this supplemental noise analysis is limited to identification of new significant or substantially more severe significant noise impacts of the proposed San Pablo Avenue Specific Plan Update project in relation to the certified 2014 San Pablo Avenue Specific Plan EIR.

13.3.1 Significance Criteria

Based on the significance criteria established in the 2014 San Pablo Avenue Specific Plan EIR (Section 13.3.1),¹ the proposed project would be considered to have a significant noise impact if it would:

- (a) Expose people to or generate noise levels in excess of standards established by the respective jurisdictions (El Cerrito and Richmond), or applicable standards of other agencies (e.g., US Department of Transportation's ground-borne vibration impact criteria);
- (b) Expose people to or generate excessive ground vibration or ground-borne noise levels;²
- (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (e.g., an increase of 3 dB or greater);
- (d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels; or
- (f) For a project within the vicinity of a private airstrip, would expose people residing or working in the project area to excessive noise levels.

Since 2014, criteria (c) and (d) have been deleted from the CEQA Guidelines. In addition, criterion (a) and (b) have been modified from the previous criterion of the CEQA Guidelines, as shown below (see new [g]):

- (g) Generate 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.

Finally, based on the significance criteria established in Appendix G of the latest (2021) CEQA Guidelines,³ the following criterion has modified previous criteria (e) and (f) related to airport noise levels:

- (h) 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.

¹CEQA Guidelines, Appendix G, item XII (a through f).

²Since 2014, CEQA Guidelines Appendix G item XIII (b) has been revised as follows (underline indicates new text; ~~strikeout~~ indicates deleted text): "~~Expose people to or~~ Generate excessive ground-borne vibration or ground-borne noise levels."

³CEQA Guidelines, Appendix G, item XIII (c) has been revised since the 2014 Draft EIR.

As in 2014, with regarding to criterion (h), there are no airports or private airstrips in the project vicinity. This SEIR, therefore, does not discuss airport-related noise levels further.

As described in the 2014 EIR, a significant impact would be identified if land uses proposed by the project would be exposed to noise levels exceeding each City's established guidelines for noise and land use compatibility. A significant noise impact would also result if noise levels increase substantially at existing noise-sensitive land uses (e.g., residences). Following common noise impact assessment practice, a project-related increase in noise level (e.g., traffic noise) of 3 dBA in residential areas where existing noise levels exceed 60 dBA CNEL would constitute a significant impact.

Construction noise levels would continue to be treated differently because they are temporary and intermittent. Significant noise impacts would result from construction if noise levels were sufficiently high to interfere with speech, sleep, or normal residential activities. Construction-related hourly average noise levels received at noise-sensitive land uses above 60 dBA during the daytime and 55 dBA at night and at least 5 dBA higher than ambient noise levels would be considered significant.

Particular to the San Pablo Avenue Specific Plan Update, a significant noise impact would continue to occur at proposed sensitive land uses where exterior noise levels resulting from BART trains would exceed 70 dBA L_{dn} , or where exterior noise levels from traffic would continue to exceed 60 dBA L_{dn} . A significant impact would also continue to result where interior day-night average noise levels would exceed 45 dBA L_{dn} or where interior maximum noise levels would exceed 50 dBA L_{max} in bedrooms or 55 dBA L_{max} in other habitable rooms. A substantial permanent noise increase would continue to occur if the noise level increase resulting from the project is 3 dBA L_{dn} or greater. A substantial temporary noise level increase would continue to occur where noise from construction activities exceeds 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at noise-sensitive uses in the project vicinity for a period greater than one year. A substantial permanent cumulative noise increase would occur if the project contributed a minimum noise increase of 1 dBA L_{dn} where cumulative noise levels are anticipated to increase by 3 dBA L_{dn} or more.

13.3.2 Pertinent Project Changes

The proposed project would continue to include mid- and high-density mixed-use development in El Cerrito, and Main Street and Neighborhood zone development in Richmond. The Specific Plan Update would slightly increase the size of the Specific Plan area by adding two new parcels that currently border the Plan Area, including one parcel to the north of the Plan Area and BART's El Cerrito Plaza to the south of the Plan Area. BART is currently proposing a transit-oriented community on the El Cerrito Plaza parcel. This type of development would be consistent with the Specific Plan and Update. Overall, the proposed project would increase development capacity within the Specific Plan area by 2,500 residential units and 100,000 square feet of commercial building space.

The proposed project would also make changes to the form-based code that regulates the physical environment and character of the streets, buildings, and open spaces in the Plan Update Area. Most of these changes (e.g., changes in pedestrian zone width) do not modify or otherwise affect the ambient noise environment of the Plan Update Area nor alter the potential for noise impacts to occur as a result of Plan Update implementation. The proposed project would, however, allow an increase in active outdoor uses, such as outdoor dining, in designated

Commercial and Major Commercial areas within the Specific Plan area, including along San Pablo Avenue, Moeser Lane, and Potrero Avenue. The proposed project would also increase the potential for more public ground floor open space as well as private open space (e.g., patios and balconies). These changes could increase the frequency with which sensitive noise receptors are exposed to traffic and commercial development noise.

13.3.3 Supplemental Impacts and Mitigations

Impact findings described in Chapter 13 (Noise), Section 13.3 (Impacts and Mitigation Measures) of the 2014 EIR remain the same and apply to the San Pablo Avenue Specific Plan Update, except as noted below.

Impact 13-1 Noise and Land Use Compatibility. The Specific Plan Update would increase the net new number of residential units by 2040 in the Specific Plan area from 1,706 to 4,206. The 2014 EIR described that (p. 13-17), “vehicular traffic along major arterials, I-80, and BART trains are the dominant noise sources in the Specific Plan area. Noise levels along these roadways exceed noise levels considered acceptable for residential development. Noise levels in close proximity to roadways within the Specific Plan Area would also exceed acceptable levels for less-sensitive developments, such as professional offices. Residential outdoor common use areas and other outdoor spaces [that would benefit from lower noise levels] might be located in noise environments exceeding 60 dBA L_{dn} and would require noise mitigation, such as proper site planning, utilizing building massing, or sound barriers, to achieve a compatible noise environment.” As described in Section 13.1.3 above, these noise sources continue to be the predominant contributor to City’s current 2021 ambient noise environment which, as shown in Table 13-1, typically exceeds 60 dBA L_{eq} and 65 L_{dn} on a short-term and long-term basis. Accordingly, the proposed project would result in similar potentially significant impacts as that identified in the 2014 EIR (Impact 13-1):

- Residential land uses facilitated by the Specific Plan Update would continue to be exposed to exterior noise levels exceeding 60 dBA L_{dn} from traffic noise and 70 dBA L_{dn} from BART noise. Such noise levels would continue to constitute an exceedance of both El Cerrito’s and Richmond’s normally acceptable noise and land use compatibility standards.¹ Furthermore, where exterior noise levels exceed 60 dBA L_{dn} , it is also possible that interior noise levels could exceed the 45 dBA L_{dn} interior residential standard established in El Cerrito’s and Richmond’s general plans. While exterior noise levels up to 70 dBA L_{dn} can generally be mitigated to achieve interior noise levels of 45 dBA L_{dn} with standard wall and window assemblies and the use of mechanical ventilation to allow residences to maintain a “windows closed” condition to control noise, the exposure of residential receptors to exterior noise levels above 70 dBA L_{dn} would continue to be a potentially significant impact.
- Commercial land uses facilitated by the Specific Plan Update would continue to be exposed to exterior noise levels exceeding 60 dBA L_{dn} from traffic noise and 70 dBA L_{dn} from BART noise. Such noise levels would continue to constitute an exceedance of both El Cerrito’s and Richmond’s normally acceptable noise and land use compatibility standards.

¹El Cerrito General Plan Policy H3.2 identifies that 60 L_{dn} is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility, and that this outdoor standard will not normally be applied to small decks associated with apartments and condominiums (which will be evaluated on a case-by-case basis).

- Land uses in the Specific Plan Update area would continue to be exposed to single-event noise levels resulting from BART passbys and truck passbys on busy streets that could exceed the City of El Cerrito's indoor instantaneous noise guidelines of 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms.

The 2014 EIR included Mitigation 13-1, which requires future development in the Specific Plan Area that is exposed to exterior or interior noise levels that exceed the acceptable levels defined in the El Cerrito and Richmond general plans to prepare project-specific noise studies (in accordance with El Cerrito General Plan Policy H3.9 and Richmond General Plan Policy SN4.A), use site planning to minimize noise in residential outdoor activity areas, and incorporate building sound insulation requirements (e.g., sound rated windows, acoustical caulking) as needed to achieve interior noise standard requirements. The 2014 EIR concluded that Mitigation 13-1 would reduce noise and land use compatibility impacts to a less-than-significant level.

Conclusion. The Specific Plan Update could result in the exposure of residential and commercial land uses to exterior and interior noise levels that exceed noise and land use compatibility standards established by the El Cerrito and Richmond general plans. This impact is consistent with 2014 EIR Impact 13-1. 2014 EIR Mitigation 13-1 remains applicable to the proposed project and remains sufficient to reduce this impact to a ***less-than-significant level***.

Impact 13-2 Commercial Development Noise. The proposed project could result in additional commercial uses adjacent to existing and future residential land uses. The 2014 EIR described that (p. 13-20), "New commercial, office, or other non-residential development could produce noise (HVAC, loading docks, etc.) that could affect existing residences or other noise-sensitive land uses. New projects developed under the San Pablo Avenue Specific Plan would be subject to Richmond's and El Cerrito's general plans and municipal codes, which set limits for permissible noise levels during the day and night, and in terms of L_{dn} according to the land use zoning of the area." The proposed project would result in similar potentially significant impacts from commercial development noise as identified in the 2014 EIR (Impact 13-2). The 2014 EIR identified that the El Cerrito General Plan (Policy H3.11) and the Richmond General Plan (Policy SN4) require noise created by commercial or industrial sources to be controlled, ensuring that existing and future residential land uses in the Specific Plan Update area would not be exposed to excessive noise from commercial developments. The 2014 EIR also included Mitigation 13-2, which requires new commercial development in the same building as or adjacent to residential development to comply with the El Cerrito and Richmond general plan and municipal code limits by preparing and submitting a project-specific noise study for review and approval by the appropriate City, and which limits noise-generating activities, such as maintenance and loading/unloading activities, to the hours of 7 AM to 9 PM. Mitigation Measure 13-2 would also address any potential noise impacts associated with emergency backup generator operation in the event of power loss (e.g., brownouts or Public Safety Power Shutoffs). The 2014 EIR concluded that Mitigation 13-2 would reduce noise and land use compatibility impacts to a ***less-than-significant level***.

Conclusion. The Specific Plan Update could result in additional commercial uses adjacent to existing and future residential land uses. This impact is consistent with 2014 EIR Impact 13-2. 2014 EIR Mitigation 13-2 remains applicable to the proposed project and remains sufficient to reduce this impact to a ***less-than-significant level***.

Project Generated and Cumulative Traffic Noise. The proposed project would increase development capacity in the Specific Plan Update Area and result in additional resident and employee vehicle trips and traffic-related noise levels that could pose land use compatibility issues and/or otherwise represent a substantial permanent increase in traffic noise levels on roadways in and near the Plan Update Area. Although the proposed project does not authorize any specific individual development project or increase in vehicular traffic levels, the City has contracted with a qualified transportation engineering firm to prepare estimates of the potential total net increase in trips associated with the proposed project (Fehr and Peers, 2021; see EIR Chapter 16, Transportation and Circulation). The vehicle trip estimates prepared for the proposed project provide a sufficient level of detail to generally evaluate the potential future increases in traffic-related noise levels associated with full development of the Specific Plan Update.

The 2014 EIR evaluated potential changes in traffic noise levels on seven different roadway segments and two different freeway segments as follows: (1) San Pablo Avenue between Fairmount Avenue and Manila Avenue, (2) San Pablo Avenue between Manila Avenue and Macdonald Avenue, (3) Potrero Avenue, (4) Central Avenue, (5) Fairmount Avenue, (6) Moeser Lane, (7) Schmidt Lane, and (8) I-80 (with and without soundwalls). The 2014 EIR also evaluated noise levels associated with BART service. The 2014 EIR described that (p. 13-22), “Projected traffic noise increases throughout the Specific Plan area would be less than 2 dBA L_{dn} . This is a less-than-significant-impact . . . Cumulative traffic noise levels, with or without the Specific Plan, are not anticipated to increase substantially along the roadways serving the Specific Plan area, and the project’s contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA L_{dn} . Cumulative traffic noise increases would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels.”

The proposed project’s potential increase in traffic noise levels on San Pablo Avenue is summarized in Table 13-3.

Table 13-3
SUMMARY OF SAN PABLO AVENUE L_{dn} CHANGES

San Pablo Avenue Road Segment	2012		2040 Approved Specific Plan		2040 Proposed Specific Plan Update	
	ADT	L_{dn}	ADT	L_{dn}	ADT	L_{dn}
Fairmount Ave to Manila Ave	24,140	69.3	35,460	71.0	37,060	71.2
Manila Ave to Macdonald Ave	31,130	72.5	34,840	73.0	35,540	73.1

As shown in Table 13-3, the 2014 EIR identified that 2040 traffic noise levels on San Pablo Avenue with the implementation of the approved Specific Plan would range from 71 L_{dn} (between Fairmount Avenue and Manila Avenue) to 73 L_{dn} (between Manila Avenue to Macdonald Avenue), which constituted a less than 2 dBA increase above the existing (2012) noise levels identified in the 2014 EIR. The Plan Update would add up to 1,600 vehicle trips per day on San Pablo Avenue between Fairmount Avenue and Manila Avenue (37,060 – 35,460 = 1,600) and up to 700 vehicle trips per day on San Pablo Avenue between Manila Avenue and Macdonald Avenue (35,540 – 34,840 = 700). This increase in traffic would result in no more than a 1.9 dBA increase above existing (2012) noise levels and no more than a 0.2 dBA

increase above predicted 2040 Specific Plan traffic noise levels on San Pablo Avenue. The Plan Update, therefore, is expected to result in similar or less increases in traffic noise levels on all other roadway segments identified in the 2014 EIR (e.g., Potrero Avenue, Fairmount Avenue) because these other roadways are not major arterials and would be subject to much lower increases in traffic volumes as a result of the proposed project. For these reasons, the proposed project would result in similar less-than-significant traffic noise impacts as identified in the 2014 EIR.

The Specific Plan Update would not affect noise levels associated with BART service in the Specific Plan Update area, but as described in the 2014 EIR (p. 13-22), “The development of new buildings facilitated by the Specific Plan, located immediately adjacent to the elevated BART structure, could reflect a minor amount of noise toward receptors east of BART. One-hundred percent of the acoustical energy resulting from BART would have to be reflected by new project buildings to result in a substantial increase in noise (3 dBA L_{dn}). At this time, the location, size, and materials of buildings that would be constructed along the BART right-of-way are not known. However, it can be reasonably assumed that the development facilitated by the project would not reflect 100 percent of the acoustical energy resulting from BART to receptors east of the elevated BART structure” The 2014 EIR concluded this potential impact would be less than significant. The Plan Update would result in similar multi-story development near BART that could result in reflective surfaces; however, for the reasons described in the 2014 EIR, this impact would remain less than significant.

Conclusion. With the proposed project, there would be no change to the impact identified in the 2014 EIR. This impact would remain *less-than-significant*.

Impact 13-3 Construction Noise. Construction facilitated by the Specific Plan Update would result in residences and businesses being exposed to construction noise. The 2014 EIR described that (p. 13-22), “Although construction noise would be localized to the individual site location, businesses and residences would be intermittently exposed to high levels of noise throughout the plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or higher.” The Plan Update would result in similar potentially significant impacts from commercial development construction noise as identified in the 2014 EIR (Impact 13-3). The 2014 EIR included Mitigation Measure 13-3, which requires construction equipment to be well maintained and used judiciously, and identifies 11 construction noise control practices that could be implemented to reduce construction noise levels, including the use of temporary noise barriers. The 2014 EIR concluded that while Mitigation 13-3 would reduce noise generated by construction, the impact would remain significant and unavoidable.

Conclusion. The Specific Plan Update would result in businesses and residences being intermittently exposed to high levels of noise. This impact is consistent with 2014 EIR Impact 13-3. 2014 EIR Mitigation 13-3 remains applicable to the Plan Update; however, the impact would remain *significant and unavoidable*.

Impact 13-4 Construction-Related Vibration. The Specific Plan Update could result in construction activities taking place adjacent to existing structures, which would expose residences, businesses, and historic structures to construction-related vibration. The 2014 EIR identified that vibration levels from pile driving, especially if it occurs within 100-200 feet of a structure, could exceed recommended vibration thresholds and that other project construction activities could also generate substantial vibration. The 2014 EIR states (p. 13-24), “Depending

on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels may be high enough to damage existing structures.” The proposed project would result in similar potentially significant impacts from construction-related vibration as identified in the 2014 EIR (Impact 13-4). The 2014 EIR included Mitigation 13-4 to reduce vibration from construction activities. Mitigation 13-4 recommends avoiding pile driving where possible and avoiding using vibratory rollers and tampers near sensitive areas. It also recommends conducting vibration studies and including further mitigation measures in situations where project construction will generate vibrations near existing structures. However, because of the density of the area, project construction activities may need to take place near vibration-sensitive areas, and it would not always be possible to avoid construction activities that generate high levels of vibration.

Conclusion. The Specific Plan Update would result in residences, businesses, and historic structures being exposed to construction-related vibration. This impact is consistent with 2014 EIR Impact 13-4. 2014 EIR Mitigation 13-4 remains applicable to the proposed project; however, the impact would remain ***significant and unavoidable***.

Ground Vibration from BART Operations. The Plan Update would not generate, expose, or otherwise modify ground vibrations from BART operations. As described in the 2014 EIR, (p.13-26) “Along the entire Specific Plan area, BART operates on an elevated platform. According to data in the FTA Transit Noise and Vibration Impact Assessment, vibration levels resulting from BART would be well below the 72 VdB guidelines for Category 2 land uses near the footprint of the elevated structure.” The proposed project would result in similar less-than-significant BART vibration impacts as identified in the 2014 EIR (Impact 13-4). The 2014 EIR concluded that this impact would be ***less-than-significant***, and no mitigation was required.

Conclusion. The proposed project would not result in exposure to excessive ground vibrations from BART operations. This impact would remain ***less-than-significant***.

Noise and Vibration – Impact Conclusion: The Specific Plan Update would not result in a new significant or substantially more severe significant noise and vibration impact compared to the certified 2014 EIR.

APPENDIX 24.3

SUPPLEMENTAL NOISE INFORMATION

San Pablo Avenue Specific Plan Amendment SEIR
El Cerrito and Richmond, CA
Appendix: Ambient Noise Monitoring Data
Prepared by MIG, September 2021

TABLE 1: SUMMARY OF SITE LT4 NOISE MONITORING DATA												
Date	Time	Duration	Leq	CNEL	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
9/2/2021	4:00 PM	1 Hour	61.8	61.8	56.1	80.7	67.8	63.8	61.9	60.7	59.9	59.2
9/2/2021	5:00 PM	1 Hour	61.5	61.5	53.0	79.1	67.0	64.1	61.9	60.3	59.3	58.6
9/2/2021	6:00 PM	1 Hour	63.0	63.0	58.1	78.7	67.7	64.7	63.5	62.4	61.6	60.9
9/2/2021	7:00 PM	1 Hour	62.2	67.2	57.9	75.8	66.7	64.3	62.7	61.6	60.7	60.0
9/2/2021	8:00 PM	1 Hour	61.7	66.7	54.0	73.3	66.0	63.8	62.2	61.1	60.0	59.3
9/2/2021	9:00 PM	1 Hour	61.7	66.7	54.8	76.1	67.4	64.2	62.2	60.6	59.5	58.6
9/2/2021	10:00 PM	1 Hour	61.6	71.6	54.2	80.8	68.0	64.7	61.8	59.9	58.8	58.0
9/2/2021	11:00 PM	1 Hour	60.5	70.5	52.0	72.3	65.8	63.4	61.0	59.3	58.0	56.9
9/3/2021	12:00 AM	1 Hour	58.3	68.3	46.3	67.9	63.1	61.1	59.1	57.4	55.8	54.5
9/3/2021	1:00 AM	1 Hour	56.6	66.6	46.5	67.0	62.1	59.7	57.3	55.4	53.6	52.2
9/3/2021	2:00 AM	1 Hour	56.9	66.9	43.3	67.7	62.7	59.9	57.7	55.7	53.7	52.1
9/3/2021	3:00 AM	1 Hour	58.0	68.0	45.5	70.1	64.0	61.1	58.7	56.6	54.8	53.6
9/3/2021	4:00 AM	1 Hour	60.4	70.4	51.4	72.7	65.7	63.4	61.2	59.2	57.7	56.5
9/3/2021	5:00 AM	1 Hour	61.8	71.8	55.1	71.9	66.2	64.0	62.5	61.2	60.0	59.2
9/3/2021	6:00 AM	1 Hour	63.0	73.0	55.1	78.2	68.0	65.5	63.8	62.2	60.7	59.8
9/3/2021	7:00 AM	1 Hour	63.0	63.0	54.6	74.3	67.6	65.5	63.9	62.2	60.8	59.8
9/3/2021	8:00 AM	1 Hour	63.1	63.1	56.1	71.3	67.0	65.2	64.0	62.6	61.4	60.4
9/3/2021	9:00 AM	1 Hour	63.9	63.9	57.4	73.9	67.8	66.0	64.7	63.4	62.2	61.3
9/3/2021	10:00 AM	1 Hour	64.6	64.6	58.3	83.0	70.2	67.3	64.8	63.5	62.5	61.6
9/3/2021	11:00 AM	1 Hour	64.5	64.5	56.9	87.2	71.4	67.6	64.5	63.0	61.8	61.0
9/3/2021	12:00 PM	1 Hour	64.4	64.4	57.0	85.1	71.6	66.6	64.5	62.9	61.9	61.0
9/3/2021	1:00 PM	1 Hour	63.7	63.7	58.4	78.8	69.1	66.1	64.0	62.6	61.8	61.0
9/3/2021	2:00 PM	1 Hour	62.9	62.9	58.3	77.4	68.6	65.0	63.1	62.1	61.1	60.5
9/3/2021	3:00 PM	1 Hour	62.6	62.6	55.9	76.5	67.9	65.0	63.2	61.5	60.4	59.7
Daytime (7 AM to 7 PM)			63.4	--	53.0	87.2	68.9	65.7	63.8	62.4	61.3	60.5
Evening (7 PM to 10 PM)			61.9	--	54.0	76.1	66.7	64.1	62.4	61.1	60.1	59.3
Nighttime (10 PM to 7 AM)			60.2	--	43.3	80.8	65.6	63.0	60.9	59.1	57.7	56.7
24-hour CNEL			--	67.5	24-hour DNL		67.2	-	-	-	-	-

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TABLE 2: SUMMARY OF SHORT-TERM NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-2	9/2/2021	12:55 PM	10 Minutes	59.6	47.5	74.6	68.3	62.8	60.5	57.1	53.7	51.9
ST-3	9/2/2021	12:25 PM	30 Minutes	65.0	47.6	90.9	76.9	67.4	63.2	59.2	56.4	54.7
ST-4	9/2/2021	10:42 AM	30 Minutes	62.8	47.5	82.6	73.8	67.8	60.0	55.7	53.0	51.7
ST-6	9/2/2021	12:01 PM	30 Minutes	61.6	55.2	73.4	67.8	64.9	62.2	59.7	58.1	57.2
ST-9	9/2/2021	11:44 AM	30 Minutes	56.8	47.4	67.1	63.2	60.5	57.9	54.7	52.1	50.7
ST-10	9/2/2021	12:40 PM	30 Minutes	70.9	54.5	95.8	81.9	75.3	68.9	60.7	58.6	57.7
LT-2	9/2/2021	11:05 AM	30 Minutes	63.3	50.9	76.9	69.6	66.4	64.3	62.0	59.7	57.7
LT-6	9/2/2021	11:25 AM	28 Minutes	70.6	52.0	90.7	79.0	73.6	71.3	68.4	65.5	63.3

TABLE 3: SUMMARY OF SITE ST-2 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-2	9/2/2021	12:55 PM	10 Minutes	59.6	47.5	74.6	68.3	62.8	60.5	57.1	53.7	51.9

TABLE 4: SUMMARY OF SITE ST-3 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-3	9/2/2021	12:25 PM	10 Minutes	62.1	48.0	75.6	69.4	66.9	62.4	58.7	56.2	54.5
ST-3	9/2/2021	12:35 PM	10 Minutes	61.8	50.2	73.7	69.5	65.8	62.2	58.9	56.4	54.9
ST-3	9/2/2021	12:45 PM	10 Minutes	68.1	47.6	90.9	81.1	68.9	64.5	59.9	56.5	54.7

TABLE 5: SUMMARY OF SITE ST-4 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-4	9/2/2021	10:42 AM	10 Minutes	62.1	47.5	78.2	71.3	67.9	59.6	55.7	52.4	51.0
ST-4	9/2/2021	10:52 AM	10 Minutes	62.1	48.6	82.6	74.3	65.8	59.2	55.6	53.4	51.9
ST-4	9/2/2021	11:02 AM	10 Minutes	62.7	47.5	82.6	73.8	67.8	59.9	55.7	53.0	51.6

TABLE 6: SUMMARY OF SITE ST-6 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-6	9/2/2021	12:01 PM	10 Minutes	61.6	55.2	71.0	67.3	65.3	62.7	59.6	58.1	57.2
ST-6	9/2/2021	12:11 PM	10 Minutes	61.6	55.4	73.4	68.1	64.9	62.2	59.8	57.9	57.2
ST-6	9/2/2021	12:21 PM	10 Minutes	61.4	55.9	71.2	67.9	64.6	61.8	59.7	58.4	57.3

TABLE 7: SUMMARY OF SITE ST-9 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-9	9/2/2021	11:44 AM	10 Minutes	57.2	47.8	66.9	63.9	61.1	58.2	55.0	52.2	50.9
ST-9	9/2/2021	11:54 AM	10 Minutes	57.1	47.4	66.9	62.8	60.5	58.5	55.5	53.0	51.2
ST-9	9/2/2021	12:04 PM	10 Minutes	56.0	47.4	67.1	62.8	59.8	57.0	53.2	50.9	50.0

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TABLE 8: SUMMARY OF SITE ST-10 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
ST-10	9/2/2021	12:40 PM	10 Minutes	72.2	54.5	95.8	85.0	74.8	67.0	60.2	57.9	57.0
ST-10	9/2/2021	12:50 PM	10 Minutes	71.1	55.4	87.3	80.1	76.5	70.7	61.3	59.2	58.3
ST-10	9/2/2021	1:00 PM	10 Minutes	68.5	54.8	83.9	76.4	74.3	68.1	60.5	58.6	57.8

TABLE 9: SUMMARY OF SITE LT-2 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
LT-2	9/2/2021	11:05 AM	10 Minutes	64.4	53.6	76.9	71.0	67.5	65.4	62.9	60.8	58.8
LT-2	9/2/2021	11:15 AM	10 Minutes	62.4	50.9	69.5	67.4	65.5	63.8	61.5	59.1	57.0
LT-2	9/2/2021	11:25 AM	10 Minutes	62.7	52.0	75.3	69.6	65.7	63.5	61.5	59.1	57.1

TABLE 10: SUMMARY OF SITE LT-6 NOISE MONITORING DATA												
Site	Date	Time	Duration	Leq	Lmin	Lmax	L(01)	L(10)	L(25)	L(50)	L(75)	L(90)
LT-6	9/2/2021	11:25 AM	10 Minutes	71.8	55.2	90.7	82.0	74.3	71.6	68.8	65.9	63.8
LT-6	9/2/2021	11:35 AM	10 Minutes	69.9	52.9	78.7	75.7	73.5	71.1	68.3	65.9	64.3
LT-6	9/2/2021	11:45 AM	8 Minutes	69.4	52.0	79.5	75.5	72.7	71.0	68.0	64.5	60.6

San Pablo Avenue Specific Plan Amendment SEIR
El Cerrito and Richmond, CA
Appendix: Traffic Noise Level Estimates
Prepared by MIG, October 2021

TABLE 1: ESTIMATED CHANGE IN SAN PABLO AVENUE TRAFFIC NOISE LEVELS						
San Pablo Avenue Road Segment	Existing 2012⁽¹⁾		2040 Approved Project⁽²⁾		2040 Proposed Project⁽³⁾	
	ADT	L_{dn}	ADT	L_{dn}	ADT	L_{dn}
Fairmount Ave to Manila Ave	24,140	69.3	35,460	71.0	37,060	71.2
Manila Ave to Macdonald Ave	31,130	72.5	34,840	73.0	35,540	73.1
Notes:						
1	The existing 2012 average daily traffic (ADT) is derived from maximum peak hour intersection turning movement counts (2014 DEIR Figures 16-6A and 16-6B) assuming peak hour traffic volume is equal to 10% of ADT. The existing 2012 day-night noise exposure level (L _{dn}) is estimated based on the ratio of 2040 ADT to 2012 ADT according to Caltrans' Technical Noise Supplement (2013) Equation 2-9 ($SPL_{total} = SPL_1 + 10\log(N)$).					
2	The 2040 approved project ADT is derived from maximum peak hour intersection turning movement counts (2014 DEIR Figures 16-10A and 16-10B) assuming peak hour traffic volume is equal to 10% of ADT. The 2040 approved project L _{dn} is listed is from Draft EIR Table 13-8.					
3	The 2040 proposed project ADT is estimated by adding the maximum net number of new trips resulting from the Specific Plan amendment on the listed roadway segment to the 2040 approved project ADT value. Net new trips were provided by Fehr & Peers (2021). The 2040 proposed project L _{dn} is estimated based on the ratio of 2040 ADT to 2040 proposed project ADT according to Caltrans' Technical Noise Supplement (2013) Equation 2-9 ($SPL_{total} = SPL_1 + 10\log(N)$).					

Attachment 4
Traffic Noise Modeling

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Eastshore Boulevard Apartments Project
1711 - 1755 Eastshore Boulevard, El Cerrito, CA
Attachment 4: Traffic Noise Level Estimates

Sheet 1: San Pablo Avenue Traffic Noise Information

Table 1: Estimated Noise Levels at East Building Façade						
On-Site Noise Source	Reference Noise Data		Estimated Façade Noise		Estimated Façade Noise	
	Distance	dBA Ldn	Distance	dBA Ldn	No. Sources	Hourly Leq dBA
San Pablo Avenue	50	73.0	100	70	2	73
San Pablo Avenue	50	73.0	159	68	2	71
San Pablo Avenue	50	73.0	197	67	2	70
San Pablo Avenue	50	73.0	216	67	2	70
San Pablo Avenue	50	73.0	267	66	2	69
San Pablo Avenue	50	73.0	328	65	2	68
San Pablo Avenue	50	73.0	390	64	2	67

Notes:

Reference noise data source is 2014 SPASP EIR Table 13-8

REPORT:

Results: Sound Levels - No Barrier Objects

TNM VERSION

3.1.7970.37608

REPORT DATE:

26 February 2023

CALCULATED WITH:

3.1.7970.37608

CALCULATION DATE:

2/25/2023 2:36:22 AM

CASE:

I-80

ORGANIZATION:

MIG, Inc.

UNITS:

English

ANALYSIS BY:

C.Dugan

DEFAULT GROUND TYPE:

HardSoil

PROJECT/CONTRACT

El Cerrito Eastshore Blvd Residential Project

ATMOSPHERICS:

68°F, 50%

Average pavement type shall be used unless a state

PAVEMENT TYPE(S) USED:

Average

highway agency substantiates the use of a different

type with approval FHWA.

Receiver				Modeled Traffic Noise Levels					
Name	No.	Nb. R.R.	Existing Ldn						
				Ldn		Increase over Existing		Type of Impact	
				Calc.	Absolute Criterion	Calc.	Relative Criterion		
			dBA	dBA	dBA	dBA			
So G Flr	0	0	---	78.1	0.0	---	---	Sound Level	
So 2 Flr	0	0	---	80.9	0.0	---	---	Sound Level	
So 3 Flr	0	0	---	80.7	0.0	---	---	Sound Level	
So 4 Flr	0	0	---	80.7	0.0	---	---	Sound Level	
So 5 Flr	0	0	---	80.7	0.0	---	---	Sound Level	
So 6 Flr	0	0	---	80.7	0.0	---	---	Sound Level	
Ct G Flr	0	0	---	75.2	0.0	---	---	Sound Level	
Ct 2 Flr	0	0	---	75.8	0.0	---	---	Sound Level	
Ct 3 Flr	0	0	---	76.3	0.0	---	---	Sound Level	
Ct 4 Flr	0	0	---	76.4	0.0	---	---	Sound Level	
Ct 5 Flr	0	0	---	76.6	0.0	---	---	Sound Level	
Ct 6 Flr	0	0	---	76.7	0.0	---	---	Sound Level	
No G Flr	0	0	---	72.3	0.0	---	---	Sound Level	
No 2 Flr	0	0	---	72.3	0.0	---	---	Sound Level	
No 3 Flr	0	0	---	74.1	0.0	---	---	Sound Level	

REPORT:

Results: Sound Levels - No Barrier Objects

TNM VERSION

3.1.7970.37608

REPORT DATE:

26 February 2023

CALCULATED WITH:

3.1.7970.37608

CALCULATION DATE:

2/25/2023 2:36:22 AM

CASE:

I-80

ORGANIZATION:

MIG, Inc.

UNITS:

English

ANALYSIS BY:

C.Dugan

DEFAULT GROUND TYPE:

HardSoil

PROJECT/CONTRACT

El Cerrito Eastshore Blvd Residential Project

ATMOSPHERICS:

68°F, 50%

Average pavement type shall be used unless a state

PAVEMENT TYPE(S) USED:

Average

highway agency substantiates the use of a different

type with approval FHWA.

Receiver				Modeled Traffic Noise Levels					
Name	No.	Nb. R.R.	Existing Ldn dBA						Type of Impact
				Ldn		Increase over Existing			
				Calc.	Absolute Criterion	Calc.	Relative Criterion		
				dBA	dBA	dBA	dBA		
No 4 Flr	0	0	---	74.7	0.0	---	---	Sound Level	
No 5 Flr	0	0	---	75.3	0.0	---	---	Sound Level	
No 6 Flr	0	0	---	75.8	0.0	---	---	Sound Level	
EIR Ref	0	0	---	79.2	0.0	---	---	Sound Level	

Eastshore Boulevard Apartments Project
1711 - 1755 Eastshore Boulevard, El Cerrito, CA
Attachment 4: Traffic Noise Level Estimates

Sheet 2: I-80 Traffic Noise Information

Table 1: Caltrans Traffic Count Information							
Year	Segment	Back Peak Month Average Daily Traffic (ADT) Volume			Ahead Peak Month Average Daily Traffic (ADT) Volume		
2014	Richmond, Jct Rte 123 South	179000			206000		
2018	El Cerrito, Potrero Avenue	161000			146000		
2019	El Cerrito, Potrero Avenue	161000			146000		
2020	El Cerrito, Potrero Avenue	170000			155000		
Source:	https://dot.ca.gov/programs/traffic-operations/census						

Table 2: TNM Inputs									
Road	ADT	Day %	Night %	Auto % (Day and Night)	Auto Speed	MHDT % (Day and Night)	MHDT Speed	HHDT % (Day and Night)	MHDT Speed
I-80 NB	103,000	70	30	97.4	65	1.2	65	1.4	65
I-80 SB	103,000	70	30	97.4	65	1.2	65	1.4	65
Source: https://dot.ca.gov/programs/traffic-operations/census									

Table 3: Road and Receiver Elevations (Feet Above Mean Sea Level)							
Location	I-80	Building Floor					
		Ground	2	3	4	5	6
North	62.0	52.0	64.7	75.6	86.5	97.4	108.3
Central	54.0	51.1	63.8	74.7	85.6	96.5	107.4
South	61.0	49.8	62.5	73.4	84.3	95.2	106.1

Table 4: I-80 Traffic Noise Levels at North Building Section (Ldn)						
Distance from Road Center (Feet)	Building Floor					
	Ground	2	3	4	5	6
336	72.3	72.3	74.2	74.7	75.3	75.8
334	72.3	72.3	74.2	74.7	75.3	75.8
372	71.9	71.9	73.8	74.3	74.9	75.4

Table 5: I-80 Traffic Noise Levels at Central Building Section (Ldn)						
Distance from Road Center (Feet)	Building Floor					
	Ground	2	3	4	5	6
249	75.2	75.8	76.3	76.4	76.6	76.7
277	74.7	75.3	75.8	75.9	76.1	76.2
285	74.6	75.2	75.7	75.8	76.0	76.1
334	73.9	74.5	75.0	75.1	75.3	75.4

Table 6: I-80 Traffic Noise Levels at South Building Section (Ldn)						
Distance from Road Center (Feet)	Building Floor					
	Ground	2	3	4	5	6
129	78.1	80.9	80.7	80.7	80.7	80.7
135	77.9	80.7	80.5	80.5	80.5	80.5
140	77.7	80.5	80.3	80.3	80.3	80.3
215	75.9	78.7	78.5	78.5	78.5	78.5

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Attachment 5
Exterior to Interior Noise Reduction Calculations

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Eastshore Boulevard Apartments Project
1711 - 1755 Eastshore Boulevard, El Cerrito, CA
Attachment 5: Exterior to Interior Noise Reduction Estimates

Sheet 1: Exterior to Interior Noise Reduction Estimates

Table 1A: Exterior to Interior Noise Reductions (North Building Facades)												
Façade	EWNRR (dB)	EWNRR Adj. (dB)	Total EWNRR (dB)	EWNRR Window (dB)	EWNRR Diff. (dB)	Window Surface Area %	Wall Surface Area %	EWNRR Offset (dB)	Total Adjusted EWNRR (dB)	Interior Room Absorption Adjustment (dB)	Constant (dB)	Total NR (dB)
Studio - 1 wall	37	4	41	32	9	15%	85%	-3	38	-4	6	36
Studio - 2 walls	37	4	41	32	9	4%	96%	-1	40	-1	6	35

Table 1B: Interior Noise Level - San Pablo Avenue North Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
159 Feet -Studio - 1 wall	35.0	35.0	35.0	35.0	35.0	35.0
159 Feet -Studio - 2 walls	36.0	36.0	36.0	36.0	36.0	36.0
197 Feet -Studio - 2 walls	35.1	35.1	35.1	35.1	35.1	35.1

Table 1C: Interior Noise - I-80 North Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
336 Feet -Studio - 1 wall	39.3	39.3	41.2	41.7	42.3	42.8
334 Feet -Studio - 2 walls	40.3	40.3	42.2	42.7	43.3	43.8
372 Feet -Studio - 1 wall	38.9	38.9	40.8	41.3	41.9	42.4

Table 1D: Estimated Interior Noise Exposure - North Building Façade (Lmax)						
Room Type	Building Floor					
	Ground	2	3	4	5	6
Studio - 1 wall	49.0	49.0	49.0	49.0	49.0	49.0
Studio - 2 walls	50.0	50.0	50.0	50.0	50.0	50.0

Table 2A: Exterior to Interior Noise Reductions (Central Building Facades)												
Façade	EWNR (dB)	EWNR Adj. (dB)	Total EWNR (dB)	EWNR Window (dB)	EWNR Diff. (dB)	Window Surface Area %	Wall Surface Area %	EWNR Offset (dB)	Total Adjusted EWNR (dB)	Interior Room Absorption Adjustment (dB)	Constant (dB)	Total NR (dB)
Studio - 1 wall	37	4	41	32	9	4%	96%	-1	40	-4	6	38
Studio - 1 wall	37	4	41	32	9	11%	89%	-2	39	-4	6	37

Table 2B: Interior Noise Level - San Pablo Avenue Central Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
216 Feet -Studio - 1 wall	31.7	31.7	31.7	31.7	31.7	31.7
267 Feet -Studio - 1 wall	30.7	30.7	30.7	30.7	30.7	30.7
328 Feet -Studio - 1 wall	29.8	29.8	29.8	29.8	29.8	29.8

Table 2C: Interior Noise - I-80 Central Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
249 Feet -Studio - 1 wall	41.2	41.8	42.3	42.4	42.6	42.7
277 Feet -Studio - 1 wall	40.7	41.3	41.8	41.9	42.1	42.2
285 Feet -Studio - 1 wall	40.6	41.2	41.7	41.8	42.0	42.1
334 Feet -Studio - 1 wall	39.9	40.5	41.0	41.1	41.3	41.4

Table 2D: Estimated Interior Noise Exposure - North Building Façade (Lmax)						
Room Type	Building Floor					
	Ground	2	3	4	5	6
Studio - 1 wall San Pablo Ave	47.0	47.0	47.0	47.0	47.0	47.0
Studio - 1 wall I-80	48.0	48.0	48.0	48.0	48.0	48.0

Table 3A: Exterior to Interior Noise Reductions (South Building Facades)												
Façade	EWNR (dB)	EWNR Adj. (dB)	Total EWNR (dB)	EWNR Window (dB)	EWNR Diff. (dB)	Window Surface Area %	Wall Surface Area %	EWNR Offset (dB)	Total Adjusted EWNR (dB)	Interior Room Absorption Adjustment (dB)	Constant (dB)	Total NR (dB)
Studio - 1 wall	37	4	41	36	5	18%	82%	-2	39	-4	6	37
Studio - 2 wall	37	4	41	36	5	18%	82%	-2	39	-1	6	34
Apt - BR	37	4	41	36	5	18%	82%	-2	39	-3	6	36
APT - LR	37	4	41	36	5	18%	82%	-2	39	-4	6	37
Studio - 2 wall	37	4	41	36	5	4%	96%	-1	40	-1	6	35
Apt - BR	37	4	41	36	5	4%	96%	-1	40	-3	6	37
APT - LR	37	4	41	36	5	4%	96%	-1	40	-4	6	38
Studio - 1 wall	37	4	41	36	5	4%	96%	-1	40	-4	6	38
Studio - BR	37	4	41	36	5	13%	87%	-1	40	-3	6	37
Studio - LR	37	4	41	36	5	13%	87%	-1	40	-4	6	38

Table 3B: Interior Noise Level - San Pablo Avenue South Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
390 Feet -Studio - 1 wall	29.1	29.1	29.1	29.1	29.1	29.1
390 Feet -Studio - 2 wall	32.1	32.1	32.1	32.1	32.1	32.1
390 Feet -Apt - BR	30.1	30.1	30.1	30.1	30.1	30.1
390 Feet -APT - LR	29.1	29.1	29.1	29.1	29.1	29.1

Table 3C: Interior Noise - I-80 South Building Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
129 Feet -Studio - 1 wall	44.1	46.9	46.7	46.7	46.7	46.7
129 Feet -Studio - 2 wall	47.1	49.9	49.7	49.7	49.7	49.7
135 Feet -Studio - 1 wall	43.9	46.7	46.5	46.5	46.5	46.5
140 Feet -Apt - BR	44.7	47.5	47.3	47.3	47.3	47.3
140 Feet -APT - LR	43.7	46.5	46.3	46.3	46.3	46.3
215 Feet -Studio - BR	41.9	44.7	44.5	44.5	44.5	44.5
215 Feet -Studio - LR	40.9	43.7	43.5	43.5	43.5	43.5

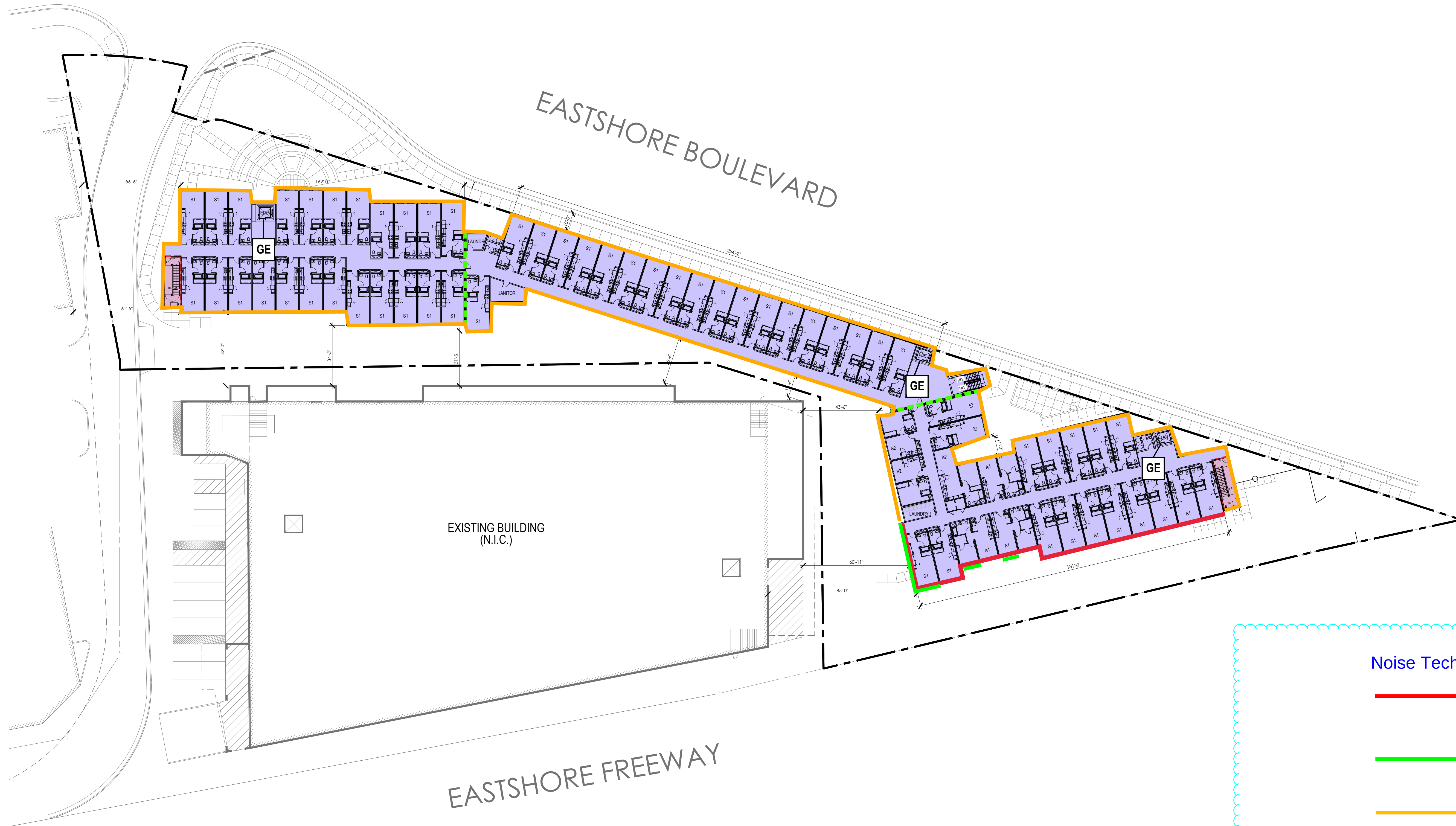
Table 3D: Additional Interior NR - I-80 South Building - West Façade (Ldn)						
Distance from Road Center (Feet) and Room Type	Building Floor					
	Ground	2	3	4	5	6
129 Feet -Studio - 1 wall	-	-1.9	-1.7	-1.7	-1.7	-1.7
129 Feet -Studio - 2 wall	-	-4.9	-4.7	-4.7	-4.7	-4.7
135 Feet -Studio - 1 wall	-	-1.7	-1.5	-1.5	-1.5	-1.5
140 Feet -Apt - BR	-	-2.5	-2.3	-2.3	-2.3	-2.3
140 Feet -APT - LR	-	-1.5	-1.3	-1.3	-1.3	-1.3
215 Feet -Studio - BR	-	-	-	-	-	-
215 Feet -Studio - LR	-	-	-	-	-	-

Table 3E: Estimated Interior Noise Exposure - I-80 South Building Façade (Lmax)						
Room Type	Building Floor					
	Ground	2	3	4	5	6
Studio - 1 wall San Pablo Ave	47.0	47.0	47.0	47.0	47.0	47.0
Studio - 2 wall San Pablo Ave	50.0	50.0	50.0	50.0	50.0	50.0
Apt - BR San Pablo Ave	48.0	48.0	48.0	48.0	48.0	48.0
APT - LR San Pablo Ave	47.0	47.0	47.0	47.0	47.0	47.0
Studio - 1 wall I-80	48.0	48.0	48.0	48.0	48.0	48.0
Studio - 2 wall I-80	51.0	51.0	51.0	51.0	51.0	51.0
Studio - BR I-80	48.0	48.0	48.0	48.0	48.0	48.0
Studio - LR I-80	47.0	47.0	47.0	47.0	47.0	47.0
Apt - BR I-80	49.0	49.0	49.0	49.0	49.0	49.0
APT - LR I-80	48.0	48.0	48.0	48.0	48.0	48.0

Table 3F: Additional Interior NR - I-80- South Building (Lmax)						
Room Type	Building Floor					
	Ground	2	3	4	5	6
Studio - 1 wall San Pablo Ave	-	-	-	-	-	-
Studio - 2 wall San Pablo Ave	-	-	-	-	-	-
Apt - BR San Pablo Ave	-	-	-	-	-	-
APT - LR San Pablo Ave	-	-	-	-	-	-
Studio - 1 wall I-80	-	-	-	-	-	-
Studio - 2 wall I-80	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Studio - BR I-80	-	-	-	-	-	-
Studio - LR I-80	-	-	-	-	-	-
Apt - BR I-80	-	-	-	-	-	-
APT - LR I-80	-	-	-	-	-	-

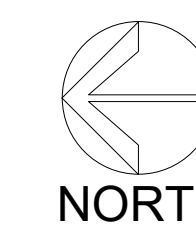
LEGEND

- FIRE AREA SEPARATION WALL
- GE GURNEY-SIZE ELEVATOR
- BUILDING FOOTPRINT
- STAIRS PROVIDING ROOF ACCESS



Noise Technical Memo Design Recommendations

- Design Features per Mitigation 13-1, Sections 3.c.i and 5.a
- Design Features per Mitigation 13-1, 3.c.i and 5.b
- Design Features per Mitigation 13-1, 3.a, 3.b, and 3.c.ii



NORTH

1"=30'-0" 0 15' 30' 60' 90'

CONCEPTUAL FIRE PLAN -TYPICAL UPPER FLOOR

A2.2

EL CERRITO APARTMENTS
AMG & ASSOCIATES

EL CERRITO, CA

DATE: 06-01-2022
JOB NO.: 2017-694

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



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Attachment 6
Project Construction Noise and Vibration Estimates

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Eastshore Boulevard Apartments Project
1711 - 1755 Eastshore Boulevard, El Cerrito, CA
Attachment 6: Construction Noise Estimates

Sheet 1: Construction Noise Estimates

Table 1: Construction Noise Estimates

Equipment	RNL (Lmax)	Usage Factor	Distance from source and Average Noise Level (Leq)							
			25	50	110	130	140	270	300	400
Auger Drill Rig	85	0.2	84	78	71	70	69	63	62	60
Backhoe	80	0.4	82	76	69	68	67	61	60	58
Boring Jack Power Unit	80	0.5	83	77	70	69	68	62	61	59
Bulldozer	85	0.4	87	81	74	73	72	66	65	63
Compact roller	80	0.2	79	73	66	65	64	58	57	55
Compressor	80	0.4	82	76	69	68	67	61	60	58
Concrete Mixer	85	0.4	87	81	74	73	72	66	65	63
Crane	85	0.16	83	77	70	69	68	62	61	59
Delivery Truck	84	0.4	86	80	73	72	71	65	64	62
Excavator	85	0.4	87	81	74	73	72	66	65	63
Front End Loader	80	0.4	82	76	69	68	67	61	60	58
Generator	82	0.5	85	79	72	71	70	64	63	61
Grader	85	0.4	87	81	74	73	72	66	65	63
Man Lift	85	0.2	84	78	71	70	69	63	62	60
Paver	85	0.5	88	82	75	74	73	67	66	64
Pneumatic tools	85	0.5	88	82	75	74	73	67	66	64
Pumps	77	0.5	80	74	67	66	65	59	58	56
Roller	85	0.2	84	78	71	70	69	63	62	60
Scraper	85	0.4	87	81	74	73	72	66	65	63
Tractor	84	0.4	86	80	73	72	71	65	64	62
Vacuum Truck	85	0.4	87	81	74	73	72	66	65	63
Welder	74	0.4	76	70	63	62	61	55	54	52

Notes: RNL - Spec Max Reference Noise Level (Lmax) at 50 ft

Sheet 1: Construction Vibration Estimates

Notes:
Reference PPV from Caltrans Transportation and Construction Vibration Guidance Manual (2020), Table 18
Soil attenuation rate from Caltrans (2020, Table 17). Assumes Soil Class II - sands, gravel, and weathered rock.
Small bulldozer is surrogate for project material handler. Large bulldozer is surrogate for project loader and crane.
Italicized, underlined, and **bold** values indicate the estimated vibration level exceeds Caltrans' barely perceptible (0.01 PPV in/sec), distinctly perceptible (0.04 PPV in/sec), and strongly perceptible (0.1 PPV in/sec) guidelines, respectively, for human detection and annoyance from continuous vibration sources (Caltrans 2020).

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