COUNCILMEMBERS
Michael McCorriston, Mayor
Dr. Sherry Hu, Vice Mayor
Jean Josey, Councilmember
Kashef Qaadri, Councilmember
Janine Thalblum, Councilmember



City Council Chamber
Dublin Civic Center
100 Civic Plaza
Dublin, CA 94568
www.dublin.ca.gov

Regular Meeting of the

DUBLIN CITY COUNCIL

Tuesday, July 16, 2024

Location: City Council Chamber
100 Civic Plaza
Dublin, CA 94568

CLOSED SESSION 6:00 PM
REGULAR MEETING 7:00 PM

Additional Meeting Procedures

This City Council meeting will be broadcast live on Comcast T.V. channel 28 beginning at 7:00 p.m. This meeting will also be livestreamed at www.tv30.org and on the City's website at: https://dublin.ca.gov/ccmeetings

For the convenience of the City and as a courtesy to the public, members of the public who wish to offer comments electronically have the option of giving public comment via Zoom, subject to the following procedures:

□ Fill out an online speaker slip available at www.dublin.ca.gov. The speaker slip will be made available at 10:00 a.m. on Tuesday, July 16, 2024. Upon submission, you will receive Zoom link information from the City Clerk. Speakers slips will be accepted until the staff presentation ends, or until the public comment period on non-agenda items is closed.

□ Once connected to the Zoom platform using the Zoom link information from the City Clerk, the public speaker will be added to the Zoom webinar as an attendee and muted. The speaker will be able to observe the meeting from the Zoom platform.

□ When the agenda item upon which the individual would like to comment is addressed, the City Clerk will announce the speaker in the meeting when it is their time to give public comment. The speaker will then be unmuted to give public comment via Zoom.

□ Technical difficulties may occur that make the option unavailable, and, in such event, the meeting will continue despite the inability to provide the option.

CLOSED SESSION 6:00 PM

I. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

II. PUBLIC EMPLOYEE APPOINTMENT
Title: City Manager

III. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: 1 case

REGULAR MEETING 7:00 PM

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2. REPORT ON CLOSED SESSION

3. PRESENTATIONS AND PROCLAMATIONS

3.1 Introduction of Garrison Commander of Parks Reserve Forces Training Area, Lieutenant Colonel Richard B. King and Command Sergeant Major Steven D. Lorey
The City Council will introduce the new Garrison Commander of Parks Reserve Forces Training Area, Lieutenant Colonel Richard B. King and Command Sergeant Major Steven D. Lorey.

STAFF RECOMMENDATION:
Welcome the Garrison Commander, Lieutenant Colonel Richard B. King and Command Sergeant Major Steven D. Lorey.
Staff Report
Attachment 1 - Lieutenant Colonel Richard B. King Biography
Attachment 2 - Command Sergeant Major Steven D. Lorey Biography

3.2 Introduction of Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou
Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou, who began working with Dublin Police Services on June 10, 2024, will be introduced to the City Council.

STAFF RECOMMENDATION:
Welcome Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou.
Staff Report

3.3 Employee Introductions

New City of Dublin Staff members, Brandon Harris, Management Fellow with the City Manager's Office, and Yingru Huang, Summer Intern with the Parks and Community Services Department, will be introduced.

STAFF RECOMMENDATION:

Welcome the new City of Dublin Staff members.

Staff Report

3.4 Update from Three Valleys Community Foundation

The City Council will receive an update from Kelly Bowers, Ed.D., CEO and President of Three Valleys Community Foundation.

STAFF RECOMMENDATION:

Receive the update.

Staff Report

3.5 Dublin Climate Challenge - Community Engagement with the Climate Action Plan 2030 and Beyond

The City Council will receive a presentation on community engagement with the Climate Action Plan 2030 and Beyond through the new Dublin Climate Challenge online platform.

STAFF RECOMMENDATION:

Receive the presentation.

Staff Report

Attachment 1 - Resolution 100-20 Adopting the City of Dublin Climate Action Plan 2030 and Beyond

Item 3.5 PowerPoint Presentation

4. PUBLIC COMMENT

At this time, the public is permitted to address the City Council on non-agendized items. Please step to the podium and clearly state your name for the record. COMMENTS SHOULD NOT EXCEED THREE (3) MINUTES. In accordance with State Law, no action or discussion may take place on any item not appearing on the posted agenda. The Council may respond to statements made or questions asked, or may request Staff to report back at a future meeting concerning the matter. Any member of the public may contact the City Clerk's Office related to the proper procedure to place an item on a future City Council agenda. The exceptions under which the City Council MAY discuss and/or take action on items not appearing on the agenda are contained in Government Code Section 54954.2(b)(1)(2)(3).

5. CONSENT CALENDAR

Consent Calendar items are typically non-controversial in nature and are considered for approval by the City Council with one single action. Members of the audience, Staff or the City Council who would like an item removed from the Consent Calendar for purposes of public input may request the Mayor to remove the item.

5.1 Approval of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting Minutes, and July 3, 2024 Special City Council Meeting Minutes

The City Council will consider approval of the minutes of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and the July 3, 2024 Special City Council Meeting.

STAFF RECOMMENDATION:

Approve the minutes of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and July 3, 2024 Special City Council Meeting.

Staff Report

Attachment 1 - June 18, 2024 Regular City Council Meeting Minutes

Attachment 2 - June 25, 2024 Adjourned Regular City Council Meeting Minutes

Attachment 3 - July 3, 2024 Special City Council Meeting Minutes

5.2 Agreement for On-Call Surveying Services with Kier & Wright

The City Council will consider approving an agreement for on-call surveying services with Kier & Wright.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving an Agreement for On-Call Surveying Services with Kier & Wright.

Staff Report

Attachment 1 - Resolution Approving an Agreement for On-Call Surveying Services with Kier & Wright

Attachment 2 - Exhibit A to the Resolution - Consulting Services Agreement with Kier & Wright

Attachment 3 - Request for Qualifications - Surveying Services

Attachment 4 - Statements of Qualifications - Surveying Services

5.3 Ordinance Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in Salary for City Councilmembers

The City Council will consider adopting an ordinance revising the Dublin Municipal Code to provide for a salary adjustment for City Councilmembers following certification of the November 2024 General Municipal Election. The City Council waived the first reading and introduced the ordinance at the meeting on May 21, 2024. The City Council is now being asked to waive the second reading and adopt the ordinance.

STAFF RECOMMENDATION:

Waive the second reading and adopt the **Ordinance** Rescinding and Replacing Ordinance No. 6-82 Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in the Salary for Members of the City Council.

Staff Report

Attachment 1 - Ordinance Rescinding and Replacing Ordinance No. 6-82 Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in the Salary for Members of the City Council

Attachment 2 - Senate Bill 329

Attachment 3 - Government Code Section 36516

Attachment 4 - Dublin Municipal Code Section 2.08.020 and 2.08.040

5.4 Tract 8646, 8648, and 8671 Francis Ranch – Final Map Notice and Agreement for Long Term Encroachment for Landscape Features

The City Council will receive a notification of the City Engineer's pending approval of the Final Maps for Tracts 8646, 8648, and 8671, Francis Ranch. The City Council will consider

approving Agreements for Long Term Encroachment for Landscape Features for Tracts 8646, 8648, and 8671, Francis Ranch.

STAFF RECOMMENDATION:

Take the following actions: 1) Receive the notification; 2) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8646, Francis Ranch; 3) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8648, Francis Ranch; and 4) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8671, Francis Ranch.

Staff Report
Attachment 1 - Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8646
Attachment 2 - Exhibit A to the Resolution - Agreement for Long Term Encroachment for Landscape Features for Tract 8646
Attachment 3 - Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8648
Attachment 4 - Exhibit A to the Resolution - Agreement for Long Term Encroachment for Landscape Features for Tract 8648
Attachment 5 - Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8671
Attachment 6 - Exhibit A to the Resolution - Agreement for Long Term Encroachment for Landscape Features for Tract 8671
Attachment 7 - Tract 8646 Final Map
Attachment 8 - Tract 8648 Final Map
Attachment 9 - Tract 8671 Final Map

5.5 Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119 - Project Funding Agreements with Alameda County Transportation Commission and with Tri-Valley Transportation Council

The City Council will consider approving project funding agreements with Alameda County Transportation Commission and the Tri-Valley Transportation Council to fund the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School project, CIP No. ST0119, and approving a budget change.

STAFF RECOMMENDATION:

Take the following actions: 1) Adopt the **Resolution** Approving a Funding Agreement with the Alameda County Transportation Commission for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119; 2) Adopt the **Resolution** Approving a Project Funding Agreement with the Tri-Valley Transportation Council for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119; and 3) Approve the budget change.

Staff Report
Attachment 1 - Resolution Approving a Funding Agreement with the Alameda County Transportation Commission for the Tassajara Road Improvements - North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119
Attachment 2- Exhibit A to the Resolution - Funding Agreement No. A23-0038 with the Alameda County Transportation Commission

Attachment 3 - Resolution Approving a Funding Agreement with the Tri-Valley Transportation Council for the Tassajara Road Improvements - North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119
Attachment 4 - Exhibit A to the Resolution - Funding Agreement with the Tri-Valley Transportation Council
Attachment 5 - Tri-Valley Transportation Council Resolution No. 2023-10
Attachment 6 - Budget Change Form

5.6 2024 Utility Box Art Selection

The City Council will consider a recommendation from the Heritage and Cultural Arts Commission for artwork to be painted on 10 utility boxes in summer 2024.

STAFF RECOMMENDATION:

Approve the Heritage and Cultural Arts Commission's recommendations for the 2024 Utility Box Art Program.

Staff Report
Attachment 1 - Utility Box Art Design Proposals from Recommended Artists
Attachment 2 - Call for Artists Utility Box Design 2024

5.7 Acceptance of Cannabis Tax Fund Grant for a Checkpoint Command Vehicle and DUI Enforcement Program

The City Council will consider accepting a Cannabis Tax Fund Grant for Dublin Police Services in relation to the City's participation in impaired driving enforcement. This grant program supports the purchase of a Command Vehicle for the facilitation of DUI Checkpoints along with funding for the checkpoint which aims to reduce impaired driving related to collisions, injuries, and deaths.

STAFF RECOMMENDATION:

Adopt the **Resolution** Confirming City of Dublin Participation in the California Highway Patrol Cannabis Tax Fund Grant Agreement.

Staff Report
Attachment 1 - Resolution Confirming City of Dublin Participation in the California Highway Patrol Cannabis Tax Fund Grant Agreement
Attachment 2 - Exhibit A to the Resolution - CHP Cannabis Tax Fund Grant Program Application
Attachment 3 - Exhibit B to the Resolution - Intent to Award Cannabis Tax Fund Grant Program

5.8 Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services

The City Council will consider approving an agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit inspections and illicit discharge response services with CSW/Stuber-Stroeh Engineering Group.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving an Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services.

Staff Report

Attachment 1 - Resolution Approving an Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services
Attachment 2 - Exhibit A to the Resolution - Contractor Services Agreement with CSW/Stuber-Stroeh Engineering Group
Attachment 3 - Request for Proposals - Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services
Attachment 4 - Proposal - CSW/Stuber-Stroeh Engineering

5.9 Forest Park, CIP No. PK0322 - Approval of Plans and Specifications, Award of Contract to Suarez & Munoz Construction, Inc., and Approval of a Budget Change

The City Council will consider approving the plans and specifications and awarding a construction contract to Suarez & Munoz Construction, Inc. for the Forest Park Project. The project will construct a two-acre park located along Central Parkway, Pino Grande Road, Twain Harte Road, and Pandora Way. The City Council will also consider approving a budget change to increase the project funding.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving the Plans and Specifications and Awarding a Contract to Suarez & Munoz Construction, Inc. for the Forest Park Project, CIP No. PK0322, and approve the budget change.

Staff Report
Attachment 1 - Resolution Approving the Plans and Specifications and Awarding a Contract to Suarez and Munoz Construction, Inc. for the Forest Park Project, CIP No. PK0322
Attachment 2 - CIP No. PK0322
Attachment 3 - Bid Results
Attachment 4 - Budget Change Form

5.10 Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project, CIP No. ST0517 - Approval of Plans and Specifications and Award of Contract to FBD Vanguard Construction, Inc.

The City Council will consider approving the plans and specifications and awarding a construction contract to FBD Vanguard Construction, Inc. for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project. The project will install Rectangular Rapid Flashing Beacons and upgrades to existing curb ramps at the following locations: Amador Valley Boulevard/Burton Street, Central Parkway/Aspen Street, and Grafton Street/Antone Way. The project will also modify the traffic signal at Central Parkway/Hibernia Drive.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving the Plans and Specifications and Awarding a Contract to FBD Vanguard Construction, Inc. for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project, CIP No. ST0517.

Staff Report
Attachment 1 - Resolution Approving the Plans and Specifications and Awarding a Contract to FBD Vanguard Construction. Inc. for the Citywide Bicycle and Pedestrian Improvements - Safe Routes to School Project, CIP No. ST0517
Attachment 2 - CIP No. ST0517

Attachment 3 - Location Map
Attachment 4 - Bid Results

5.11 Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) and Amend Section 5.100.090 (Merchandising, Advertising, and Signs – Prohibited Acts) (PLPA-2024-00049)

On June 25, 2024, the City Council considered amendments to the Dublin Municipal Code to regulate sidewalk vendors in accordance with SB 946. This includes adding Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses) to establish regulations for sidewalk vendors, and amending Section 5.100.090 (Merchandising, Advertising and Signs— Prohibited Acts) to clarify that the City's general restrictions on selling goods and services in City parks do not apply to sidewalk vendors. On June 25, 2024, the City Council waived the first reading and introduced the Ordinance amendments with an adjustment to the wording of Section 4.50.060(B) that has been incorporated and reflected in Attachment 1. The City Council is now requested to waive the second reading and adopt the proposed Ordinance.

STAFF RECOMMENDATION:

Waive the second reading and adopt the **Ordinance** Approving Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs— Prohibited Acts).

Staff Report
Attachment 1 -Ordinance Approving Amendments to the Dublin Municipal Code to add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs - Prohibited Acts)
Attachment 2 - City Council Staff Report, dated June 25, 2024, Without Attachments

5.12 Payment Issuance Report and Electronic Funds Transfers

The City Council will receive a listing of payments issued from June 1, 2024 - June 30, 2024, totaling $14,352,606.97.

STAFF RECOMMENDATION:

Receive the report.

Staff Report
Attachment 1 - Payment Issuance Report for June 2024

6. PUBLIC HEARING

6.1 Dublin Fallon 580 Project (PLPA-2023-00033)

The City Council will consider a request by GH PacVest, LLC for the Dublin Fallon 580 Project. The proposal includes eliminating the Public/Semi-Public land use designation, converting 42.6 acres designated Open Space to Parks/Public-Recreation, establishing development standards for the future development of 238 residential units and up to 3,299,670 square feet of commercial/campus office use, and subdividing the 192-acre site into 11 parcels. Requested approvals include a General Plan and EDSP Amendment, Planned Development Zoning Stage 1 Development Plan Amendment, Stage 2 Development Plan for the residential use, Vesting Tentative Tract Map 8663, 8666, and 8667, and a Development Agreement. The City Council will also consider an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports.

STAFF RECOMMENDATION:
Conduct a public hearing, deliberate, and:

1. Adopt a **Resolution** Adopting an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports and Adopting General Plan and Eastern Dublin Specific Plan Amendments to Eliminate the 2.5-Acre Public/Semi-Public Land Use Designation and to Convert Approximately 42.6 Acres of Open Space to the Parks/Public Recreation Land Use Designation;
2. Waive the reading and INTRODUCE the Ordinance Amending the Zoning Map and Approving Amendments to the Planned Development Zoning Stage 1 Development Plan Ordinance No. 32-05 and a Stage 2 Development Plan for 13.7-Acres of Medium-High Density Residential for the Dublin Fallon 580 Project;
3. Adopt a **Resolution** Approving the Vesting Tentative Tract Maps for the Dublin Fallon 580 Project; and
4. Waive the reading and INTRODUCE the Ordinance Approving a Development Agreement Between the City of Dublin and GH PacVest, LLC Related to the Dublin Fallon 580 Project.

Staff Report
Attachment 1 - Resolution Adopting an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports and Adopting General Plan and Eastern Dublin Specific Plan Amendments to Eliminate the 2.5-Acre Public/Semi-Public Land Use Designation and to Convert Approximately 42.6 Acres of Open Space to the Parks/Public Recreation Land Use Designation
Attachment 2 - Ordinance Amending the Zoning Map and Approving Amendments to the Planned Development Zoning Stage 1 Development Plan Ordinance No. 32-05 and a Stage 2 Development Plan for 13.7-Acres of Medium-High Density Residential for the Dublin Fallon 580 Project
Attachment 3 - Exhibit A to the Ordinance - Architectural Design Guidelines
Attachment 4 - Exhibit B to the Ordinance - Landscape Design Guidelines
Attachment 5 - Resolution Approving the Vesting Tentative Tract Maps for the Dublin Fallon 580 Project
Attachment 6 - Exhibit A to the Resolution - Vesting Tentative Tract Maps
Attachment 7 - Ordinance Approving a Development Agreement Between the City of Dublin and GH PacVest, LLC Related to the Dublin Fallon 580 Project
Attachment 8 - Exhibit A to the Ordinance - Development Agreement
Attachment 9 - Local Transportation Analysis
Attachment 10 - CEQA Analysis in support of the Addendum to the Eastern Dublin Specific Plan EIR
Attachment 11 - Planning Commission Public Comment Letters Received
Attachment 12 - Planning Commission Resolution No. 24-05
Attachment 13 - City Response to CEQA and Traffic Impact Analysis comments
Attachment 14 - GH PacVest response to CEQA and Traffic Impact Analysis comments
Attachment 15 - City Council Public Comment Letters
Item 6.1 PowerPoint Presentation
Item 6.1 SB 343

7. UNFINISHED BUSINESS

7.1 Downtown Dublin Update

The City Council will receive a presentation on updates to the Downtown Dublin efforts, including the ongoing work on the development of the Dublin Commons project, which includes the town square, living options, commercial uses, and the proposed life sciences buildings.

STAFF RECOMMENDATION:

Receive the presentation.

Staff Report

Item 7.1 PowerPoint Presentation

8. NEW BUSINESS

8.1 Consideration of Ballot Measure to Amend the General Plan Regarding the Livbor-Manning LLC Property East of the City Limits

The City Council will consider placing a measure on the ballot to amend a provision of the Dublin General Plan added by the Open Space Initiative of 2014 in a manner that would allow future approval by the City of limited commercial development on certain property east of the City limits owned by Livbor-Manning LLC. If enacted, the measure would not affect current voter restrictions on new housing development.

STAFF RECOMMENDATION:

Adopt the **Resolution** Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan that was added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor.

Staff Report

Attachment 1 - Resolution Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan

Attachment 2 - Keyser Marston Report - Commercial Development Opportunities and Fiscal and Economic Benefits of Dublin Blvd. Extension - East of City Limits to Doolan Road

Attachment 3 - Fire Response Exhibits

Item 8.1 PowerPoint Presentation

Item 8.1 SB343

9. CITY MANAGER AND CITY COUNCIL REPORTS

Brief information only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expense (AB1234).

10. ADJOURNMENT

This AGENDA is posted in accordance with Government Code Section 54954.2(a)

If requested, pursuant to Government Code Section 54953.2, this agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12132) (ADA), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation, please contact the City Clerk's Office (925)

833-6650 at least 72 hours in advance of the meeting. Upon receiving a request, the City will swiftly resolve requests for reasonable accommodation for individuals with disabilities, consistent with the federal ADA, and resolve any doubt in favor of accessibility.

Agenda materials that become available within 72 hours in advance of the meeting, and after publishing of the agenda, will be available at Civic Center, 100 Civic Plaza, and will be posted on the City's website at www.dublin.ca.gov/ccmeetings.

Mission

The City of Dublin promotes and supports a high quality of life, ensures a safe, secure, and sustainable environment, fosters new opportunities, and champions a culture of equity, diversity, and inclusion.

Agenda Item 3.1

STAFF REPORT

CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Introduction of Garrison Commander of Parks Reserve Forces Training Area, Lieutenant Colonel Richard B. King and Command Sergeant Major Steven D. Lorey

Prepared by: Cierra Fabrigas, Executive Aide

EXECUTIVE SUMMARY:

The City Council will introduce the new Garrison Commander of Parks Reserve Forces Training Area, Lieutenant Colonel Richard B. King and new Command Sergeant Major Steven D. Lorey.

STAFF RECOMMENDATION:

Welcome the Garrison Commander, Lieutenant Colonel Richard B. King and Command Sergeant Major Steven D. Lorey.

FINANCIAL IMPACT:

None.

DESCRIPTION:

The new Garrison Commander of Parks Reserve Forces Training Area (Camp Parks), Lieutenant Richard B. King and the new Command Sergeant Major, who started on July 2, 2024, will be introduced.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Lieutenant Colonel Richard B. King Biography
2) Command Sergeant Major Steven D. Lorey Biography

GARRISON COMMANDER

LTC Richard B. King



Lieutenant Colonel Richard Brian King was born and raised in Mt. Royal, New Jersey. He began his military career upon graduating high school by enlisting in the U.S. Air Force, where he spent the next 9 years. He was later commissioned through OCS in 2002. His academic degrees include a Master of Strategic Studies from the U.S. Army War College and a Bachelor of Science in Criminal Justice from the University of Guam. He is also a 2024 graduate of the United States Army War College. He received his commission through Officer Candidate School in 2002. He is a graduate of the Military Intelligence Officer Basic Course, Military Intelligence Captain's Career Course, Defense Support to Civil Authorities II Course, Command and General Staff College, and the United States Army War College.

Prior to his arrival at Camp Parks, he was assigned as a student at the U.S. Army War College. Previous assignments include G3 Chief of Operations, Military Intelligence Readiness Command; Deputy Commander, 336th Expeditionary Military Intelligence Brigade, Ft. Dix New Jersey; Executive Officer, 203D Military Intelligence Battalion, Aberdeen Proving Ground, MD; Army Reserve Engagement Cell (AREC) Military Intelligence Planner, United States Army Pacific Command (USARPAC), Ft. Shafter Hawaii; Company Commander, 203D Military Intelligence Battalion, Aberdeen Proving Ground, MD; Assistant Operations Officer, 203D Military Intelligence Battalion, Aberdeen Proving Ground, MD; Intelligence Training Officer, Western ARISC, Camp Parks CA; Detachment OIC, North East Army Reserve Intelligence Support Center (ARISC), Fort Devens MA; Battalion Assistant S2, 279th Infantry Battalion, 45th Infantry Brigade.

His deployments include; Operation Southern Watch, Dhahran AB Saudi Arabia with the 4404th Composite Wing as a Command Post Controller in 1993; Operation Enduring Freedom, Bagram Air Base, Afghanistan as a Military Intelligence advisor for a Joint Task Force in 2013 where he established an Afghan Special Operations Military Intelligence Company and deployed MI Detachments throughout Afghanistan.

His awards and decorations include the Bronze Star Medal, Army Meritorious Service

Medal (1 Silver Oak Leaf Cluster), Army Commendation Medal (2 Oak Leaf Clusters), Air Force Commendation Medal (1 Oak Leaf Cluster), Army Achievement Medal (1 Oak Leaf Cluster), Air Force Achievement Medal, Air Force Good Conduct Medal (2 Oak Leaf Clusters), National Defense Service Medal (Bronze Service Star), Southwest Asian Service Medal, Afghanistan Campaign Medal, Global War On Terrorism Service Medal, Korean Defense Service Medal, Armed Forces Service Medal, Humanitarian Service Medal, Armed Forces Reserve Medal (Silver Hour Glass /M Device), NATO Service Medal (ISAF), Kuwait Liberation Medal, Combat Action Badge, German Armed Forces Proficiency Badge (GOLD), and the Air Force Master Instructor Badge. Lieutenant Colonel King is also a recipient of the Knowlton Award and the Order of St. Maurice.

COMMAND SERGEANT MAJOR

CSM Steven D. Lorey



CSM Steven D. Lorey enlisted in the United States Army in December 1998 in Phoenix Arizona as a 11M- Mechanized Infantryman. He later earned the MOSs 42A- Human Resources Specialist and 35F- Intelligence Analyst.

CSM Lorey has served in most enlisted leadership roles including, Rear Detachment NCOIC of a MICO, First Sergeant of an Analysis and Control Element company and, Senior Enlisted Advisor.

CSM Lorey's stateside assignments include the 1-12 Infantry BN, Fort Carson, CO, the 301st MI BN at Barnes Army Reserve Center, Phoenix, AZ, The Western Army Reserve Intelligence Support Center, Dublin, CA, the 378 MI BN at Fort Sheridan, IL, the 549th MI BN at Camp Bullis, TX and the NCOLCoE at Fort Bliss, TX. His previous assignment was as a facilitator in the Department of Distance Education for the Sergeants Major Course, Fort Bliss, TX. His overseas assignments include 1-9 IN BN at Camp Hovey, South Korea and the 402nd CA BN, Fort Buchanan, PR with deployments to Iraq for Operation Iraqi Freedom and Afghanistan for Operation Enduring Freedom.

CSM Lorey has completed all levels of NCOES through the Sergeants Major Course. Additionally, he has completed Army Basic and Small Group Instructor Courses, the Battle Staff NCO Course, and Master Resilience Trainers Course. His civilian education includes a Bachelor of Science in Public Safety Administration, Master of Public Administration from Grand Canyon University, and a Master of Leadership Studies from the University of Texas at El Paso. He is currently pursuing a Doctor of Strategic Leadership from Liberty University.

CSM Lorey's awards and decorations include the Meritorious Service Medal (5th award), the Army Commendation Medal (5th award), the Army Achievement Medal (5th award), the Army Good Conduct Medal (5th award), the Army Reserve Component Achievement Medal (2nd award), the Armed Forces Reserve Medal with silver hourglass, "M", and numeral "3" devices, the Iraqi Campaign Medal with campaign star, the Afghanistan Campaign Medal with campaign star, the Korean Defense Service Medal, the Overseas Service Ribbon (4th award), the NATO Medal, the Combat Action Badge, the Expert Infantryman's Badge, the Driver's badge with Wheeled and Tracked devices and the German Armed Forces Proficiency badge (Gold).

CSM Lorey is married to his wife Brienne and has two cats, Donut and Princess.

Agenda Item 3.2

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Introduction of Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou
Prepared by: Nate Schmidt, Chief of Police

EXECUTIVE SUMMARY:

Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou, who began working with Dublin Police Services on June 10, 2024, will be introduced to the City Council.

STAFF RECOMMENDATION:

Welcome Dublin Police Services Behavioral Health Unit Associate Therapist Shanel Perou.

FINANCIAL IMPACT:

None.

DESCRIPTION:

Behavioral Health Unit Associate Therapist Shanel Perou, who began working for Dublin Police Services on June 10, 2024, will be introduced to the City Council. Associate Therapist Perou has a Bachelor of Arts degree in Child Development and a Master of Arts degree in Marriage and Family Therapy. She comes to Dublin with four years of community and mental health therapy experience.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

None.

Agenda Item 3.3

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Employee Introductions
Prepared by: Sarah Monnastes, Human Resources Director

EXECUTIVE SUMMARY:

New City of Dublin Staff members, Brandon Harris, Management Fellow with the City Manager's Office, and Yingru Huang, Summer Intern with the Parks and Community Services Department, will be introduced.

STAFF RECOMMENDATION:

Welcome the new City of Dublin Staff members.

FINANCIAL IMPACT:

None.

DESCRIPTION:

New City of Dublin Staff members, Brandon Harris, Management Fellow with the City Manager's Office, and Yingru Huang, Summer Intern with the Parks and Community Services Department, will be introduced.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

None.

Agenda Item 3.4

STAFF REPORT

CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Update from Three Valleys Community Foundation
Prepared by: Marsha Moore, MMC, City Clerk

EXECUTIVE SUMMARY:

The City Council will receive an update from Kelly Bowers, Ed.D., CEO and President of Three Valleys Community Foundation.

STAFF RECOMMENDATION:

Receive the update.

FINANCIAL IMPACT:

None.

DESCRIPTION:

At the January 11, 2022, meeting, the City Council approved a grant agreement with Three Valleys Community Foundation agreeing to provide $50,000 in equal installments over three years to support the initial administrative and operational functions associated with the launch of the Foundation.

The City Council will receive an update from Kelly Bowers, Ed.D., CEO and President, on the Foundation's second year of operations.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

None.

Agenda Item 3.5

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Dublin Climate Challenge - Community Engagement with the Climate Action Plan 2030 and Beyond
Prepared by: Kate Battaglia, CivicSpark Fellow

EXECUTIVE SUMMARY:

The City Council will receive a presentation on community engagement with the Climate Action Plan 2030 and Beyond through the new Dublin Climate Challenge online platform.

STAFF RECOMMENDATION:

Receive the presentation.

FINANCIAL IMPACT:

The cost associated with the Dublin Climate Challenge online platform is $8,500 for the initial implementation and first year of service. The platform will cost $6,000 annually thereafter. The cost of these services will be charged to the Public Works Department in accordance with the adopted annual operating budget.

DESCRIPTION:

Climate Action Plan 2030 and Beyond
On September 15, 2020, the City Council approved Resolution 100-20 Adopting the City of Dublin Climate Action Plan (CAP) 2030 and Beyond. CAP 2030 includes five strategies and 22 measures intended to reduce greenhouse gas (GHG) emissions by 40% below 1990 levels by 2030 and to put the City on the path to reaching carbon neutrality by 2045. Achieving carbon neutrality will require a communitywide effort and CAP 2030 includes actions in which every part of the community can participate.

Dublin Climate Challenge

To help engage the Dublin community with CAP 2030, the City entered into an agreement with Bright Action Communities (formerly Community Climate Solutions) to launch the Dublin Climate Challenge. The Dublin Climate Challenge online platform allows individuals, households, businesses, and community groups to learn about and commit to various sustainable actions to lower their impact on climate change.

Actions on the Dublin Climate Challenge platform are grouped into categories that address energy use, transportation, waste, and water. Within each category, users can explore actions such as completing home energy checkups, owning an electric vehicle, switching to reusable foodware, and more. The actions range in difficulty from simple to challenging and include renter friendly and youth friendly options. Each sustainable action on the platform provides users with information, tips, and resources, as well as the impacts of successfully completing the action, including GHG emissions reduced, resources saved, and annual cost savings.

The platform provides individual, neighborhood, and citywide level data on actions taken, emissions reduced, and gallons of water saved. By selecting and completing actions, residents and community members can see the true impact and savings from their actions, as well as the communitywide impact throughout Dublin. The data provides insight on behavior change in Dublin, which can assist Staff in developing outreach and engagement strategies. For example, targeted outreach can be conducted for certain actions that are identified as having less community uptake through the platform. The information collected from this platform can also be used to benchmark progress against other Bay Area cities such as Livermore, Fremont, Albany, and Piedmont that also collect data on the platform.

Outreach for the Dublin Climate Challenge

Staff anticipate starting outreach for the Dublin Challenge at the end of July after the platform launches. Staff will work with the Communications Division and attend tabling events, such as the Dublin Farmers' Markets, to promote the platform and encourage community members to join the Dublin Climate Challenge.

STRATEGIC PLAN INITIATIVE:

Strategy 5. Long-Term Infrastructure and Sustainability Investments
Objective C: Continue to make progress on the Climate Action Plan and sustainable operations.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution 100-20 Adopting the City of Dublin Climate Action Plan 2030 and Beyond

RESOLUTION NO. 100 - 20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

* * * * * * * * *

ADOPTING THE CITY OF DUBLIN CLIMATE ACTION PLAN 2030 AND BEYOND

WHEREAS, on November 16, 2010 the City Council adopted Resolution 167-10 approving the City of Dublin Climate Action Plan establishing greenhouse gas (GHG) reduction goals for 2020;and

WHEREAS, under the California Environmental Quality Act (CEQA) a city may prepare a qualified GHG Reduction Strategy or Climate Action Plan to evaluate a community's cumulative impact due to GHG emissions from future planned development; and

WHEREAS, if a project is consistent with an adopted, qualified GHG Reduction Strategy or Climate Action Plan, the Strategy/Plan can be used as a basis for determining that the project would have a less than significant impact on a community's cumulative GHG emissions under CEQA; and

WHEREAS, on October 15, 2013 the City Council adopted Resolution 177-13 approving the City of Dublin Climate Action Plan Update to use as a basis for determining that a future project that was consistent with the adopted Climate Action Plan Update would have a less than significant impact on Dublin's cumulative GHG emissions under CEQA through 2020; and

WHEREAS, the City of Dublin is on track to meet the 2020 GHG reduction goals established by the Plans; and

WHEREAS, in 2016, the California Legislature adopted Senate Bill (SB) 32 to extend the State's commitment to GHG emissions reductions by tightening the target to 40% below 1990 levels by 2030; and

WHEREAS, in 2018, Governor Brown adopted Executive Order (EO) B-55-18 setting a Statewide goal of reaching carbon neutrality by no later than 2045; and

WHEREAS, on December 17, 2019, the City Council provided consensus to align the City's future Climate Action Plan with both SB 32 and EO B-55-18 goals and consensus to proceed with the draft strategies and measures to achieve those goals; and

WHEREAS, the Climate Action Plan 2030 and Beyond establishes the following targets:

1. Reduce GHG emissions to 40% below 1990 levels by 2030
2. Reach carbon neutrality by 2045; and

WHEREAS, the Climate Action Plan 2030 and Beyond contains 22 measures grouped into the five strategies listed below to reduce GHG emissions by roughly 73,000 metric tons carbon dioxide equivalent by 2030:

1. 100% Renewable and Carbon-Free Electricity
2. Building Efficiency and Electrification
3. Sustainable Mobility and Land Use

4. Material and Waste Management
5. Municipal Leadership; and

WHEREAS, the implementation of the Climate Action Plan 2030 and Beyond will result in co-benefits in the following areas: economic growth, reduced traffic congestion, improved public health, healthier ecosystems, robust landscapes, carbon sequestration, enhanced resilience, equity and inclusion, community leadership and partnerships, and cutting-edge technologies; and

WHEREAS, the City Council held a properly noticed public hearing on the Climate Action Plan 2030 and Beyond and related Negative Declaration on September 15, 2020; and

WHEREAS, the City Council did review and consider the Negative Declaration and the Climate Action Plan 2030 and Beyond and all said reports, recommendations, and testimony herein and set forth prior to making its decision on the Climate Action Plan 2030 and Beyond.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve and adopt the Climate Action Plan 2030 and Beyond attached hereto as **Exhibit A** to the Resolution and authorizes Staff to make any non-substantive grammatical or editing changes in the final document.

PASSED, APPROVED AND ADOPTED this 15th day of September 2020, by the following vote:

AYES: Councilmembers Goel, Hernandez, Josey, Kumagai and Mayor Haubert

NOES:

ABSENT:

ABSTAIN:

DocuSigned by:
4B4A9732E4974C5...
Mayor

ATTEST:

DocuSigned by:
9BB70815D22F40A...
City Clerk

Dublin Climate Challenge Community Engagement with CAP 2030

July 16, 2024



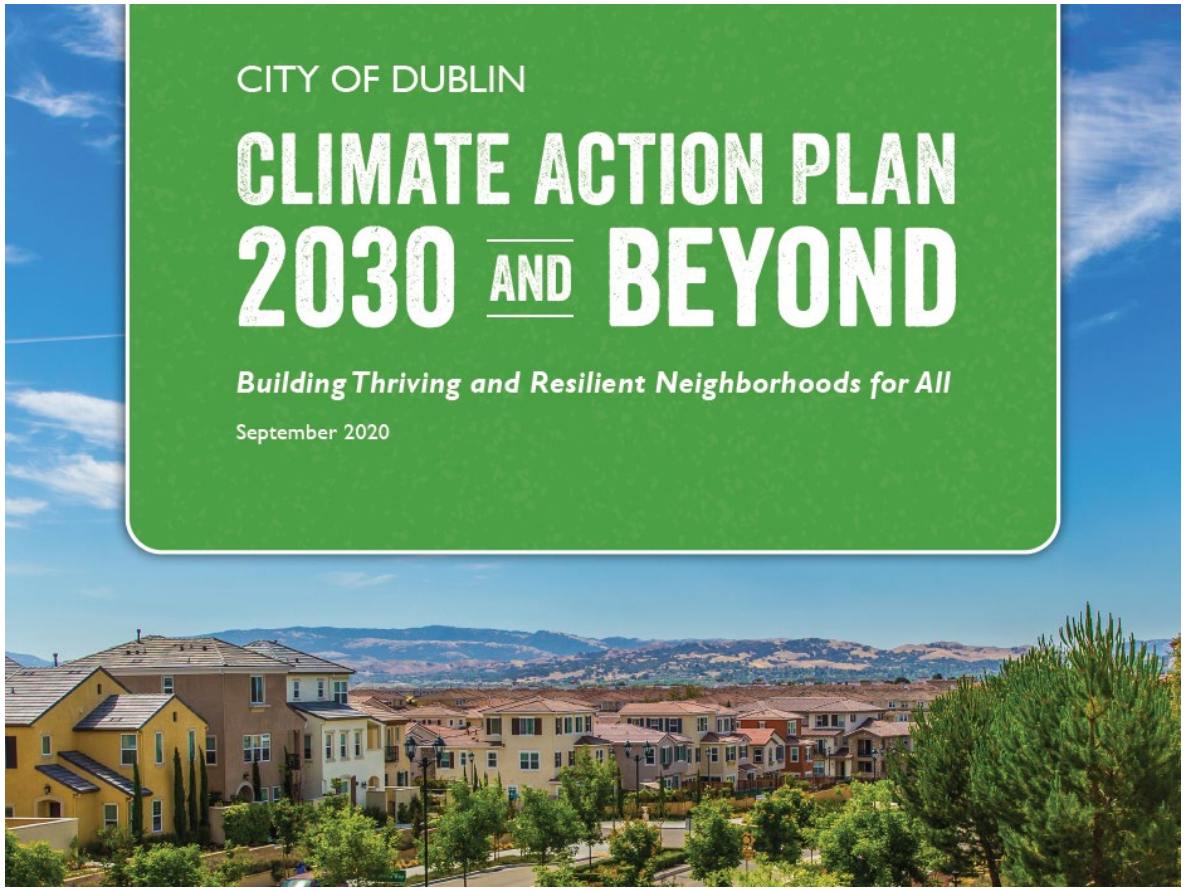
DUBLIN
CALIFORNIA

Outline

- Overview of Climate Action Plan 2030 and Beyond (CAP 2030)
- Overview of Dublin Climate Challenge Platform
- Outreach for the Dublin Climate Challenge

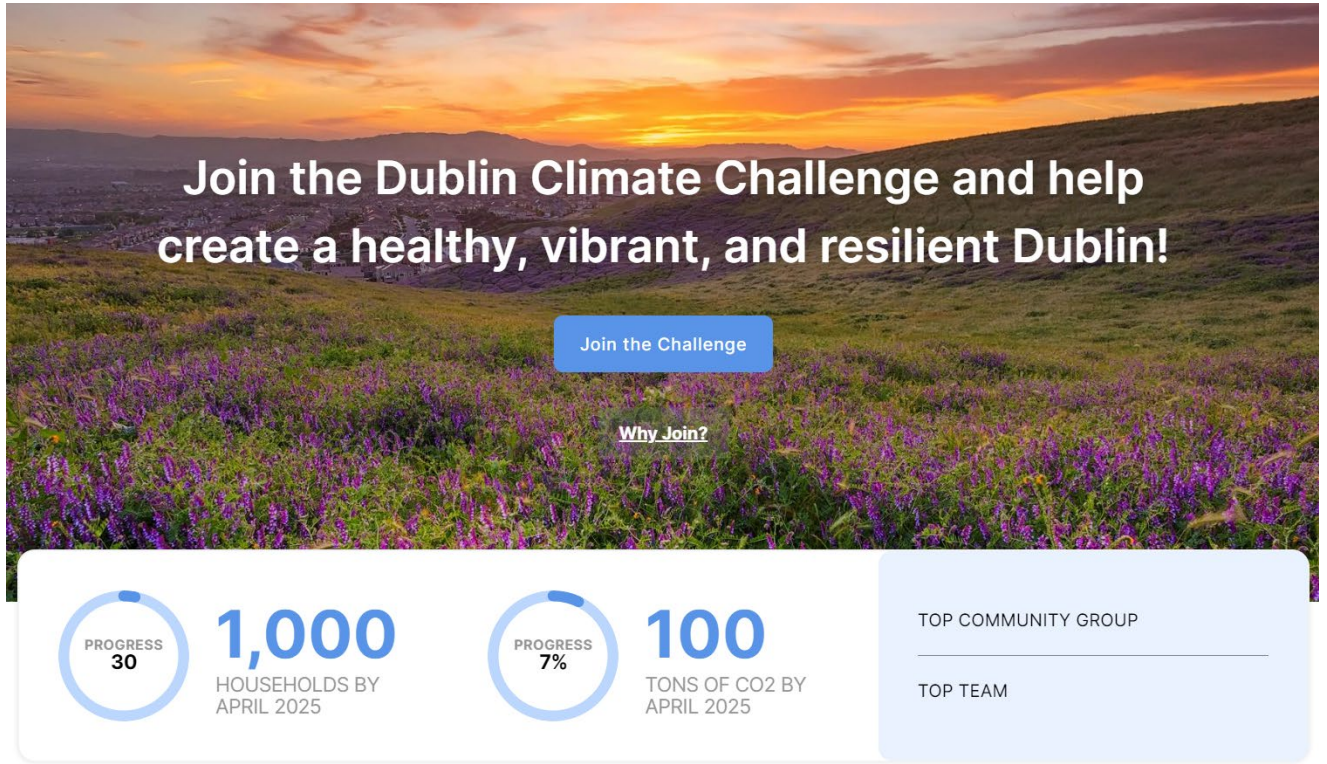
Background

- Greenhouse gas emissions reduction goals
- Five strategies in the Climate Action Plan 2030 and Beyond (CAP 2030)



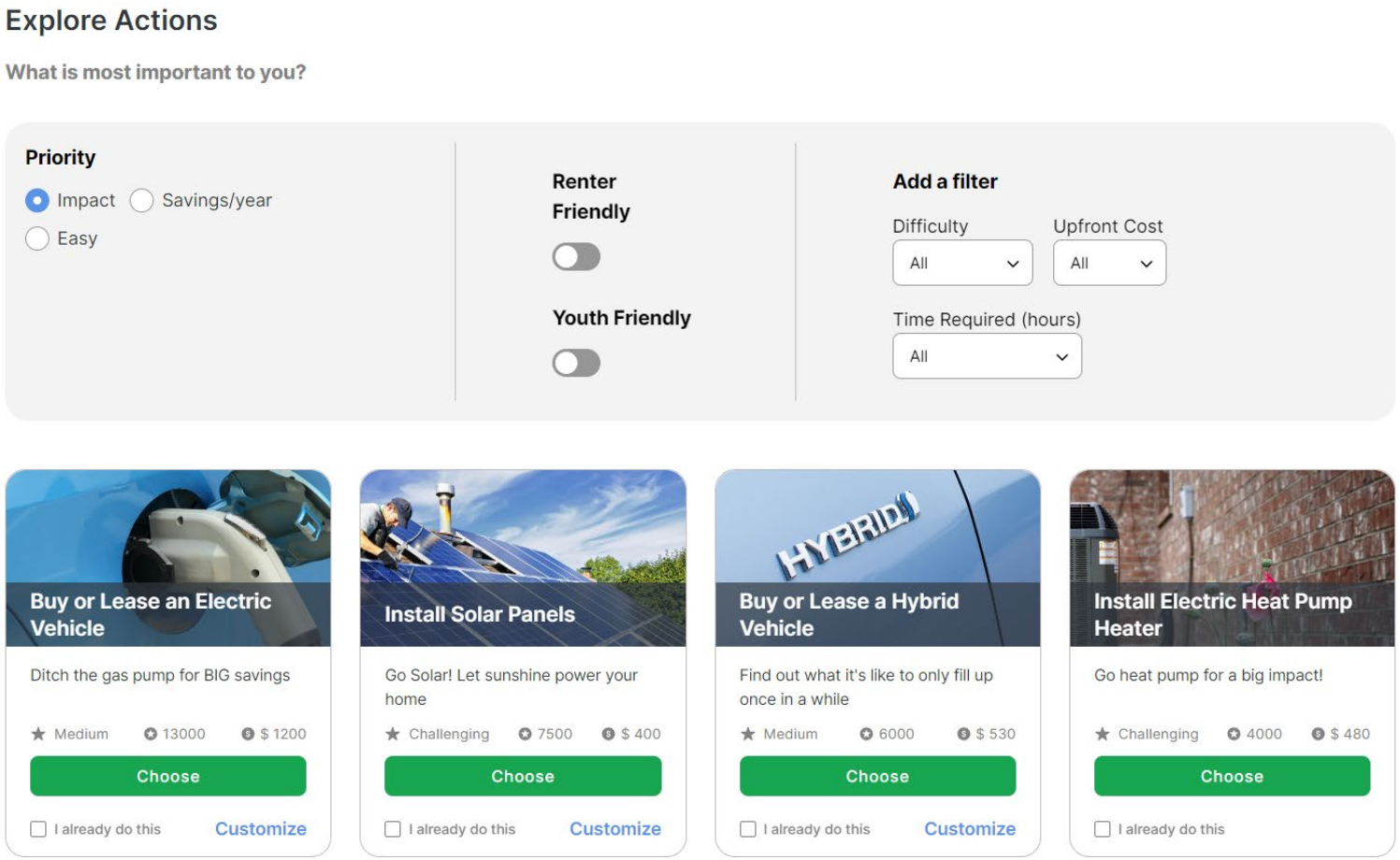
Dublin Climate Challenge

- Online platform
- Explore actions
- Provide resources
- Collect data

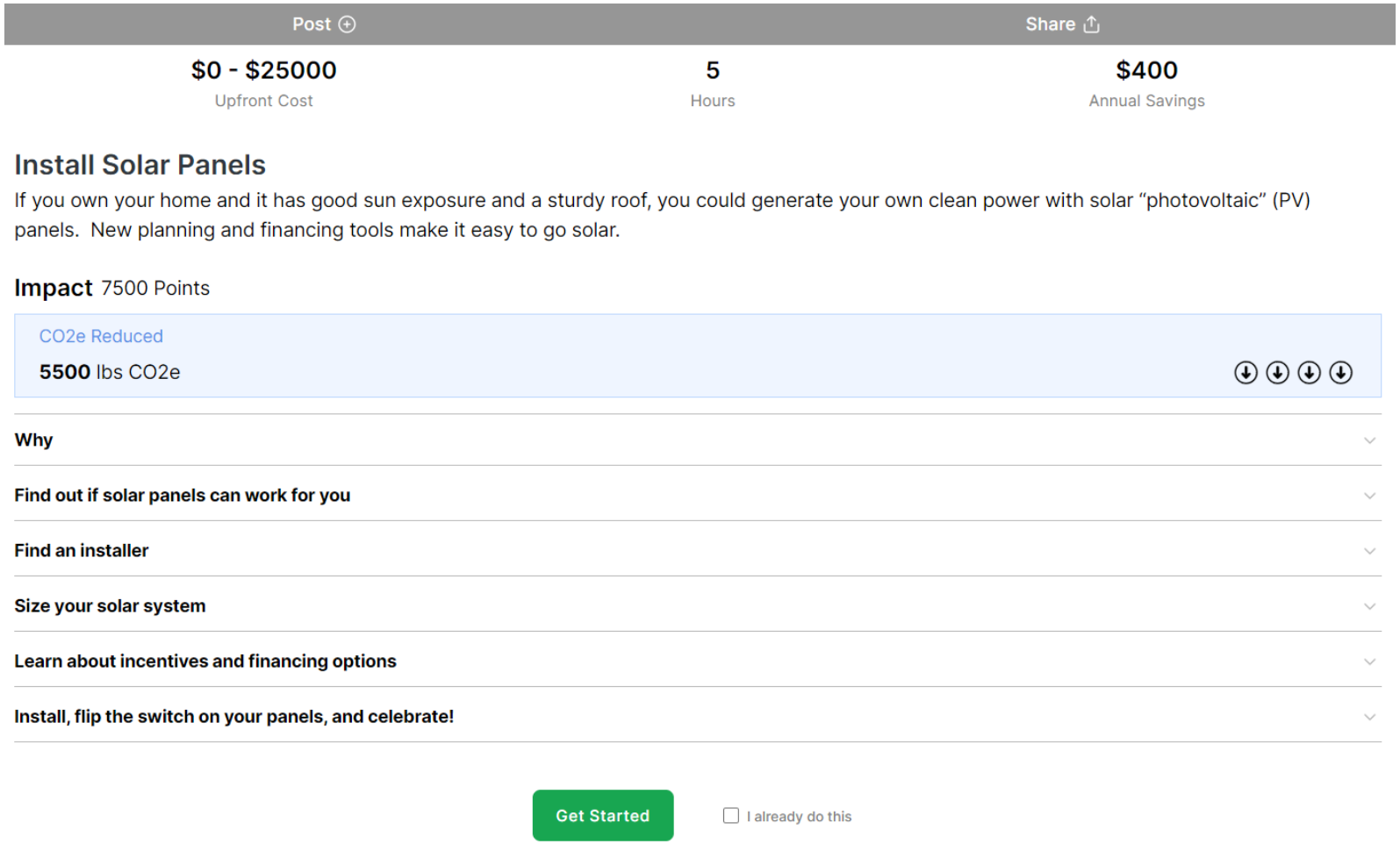


Exploring Actions

- Energy
- Transportation
- Waste
- Water



Exploring Actions



Exploring Actions



Be Heat Wise

Let the sun shine in and save

★ Easy ✪ 450 $ $ 30

Choose

☐ I already do this



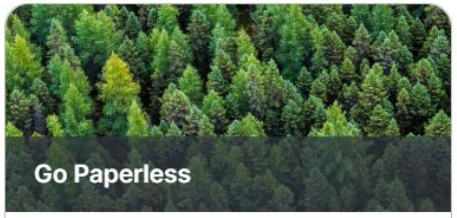
Adjust Thermostat

Rock a sweater & chill

★ Easy ✪ 400 $ $ 30

Choose

☐ I already do this Customize



Go Paperless

Save trees and create cleaner air & water!

★ Easy ✪ 400 $ $ 20

Choose

☐ I already do this Customize



Remember your Reusable Bags

Ditch single-use plastic bags

★ Easy ✪ 350 $ $ 20

Choose

☐ I already do this Customize



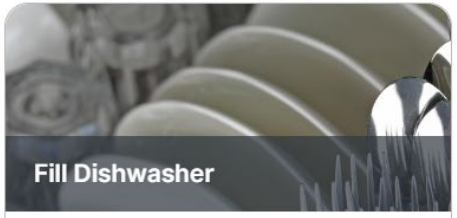
Turn Water Heater Temp Down

Heat your water just enough and save

★ Easy ✪ 330 $ $ 20

Choose

☐ I already do this



Fill Dishwasher

Fill it up and skip the rinse

★ Easy ✪ 230 $ $ 30

Choose

☐ I already do this Customize

Outreach

- Communications Division
- Tabling events



Conclusion

- Engage the community
- Achieve CAP 2030 goals

Agenda Item 5.1

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Approval of June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and July 3, 2024 Regular City Council Meeting Minutes
Prepared by: Marsha Moore, MMC, City Clerk

EXECUTIVE SUMMARY:

The City Council will consider approval of the minutes of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and July 3, 2024 Special City Council Meeting.

STAFF RECOMMENDATION:

Approve the minutes of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and July 3, 2024 Special City Council Meeting.

FINANCIAL IMPACT:

None.

DESCRIPTION:

The City Council will consider approval of the minutes of the June 18, 2024 Regular City Council Meeting, June 25, 2024 Adjourned Regular City Council Meeting, and July 3, 2024 Special City Council Meeting.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) June 18, 2024 Regular City Council Meeting Minutes
2) June 25, 2024 Adjourned Regular City Council Meeting Minutes
3) July 3, 2024 Special City Council Meeting Minutes

MINUTES OF THE CITY COUNCIL OF THE CITY OF DUBLIN

Regular Meeting: June 18, 2024

The following are minutes of the actions taken by the City of Dublin City Council. A full video recording of the meeting with the adjournment notice is available on the City's website at: https://dublin.ca.gov/ccmeetings

A Meeting of the Dublin City Council was held on Tuesday, June 18, 2024, in the City Council Chamber. The meeting was called to order at 6:30 PM, by Mayor McCorriston.

1) CALL TO ORDER

Attendee Name	Status
Michael McCorriston, Mayor	Present
Dr. Sherry Hu, Vice Mayor	Absent
Jean Josey, Councilmember	Present
Kashef Qaadri, Councilmember	Absent

Mayor McCorriston stated the City Council would not be holding the meeting due to a lack of quorum. While all Councilmembers were available, either in person or remotely, the Brown Act allows for video conferencing under limited circumstances. One of the requirements for a teleconferenced meeting is that a quorum must be present in the City of Dublin. At least three councilmembers were needed to be present to make a quorum. Of the four City Councilmembers, only two were present in the City of Dublin; therefore, the City Council was unable to proceed with the meeting. The only action available was to adjourn the meeting to a specified time and place.

On a motion by Mayor McCorriston, seconded by Councilmember Josey, and by unanimous vote, the City Council adjourned the meeting due to lack of quorum and set the meeting for June 25, 2024 at 6:30 PM in the Council Chambers.

RESULT:	ADOPTED [UNANIMOUS]
MOVED BY:	Michael McCorriston, Mayor
SECOND:	Jean Josey, Councilmember
AYES:	McCorriston, Josey

DRAFT

2) ADJOURNMENT

Mayor McCorriston adjourned the meeting at 6:32 PM to an Adjourned Regular Meeting on Tuesday, June 25, 2024 at 6:30 PM.

_____
Mayor

ATTEST:

_____
City Clerk

MINUTES OF THE CITY COUNCIL OF THE CITY OF DUBLIN

Adjourned Regular Meeting: June 25, 2024

The following are minutes of the actions taken by the City of Dublin City Council. A full video recording of the meeting with the agenda items indexed and time stamped is available on the City's website at: https://dublin.ca.gov/ccmeetings

CLOSED SESSION 6:30 PM

I. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: 1 case
Facts and circumstances: Letter from Sarah Jorgensen, dated May 10, 2024

II. CONFERENCE WITH REAL PROPERTY NEGOTIATOR

Property: Portion of Assessor's Parcel No. 986-0028-001-00 adjacent to Tassajara Road
Agency Negotiator: Linda Smith, City Manager
Negotiating Parties: Javid Roshan/Zarmina Mayar
Under Negotiation: Price and terms of payment

REGULAR ADJOURNED MEETING 7:00 PM

An Adjourned Regular Meeting of the Dublin City Council was held on Tuesday, June 25, 2024, in the City Council Chamber. The meeting was called to order at 7:00 PM, by Mayor McCorriston.

1) CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Attendee Name	Status
Michael McCorriston, Mayor	Present
Dr. Sherry Hu, Vice Mayor	Present
Jean Josey, Councilmember	Present
Kashef Qaadri, Councilmember	Present

2) REPORT ON CLOSED SESSION

City Attorney John Bakker reported that in response to the May 10, 2024 letter from counsel for the California Restaurant Association, the City Council suspended enforcement of the provisions of the Green Building Code requiring certain new construction and alterations to be all electric.

3) PRESENTATIONS AND PROCLAMATIONS

3.1) Recognition of Parks Reserve Forces Training Area Lieutenant Colonel Marisol A. Chalas

The City Council recognized Lieutenant Colonel Marisol A. Chalas for her service at Parks Reserve Forces Training Area and in the Dublin community.

3.2) Employee Introduction

New City of Dublin Staff member, Alejandro Feliciano, Summer Intern with the Public Works Department, was introduced.

4) PUBLIC COMMENT

Mike Grant provided public comment.

Brent Songey provided public comment.

Andrea Renzulli provided public comment.

5) CONSENT CALENDAR

5.1) Approved the June 4, 2024 Regular City Council Meeting Minutes.

5.2) Adopted Resolution No. 58-24 titled, "Approving Agreements for On-Call Civil Engineering and Surveying Services."

5.3) Adopted Resolution No. 59-24 titled, "Approving an Agreement with HERC Rentals for Electrical Equipment Rental for City-Produced Events;" Resolution No. 60-24 titled, "Approving an Agreement with Primetime Entertainment for Lighting and Sound Services for City-Produced Events;" and Resolution No 61-24 titled, "Approving an Agreement with Special Events Rentals for Tents, Stages, and Other Event Furniture Rentals for City-Produced Events."

5.4) Adopted Resolution No. 62-24 titled, "Approving an Agreement with the County of Alameda for Additional Library Services for Fiscal Year 2024-25."

5.5) Adopted Resolution No. 63-24 titled, "Approving the Plans and Specifications and Awarding a Contract to VSS International, Inc. for the Annual Street Resurfacing (2024 Cape Seal) Project, CIP No. ST0117."

5.6) Waived the second reading and adopted Ordinance No. 02-24 titled, "Approving Amendments to Dublin Municipal Code Chapter 8.68 (Inclusionary Zoning Regulations)."

5.7) Adopted Resolution No. 64-24 titled, "Approving the Improvement Agreement for Two Neighborhood Park Sites Within the Francis Ranch Development."

5.8) Adopted Resolution No. 65-24 titled, "Approving the Plans and Specifications, Waiving a Minor Bid Irregularity, and Awarding a Contract to O'Grady Paving, Inc. for the Annual Street Resurfacing Project (2024 Concrete/Signals/Overlay) and the Persimmon Drive Pedestrian Rehabilitation Project, CIP Nos. ST0117 and PK0123."

5.9) Adopted Resolution No. 66-24 titled, "Approving an Agreement for On-Call Vehicle Maintenance and Repair Services with Parkway Body Shop."

5.10) Adopted Resolution No. 67-24 titled, "Approving the Plans and Specifications and Awarding a Contract to Suulutaaq, Inc. for the Green Stormwater Infrastructure Project, CIP No. ST0121 and ST0517."

5.12) Adopted Resolution No. 68-24 titled, "Authorizing a Special Designation of General Fund Committed Reserves for Fiscal Year 2023-24," and confirmed changes to General Fund Assigned Reserves.

5.13) Adopted Resolution No. 69-24 titled, "Calling for a General Municipal Election To Be Held in the City of Dublin on November 5, 2024, Requesting the Alameda County Board of Supervisors Consolidate the City of Dublin General Municipal Election With the Statewide General Election, Authorize Certain Procedural Matters, and Adopting Regulations for Candidates for Elective Office Pertaining to Candidate's Statement and the Costs Thereof," and affirmed Resolution No. 85-10 Encouraging Candidates to Use the Code of Fair Campaign Practices.

5.14) Received the report of payments issued from May 1, 2024 – May 31, 2024, totaling $9,885,560.27.

On a motion by Councilmember Josey, seconded by Councilmember Qaadri, and by unanimous vote, the City Council adopted the Consent Calendar, except for item 5.11.

RESULT:	ADOPTED [UNANIMOUS]
MOVED BY:	Jean Josey, Councilmember
SECOND:	Kashef Qaadri, Councilmember
AYES:	McCorriston, Josey, Hu, Qaadri

5.11) Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) and Amend Section 5.100.090 (Merchandising, Advertising, and Signs – Prohibited Acts) (PLPA-2024-00049)

This item was pulled from the consent calendar by Councilmember Josey for further discussion.

Mayor McCorriston opened the public hearing.

Upon receiving no public comment, Mayor McCorriston closed the public hearing.

On a motion by Councilmember Josey and seconded by Councilmember Qaadri, and by unanimous vote, the City Council waived the reading, and introduced the Ordinance Approving Amendments to the Dublin Municipal Code to add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts), with an amendment to change Section 4.50.060(b) to read, "Sidewalk vendors shall apply for renewal annually."

RESULT:	INTRODUCED [UNANIMOUS]
MOVED BY:	Jean Josey, Councilmember
SECOND:	Kashef Qaadri, Councilmember
AYES:	McCorriston, Josey, Hu, Qaadri

6) PUBLIC HEARING

6.1) Adoption of Rates for Garbage Collection, Disposal, and Recycling Services Provided by Amador Valley Industries and Establishing the 2024-25 Annual Assessment

The City Council received a presentation establishing the garbage rates effective July 1, 2024 and establishing the Fiscal Year 2024-25 refuse-related property tax assessment.

Mayor McCorriston opened the Public Hearing.

Upon receiving no public comment, Mayor McCorriston closed the Public Hearing.

On a motion by Vice Mayor Hu, seconded by Councilmember Qaadri, and by unanimous vote, the City Council adopted Resolution No. 70-24 titled, "Approving and Establishing the Collection of Minimum Residential Garbage and Recycling Service Fees for Fiscal Year 2024-2025;" and Resolution No. 71-24 titled, "Amending the Schedule of Service Rates for Integrated Solid Waste Services."

RESULT:	ADOPTED [UNANIMOUS]
MOVED BY:	Dr. Sherry Hu, Vice Mayor
SECOND:	Kashef Qaadri, Councilmember
AYES:	McCorriston, Josey, Hu, Qaadri

6.2) Adoption of Master Fee Schedule

The City Council received a presentation on a new Master Fee Schedule, based on information contained in the User Fee Study and Cost Allocation Plan presented to the City Council on June 4, 2024.

Mayor McCorriston opened the Public Hearing.

Upon receiving no public comment, Mayor McCorriston closed the Public Hearing.

On a motion by Councilmember Qaadri, seconded by Councilmember Josey, and by unanimous vote, the City Council adopted Resolution No. 72-24 titled, "Adopting a Master Fee Schedule for Services Provided by the City."

RESULT:	ADOPTED [UNANIMOUS]
MOVED BY:	Kashef Qaadri, Councilmember
SECOND:	Jean Josey, Councilmember
AYES:	McCorriston, Josey, Hu, Qaadri

7) UNFINISHED BUSINESS – None.

Mayor McCorriston called for a break at 8:01 PM.

Mayor McCorriston reconvened the meeting at 8:05 PM.

8) NEW BUSINESS

8.1) Actions to Fill City Councilmember Vacancy

The City Council considered applications received to fill the City Council vacancy due to the appointment of Michael McCorriston as Mayor.

Mayor McCorriston opened the public comment period.

Mike Grant provided public comment.

Catherine Brown provided public comment.

Catheryn Grier provided public comment.

Janine Thalblum provided public comment.

Todd Padnos provided public comment.

Mary Washington provided public comment.

Renata Tyler provided public comment.

Mayor McCorriston closed the public comment period.

The City received 17 applications for the City Councilmember vacancy. The City Council shared their top two choices for consideration: Councilmember Josey's selections were Wahida Rashid and Janine Thalblum; Councilmember Qaadri's selections were Sameer Hakim and Stephen Wright; Vice Mayor Hu's selections were John Morada and Ramya Ramakrishnan; and Mayor McCorriston's selections were Janine Thalblum and Stephen Wright.

Applicants Stephen Wright, Janine Thalblum, Ramya Ramakrishnan, Sameer Hakim, Wahida Rashid, and John Morada were interviewed by the City Council.

The City Council discussed the applicants, and Janine Thalblum and Stephen Wright were identified as the top two candidates.

Councilmember Qaadri made a motion, seconded by Mayor McCorriston, to appoint Stephen Wright to the City Council Vacancy for the unexpired term ending December 2024.

Councilmember Josey made a substitute motion, seconded by Vice Mayor Hu, to appoint Janine Thalblum to the City Council for the unexpired term ending December 2024. Councilmember Qaadri made a friendly amendment that the applicant rescind her public endorsement for the upcoming Mayoral election, and Councilmember Josey and Vice Mayor Hu accepted the friendly amendment.

On a motion by Councilmember Josey, seconded by Vice Mayor Hu, and by a 3-to-1 roll call vote, the City Council appointed Janine Thalblum to fill the Councilmember vacancy with the friendly amendment that she rescinds her public endorsement.

RESULT:	APPOINTED [3-TO-1]
MOVED BY:	Jean Josey, Councilmember
SECOND:	Dr. Sherry Hu, Vice Mayor
AYES:	McCorriston, Josey, Hu
NOES:	Qaadri

Janine Thalblum was sworn in as Councilmember and took her seat at the dais.

8.2) City Council Committee Appointments and Assignments

The City Council discussed the Mayor's appointments to the various local and regional boards, committees, and commission positions.

On a motion by Councilmember Qaadri, seconded by Vice Mayor Hu, and by unanimous vote, the City Council adopted Resolution No. 73-24 titled, "Confirming the Mayor's Appointments to Various Local and Regional Boards, Committees, and Commissions" and directed Staff to notify affected agencies, as appropriate.

RESULT:	ADOPTED [UNANIMOUS]
MOVED BY:	Kashef Qaadri, Councilmember
SECOND:	Dr. Sherry Hu, Vice Mayor
AYES:	McCorriston, Josey, Hu, Qaadri, Thalblum

9) CITY MANAGER AND CITY COUNCIL REPORTS

The City Council and Staff provided brief information-only reports, including committee reports and reports related to meetings attended at City expense (AB1234).

10) ADJOURNMENT

Mayor McCorriston adjourned the meeting at 11:33 PM.

_____
Mayor

ATTEST:

_____
City Clerk

MINUTES OF THE CITY COUNCIL OF THE CITY OF DUBLIN

Special Meeting: Wednesday, July 3, 2024

The following are minutes of the actions taken by the City of Dublin City Council. The agenda is available on the City's website at: https://dublin.ca.gov/ccmeetings

SPECIAL MEETING 3:00 PM

A Special Meeting of the Dublin City Council was held on Wednesday, July 3, 2024, in the Bray Community Room. The meeting was called to order at 3:08 PM, by Mayor McCorriston.

1) CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Attendee Name	Status
Michael McCorriston, Mayor	Present
Dr. Sherry Hu, Vice Mayor	Present
Jean Josey, Councilmember	Present
Kashef Qaadri, Councilmember	Present
Janine Thalblum, Councilmember	Present

2) CLOSED SESSION

I. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: 1 case

II. CONFERENCE WITH LABOR NEGOTIATOR
Agency Designated Representative: Councilmember Qaadri
Unrepresented Employee: City Attorney

III. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

3) REPORT ON CLOSED SESSION

Mayor McCorriston reported that the City Council directed the City Attorney to initiate an action and the action, the defendants, and the other particulars shall, once formally commenced, be disclosed to any person upon inquiry.

4) ADJOURNMENT

Mayor McCorriston adjourned the meeting at 5:51 PM.

_____
Mayor

ATTEST:

_____
City Clerk

Agenda Item 5.2

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Agreement for On-Call Surveying Services with Kier & Wright
Prepared by: Julius Pickney, Management Analyst II

EXECUTIVE SUMMARY:

The City Council will consider approving an agreement for on-call surveying services with Kier & Wright.

STAFF RECOMMENDATION:

Adopt the Resolution Approving an Agreement for On-Call Surveying Services with Kier & Wright.

FINANCIAL IMPACT:

The cost of these services will be charged to the Public Works Department in accordance with the adopted annual operating budget, Capital Improvement Program project budgets, and/or developer deposit account.

DESCRIPTION:

The Public Works Department utilizes consultants on Capital Improvement Program (CIP) projects, private development projects engineering services, and for on-call, as-needed services to assist Staff in specific areas of technical and professional expertise. Consultants are solicited through open and competitive request for qualifications (RFQ) processes to identify consulting firms with the necessary background and experience to provide services at competitive costs.

Nine submissions were received in response to the RFQ for On-Call Surveying Services issued in April 2024. After reviewing all qualifications, Staff recommends one firm, Kier & Wright, to provide on-call services for a three-year term with the proposed compensation limit of $100,000. This firm has provided similar services to various municipalities around the Bay Area.

Staff also recommends that the following firms that responded to the RFQ be deemed qualified and remain on the City's Managed Qualified Bid List, with which the City reserves the right to

enter into an agreement at a future date: Bellecci, F3 & Associates, Sandis, Wilsey Ham, and Wood Rodgers. Three other firms, BKF Engineers, CSW/Stuber-Stroeh Engineering Group, Inc., and GUIDA, responded to the RFQ and are qualified, however are not recommended for new on-call surveying services agreements because these three firms are already under contract with the City for similar on-call services.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving an Agreement for On-Call Surveying Services with Kier & Wright
2) Exhibit A to the Resolution – Consulting Services Agreement with Kier & Wright
3) Request for Qualifications – Surveying Services
4) Statements of Qualifications – Surveying Services from Kier & Wright

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING AN AGREEMENT FOR ON-CALL SURVEYING SERVICES WITH KIER & WRIGHT

WHEREAS, on April 10th, 2024, Staff issued a Request for Qualifications (RFQ) for On-Call Surveying Services; and

WHEREAS, the City received nine responses to the RFQ; and

WHEREAS, Staff reviewed and evaluated the statements of qualifications in accordance with the RFQ rating criteria; and

WHEREAS, the City desires to enter into an agreement with Kier & Wright for a not-to-exceed amount of $100,000 over a three-year term; and

WHEREAS, the City also wishes to enter into agreements at a later date, with the following firms which were deemed to be qualified as part of the RFQ solicitation process: Bellecci, F3 & Associates, Sandis, Wisley Ham, and Wood Rodgers.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Agreement with Kier & Wright, attached hereto as **Exhibit A**.

BE IT FURTHER RESOLVED that the City Manager is authorized to execute the Agreement and make any necessary, non-substantive changes to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

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CONSULTING SERVICES AGREEMENT BETWEEN
THE CITY OF DUBLIN AND
KIER & WRIGHT
FOR
ON-CALL SURVEYING SERVICES

THIS AGREEMENT for consulting services is made by and between the City of Dublin ("City") and Kier & Wright ("Consultant") (together sometimes referred to as the "Parties") as of August 1, 2024 (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

1.1 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on June 30, 2027, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Consultant to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as referenced in Section 8. Notwithstanding the foregoing this Agreement may be extended on a month to month basis for up to 6 months upon the written consent of the Consultant and the City Manager, provided that: a) sufficient funds have been appropriated for such purchase, b) the price charged by the Consultant for the provision of the serves described in Exhibit A does not increase. None of the foregoing shall affect the City's right to terminate the Agreement as provided for in Section 8.

1.2 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Consultant is engaged.

1.3 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Consultant shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.

1.4 Time. Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Subsection 1.2 above and to satisfy Consultant's obligations hereunder.

1.5 Public Works Requirements. Because the services described in Exhibit A include "work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work," the services constitute a public works within the definition of Section 1720(a)(1) of the California Labor Code. As a result, Consultant is required to comply with the provisions of the California Labor Code applicable to public works, to the extent set forth in Exhibit D.

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1.6 **Public Works Contractor Registration**. Consultant agrees, in accordance with Section 1771.1 of the California Labor Code, that Consultant or any subconsultant shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in Chapter 1 of Part 7 of Division 2 of the California Labor Code, unless currently registered and qualified to perform public work pursuant to California Labor Code section 1725.5. It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded. No contractor or subcontractor may be awarded a contract for public work on a public works project unless registered with the Department of Industrial Relations pursuant to California Labor Code section 1725.5. Consultant agrees, in accordance with Section 1771.4 of the California Labor Code, that if the work under this Agreement qualifies as public work, it is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

Section 2. COMPENSATION. City hereby agrees to pay Consultant a sum not to exceed $100,000, notwithstanding any contrary indications that may be contained in Consultant's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Consultant's proposal, this Agreement shall prevail. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement. Consultant shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City in writing, Consultant shall not bill City for duplicate services performed by more than one person.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the Parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 **Invoices.** Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. No individual performing work under this Agreement shall bill more than 2,000 hours in a fiscal year unless approved, in writing, by the City Manager or his/her designee. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;

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- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;

- A copy of the applicable time entries or time sheets shall be submitted showing the following:
    - Daily logs of total hours worked by each individual performing work under this Agreement
    - Hours must be logged in increments of tenths of an hour or quarter hour
    - If this Agreement covers multiple projects, all hours must also be logged by project assignment
    - A brief description of the work, and each reimbursable expense

- The total number of hours of work performed under the Agreement by Consultant and each employee, agent, and subcontractor of Consultant performing services hereunder;

- The Consultant's signature;

- Consultant shall give separate notice to the City when the total number of hours worked by Consultant and any individual employee, agent, or subcontractor of Consultant reaches or exceeds 800 hours within a 12-month period under this Agreement and any other agreement between Consultant and City. Such notice shall include an estimate of the time necessary to complete work described in Exhibit A and the estimate of time necessary to complete work under any other agreement between Consultant and City, if applicable.

2.2 **Monthly Payment.** City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Consultant.

2.3 **Final Payment.** City shall pay the last 10% of the total sum due pursuant to this Agreement within 60 days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 **Total Payment.** City shall pay for the services to be rendered by Consultant pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever incurred by Consultant in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Consultant submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

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2.5 **Hourly Fees.** Fees for work performed by Consultant on an hourly basis shall not exceed the amounts shown on the compensation schedule attached hereto as Exhibit B.

2.6 **Reimbursable Expenses.** Reimbursable expenses are specified in Exhibit B. Expenses not listed in Exhibit B are not chargeable to City. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.

2.7 **Payment of Taxes.** Consultant is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

2.8 **Payment upon Termination.** In the event that the City or Consultant terminates this Agreement pursuant to Section 8, the City shall compensate the Consultant for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Consultant shall maintain adequate logs and timesheets to verify costs incurred to that date.

2.9 **Authorization to Perform Services.** The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Consultant only the facilities and equipment listed in this section, and only under the terms and conditions set forth herein.

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Consultant's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

Section 4. INSURANCE REQUIREMENTS. Before fully executing this Agreement, Consultant, at its own cost and expense, unless otherwise specified below, shall procure the types and amounts of insurance listed below against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Consultant and its agents, representatives, employees, and subcontractors. Consistent with the following provisions, Consultant shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects, and that such insurance is in effect prior to beginning work. Consultant shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall not allow any subcontractor to commence work on any subcontract until Consultant has obtained all insurance required herein for the subcontractor(s) and provided evidence to City that such insurance is in effect. VERIFICATION OF THE REQUIRED INSURANCE SHALL BE SUBMITTED AND MADE PART OF

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THIS AGREEMENT PRIOR TO EXECUTION. Consultant shall maintain all required insurance listed herein for the duration of this Agreement.

4.1 Workers' Compensation.

4.1.1 General Requirements. Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than $1,000,000 per accident. In the alternative, Consultant may rely on a self-insurance program to meet these requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the California Labor Code shall be solely in the discretion of the Contract Administrator.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the entity for all work performed by the Consultant, its employees, agents, and subcontractors.

4.1.2 Submittal Requirements. To comply with Subsection 4.1, Consultant shall submit the following:

a. Certificate of Liability Insurance in the amounts specified in the section; and

b. Waiver of Subrogation Endorsement as required by the section.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General Requirements. Consultant, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than $1,000,000 and automobile liability insurance for the term of this Agreement in an amount not less than $1,000,000 per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a Commercial General Liability Insurance or an Automobile Liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including without limitation, blanket contractual liability and the use of owned and non-owned automobiles.

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4.2.2 Minimum Scope of Coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001, Code 1 (any auto). No endorsement shall be attached limiting the coverage.

4.2.3 Additional Requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

a. The Insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.

b. City, its officers, officials, employees, and volunteers are to be covered as additional insureds as respects: liability arising out of work or operations performed by or on behalf of the Consultant; or automobiles owned, leased, hired, or borrowed by the Consultant.

c. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation.

d. For any claims related to this Agreement or the work hereunder, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

4.2.4 Submittal Requirements. To comply with Subsection 4.2, Consultant shall submit the following:

a. Certificate of Liability Insurance in the amounts specified in the section;

b. Additional Insured Endorsement as required by the section;

c. Waiver of Subrogation Endorsement as required by the section; and

d. Primary Insurance Endorsement as required by the section.

4.3 Professional Liability Insurance.

4.3.1 General Requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount

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not less than $2,000,000 covering the licensed professionals' errors and omissions. Any deductible or self-insured retention shall not exceed $150,000 per claim.

4.3.2 Claims-Made Limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

a. The retroactive date of the policy must be shown and must be before the date of the Agreement.

b. Insurance must be maintained and evidence of insurance must be provided for at least 3 years after completion of the Agreement or the work, so long as commercially available at reasonable rates.

c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant shall purchase an extended period coverage for a minimum of 3 years after completion of work under this Agreement.

d. A copy of the claim reporting requirements must be submitted to the City for review prior to the commencement of any work under this Agreement.

4.3.3 Submittal Requirements. To comply with Subsection 4.3, Consultant shall submit the Certificate of Liability Insurance in the amounts specified in the section.

4.4 All Policies Requirements.

4.4.1 Acceptability of Insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.2 Verification of Coverage. Prior to beginning any work under this Agreement, Consultant shall furnish City with complete copies of all Certificates of Liability Insurance delivered to Consultant by the insurer, including complete copies of all endorsements attached to the policies. All copies of Certificates of Liability Insurance and certified endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf. If the City does not receive the required insurance documents prior to the Consultant beginning work, it shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete copies of all required insurance policies at any time.

4.4.3 Deductibles and Self-Insured Retentions. Consultant shall disclose to and obtain the written approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, employees, and volunteers; or the Consultant shall provide a financial guarantee

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satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

4.4.4 Wasting Policies. No policy required by this Section 4 shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Endorsement Requirements. Each insurance policy required by Section 4 shall be endorsed to state that coverage shall not be canceled by either party, except after 30 days' prior written notice has been provided to the City.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Consultant's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- Order Consultant to stop work under this Agreement or withhold any payment that becomes due to Consultant hereunder, or both stop work and withhold any payment, until Consultant demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES. Refer to the attached Exhibit C, which is incorporated herein and made a part of this Agreement.

Section 6. STATUS OF CONSULTANT.

6.1 Independent Contractor. At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City. This Agreement shall not be construed as an agreement for employment. City shall have the right to control Consultant only insofar as the results of Consultant's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subsection 1.3; however, otherwise City shall not have the right to control the means by which Consultant accomplishes services rendered pursuant to this Agreement. Consultant further acknowledges that Consultant performs Services outside the usual course of the City's business; and is customarily engaged in an independently established trade, occupation, or business of the same nature as the Consultant performs for the City and has the option to perform such work for other entities. Notwithstanding any other City, state, or federal policy, rule,

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regulation, law, or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits.

6.2 **Consultant Not an Agent.** Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

7.1 **Governing Law.** The laws of the State of California shall govern this Agreement.

7.2 **Compliance with Applicable Laws.** Consultant and any subcontractors shall comply with all laws and regulations applicable to the performance of the work hereunder, including but not limited to, the California Building Code, the Americans with Disabilities Act, and any copyright, patent or trademark law. Consultant's failure to comply with any law(s) or regulation(s) applicable to the performance of the work hereunder shall constitute a breach of contract.

7.3 **Other Governmental Regulations.** To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Consultant and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.

7.4 **Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Consultant represents and warrants to City that Consultant and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid Business Licenses from City.

7.5 **Nondiscrimination and Equal Opportunity.** Consultant shall not discriminate, on the basis of a person's race, sex, gender, religion (including religious dress and grooming practices), national origin, ancestry, physical or mental disability, medical condition (including cancer and genetic characteristics), marital status, age, sexual orientation, color, creed, pregnancy, genetic information, gender identity or expression, political affiliation or belief, military/veteran status, or any other classification protected by applicable local, state, or federal laws (each a "Protected Characteristic"), against any employee, applicant

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for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement.

Consultant shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

8.1 Termination. City may cancel this Agreement at any time and without cause upon written notification to Consultant.

Consultant may cancel this Agreement upon 30 days' written notice to City and shall include in such notice the reasons for cancellation.

In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.

8.2 Extension. City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall require a written amendment to this Agreement, as provided for herein. Consultant understands and agrees that, if City grants such an extension, City shall have no obligation to provide Consultant with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized by the Contract Administrator, City shall have no obligation to reimburse Consultant for any otherwise reimbursable expenses incurred during the extension period.

8.3 Amendments. The Parties may amend this Agreement only by a writing signed by all the Parties.

8.4 Assignment and Subcontracting. City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator.

8.5 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant shall survive the termination of this Agreement.

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8.6 **Options upon Breach by Consultant.** If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but are not limited to, the following:

8.6.1 Immediately terminate the Agreement;

8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.6.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or

8.6.4 Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 **Records Created as Part of Consultant's Performance.** All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both Parties.

9.2 **Consultant's Books and Records.** Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement.

9.3 **Inspection and Audit of Records.** Any records or documents that Subsection 9.2 of this Agreement requires Consultant to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds $10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of 3 years after final payment under the Agreement.

Section 10. MISCELLANEOUS PROVISIONS.

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10.1 **Attorneys' Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 **Venue.** In the event that either party brings any action against the other under this Agreement, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Alameda or in the United States District Court for the Northern District of California.

10.3 **Severability.** If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 **No Implied Waiver of Breach.** The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 **Successors and Assigns.** The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the Parties.

10.6 **Use of Recycled Products.** Consultant shall prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.

10.7 **Conflict of Interest.** Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Section 1090 *et seq.*

Consultant hereby warrants that it is not now, nor has it been in the previous 12 months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous 12 months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of California Government Code Section 1090 *et seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Consultant will be required to reimburse the City for any

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sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of California Government Code Section 1090 *et seq.,* and, if applicable, will be disqualified from holding public office in the State of California.

At City's sole discretion, Consultant may be required to file with the City a Form 700 to identify and document Consultant's economic interests, as defined and regulated by the California Fair Political Practices Commission. If Consultant is required to file a Form 700, Consultant is hereby advised to contact the Dublin City Clerk for the Form 700 and directions on how to prepare it.

10.8 **Solicitation.** Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.9 **Contract Administration.** This Agreement shall be administered by the City Manager ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.10 **Notices.** Any written notice to Consultant shall be sent to:
Dean Jurado, PLS
2850 Collier Canyon Road
Livermore, CA 94551

Any written notice to City shall be sent to:

City of Dublin
Att: City Engineer
100 Civic Plaza
Dublin, CA 94568

10.11 **Integration.** This Agreement, including the scope of work attached hereto and incorporated herein as Exhibits A, B, C, and D represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral.

Exhibit A	Scope of Services
Exhibit B	Compensation Schedule & Reimbursable Expenses
Exhibit C	Indemnification
Exhibit D	California Labor Code Section 1720 Information

10.12 **Counterparts and Electronic Signatures.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts delivered and/or signatures executed by City-approved electronic or digital means shall have the same force and effect as the use of a manual signature. Both Parties desire this Agreement to be electronically signed in accordance

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with applicable federal and California law. Either Party may revoke its agreement to use electronic signatures at any time by giving notice to the other Party.

10.13 **Certification per Iran Contracting Act of 2010.** In the event that this contract is for one million dollars ($1,000,000.00) or more, by Consultant's signature below Consultant certifies that Consultant, and any parent entities, subsidiaries, successors or subunits of Consultant are not identified on a list created pursuant to subdivision (b) of Section 2203 of the California Public Contract Code as a person engaging in investment activities in Iran as described in subdivision (a) of Section 2202.5, or as a person described in subdivision (b) of Section 2202.5 of the California Public Contract Code, as applicable.

SIGNATURES ON FOLLOWING PAGE

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The Parties have executed this Agreement as of the Effective Date. The persons whose signatures appear below certify that they are authorized to sign on behalf of the respective Party.

CITY OF DUBLIN

Linda Smith, City Manager

Attest:

Marsha Moore, City Clerk

Approved as to Form:

City Attorney

KIER & WRIGHT

DocuSigned by:
Joe Thompson
9CEB0EAD474B449...

Joe Thompson, PLS, Vice President

1000005105

Consultant's DIR Registration Number
(if applicable)

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EXHIBIT A

SCOPE OF SERVICES

Surveying

- Provide staff augmentation services.
- Review parcel maps, final maps, lot mergers, lot line adjustments, and plat maps and legal descriptions for technical accuracy, including review of boundary, cover sheet certificates, closure calculations, monuments, easements, and cross-referencing improvement plans in accordance with the Subdivision Map Act, City Subdivision Ordinance, and surveying standards of practice.
- Provide a licensed land surveyor and/or civil engineer to sign and approve parcel and final maps for technical correctness on behalf of the City as Acting City Surveyor.
- Prepare plat maps and legal descriptions for acquisition areas.
- Conduct topographic surveys, process field data, and produce topographic maps.
- GPS data collection, inventory management, and GIS integration.
- Research record documentation defining existing right-of-way. Prepare right-of-way maps.
- Calculate record locations of pertinent boundary monumentation for use in field survey work.
- Conduct field right-of-way surveys to locate boundary evidence.
- Perform boundary analysis based on record and field data.
- Perform topographic surveys for the design of capital projects.
- Perform construction staking surveys.
- Conduct monument verifications.

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EXHIBIT B

COMPENSATION SCHEDULE & REIMBURSABLE EXPENSES

HOURLY RATE SCHEDULE *Effective March 1, 2024 through February 28, 2025*	
Principal	$302.00 / Hour
Principal Engineer	$274.00 / Hour
Senior Engineer Manager	$252.00 / Hour
Technical Manager	$252.00 / Hour
Senior Engineer	$239.00 / Hour
Engineer III	$222.00 / Hour
Engineer II	$185.00 / Hour
Engineer I	$155.00 / Hour
Senior Survey Construction Manager	$246.00 / Hour
Senior Land Surveyor	$246.00 / Hour
Project Surveyor III	$220.00 / Hour
Project Surveyor II	$178.00 / Hour
Project Surveyor I	$152.00 / Hour
Survey Coordinator	$210.00 / Hour
Engineering Tech III	$200.00 / Hour
Engineering Tech II	$181.00 / Hour
Engineering Tech I	$169.00 / Hour
Draftsman / Survey Tech III	$155.00 / Hour
Draftsman / Survey Tech II	$128.00 / Hour
Draftsman / Survey Tech I	$117.00 / Hour
3-Man Survey Crew	$435.00 / Hour
2-Man Survey Crew	$344.00 / Hour
1-Man Survey Crew	$212.00 / Hour
Testimony (Trial or Deposition)	$589.00 / Hour
Project Coordinator III	$144.00 / Hour
Project Coordinator II	$127.00 / Hour
Project Coordinator I	$110.00 / Hour
Engineering / Survey Intern	$64.00 / Hour
3D Laser Scanning Crew	$421.00 / Hour

All blueprinting and reproduction will be billed at cost plus 10%.

Time spent for preparation for testimony will be billed in accordance with the above hourly rates.

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EXHIBIT C

INDEMNIFICATION

A. Consultant shall, to the extent permitted by law, including without limitation California Civil Code 2782 and 2782.8, indemnify, hold harmless and assume the defense of, in any actions at law or in equity, the City, its employees, agents, volunteers, and elective and appointive boards, from all claims, losses, and damages, including property damage, personal injury, death, and liability of every kind, nature and description, arising out of, pertaining to or related to the negligence, recklessness or willful misconduct of Consultant or any person directly or indirectly employed by, or acting as agent for, Consultant, during and after completion of Consultant's work under this Agreement.

B. With respect to those claims arising from a professional error or omission, Consultant shall defend, indemnify and hold harmless the City (including its elected officials, officers, employees, and volunteers) from all claims, losses, and damages arising from the professionally negligent acts, errors or omissions of Consultant, however, the cost to defend charged to Consultant shall not exceed Consultant's proportionate percentage fault.

C. Consultant's obligation under this section does not extend to that portion of a claim caused in whole or in part by the sole negligence or willful misconduct of the City.

D. Consultant shall also indemnify, defend and hold harmless the City from all suits or claims for infringement of any patent rights, copyrights, trade secrets, trade names, trademarks, service marks, or any other proprietary rights of any person or persons because of the City or any of its officers, employees, volunteers, or agents use of articles, products things, or services supplied in the performance of Consultant's services under this Agreement, however, the cost to defend charged to Consultant shall not exceed Consultant's proportionate percentage fault.

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EXHIBIT D

PROVISIONS REQUIRED FOR PUBLIC WORKS CONTRACTS PURSUANT TO CALIFORNIA LABOR CODE SECTION 1720 *ET SEQ.*

HOURS OF WORK:

A. In accordance with California Labor Code Section 1810, 8 hours of labor in performance of the services described in Exhibit A shall constitute a legal day's work under this contract.

B. In accordance with California Labor Code Section 1811, the time of service of any worker employed in performance of the services described in Exhibit A is limited to 8 hours during any one calendar day, and 40 hours during any one calendar week, except in accordance with California Labor Code Section 1815, which provides that work in excess of 8 hours during any one calendar day and 40 hours during any one calendar week is permitted upon compensation for all hours worked in excess of 8 hours during any one calendar day and 40 hours during any one calendar week at not less than one-and-one-half times the basic rate of pay.

C. The Consultant and its subcontractors shall forfeit as a penalty to the City $25 for each worker employed in the performance of the services described in Exhibit A for each calendar day during which the worker is required or permitted to work more than 8 hours in any one calendar day, or more than 40 hours in any one calendar week, in violation of the provisions of California Labor Code Section 1810 and following.

WAGES:

A. In accordance with California Labor Code Section 1773.2, the City has determined the general prevailing wages in the locality in which the services described in Exhibit A are to be performed for each craft or type of work needed to be as published by the State of California Department of Industrial Relations, Division of Labor Statistics and Research, a copy of which is on file in the City Public Works Office and shall be made available on request. The Consultant and subcontractors engaged in the performance of the services described in Exhibit A shall pay no less than these rates to all persons engaged in performance of the services described in Exhibit A.

B. In accordance with California Labor Code Section 1775, the Consultant and any subcontractors engaged in performance of the services described in Exhibit A shall comply with California Labor Code Section 1775, which establishes a penalty for each worker engaged in the performance of the services described in Exhibit A that the Consultant or any subcontractor pays less than the specified prevailing wage. The amount of such penalty shall be determined by the Labor Commissioner and shall be based on consideration of the mistake, inadvertence, or neglect of the Consultant or subcontractor in failing to pay the correct rate of prevailing wages, or the previous record of the Consultant or subcontractor in meeting applicable prevailing wage obligations, or the willful failure by the Consultant or subcontractor to pay the correct rates of prevailing wages. A mistake, inadvertence, or neglect in failing to pay the correct rate of

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prevailing wages is not excusable if the Consultant or subcontractor had knowledge of their obligations under the California Labor Code. The Consultant or subcontractor shall pay the difference between the prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the prevailing wage rate. If a subcontractor worker engaged in performance of the services described in Exhibit A is not paid the general prevailing per diem wages by the subcontractor, the Consultant is not liable for any penalties therefore unless the Consultant had knowledge of that failure or unless the Consultant fails to comply with all of the following requirements:

1. The contract executed between the Consultant and the subcontractor for the performance of part of the services described in Exhibit A shall include a copy of the provisions of California Labor Code Sections 1771, 1775, 1776, 1777.5, 1813, and 1815.

2. The Consultant shall monitor payment of the specified general prevailing rate of per diem wages by the subcontractor by periodic review of the subcontractor's certified payroll records.

3. Upon becoming aware of a subcontractor's failure to pay the specified prevailing rate of wages, the Consultant shall diligently take corrective action to halt or rectify the failure, including, but not limited to, retaining sufficient funds due the subcontractor for performance of the services described in Exhibit A.

4. Prior to making final payment to the subcontractor, the Consultant shall obtain an affidavit signed under penalty of perjury from the subcontractor that the subcontractor has paid the specified general prevailing rate of per diem wages for employees engaged in the performance of the services described in Exhibit A and any amounts due pursuant to California Labor Code Section 1813.

C. In accordance with California Labor Code Section 1776, the Consultant and each subcontractor engaged in performance of the services described in Exhibit A shall keep accurate payroll records showing the name, address, social security number, work, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed in performance of the services described in Exhibit A. Each payroll record shall contain or be verified by a written declaration that it is made under penalty of perjury, stating both of the following:

1. The information contained in the payroll record is true and correct.

2. The employer has complied with the requirements of California Labor Code Sections 1771, 1811, and 1815 for any work performed by the employer's employees on the public works project.

The payroll records required pursuant to California Labor Code Section 1776 shall be certified and shall be submitted directly to the Labor Commission, and available for inspection by the Owner and its authorized representatives, the Division of Labor Standards Enforcement, the

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Division of Apprenticeship Standards of the Department of Industrial Relations and shall otherwise be available for inspection in accordance with California Labor Code Section 1776.

D. In accordance with California Labor Code Section 1777.5, the Consultant, on behalf of the Consultant and any subcontractors engaged in performance of the services described in Exhibit A, shall be responsible for ensuring compliance with California Labor Code Section 1777.5 governing employment and payment of apprentices on public works contracts.

E. In case it becomes necessary for the Consultant or any subcontractor engaged in performance of the services described in Exhibit A to employ for the services described in Exhibit A any person in a trade or occupation (except executive, supervisory, administrative, clerical, or other non-manual workers as such) for which no minimum wage rate has been determined by the Director of the Department of Industrial Relations, the Consultant or subcontractor shall pay the minimum rate of wages specified therein for the classification which most nearly corresponds to services described in Exhibit A to be performed by that person. The minimum rate thus furnished shall be applicable as a minimum for such trade or occupation from the time of the initial employment of the person affected and during the continuance of such employment.

REQUEST FOR QUALIFICATIONS

Surveying Services

City of Dublin

Proposals must be received by: Friday, May 3, 2024 at 4:00 p.m. (Pacific Time)

Julius Pickney, Management Analyst II
100 Civic Plaza
City of Dublin, CA 94568

Statements of Qualifications will be evaluated on the following: a) Firm's experience with projects of similar scope, b) Experience and qualifications of the assigned individual, c) Satisfaction of previous clients, and d) Completeness of submission.

DUBLIN

Request for Qualifications
For
Surveying Services

Overview

The City of Dublin is seeking qualified Engineering firms to provide professional on-call surveying services for small to medium-sized capital projects.

Project Description:

The City is interested in securing firms for the specific purpose of obtaining on-call surveying services. This RFQ does not commit the City to enter into a contract, nor does it obligate the City to pay for any costs incurred in preparation and submission of the statement of qualifications (SOQ) or in anticipation of a contract.

This agreement shall be established for a three-year term, with the option to extend for up to two additional years. Please note, the City may select more than one firm with which to enter into a contract. Proposals shall be required for all services identified in this RFQ. Selected firm(s) shall submit SOQs which demonstrate that they can perform the scope of work for all potential projects, but are not guaranteed work.

Work shall be requested on an as needed basis and paid according to an approved rate schedule. The cost of developing a scope of service for a particular project shall be included in the Consultant's cost of doing business and the City will not be responsible for any costs associated with preparing it.

Considerations:

The City of Dublin is seeking professional services of qualified engineering firms to provide surveying services for multiple projects over the next three years. The City intends to select the most qualified firm(s) to provide these services. The selected firm will perform services on a "Time and Materials" basis to be negotiated with the City. The firm's services will be negotiated on a per project basis and have a budget and specific work scope.

Once a Task Order is approved, rates are locked in for the duration of the project. Travel time, mileage, vehicles, meals, etc. will not be allowed and should be incorporated into your hourly rates provided. Consultant may request hourly rates be updated annually, prior to the City's fiscal year start. Rate increases shall not exceed 3% and shall be based on the San Francisco Bay Area Consumer Price Index CPI for that period of time and this shall be submitted to the City Engineer, or their designee, for approval prior to taking effect.

Process and General Conditions

1. Consultants shall submit one electronic copy of the Statement of Qualifications to:

   Julius Pickney
   Management Analyst II
   100 Civic Plaza
   Dublin, CA 94568
   julius.pickney@dublin.ca.gov

Electronic copies shall be submitted by emailed PDF, on CD/DVD or USB flash drive.

2. Deadline for submitting the Statement of Qualification is **Friday, May 3, 2024**, at 4:00 p.m.

3. The City will not pay for any costs incurred in preparation and submission of the SOQ or in anticipation of a contract. The format of submittals is at the discretion of the Consultant. Each SOQ shall be limited to a maximum of 10 pages, single-sided, using a minimum 12-point font size. Page limit excludes a table of contents, tabbed dividers, resumes for Consultant's team, and sample projects.

Selection Process

The City reserves the right to make the selection based on its sole discretion. A subcommittee selected by City Staff will evaluate the Statement of Qualifications provided in response to this RFQ. The subcommittee will use a forced ranking process (please see Attachment B, Forced Ranking Rating Sheet, for further detail). Informal interviews may be conducted by City Staff and may include more than one firm that has submitted a Statement of Qualifications.

Based on input from this review process, a recommendation will be made to the City Manager. The City Manager will make a recommendation to the City Council for the award of contract services.

The City reserves the right to award a contract to the firm(s) that the City feels best meets the requirements of the RFQ. The City reserves the right to reject any and all Statement of Qualifications prior to execution of the Agreement, with no penalty to the City.

Selection Process Dates (tentative dates, subject to change)

Wednesday, April 10	Request for Qualifications posted to City website
Friday, April 19	Deadline to submit questions to City of Dublin by 4:00 p.m. via e-mail ONLY to Julius Pickney at julius.pickney@dublin.ca.gov
Wednesday, April 24	Addendum posted, if required

Friday, May 3	Statement of Qualifications are due no later than 4:00 PM on May 3 to Julius Pickney at julius.pickney@dublin.ca.gov ONLY. **Late submittals will not be accepted.**
Friday, May 10	Interview firms (optional)
Tuesday, May 21	Consulting Services Agreement scheduled for approval by the Dublin City Council.

RFQ Submittal Requirements

Please prepare and organize your Statement of Qualifications based on the requirements provided below. Any other information you would like to include should be placed in a separate section at the back of your Statement of Qualifications. Please note however that the RFQ submittal is limited to **10 pages maximum** single sided and should be submitted on 8 ½ x 11 sized paper, in 12-point font. Page limit excludes a table of contents, tabbed dividers, resumes for Consultant's team, and sample projects.

Interested firms are requested to submit one electronic copy of their Statement of Qualifications as follows:

1. Enclose a cover letter not to exceed one page, describing the firm's interest and commitment to perform work necessary to provide surveying services. Be sure to identify both the project manager, with e-mail address and a direct telephone number, as well as the contract signatory, with name and title. The person authorized by the firm to negotiate a contract with the City of Dublin shall sign the cover letter. Please include this cover letter within the document and not as a separate page.

2. State the qualifications and experience of the firm/individual(s). Please emphasize the specific qualifications and experience with engagements of similar scope and complexity.

3. Provide at least three references (names and current phone numbers) from recent work (previous five years) similar to the services outlined in this request for qualification. Please include a brief description of the work performed and the role your firm performed. Public agency references are preferred.

4. List key staff members, including identification of the Principal-in-Charge and Project Manager/primary point-of-contact. Include each team member's availability, including all existing committed hours, and the ability of being able to complete the project in time and budget.

5. Present proposed compensation rate schedule for services, with all costs built into rates. Rates may be increased at the beginning of each Fiscal Year. Late rate increase requests will not be accepted.

6. Provide an approach to completing a capital project, showing the flow of various tasks of the work and demonstrating the clear understanding of the requested work.

7. Provide confirmation of your firm's ability to meet the City's Standard Consulting Agreement and insurance requirements. Exceptions to the Agreement and insurance requirements shall be specifically noted in the Statement of Qualifications.

8. Firms shall indicate which services are proposed to be subcontracted out. Firms must request approval for all future changes to work assignments.

9. When e-mailing a PDF submission, due to file size, you may provide a link to sample project documents, including plan sets, technical provisions, and cost estimates for public agency projects other than Dublin.

10. Firms must submit either a list of clients you are doing business with Dublin or within Alameda County (see Conflict of Interest section, above) or provide a statement that Consultant has no conflict of interest with regard to services and will comply with the Conflict of Interest Statement within the RFQ.

Please provide an electronic copy of your Statement of Qualification to the City offices **no later than Friday, May 3, 2024, by 4:00 p.m.** The entire SOQ (excluding resumes) should be a maximum of 10 pages.

Submittals should be addressed as follows:

City of Dublin, Public Works Department
Attention: Julius Pickney, Management Analyst II
City of Dublin
100 Civic Plaza
Dublin, California 94568
julius.pickney@dublin.ca.gov

SOQs received after the due date/time will NOT be accepted and will not be accepted for consideration.

Standard Consulting Agreement:

It is anticipated that the services covered by the Agreement resulting from this solicitation will be performed on a time and materials fee basis for a specified scope of work. The term of the agreement will begin **July 1, 2024**.

A sample of the City's Standard Professional Services Agreement (Agreement), including insurance requirements, is provided as **Attachment A**.

If the interested firm desires to take exception to the Agreement and/or insurance requirements, the interested firm shall clearly identify proposed changes to the Agreement and furnish the reason for these changes, which shall be included in the qualification. Exceptions will be taken into consideration in evaluating Proposals. Otherwise, the interested firm is to state in the proposal that the Agreement and insurance requirements are acceptable.

Consideration for exceptions will not be considered if not included in the submitted proposal.

Conflict of Interest

Consultant agrees that, for the term of this contract, no member, officer, or employee of the City of Dublin, or of a public body within Alameda County or member or delegate to the Congress of the United States, during his/her tenure or for one year thereafter, shall have any direct interest in the contracts or any direct or material benefit arising therefrom.

Consultant must provide a list of any potential conflicts of interest in working for the City of Dublin. This must include, but is not limited to, a list of your firm's clients who are the following: Private clients located or operating

within the City of Dublin limits, Dublin San Ramon Services District, U.S. Army Camp Parks and/or the County of Alameda, and a brief description of work for these clients. Proposers must also identify any other clients (including public entities), that may pose a potential conflict of interest, as well as a brief description of work you provide to these clients.

This list must include all potential conflicts of interest within the year prior to the release of this RFQ as well as current and future commitments to other projects.

Principals and those performing work for City of Dublin may be required to submit a California Fair Political Practices Commission (FPPC) Form 700: Statement of Economic Interests documenting potential financial conflicts of interest. For additional information, proposers should refer to the FPPC website at http://www.fppc.ca.gov/Form700.html.

Equal Employment Opportunity

Consultant shall not, on the grounds of race, color, sex, age, religion, national origin, ancestry, physical handicap, medical condition, or marital status either discriminate or permit discrimination against any employee or applicant for employment in any manner prohibited by federal, State, or local laws. In the event of Consultant non-compliance, the City of Dublin may cancel, terminate or suspend the Contract in whole or in part. Consultant may also be declared ineligible for further contracts with the City of Dublin.

Consultant shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Consultant and its sub-consultants shall post in conspicuous places, available to all employees and applicants for employment, a notice setting forth the following provisions [29 U.S.C. § 623, 42 U.S.C. § 2000, 42 U.S.C. § 6102, 42 U.S.C. § 12112, 42 U.S.C. § 12132, 49 U.S.C. § 5332, 29 CFR Part 1630, 41 CFR Parts 60 et seq.].

Governing Law

This RFQ summarizes the applicable laws and governance, when in conflict applicable State/Federal guidelines shall apply. The contract and legal relations between the parties hereto shall be governed and construed in accordance with the laws of the State of California.

Insurance Requirements

The Contractor shall provide insurance coverage as follows in conformance with the City of Dublin's requirements:

General Liability Insurance	$1,000,000
Automobile Liability Insurance	$1,000,000
Professional Liability Insurance	$1,000,000
Workers' Compensation Insurance	$1,000,000

References

Contractor must include three (3) references for which the company has provided services similar to those described in this RFQ. Reference information shall include: Name, Address, Contact, Title, Phone Number, and Term of the Contract. Public agency references are preferred.

Review and Selection Process

The City reserves the right to make the selection based on its sole discretion. A subcommittee selected by City Staff will evaluate proposals provided in response to this RFQ. The subcommittee will use a forced ranking process (please see Attachment B, Forced Ranking Rating Sheet, for further detail). Informal interviews may be conducted by City staff and may include more than one firm that has submitted a Proposal.

Based on input from this review process, a recommendation will be made to the City Manager. The City Manager will make a recommendation to the City Council for the award of contract services.

The City reserves the right to award a contract to the firm(s) that the City feels best meets the requirements of the RFQ. The City reserves the right to reject any and all Proposals prior to execution of the Agreement, with no penalty to the City.

Selection of Consultant

The submitted Statement of Qualifications will be evaluated and scored using the following criteria:

- Qualifications and specific experience of key project team members.
- Experience with engagement of similar scope and complexity.
- Satisfaction of previous clients.
- Cost of providing the consultant services for this project.

Scope of Services

Surveying

- Provide staff augmentation services.
- Review parcel maps, final maps, lot mergers, lot line adjustments, and plat maps and legal descriptions for technical accuracy, including review of boundary, cover sheet certificates, closure calculations, monuments, easements, and cross-referencing improvement plans in accordance with the Subdivision Map Act, City Subdivision Ordinance, and surveying standards of practice.
- Provide a licensed land surveyor and/or civil engineer to sign and approve parcel and final maps for technical correctness on behalf of the City as Acting City Surveyor.
- Prepare plat maps and legal descriptions for acquisition areas.
- Conduct topographic surveys, process field data, and produce topographic maps.
- GPS data collection, inventory management, and GIS integration.
- Research record documentation defining existing right-of-way. Prepare right-of-way maps.
- Calculate record locations of pertinent boundary monumentation for use in field survey work.
- Conduct field right-of-way surveys to locate boundary evidence.
- Perform boundary analysis based on record and field data.
- Perform topographic surveys for the design of capital projects.
- Perform construction staking surveys.
- Conduct monument verifications.

Attachment A

Standard Professional Services Agreement

Attachment B

City of Dublin
Forced Ranking Rating Sheet

Instructions: After each review, write the name of the candidates in the boxes in ranked order of 1 through 5, with the number 1 candidate in the left column being the most qualified candidate. For example, candidate Smith's name would be in the Rank 1 box after the first review, since that firm would be the only candidate so far. After candidate Jones is reviewed in the second review, then decide which of the two candidates – Smith or Jones – should be ranked #1 and #2. As reviews continue, re-rank the applicants as appropriate.

	Rank 1																	
Firm 1		Rank 2																
Firm 2			Rank 3															
Firm 3				Rank 4														
Firm 4					Rank 5													
Firm 5						Rank 6												
Firm 6							Rank 7											
Firm 7								Rank 8										
Firm 8									Rank 9									
Firm 9										Rank 10								
Firm 10											Rank 11							
Firm 11												Rank 12						
Firm 12													Rank 13					
Firm 13														Rank 14				
Firm 14															Rank 15			
Firm 15																Rank 16		
Firm 16																	Rank 17	
Firm 17																		Rank 18
Firm 18																		
Firm 19																		

Proposal Category (circle one):
Civil Design/PM Development Review Surveying Transportation Planning Traffic Engineering Drafting/CAD

Rater Name: _____

Proposal Name: _____

ATTACHMENT C

TASK ORDER REQUIREMENTS

Prior to the approval of each Task Order issued by the City of Dublin Public Works Department, Consultant shall submit a formal letter, on letterhead and signed by an authorized official of the firm, containing a project Scope of Work and Budget.

Budgets approved as part of each task order will lock in rates for the duration of the project.



Statement of Qualifications

ON-CALL SURVEYING SERVICES

CITY OF DUBLIN

05.03.2024

KIER+WRIGHT

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**Please note that this submission contains 10 pages counting towards the total content.*

Cover Letter

KIER+WRIGHT

May 3, 2024

Julius Pickney
Management Analyst II
100 Civic Plaza, Dublin, CA 94568
julius.pickney@dublin.ca.gov

RE: On-Call Surveying Services

Dear Julius,

With its strategic location, excellent amenities, and strong sense of community spirit, Dublin is a dynamic hub of opportunity and growth in the Bay Area. The city intricately weaves together elements of culture, innovation, and progress while steadfastly upholding its commitment to security, enhancing quality of life, and fostering new avenues for development. Boasting an efficient public transportation network featuring two BART stations, the city ensures seamless connectivity for both residents and visitors. Dublin's allure extends further as it emerges as a nucleus for tech and software enterprises, with esteemed companies like Zeiss, TriNet, and Snowflake calling it home, thereby attracting top talent and innovators to its shores. This convergence of robust public transit and a burgeoning tech landscape epitomizes Dublin's dynamic essence, showcasing its embrace of tradition alongside innovation. These advancements also highlight the challenges associated with fulfilling the infrastructure and resource needs outlined in The City of Dublin's 2024-2028 Capital Improvements Plan.

Creating an interconnected urban experience with safe gathering areas and safe shared streets requires not only the creative vision to plan for future needs, but a team that can work collaboratively with the city to help achieve these important goals. Our long history of working in and for the City of Dublin allows us a unique opportunity to engage as an extension of your team.

Ultimately, we are here to serve you and the broader Dublin community, and we take this responsibility to heart. If you need any additional information, please feel free to contact our proposesd Project Manager, Dean Jurado, directly.

Sincerely,

Joe Thompson, PLS
Vice President
jthompson@kierwright.com

Dean Jurado, PLS
Associate
djurado@kierwright.com

2850 Collier Canyon Road
Livermore, CA 94551
925.245.8788
www.kierwright.com

Qualifications + Experience

FIRM OVERVIEW

Since 1972, K+W has been delivering quicker and better results to municipalities and agencies with high-quality, cost-effective, efficient land surveying and civil engineering services.

Above all else, we value human connection. We operate with a relentless focus on building and strengthening relationships. Our solutions-driven team is committed to working collaboratively with our clients to deliver solutions to even the most complex project challenges.

K+W understands that on-call contracts have a wide range of timelines, scopes, and budgets. We are prepared to be flexible and move at a fast pace to meet the City's milestones when required. Our strong staff of surveyors, engineers, and technicians are very acquainted with being allocated as needed to meet demanding timelines. We have over 200 employees, giving us the capacity to work on multiple projects operating in parallel to meet concurrent submittal deadlines with quality design.

LAND SURVEYING SERVICES

Many design firms provide surveying services as a means to support their civil engineering projects. At K+W, land surveying is, and always has been, so much more than a foundation for our designs—it's a core component of the services that we offer. We work with our clients to understand their goals, project schedule and specific project needs. By understanding how a survey will be used, we are able to prepare a precise survey scope, resulting in a finished product that is complete, economical and reliable.

RAPID RESPONSE

K+W has a 48 hour mobilization window from any Notice To Proceed. Typical turnaround times are 2-3 weeks or more depending on the size and scope of each survey task varying with project size and complexity. Our track record of swift, effective responses to emergencies and critical projects underlines our commitment to meeting the City of Dublin's dynamic needs with precision and efficiency. K+W understands that a need for rapid response to task orders might occur. K+W knows this well and has operated with these expectations easily in the past.

1972
Founded

9
Offices

215
Employees

32
Licensed Civil Engineers

14
Licensed Land Surveyors

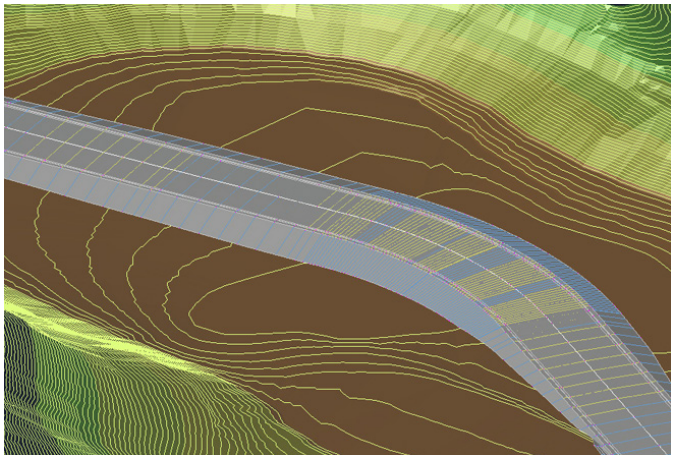
100+
LEED Certified Projects

PUBLIC ON-CALL EXPERIENCE

The chart below shows agencies where K+W currently holds active on-call civil design, survey, or map review contracts. Our team is accustomed to working on a task-order basis and has developed processes that streamline scheduling and the allocation of resources for on-call task orders. We have supported many of these agencies for multiple years, some for over 20 years. This repeat business is due to our ability to provide quick, accurate, and cost saving services. These agencies rely on our team for a wide range of survey and mapping tasks. We know what public agencies need and we continually exceed expectations.

ACTIVE ON-CALL PUBLIC CLIENTS Agency	Served Since	Topographic Survey	Aerial Survey	Boundary Surveys	Plats + Legal	ROW Survey	Mapping	Construction Staking
City of Dublin	2016	●	●	●	●	●	●	●
City of Livermore	2002	●	●	●	●	●	●	●
City of Pleasanton	1998	●	●	●	●	●	●	●
Alameda County Public Works Agency	2001	●	●	●	●	●	●	●
Alameda County Zone 7 Water Agency	2000	●	●	●	●	●	●	●
City of Alameda	2016	●	●	●	●	●	●	●
City of Antioch	2021	●	●	●	●	●	●	●
City of Burlingame	2018	●	●	●	●	●	●	●
City of Hayward	2014	●	●	●	●	●	●	●
City of Milpitas	2016	●	●	●	●	●	●	●
City of Newark	2016	●	●	●	●	●	●	●
City of Oxnard	2019	●	●	●	●	●	●	●
City of Port Hueneme	2017	●	●	●	●	●	●	●
City of San Leandro	2016	●	●	●	●	●	●	●
City of Thousand Oaks	2017	●	●	●	●	●	●	●
City of Walnut Creek	2016	●	●	●	●	●	●	●
City of Sunnyvale	2020	●	●	●	●	●	●	●
Midpeninsula Open Space District	2002	●	●	●	●	●	●	●
Ventura County General Services Agency	2016	●	●	●	●	●	●	●


Trimble



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2283

References

REFERENCES

K+W has provided comprehensive surveying services on public works projects throughout the Bay Area, central California, and southern California for decades. Public clients include the Contra Costa County, City and County of San Francisco, Zone 7 Water Agency, City of Livermore, City of Fremont, Lawrence Livermore National Laboratory, and Sandia National Laboratories to name a few.

We offer land surveying services to support projects from planning through construction. By knowing what to expect and having the creativity to adapt when confronted with the unforeseeable, our team of experienced engineering professionals delivers permits and approvals on schedule and consistently provides our clients with practical, constructible, quality construction documents.

ROBERT ALONZO

- **City of Milpitas (2016 - Present)**
- 408.586.3316
- ralonzo@milpitas.gov
- K+W has completed more than 40 on-call tasks for Milpitas, most of which have been map review/ certification projects.

IAN WILSON

- **Alameda County (2001 - Present)**
- 510.670.5495
- ianw@acpwa.org
- K+W has completed over 200 task orders, which have included topographic surveying, mapping, bathymmetric survey, construction staking, map review, boundary surveying, 3D scanning and staff augmentation.

ADAM NELKIE

- **City of Pleasanton (1998 - Present)**
- 925.931.5675
- anelkie@cityofpleasantonca.gov
- K+W was responsible for survey project management, field survey work, AutoCAD 3D drafting and data compilation, and management of underground utility locating and aerial surveying.



The K+W team is **knowledgeable, professional, responsive, cost-effective,** and a pleasure to work with.

Daniel Anderson AMB
Senior Vice President
(Retired)

Key Staff



KEY STAFF

To support this contract, K+W has assembled a team of professionals with deep expertise and a proven track record of ingenuity, collaborating effectively, and rapidly responding to client needs. The K+W team is committed to providing the best surveying services to the City of Dublin.

Joe Thompson, the *Principal* responsible for overseeing all land surveying and mapping services provided from K+W's Livermore office, will be our contract manager. He will support task orders on a supervisory level, will provide internal QA/QC review during topographic survey and mapping task orders, and will be responsible for ensuring that our survey managers have the resources needed to continue providing the city with consistent, efficient, cost-effective service.

Dean Jurado, our proposed *Project Manager and day-to-day contact*, will be responsible for managing any map review task orders and all other survey task orders issued under this contract. With 39 years of land surveying experience, Dean is extremely well-versed in all types of public or on-call surveying tasks.

Kc Keller, will serve as a *Senior Project Surveyor* and will work with Dean on any survey tasks. His experience with land surveying services makes him the ideal candidate to work with this team.

Gerry Hammond, will be the *Construction Staking Manager.* Gerry has many years of experience and has managed multiple on-call survey task orders completed for a variety of California public agencies over the last decade. He will work directly with Joe and Dean on tasks as needed.

Our core team will be supported by a qualified team of field surveyors, draft technicians, and project coordinators, ensuring the City of Dublin the highest quality survey in a timely manner.

SUBCONSULTANTS

COOPER AERIAL - PHOTOGRAMMETRY

For any task orders where our in-house drone aerial photogrammetry are prohibited from mobilizing, K+W will utilize Cooper Aerial Surveys. Our Project Managers will directly coordinate with Cooper to schedule flights as needed.

Cooper Aerial boasts a well-connected staff of photogrammetrists, imagery specialists, project managers, marketing, traditional survey experts, aerial imagery collection experts, and GIS specialists.

They provide professional photogrammetric mapping and imagery services for a variety of industries to governmental, engineering, and developmental organizations throughout the United States, Mexico, and Canada.

AIRX - UNDERGROUND UTILITY LOCATING

AirX is a Class A General Engineering and C-31 Traffic Control California Licensed Contractor that specializes in Subsurface Utility Engineering. As a pioneer in the industry, AirX has provided SUE services in California for over 23 years. Airx is a one-stop-shop for underground utility locating, potholing, traffic control, and utility mapping needs.

Airx combines several strategies to provide accurate depictions of the subsurface to eliminate unknown factors and ensure project success.

CAPACITY + AVAILABILITY

We understand that if selected, we are required to enter into a written contract with the City of Dublin. K+W is prepared to be flexible and accommodating to meet the City's needs and will be able to assemble the team within one week of signing the final contract.

K+W is prepared to be flexible and move at a fast pace to meet the City milestones per task order given. Our strong staff of engineers, surveyors, and technicians are very acquainted with being allocated as needed to meet demanding timelines.

Our extensive experience with quick turnarounds, especially in responding to critical infrastructure needs and teaming with selected sub-consultants, positions K+W as a prime candidate for the City's selected project. Our rapid response framework, coupled with our technical and operational flexibility, caters to both anticipated and emergent project requirements.

The following chart summarizes the teams anticipated 2024 project workload highlighting primary projects for each of the core team members.

K+W Personnel Primary Project Commitments	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Joe Thompson				
Pacific Gateway, Tracy, CA	10%	5%	5%	5%
Dublin Commons, Dublin, CA	10%	10%	10%	5%
Pleasanton Labs, Pleasanton, CA	10%	10%	5%	20%
Petroglyph, Valencia County, NM	15%	15%	10%	5%
World Logistics Center, Moreno Valley, CA	15%	15%	10%	10%
Dean Jurado				
Town of Los Gatos, On-Call Survey, Los Gatos, CA	5%	5%	5%	5%
Pacific Gateway, Tracy, CA	5%	5%	5%	5%
Pacific Gateway, Moreno Valley, CA	10%	10%	10%	10%
Dublin Commons, Dublin, CA	5%	10%	10%	5%
Rexford 1 & 2, Ducor, CA	10%	10%	5%	10%
Rod Stewart				
Monterey Road, Santa Clara, CA	15%	10%	10%	5%
Raging Waters, Sacramento, CA	10%	5%	5%	5%
Tahoe Academy, Tahoe City, CA	5%	5%	5%	5%
NBS, Mountain View, CA	5%	5%	5%	5%
Hummingbird, San Jose, CA	5%	5%	5%	5%
Kc Keller				
Primex Farms, Wasco, CA	10%	5%	5%	10%
Pleasanton Labs, Pleasanton, CA	5%	10%	5%	20%
Combs Street, Napa, CA	5%	5%	10%	15%
McCarthy Blvd. Milpitas, CA	10%	5%	5%	15%
Petroglyph, Valencia County, NM	5%	10%	10%	5%
Gerry Hammond				
World Logistics Center, Moreno Valley, CA	15%	15%	10%	10%
Graton Casino Expansion, Rohnert Park, CA	15%	15%	10%	10%
International Park of Commerce, Tracy, CA	10%	10%	10%	10%
Espalande Subdivision, Sacramento, CA	10%	10%	5%	5%
580 Dubuque, South San Francisco, CA	10%	10%	5%	5%

JOE THOMPSON, PLS
Principal Surveyor

Joe has over 25 years of surveying experience for land development projects. He regularly oversees on-call and public surveying task orders of every kind. Joe is known for rapidly responding to our on-call contract clients and understanding K+W's role as an extension of City staff. Under his leadership, K+W's on-call contract client list has grown at a rapid rate, which is a testament to his superior management.

Under this contract, he will serve as QA/QC for all task orders as well as manage the overall contract. He will work closely with Deanand Rod and will also serve as another point of contact to the City, in addition to Dean.



Licenses + Registrations
PLS, California

Years Experience
25

PROJECT EXPERIENCE

City of Dublin On-Call Map-Checking, Dublin, CA
City of Dublin

City of Pleasanton On-Call,
Pleasanton, CA
City of Pleasanton

7200 Amador Plaza Road Retail Development, Dublin, CA
Tekin + Associates

Sybase HQ Sewer Improvements,
Dublin, CA
Black Creek Group

Dublin Senior Living, Dublin, CA
South Bay Partners

Arroyo Mocho Survey,
Pleasanton, CA
Zone 7 Water Agency

El Charro Specific Plan Infrastructure Master Planning,
Livermore, CA
City of Livermore

City of Livermore Mixed-Use Downtown Master Plan Improvements, Livermore, CA
City of Livermore

Robert Livermore Park Solar Canopy Project,
Livermore, CA
LARPD

Downtown Specific Plan Improvements, Livermore, CA
City of Livermore

Railroad Ave. + S. Livermore Ave. Street Improvements,
Livermore, CA
City of Livermore

I Street Garage, Livermore, CA
City of Livermore

Robert Livermore Park Solar Canopy Project,
Livermore, CA
LARPD



DEAN JURADO, PLS

Associate | Survey Project Manager (Primary Contact)

Dean Jurado has 39 years of land surveying experience. Specialties include on-call map-checking for municipal agencies, topographic surveys, and ALTA surveys. Particular areas of expertise include right-of-way surveys, records of survey, well surveys, boundary resolutions and condominium maps. He is currently an acting town surveyor for the Town of Los Gatos and an acting city surveyor for Milpitas, Dublin, Burlingame, and Walnut Creek. In late 2019, Dean served as the interim county surveyor for the Alameda County Public Works Agency.

Dean brings directly relevant experience delivering surveying services on water infrastructure improvement projects working directly with public utilities and public and private developers.

Licenses + Registrations
PLS, California

Years Experience
39

PROJECT EXPERIENCE

City of Dublin On-Call Map-Checking, Dublin, CA
City of Dublin

Alameda Creek + Arroyo De La Agua at Highway 84 Right-of-Way Survey, Sunol, CA
Alameda County Zone 7 Water Agency

Downtown Specific Plan Improvements, Livermore, CA
City of Livermore

Downtown Specific Plan Improvements, Livermore, CA
City of Livermore

D Street 3D Scanning, Hayward, CA
Alameda County Public Works

#30 Stockton Street Bus Route, San Francisco, CA
San Francisco Public Works

Larkey Park + Rudgear Park Bocce Court Topographic Survey, Walnut Creek, CA
City of Walnut Creek

3D Scanning for Moffett Tower Bldg 4+5, Sunnyvale, CA
Facebook

Newark Civic Center, Newark, CA
City of Newark

Town of Los Gatos On-Call Map-Checking, Los Gatos, CA
Town of Los Gatos

City of Milpitas On-Call Map-Checking, Milpitas, CA
City of Milpitas

City of Burlingame On-Call Map-Checking, Burlingame, CA
City of Burlingame

Earthquakes MLS Stadium, San Jose, CA
San Jose Earthquakes

ROD STEWART II, PLS

Senior Associate | Senior Land Surveyor

Rod's 25 years of land surveying experience includes supervision of construction surveying, boundary surveying, mapping, and subdivision work related to land development. He has managed on-call survey task orders completed for a variety of Bay Area public agencies, including the Alameda County Zone 7 Water Agency, the Alameda County Public Works Agency, and the cities of San Leandro, Alameda, Dublin and Pleasanton. He will be responsible for overseeing the field package, managing our subconsultants, and ensuring that field survey operations are scheduled and conducted in conformance with the project budget, goals and schedule.

As the Senior Surveyor, Rod will work closely with Dean and will be available for surveying support services as needed.



Licenses + Registrations
PLS, California

Years Experience
25

PROJECT EXPERIENCE

Owens/Hopyard Road Widening,
Pleasanton, CA
City of Pleasanton

Stanley Blvd. + Bernal Ave. Pedestrian Improvements,
Pleasanton, CA
City of Pleasanton

Zone 7 Subsidence Level Runs,
Pleasanton, CA
Alameda County Zone 7 Water Agency

Zone 7 Tri-City GPS Control Network, Alameda County, CA
Alameda County Zone 7 Water Agency

Alameda Creek Channel Survey,
Fremont, CA
Alameda County Public Works

Fremont Civic Center Ph. I,
Fremont, CA
City of Fremont

Basins 2 + 3, San Mateo Public Works Department,
San Mateo, CA
City of San Mateo

Howard Street Topographic Survey, San Francisco, CA
City of San Francisco

San José-Santa Clara Regional Wastewater Facility Aerial Topographic Survey,
San Jose, CA
City of San Jose

Santa Clara Civic Center Improvements, Santa Clara, CA
City of Santa Clara

Newark Civic Center, Newark, CA
City of Newark

Sidney Ave, Kappa Ave + Rose Drive Rehabilitation Projects,
San Leandro, CA
City of San Leandro



KC KELLER, PLS
Lead Project Surveyor

Kc Keller has been a part of K+W's Livermore mapping department since 2013. His 10 years of land surveying experience includes survey drafting, mapping, and management of various survey tasks for a diverse range of land development and infrastructure improvement projects. Areas of expertise include complex boundary resolutions and the management, production and coordination of design-level topographic survey projects. As the lead project surveyor assigned to this project, Kc will be responsible for overseeing the day-to-day progress of survey work. He will coordinate with office survey technicians and drafters to ensure that work is completed in conformance with the project schedule.

Education
B.S. Geomatics Engineering
CSU Fresno

Licenses + Registrations
PLS, California

Years Experience
10

PROJECT EXPERIENCE

Westin Hotel, Dublin, CA
LN Hospitality

Short Term Ace Train Station Parking,
Pleasanton, CA
City of Pleasanton

Zone 7 Line Repairs,
Pleasanton, CA
Zone 7 Water Agency

Robert Livermore Park Solar Canopy Project, Livermore, CA
LARPD

Stockmen's Park, Livermore, CA
City of Livermore

Zone 7 Headquarters Monitoring,
Livermore, CA
Zone 7 Water Agency

Meridian Medical Office Building,
Castro Valley, CA
Meridian Property Company

Sportsfield Park Survey,
Newark, CA
City of Newark

City of Madera Wastewater Treatment Plant Solar Installation, Madera, CA
City of Madera

Madera Municipal Airport Solar Installation, Madera, CA
City of Madera

Shafter Municipal Solar Installations, Shafter, CA
City of Shafter

970 McLaughlin Industrial,
San Jose, CA
Seefried Industrial Properties

GERRY HAMMOND, PLS
Senior Associate | Construction Staking Manager

Gerry Hammon has 24 years of varied land surveying experience in Northern and Central California. Since 2016, Gerry has been responsible for the management of K+W's Livermore field survey and construction staking operation. In this role, he oversees a department of over 20 staff, including field surveyors, survey coordinators, and construction survey administrative support personnel. He manages all construction staking estimating and scheduling activities handled out of Livermore.



Licenses + Registrations
PLS, California
PLS, Nevada
PLS, Idaho

Years Experience
24

PROJECT EXPERIENCE

Workday Headquarters,
Pleasanton, CA
Workday

Stanley Blvd./Bernal Ave. Pedestrian Improvements,
Pleasanton, CA
City of Pleasanton

Krusi Park Pre-Fabricated Bldg,
Alameda, CA
City of Alameda

Millbrae Recreation Center,
Millbrae, CA
City of Millbrae

King Park Improvements,
San Mateo, CA
City of San Mateo

Newark Civic Center, Newark, CA
City of Newark

Sacramento Community Center Theater Renovation,
Sacramento, CA
City of Sacramento

Sandia Livermore Parking Expansion, Livermore, CA
Sandia National Laboratories

Legacy Livermore Mixed-Use,
Livermore, CA
Legacy Partners

The Veranda, Concord, CA
CenterCal Properties

Rate Schedule

KIER+WRIGHT

HOURLY RATE SCHEDULE

Effective March 1, 2024 through February 28, 2025

Principal	$ 302.00 / Hour
Principal Engineer	$ 274.00 / Hour
Senior Engineer Manager	$ 252.00 / Hour
Technical Manager	$ 252.00 / Hour
Senior Engineer	$ 239.00 / Hour
Engineer III	$ 222.00 / Hour
Engineer II	$ 185.00 / Hour
Engineer I	$ 155.00 / Hour
Senior Survey Construction Manager	$ 246.00 / Hour
Senior Land Surveyor	$ 246.00 / Hour
Project Surveyor III	$ 220.00 / Hour
Project Surveyor II	$ 178.00 / Hour
Project Surveyor I	$ 152.00 / Hour
Survey Coordinator	$ 210.00 / Hour
Engineering Tech III	$ 200.00 / Hour
Engineering Tech II	$ 181.00 / Hour
Engineering Tech I	$ 169.00 / Hour
Draftsman / Survey Tech III	$ 155.00 / Hour
Draftsman / Survey Tech II	$ 128.00 / Hour
Draftsman / Survey Tech I	$ 117.00 / Hour
3-Man Survey Crew	$ 435.00 / Hour
2-Man Survey Crew	$ 344.00 / Hour
1-Man Survey Crew	$ 212.00 / Hour
Testimony (Trial or Deposition)	$ 589.00 / Hour
Project Coordinator III	$ 144.00 / Hour
Project Coordinator II	$ 127.00 / Hour
Project Coordinator I	$ 110.00 / Hour
Engineering / Survey Intern	$ 64.00 / Hour
3D Laser Scanning Crew	$ 421.00 / Hour

All blueprinting and reproduction will be billed at cost plus 10%.
Time spent for preparation for testimony will be billed in accordance with the above hourly rates.

Approach to Completing a Capital Project

PROJECT APPROACH

At the heart of our project delivery is the idea of continual team communication + innovation reinforced and strengthened by all team members participating in a shared workflow that re-affirms the project vision. The K+W team has an outstanding record of success in helping public agencies deliver capital improvement projects. From initial surveying through final construction, our team understands the importance of maintaining proactive project coordination and project management. At K+W, this effort utilizes a number of management tools that include:

A work plan to coordinate staffing requirements with required deliverables; a responsibility matrix to define what is expected of each team member; a project schedule to coordinate project tasks, deliverables and milestones; presentations + meetings with distributed meeting notes to communicate project progress and build broad-based support; and weekly in-house meetings to assess project progress.

We will schedule a kick-off discussion with the City of Dublin at the onset to understand the project goals, challenges, budget constraints, and timelines. We will also utilize this opportunity to propose any alternatives or separate task items that may benefit the project or provide a cost savings to the City of Dublin.

Next, we will draft a detailed scope of services. This scope will provide a detailed outline of the project including approach, timeline, deliverables, and project details. Once a detailed scope of services is completed, we utilize a spreadsheet to break down the fee on a task-by-task basis. Fees will outline estimated hours, material cost if any, and a task based/overall fee. From our experience, we find public agencies have a specific format for estimating that works well with their estimation and billing systems. We will follow this format to ensure a seamless integration of our proposal with City standards.



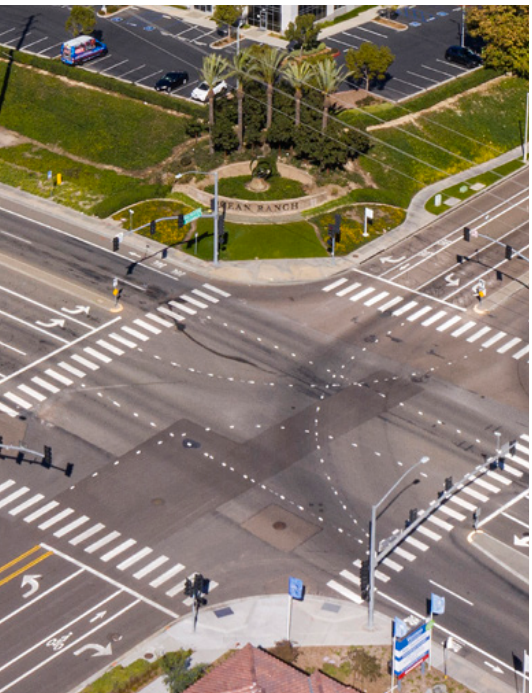


"... our best on-call surveyors to date. The other firms are not responsive like K+W."

JEFF TANG
ZONE 7 WATER AGENCY



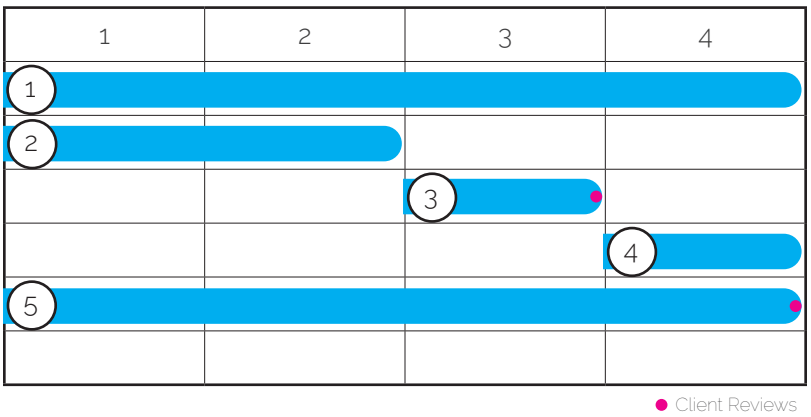




TYPICAL ON-CALL SAMPLE SCHEDULE

We anticipate that a typical schedule for an on-call contract for land surveying would include the following key tasks + deliverables with the estimated time frames for each once a notice to proceed is received. Please note that the sample schedule below designates when client reviews would take place but does not add these to the timeline since these reviews range in time.

TOPOGRAPHIC SURVEY SAMPLE SCHEDULE (WEEKS)

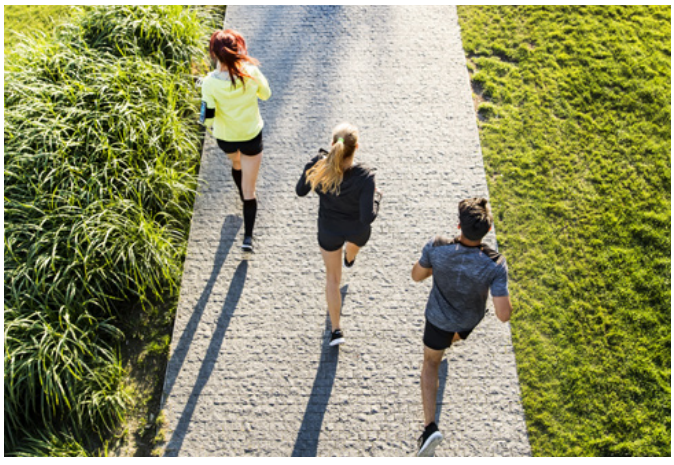


1. Utility Research 2-4 Weeks
2. Field Survey 2 Weeks
3. Preparation of the Topographic Drawing 1 Week
4. Site Walk 1 Week
5. Design-Level Topographic Survey Total 3-4 Weeks









Acknowledgments



ACKNOWLEDGEMENTS

CITY STANDARD AGREEMENT

K+W has read and understands the City's Standard Consulting Agreement and Insurance requirements and has the ability to meet these requirements.

CONFLICT OF INTEREST

K+W has no conflict of interest with regard to services and will comply with the Conflict of Interest Statement within the RFQ.

Kier + Wright
2850 Collier Canyon Rd.
Livermore, CA 94551
925.245.8788
www.kierwright.com

Agenda Item 5.3

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Ordinance Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in Salary for City Councilmembers
Prepared by: Marsha Moore, MMC, City Clerk

EXECUTIVE SUMMARY:

The City Council will consider adopting an ordinance revising the Dublin Municipal Code to provide for a salary adjustment for City Councilmembers following certification of the November 2024 General Municipal Election. The City Council waived the first reading and introduced the ordinance at the meeting on May 21, 2024. The City Council is now being asked to waive the second reading and adopt the ordinance.

STAFF RECOMMENDATION:

Waive the second reading and adopt the **Ordinance** Rescinding and Replacing Ordinance No. 6-82 Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in the Salary for Members of the City Council.

FINANCIAL IMPACT:

Sufficient funds are included in the Fiscal Year 2024-25 and 2025-26 budgets to cover the increase.

DESCRIPTION:

Government Code Section 36516 allows a general law city to provide a salary to City Councilmembers and an increase in compensation is allowed by ordinance.

Changes to Government Code Section 36516 became effective January 1, 2024, after the adoption of SB329. The legislation increased the starting amount for salaries approved by ordinance based on population of the city. With a population between 50,000 and 75,000, the City can set salaries by ordinance up to and including $1,600 per month.

The Dublin City Council last adjusted salaries for the Mayor in April 2022 and the City Council in

December 2022. The City Council salaries became effective after the November 2022 election. The salary for City Councilmembers is currently set at $1,416.82 per month. Dublin Municipal Code Section 2.08.40 provides an additional amount to the Mayor that is equivalent to half (50%) of the City Councilmember salary per month. The Mayor's current salary is $2,124.23 per month.

At the February 20, 2024, meeting, the City Council approved Staff's recommendation to increase the City Councilmember salary to the amount allowed by Government Code 36516. The City Council waived the reading and introduced the attached draft Ordinance (Attachment 1) to increase the City Councilmember salary to $1,600 per month at the meeting on May 21, 2024. The City Council is now being asked to waive the second reading and adopt the ordinance.

In accordance with Dublin Municipal Code Section 2.08.020B and State Law, the increase would not be effective until newly elected Councilmembers are sworn into office following certification of the November 2024 election. The attached ordinance will become effective 30 days after its adoption, and at that time, the Mayor will begin receiving half of the new amount. However, the Mayor will also continue to receive the base amount of $1,416.82 until the certification of the November 2024 election.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Ordinance Rescinding and Replacing Ordinance No. 6-82 Amending Dublin Municipal Code Section 2.08.020 and Providing for an Increase in the Salary for Members of the City Council
2) Senate Bill 329
3) Government Code Section 36516
4) Dublin Municipal Code Section 2.08.020 and 2.08.040

ORDINANCE NO. xx – 24

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUBLIN

RESCINDING AND REPLACING ORDINANCE NO. 6-82 AMENDING DUBLIN MUNICIPAL CODE SECTION 2.08.020 AND PROVIDING FOR AN INCREASE IN THE SALARY FOR MEMBERS OF THE CITY COUNCIL

WHEREAS, Ordinance No. 6-82 established salaries for members of the City Council, as amended by Ordinances No. 22-85, 8-87, 4-88, 3-89, 1-90, 6-91, 23-99, 7-02, 7-04, 3-06, 5-08, 2-12, 10-16, 07-18,10-20, and 4-22; and

WHEREAS, Government Code Section 36516(a) allows a general law city to provide a salary to City Councilmembers. The salary increase shall become effective when new Councilmembers are sworn into office following the certification of the November 2024 General Municipal Election and is payable at the same time and in the same manner as the salary paid to the officers and employees of the City; and

WHEREAS, an increase in the salary to $1,600 a month is authorized by Section 36516 in cities with a population over 50,000 up to and including 75,000. The City of Dublin's population as estimated in the May 1, 2024, California Department of Finance report is 72,917.

NOW, THEREFORE, the City Council of the City of Dublin does ordain as follows:

Section 1. Ordinance No. 6-82 is rescinded and replaced with this Ordinance.

Section 2. Chapter 2.08.020, Subsection A of the Dublin Municipal Code is hereby amended to read as follows: Pursuant to Section 36516 of the Government Code which provides that a City Council may enact an ordinance providing that each member of the City Council shall receive a salary which shall be determined by a schedule of population for cities, the members of the City Council shall receive a salary of one thousand six hundred dollars ($1,600) per month.

Section 3. Effective Date. The City Councilmember salary increase shall become effective when new Councilmembers sworn into office following the certification of the November 2024 General Municipal Election.

Section 4: Effective Date and Posting of Ordinance. This Ordinance shall take effect and be in force thirty (30) days from and after the date of the passage. The City Clerk of the City of Dublin shall cause this Ordinance to be posted in at least three (3) public places in the City of Dublin in accordance with Section 36933 of the Government Code of the State of California.

{Signatures on the following page}

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

STATE OF CALIFORNIA
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

Senate Bill No. 329

CHAPTER 27

An act to amend Section 36516 of the Government Code, relating to local government.

[Approved by Governor June 29, 2023. Filed with Secretary of State June 29, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

SB 329, Dodd. Cities: city council members: compensation.

Existing law authorizes a city council to enact an ordinance to provide each member of the city council a salary based upon the population of the city, as specified. Existing law authorizes that amount to be increased by the city council by an amount that does not exceed 5% for each calendar year from the operative date of the last adjustment of the salary that is in effect when the increase is enacted. Existing law provides for the procedures by which a city may enact ordinances.

This bill would increase the maximum amount of salary, based upon the population of the city, that may be approved by an ordinance passed by the city council, as specified. The bill would authorize the salary of council members to be increased beyond the specified maximums to an amount not exceeding the greater of either 5% for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted, or an amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10% for each calendar year. The bill would require the city council to consider the adoption of an ordinance to increase council member compensation in open session during at least 2 regular meetings of the city council.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The compensation schedule for general law cities has not been adjusted since 1984, meaning that city council compensation has not kept pace with inflation.

(b) Allowing cities to adjust their compensation for inflation since 1984 may help city councils become more diverse because increased compensation can help individuals from across different income levels receive sufficient income from their service to help ensure that they can continue to serve the public and support their families.

SEC. 2. Section 36516 of the Government Code is amended to read:

36516. (a) (1) A city council may enact an ordinance providing that each member of the city council shall receive a salary based on the population of the city as set forth in paragraph (2).

(2) The salaries approved by ordinance under paragraph (1) shall be as follows:

(A) In cities up to and including 35,000 in population, up to and including nine hundred fifty dollars ($950) per month.

(B) In cities over 35,000 up to and including 50,000 in population, up to and including one thousand two hundred seventy-five dollars ($1,275) per month.

(C) In cities over 50,000 up to and including 75,000 in population, up to and including one thousand six hundred dollars ($1,600) per month.

(D) In cities over 75,000 up to and including 150,000 in population, up to and including one thousand nine hundred dollars ($1,900) per month.

(E) In cities over 150,000 up to and including 250,000 in population, up to and including two thousand five hundred fifty dollars ($2,550) per month.

(F) In cities over 250,000 population, up to and including three thousand two hundred dollars ($3,200) per month.

(3) For the purposes of this subdivision, the population of a city shall be determined by the last preceding federal census, or a subsequent census, or estimate validated by the Department of Finance.

(4) The salary of council members may be increased beyond the amount provided in this subdivision by an ordinance or by an amendment to an ordinance, but the amount of the increase shall not exceed the greater of either of the following:

(A) An amount equal to 5 percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted.

(B) An amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10 percent for each calendar year.

(5) No ordinance shall be enacted or amended to provide automatic future increases in salary.

(b) Notwithstanding subdivision (a), at any municipal election, the question of whether city council members shall receive a salary for services, and the amount of that salary, may be submitted to the electors. If a majority of the electors voting at the election favor it, all of the council members shall receive the salary specified in the election call. The salary of council members may be increased beyond the amount provided in this section or decreased below the amount in the same manner.

(c) Unless specifically authorized by another statute, a city council may not enact an ordinance providing for compensation to city council members in excess of that authorized by the procedures described in subdivisions (a) and (b). For the purposes of this section, compensation includes payment for service by a city council member on a commission, committee, board, authority, or similar body on which the city council member serves. If the other statute that authorizes the compensation does not specify the amount

of compensation, the maximum amount shall be one hundred fifty dollars ($150) per month for each commission, committee, board, authority, or similar body.

(d) Any amounts paid by a city for retirement, health and welfare, and federal social security benefits shall not be included for purposes of determining salary under this section, provided that the same benefits are available and paid by the city for its employees.

(e) Any amounts paid by a city to reimburse a council member for actual and necessary expenses pursuant to Section 36514.5 shall not be included for purposes of determining salary pursuant to this section.

(f) A city council member may waive any or all of the compensation permitted by this section.

(g) (1) For the purposes of this section, a city council shall consider the adoption of an ordinance to increase compensation in open session during at least two regular meetings of the city council.

(2) At the first meeting, the city council shall present the proposed ordinance, which shall include findings demonstrating the need for the increased compensation. The ordinance shall not be adopted at the first meeting.

(3) At least seven days after the first meeting, the city council shall hold a second meeting to consider whether to adopt the ordinance.

O

STATE OF CALIFORNIA
LEGISLATIVE COUNSEL BUREAU
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

State of California

GOVERNMENT CODE

Section 36516

36516. (a) (1) A city council may enact an ordinance providing that each member of the city council shall receive a salary based on the population of the city as set forth in paragraph (2).

(2) The salaries approved by ordinance under paragraph (1) shall be as follows:

(A) In cities up to and including 35,000 in population, up to and including nine hundred fifty dollars ($950) per month.

(B) In cities over 35,000 up to and including 50,000 in population, up to and including one thousand two hundred seventy-five dollars ($1,275) per month.

(C) In cities over 50,000 up to and including 75,000 in population, up to and including one thousand six hundred dollars ($1,600) per month.

(D) In cities over 75,000 up to and including 150,000 in population, up to and including one thousand nine hundred dollars ($1,900) per month.

(E) In cities over 150,000 up to and including 250,000 in population, up to and including two thousand five hundred fifty dollars ($2,550) per month.

(F) In cities over 250,000 population, up to and including three thousand two hundred dollars ($3,200) per month.

(3) For the purposes of this subdivision, the population of a city shall be determined by the last preceding federal census, or a subsequent census, or estimate validated by the Department of Finance.

(4) The salary of council members may be increased beyond the amount provided in this subdivision by an ordinance or by an amendment to an ordinance, but the amount of the increase shall not exceed the greater of either of the following:

(A) An amount equal to 5 percent for each calendar year from the operative date of the last adjustment of the salary in effect when the ordinance or amendment is enacted.

(B) An amount equal to inflation since January 1, 2024, based upon the California Consumer Price Index, which shall not exceed 10 percent for each calendar year.

(5) No ordinance shall be enacted or amended to provide automatic future increases in salary.

(b) Notwithstanding subdivision (a), at any municipal election, the question of whether city council members shall receive a salary for services, and the amount of that salary, may be submitted to the electors. If a majority of the electors voting at the election favor it, all of the council members shall receive the salary specified in the election call. The salary of council members may be increased beyond the amount provided in this section or decreased below the amount in the same manner.

(c) Unless specifically authorized by another statute, a city council may not enact an ordinance providing for compensation to city council members in excess of that authorized by the procedures described in subdivisions (a) and (b). For the purposes of this section, compensation includes payment for service by a city council member on a commission, committee, board, authority, or similar body on which the city council member serves. If the other statute that authorizes the compensation does not specify the amount of compensation, the maximum amount shall be one hundred fifty dollars ($150) per month for each commission, committee, board, authority, or similar body.

(d) Any amounts paid by a city for retirement, health and welfare, and federal social security benefits shall not be included for purposes of determining salary under this section, provided that the same benefits are available and paid by the city for its employees.

(e) Any amounts paid by a city to reimburse a council member for actual and necessary expenses pursuant to Section 36514.5 shall not be included for purposes of determining salary pursuant to this section.

(f) A city council member may waive any or all of the compensation permitted by this section.

(g) (1) For the purposes of this section, a city council shall consider the adoption of an ordinance to increase compensation in open session during at least two regular meetings of the city council.

(2) At the first meeting, the city council shall present the proposed ordinance, which shall include findings demonstrating the need for the increased compensation. The ordinance shall not be adopted at the first meeting.

(3) At least seven days after the first meeting, the city council shall hold a second meeting to consider whether to adopt the ordinance.

(Amended by Stats. 2023, Ch. 27, Sec. 2. (SB 329) Effective January 1, 2024.)

2.08.020 Salary for members established.

A. Pursuant to Section 36516 of the Government Code which provides that a city council may enact an ordinance providing that each member of the city council shall receive a salary which shall be determined by a schedule of population for cities, the members of the City Council shall receive a salary of one thousand four hundred sixteen dollars and eighty-two cents ($1,416.82) per month.

B. No Councilmember shall be eligible to receive the increase provided herein until one (1) or more Councilmembers begin a new term of office. (Ord. 4-22 § 1; Ord. 10-20 § 2; Ord. 7-18 § 2; Ord. 10-16 § 2; Ord. 2-12 § 2; Ord. 17-09 § 1 (part): Ord. 5-08 § 2; Ord. 3-06 § 2; Ord. 7-04 § 2; Ord. 7-02 § 2; Ord. 23-99 § 2; Ord. 6-91 § 2; Ord. 1-90 § 2; Ord. 3-89 §§ 2, 3: Ord. 4-88 §§ 2, 3: Ord. 8-87 §§ 3, 4: Ord. 22-85 § 3: Ord. 6, 1982)

2.08.040 Mayor's salary.

The Mayor shall receive a monthly salary equivalent to half (50%) of the City Councilmember salary amount set forth in Section 2.08.020(A), in addition to that which he/she receives as a Councilmember. (Ord. 4-22 § 2; Ord. 17-09 § 1 (part): Ord. 13-92 § 2)

Agenda Item 5.4

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Tracts 8646, 8648, and 8671 Francis Ranch – Final Map Notice and Agreement for Long Term Encroachment for Landscape Features
Prepared by: Laurie Sucgang, City Engineer

EXECUTIVE SUMMARY:

The City Council will receive a notification of the City Engineer's pending approval of the Final Maps for Tracts 8646, 8648, and 8671, Francis Ranch. The City Council will consider approving Agreements for Long Term Encroachment for Landscape Features for Tracts 8646, 8648, and 8671, Francis Ranch.

STAFF RECOMMENDATION:

Take the following actions: 1) Receive the notification; 2) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8646, Francis Ranch; 3) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8648, Francis Ranch; and 4) Adopt the **Resolution** Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8671, Francis Ranch.

FINANCIAL IMPACT:

There is no impact to the General Fund. All costs associated with the agreements are borne by the developer.

DESCRIPTION:

The Francis Ranch development (formerly known as East Ranch) is located north of Interstate 580, east of Fallon Road and the Jordan Ranch development, south of the Positano development, and adjacent to the City's eastern city boundary. The development is being subdivided into six neighborhoods. The developer has prepared final maps, Tracts 8646, 8648, and 8671, for Neighborhoods 2 and 4. In accordance with Chapter 9.24.080 of the City of Dublin Municipal Code, this is notice of the following:

City Engineer's pending decision on the following Final Maps:

Tract	Location	Developer	Number of Units/Lots	Type	Proposed Decision
8646	Francis Ranch, Neighborhood 2 West	TH East Ranch Dublin, LLC	45 Lots	Single Family	Approve
8648	Francis Ranch, Neighborhood 4	Taylor Morrison of California, LLC	85 Lots	Single Family	Approve
8671	Francis Ranch, Neighborhood 2 East	TH East Ranch Dublin, LLC	53 Lots	Single Family	Approve

Agreement for Long Term Encroachment for Landscape Features

The Agreement for Long Term Encroachment for Landscape Features provides for the Homeowners' Association to maintain project-related landscape and decorative features within the public street rights-of-way along all public streets within the neighborhoods, including landscape plantings, irrigation, sidewalks, street trees, and decorative or stamped pavement. The project conditions of approval require these agreements prior to approval of the final maps.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8646, Francis Ranch
2) Exhibit A to the Resolution – Agreement for Long Term Encroachment for Landscape Features with Tract 8646, Francis Ranch
3) Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8648, Francis Ranch
4) Exhibit A to the Resolution – Agreement for Long Term Encroachment for Landscape Features with Tract 8648, Francis Ranch
5) Resolution Approving the Agreement for Long Term Encroachment for Landscape Features with Tract 8671, Francis Ranch
6) Exhibit A to the Resolution – Agreement for Long Term Encroachment for Landscape Features with Tract 8671, Francis Ranch
7) Tract 8646 Final Map
8) Tract 8648 Final Map
9) Tract 8671 Final Map

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8646, FRANCIS RANCH

WHEREAS, a Vesting Tentative Map for Tract 8563, Francis Ranch was approved by City Council Resolution No. 140-21 on December 7, 2021, with Conditions of Approval; and

WHEREAS, said Conditions of Approval required the developer to construct project-related landscape features within the public street rights-of-way; and

WHEREAS, said Conditions of Approval required the developer to enter into an Agreement for Long Term Encroachments for the maintenance of said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin a Tract Improvement Agreement to construct the required Tract improvements, including said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin an Agreement for Long Term Encroachment for Landscape Features for Tract 8646, Francis Ranch, attached hereto as **Exhibit A**, which will be recorded against the property concurrently with the Tract 8646 Final Map.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Agreement for Long Term Encroachment for Landscape Features for Tract 8646, Francis Ranch, attached hereto as **Exhibit A** to this Resolution.

BE IT FURTHER RESOLVED that the City Manager, or designee, is authorized to execute **Exhibit A** and make any necessary, non-substantive changes to **Exhibit A** to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Recording Requested By:
CITY OF DUBLIN

When Recorded Mail To:
City Clerk
City of Dublin
100 Civic Plaza
Dublin, CA 94568
Fee Waived per GC 27383

AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8646, Francis Ranch

THIS AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8646 ("Agreement") is made between the City of Dublin ("City") on the one hand, and TH East Ranch Dublin LLC, a California limited liability company (the "Contractor"), and Arroyo Cap IV-3, LLC, a Delaware limited liability company (the "Owner"), on the other hand.

1. **Property:** The subject property is Tract 8646 as filed in Book ____ of Maps at Pages _____, in the Official Records of the County of Alameda, State of California ("Property").

2. **Owner:** Owner is the owner of Tract 8646, Francis Ranch ("Project").

3. **Contractor:** Owner has contracted with Contractor to construct various infrastructure and related improvements consistent with Vesting Tentative Map and Improvement Plans for Francis Ranch Tract 8646, including the Landscape Features (as defined below).

4. **Landscape Features:** Owner or Contractor, as part of the Project, anticipates the construction of Project related landscape features within the City's rights of ways on the following streets within Tract 8646: Ingalls Way, Mary Way, Muir Road, Whitney Avenue, and Williamson Street (collectively, the "Landscape Features"). Construction details for these Landscape Features are shown on the following plans:

   a. *Improvement Plans for Francis Ranch, Tract 8646 Neighborhood 2 West,* prepared by MacKay & Somps, approved by the City Engineer on _____; and
   b. *Landscape Plans for East Ranch Tract 8646 Neighborhood 2 Production Home Typicals,* prepared by Gates +Associates, approved by the City Engineer on _____.

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

The scope of the improvements covered under the agreement is shown on the attached Exhibit "A". For avoidance of doubt, the parties agree that Owner and Contractor are each separately obligated to construct, operate and maintain the Landscape Features in accordance with the provisions of this Agreement. "Developer", as used herein, is the person that actually constructs, operates and maintains the Landscape Features.

5. **Encroachment Permit:** Developer shall apply to the City for an encroachment permit for work to be performed pursuant to this Agreement. The City must grant the encroachment permit for all work to install, operate and maintain the Landscape Features improvements and all the conditions imposed by the City must be consistent with the provisions of this Agreement. If there is a conflict between any provisions of this Agreement and the encroachment permit, the provisions of this Agreement shall prevail over the conditions of the encroachment permit.

6. **Ownership:** Owner shall own all special Landscape Features, including but not limited to sidewalk, plantings, irrigation, street trees, etc.

7. **Operations and Maintenance:** Developer shall maintain and repair all the Landscape Features, including all frontage landscape plantings, irrigation, sidewalks, street trees, and decorative/stamped pavement within the designated areas, in a safe manner consistent with the approved plans to the reasonable satisfaction of the City at its sole cost and expense, including electric power and water cost. Developer will be responsible at its sole cost to replace or repair any Landscape Feature damaged or removed during the maintenance or repair of sewer, water, drainage or utility improvements by the City, Dublin San Ramon Services District or utility company, unless such damage or removal is caused by the negligence, gross negligence or willful misconduct of the City, Dublin San Ramon Services District or utility company. The City will maintain at its sole cost all asphalt concrete pavement, concrete curb and gutter, drainage improvements, traffic signs and striping, and streetlights in the public right of way.

8. **Removal or Relocation:** If future improvements proposed by the City conflict with any of the Landscape Features, the City may remove or reasonably relocate the Landscape Feature to another location within the Property, at its sole cost. If any of the Landscape Features are relocated, the City, Owner, and Contractor will execute a modification to this Agreement to reflect the maintenance and operations at its new location. Provided, however, the City is under no obligation to relocate any of the Landscape Features.

9. **Insurance:** Developer shall obtain and maintain in effect a combined single limit policy of liability insurance not less than one million dollars ($1,000,000) covering the Landscape Features improvements and shall name the City as an additional insured.

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10. **Indemnification:** Developer shall indemnify, defend and hold the City harmless from and against any and all loss, claims, liability damage or expense or cost the City may incur or become liable for or for which a claim is made by a third party, directly arising from the negligence, gross negligence or willful misconduct of Developer arising out of Developer's construction, maintenance or operations of the Landscape Features unless caused by the negligence, gross negligence or willful misconduct of the City, its agents, contractors or employees.

11. **Permanent:** The Landscape Features and the rights appurtenant thereto as set forth in this Agreement shall exist in perpetuity and are appurtenant to the Property.

12. **Right to Assign:** Following the completion of the construction and installation of the Landscape Features, Owner and Developer may assign any or all of their rights, interests and obligations arising under this Agreement to the Homeowners' Association for Tract 8646 or to a successor in interest of Owner (including Contractor) with respect to all or a portion of the Project; provided, however, that no such assignment of the rights interests and obligations under this Agreement shall occur without prior written notice to the City and written approval by the City Manager, which approval shall not be unreasonably withheld, conditioned or delayed. The City Manager shall consider and decide on any assignment within ten (10) days after Owner's notice thereof, provided all necessary documents and other information are provided to the City Manager to enable the City Manager to assess the assignment.

13. **Successors and Assigns:** Each reference to the "City" in this Agreement shall be deemed to refer to and include the City and all successors and assigns of City. All references to the "Owner" in this Agreement shall be deemed to refer to and include any successors in ownership and title.

14. **Notices:** Any notices, requests, demands or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of delivery if delivered personally to the party to whom notice is to be given (including messenger or recognized delivery or courier service), upon delivery if given by electronic mail (email) or on the second day after mailing, if mailed to the party to whom notice is to be given, by first-class mail, postage prepaid, and properly addressed as follows:

City:

City of Dublin
100 Civic Plaza
Dublin, California 94568
Fax No. (925) 833-6651
Attn: City Manager

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Owner:

c/o Arroyo Cap IV-3, LLC, a Delaware limited liability company
Attn: Jeffrey Brouelette
Email: jbrouelette@arroyocapital.com
18575 Jamboree Road, Suite 350
Irvine, CA 92612

Contractor:

TH East Ranch LLC
Attn: Legal Department
Email: legal.notices@trumarkco.com
3001 Bishop Dr. 3100
San Ramon, CA 94583

With a copy to:

Jackson Tidus
Attn: Sonia Lister, Esq.
2030 Main Street, 12th Floor
Irvine, CA 92614

15. **Exhibits:** All exhibits attached to this Agreement are incorporated herein as though they were set forth in full body of this Agreement.

16. **Partial Invalidity:** If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, the remainder of the Agreement shall continue in full force and effect and shall in no way be impaired or invalidated, and the parties agree to substitute for the invalid or unenforceable provision a valid and enforceable provision that most closely approximates the intent and economic effect of the invalid or unenforceable provision.

17. **Entire Agreement:** This Agreement contains the entire agreement and understanding of the parties with respect to the subject matter hereof and cannot be amended or modified except by a written agreement, executed by each of the parties hereto.

18. **Counterparts:** This Agreement may be executed in one or more counterparts, each of which shall, for all purposes, be deemed an original and all such counterparts, taken together, shall constitute one and the same instrument.

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Dated this _____ day of _____, 202__.

CITY:

THE CITY OF DUBLIN,
a municipal corporation

By: _____

City Manager

CONTRACTOR:

TH EAST RANCH DUBLIN LLC,
a California limited liability company

By: Tony Bosowski
Name: Tony Bosowski
Title: Division President

Dated: 05/30/24 | 2:13 PM PDT

OWNER:

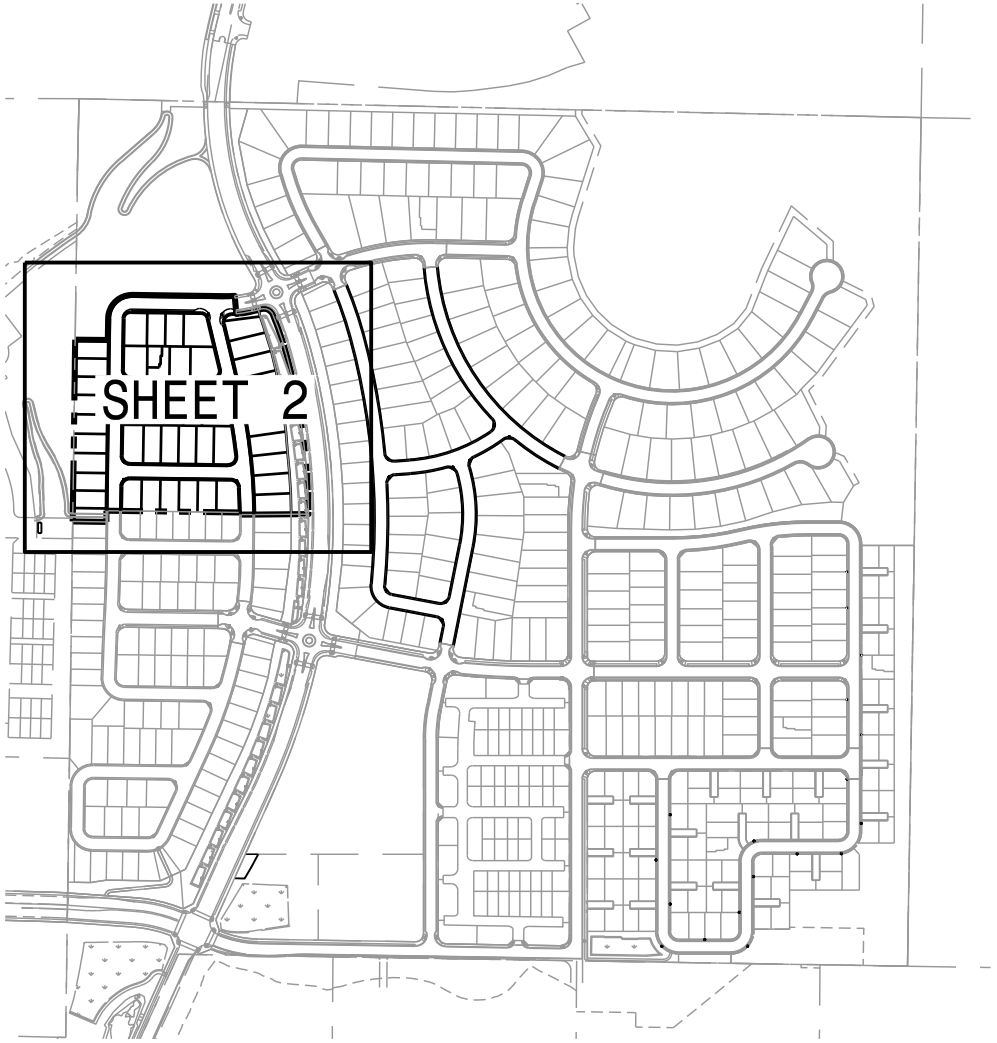
ARROYO CAP IV-3, LLC,
a Delaware limited liability company

By: Arroyo Cap IV-2, LLC,
a Delaware limited liability company
its sole member

By: Arroyo Capital IV, LLC,
a Delaware limited liability company
its sole member

By: Jeffrey Brouelette
Name: Jeffrey Brouelette
Title: President

Dated: 05/30/24 | 3:15 PM PDT



NORTH

0 300 600 1200

SCALE: 1"=600'

LEGEND:

CITY OWNED AND MASTER HOA MAINTAINED SOFTSCAPE & IRRIGATION (AREA = 535± SF)

CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 22,537± SF)

TRACT BOUNDARY

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8646
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: MB	JOB NO:19343.NH2	DATE: 5-22-24

05-22-2024 2:43pm Mike Brill P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH2W - 2024-05-22.DWG



NORTH

0 100 200 400

SCALE: 1"=200'

LEGEND:

CITY OWNED AND MASTER HOA MAINTAINED SOFTSCAPE & IRRIGATION (AREA = 535± SF)

CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 22,537± SF)

TRACT BOUNDARY

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8646
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: MB	JOB NO:19343.NH2	DATE: 5-22-24

05-22-2024 2:43pm Mike Brill P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH2W - 2024-05-22.DWG

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8648, FRANCIS RANCH

WHEREAS, a Vesting Tentative Map for Tract 8563, Francis Ranch was approved by City Council Resolution No. 140-21 on December 7, 2021, with Conditions of Approval; and

WHEREAS, said Conditions of Approval required the developer to construct project-related landscape features within the public street rights-of-way; and

WHEREAS, said Conditions of Approval required the developer to enter into an Agreement for Long Term Encroachments for the maintenance of said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin a Tract Improvement Agreement to construct the required Tract improvements, including said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin an Agreement for Long Term Encroachment for Landscape Features for Tract 8648, Francis Ranch, attached hereto as **Exhibit A**, which will be recorded against the property concurrently with the Tract 8648 Final Map.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Agreement for Long Term Encroachment for Landscape Features for Tract 8648, Francis Ranch, attached hereto as **Exhibit A** to this Resolution.

BE IT FURTHER RESOLVED that the City Manager, or designee, is authorized to execute **Exhibit A** and make any necessary, non-substantive changes to **Exhibit A** to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

DocuSign Envelope ID: 481A22C6-43DE-4576-95DC-48D52700829D

Recording Requested By:
CITY OF DUBLIN

When Recorded Mail To:
City Clerk
City of Dublin
100 Civic Plaza
Dublin, CA 94568
Fee Waived per GC 27383

AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8648, Francis Ranch

THIS AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8648 ("Agreement") is made between the City of Dublin ("City") on the one hand, and TH East Ranch Dublin LLC, a California limited liability company (the "Contractor"), and TAYLOR MORRISON OF CALIFORNIA, LLC, a California limited liability company (the "Owner"), on the other hand.

1. **Property:** The subject property is Tract 8648 as filed in Book ____ of Maps at Pages _____, in the Official Records of the County of Alameda, State of California ("Property").

2. **Owner:** Owner is the owner of Tract 8648, Francis Ranch ("Project").

3. **Contractor:** Owner has contracted with Contractor to construct various infrastructure and related improvements consistent with Vesting Tentative Map and Improvement Plans for Francis Ranch Tract 8648, including the Landscape Features (as defined below).

4. **Landscape Features:** Owner or Contractor, as part of the Project, anticipates the construction of Project related landscape features within the City's rights of ways on the following streets within Tract 8648: Eleanor Loop, Margaret Way, Michael Avenue, Muir Road, Murray Avenue, and Williamson Street (collectively, the "Landscape Features"). Construction details for these Landscape Features are shown on the following plans:

   a. *Improvement Plans for Francis Ranch, Tract 8648 Neighborhood 4,* prepared by MacKay & Somps, approved by the City Engineer on _____; and
   b. *Landscape Plans for East Ranch Tract 8648 Neighborhood 4,* prepared by Gates +Associates, approved by the City Engineer on _____; and

DocuSign Envelope ID: 481A22C6-43DE-4576-95DC-48D52700829D

The scope of the improvements covered under the agreement is shown on the attached Exhibit "A". For avoidance of doubt, the parties agree that Owner and Contractor are each separately obligated to construct, operate and maintain the Landscape Features in accordance with the provisions of this Agreement. "Developer", as used herein, is the person that actually constructs, operates and maintains the Landscape Features.

5. **Encroachment Permit:** Developer shall apply to the City for an encroachment permit for work to be performed pursuant to this Agreement. The City must grant the encroachment permit for all work to install, operate and maintain the Landscape Features improvements and all the conditions imposed by the City must be consistent with the provisions of this Agreement. If there is a conflict between any provisions of this Agreement and the encroachment permit, the provisions of this Agreement shall prevail over the conditions of the encroachment permit.

6. **Ownership:** Owner shall own all special Landscape Features, including but not limited to sidewalk, plantings, irrigation, street trees, etc.

7. **Operations and Maintenance:** Developer shall maintain and repair all the Landscape Features, including all frontage landscape plantings, irrigation, sidewalks, street trees, and decorative/stamped pavement within the designated areas, in a safe manner consistent with the approved plans to the reasonable satisfaction of the City at its sole cost and expense, including electric power and water cost. Developer will be responsible at its sole cost to replace or repair any Landscape Feature damaged or removed during the maintenance or repair of sewer, water, drainage or utility improvements by the City, Dublin San Ramon Services District or utility company, unless such damage or removal is caused by the negligence, gross negligence or willful misconduct of the City, Dublin San Ramon Services District or utility company. The City will maintain at its sole cost all asphalt concrete pavement, concrete curb and gutter, drainage improvements, traffic signs and striping, and streetlights in the public right of way.

8. **Removal or Relocation:** If future improvements proposed by the City conflict with any of the Landscape Features, the City may remove or reasonably relocate the Landscape Feature to another location within the Property, at its sole cost. If any of the Landscape Features are relocated, the City, Owner, and Contractor will execute a modification to this Agreement to reflect the maintenance and operations at its new location. Provided, however, the City is under no obligation to relocate any of the Landscape Features.

9. **Insurance:** Developer shall obtain and maintain in effect a combined single limit policy of liability insurance not less than one million dollars ($1,000,000) covering the Landscape Features improvements and shall name the City as an additional insured.

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10. **Indemnification:** Developer shall indemnify, defend and hold the City harmless from and against any and all loss, claims, liability damage or expense or cost the City may incur or become liable for or for which a claim is made by a third party, directly arising from the negligence, gross negligence or willful misconduct of Developer arising out of Developer's construction, maintenance or operations of the Landscape Features unless caused by the negligence, gross negligence or willful misconduct of the City, its agents, contractors or employees.

11. **Permanent:** The Landscape Features and the rights appurtenant thereto as set forth in this Agreement shall exist in perpetuity and are appurtenant to the Property.

12. **Right to Assign:** Following the completion of the construction and installation of the Landscape Features, Owner and Developer may assign any or all of their rights, interests and obligations arising under this Agreement to the Homeowners' Association for Tract 8648 or to a successor in interest of Owner (including Contractor) with respect to all or a portion of the Project; provided, however, that no such assignment of the rights interests and obligations under this Agreement shall occur without prior written notice to the City and written approval by the City Manager, which approval shall not be unreasonably withheld, conditioned or delayed. The City Manager shall consider and decide on any assignment within ten (10) days after Owner's notice thereof, provided all necessary documents and other information are provided to the City Manager to enable the City Manager to assess the assignment.

13. **Successors and Assigns:** Each reference to the "City" in this Agreement shall be deemed to refer to and include the City and all successors and assigns of City. All references to the "Owner" in this Agreement shall be deemed to refer to and include any successors in ownership and title.

14. **Notices:** Any notices, requests, demands or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of delivery if delivered personally to the party to whom notice is to be given (including messenger or recognized delivery or courier service), upon delivery if given by electronic mail (email) or on the second day after mailing, if mailed to the party to whom notice is to be given, by first-class mail, postage prepaid, and properly addressed as follows:

City:

City of Dublin
100 Civic Plaza
Dublin, California 94568
Fax No. (925) 833-6651
Attn: City Manager

DocuSign Envelope ID: 481A22C6-43DE-4576-95DC-48D52700829D

Owner:

c/o TAYLOR MORRISON OF CALIFORNIA, LLC, a California limited liability company
Attn: Jennifer Skillings
Email: jskillings@taylormorrison.com
2603 Camino Ramon, Unit 450
San Ramon CA 94583

Contractor:

TH East Ranch LLC
Attn: Legal Department
Email: legal.notices@trumarkco.com
3001 Bishop Dr. 3100
San Ramon, CA 94583

With a copy to:

Jackson Tidus
Attn: Sonia Lister, Esq.
2030 Main Street, 12th Floor
Irvine, CA 92614

15. **Exhibits:** All exhibits attached to this Agreement are incorporated herein as though they were set forth in full body of this Agreement.

16. **Partial Invalidity:** If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, the remainder of the Agreement shall continue in full force and effect and shall in no way be impaired or invalidated, and the parties agree to substitute for the invalid or unenforceable provision a valid and enforceable provision that most closely approximates the intent and economic effect of the invalid or unenforceable provision.

17. **Entire Agreement:** This Agreement contains the entire agreement and understanding of the parties with respect to the subject matter hereof and cannot be amended or modified except by a written agreement, executed by each of the parties hereto.

18. **Counterparts:** This Agreement may be executed in one or more counterparts, each of which shall, for all purposes, be deemed an original and all such counterparts, taken together, shall constitute one and the same instrument.

DocuSign Envelope ID: 481A22C6-43DE-4576-95DC-48D52700829D

Dated this _____ day of _____, 2024.

CITY:

THE CITY OF DUBLIN,
a municipal corporation

By: _____

City Manager

CONTRACTOR:

TH EAST RANCH DUBLIN LLC,
a California limited liability company

By: Tony Bosowski
Name: Tony Bosowski
Title: Division President

Dated: 02/22/24 | 9:40 AM PST

OWNER:

TAYLOR MORRISON OF CALIFORNIA, LLC,
a California limited liability company

By: Jennifer Skillings
Name: Jennifer Skillings
Title: Vice President

Dated: 02/26/24 | 11:55 AM MST



NORTH

0 300 600 1200

SCALE: 1"=600'

LEGEND:

- CITY OWNED AND MASTER HOA MAINTAINED SOFTSCAPE & IRRIGATION (AREA = 1,631± SF)
- CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 28,834± SF)
- CITY OWNED AND MASTER HOA MAINTAINED DECORATIVE HARDSCAPE (AREA = N/A)
- TRACT BOUNDARY

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8648
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: EJ	JOB NO:19343.NH4	DATE: 1-12-24

SHEET 1 of 3

01-12-2024 1:16pm Eric Joergensen P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH4 - 2024-01-12.DWG

SEE SHEET 3



NORTH

0 100 200 400

SCALE: 1"=200'

LEGEND:

- CITY OWNED AND MASTER HOA MAINTAINED SOFTSCAPE & IRRIGATION (AREA = 1,631± SF)
- CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 28,834± SF)
- CITY OWNED AND MASTER HOA MAINTAINED DECORATIVE HARDSCAPE (AREA = N/A)
- TRACT BOUNDARY

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8648
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: EJ	JOB NO:19343.NH4	DATE: 1-12-24

01-12-2024 1:17pm Eric Joergensen P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH4 - 2024-01-12.DWG



SEE SHEET 2

NORTH

0 100 200 400

SCALE: 1"=200'

LEGEND:

- CITY OWNED AND MASTER HOA MAINTAINED SOFTSCAPE & IRRIGATION (AREA = 1,631± SF)
- CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 28,834± SF)
- CITY OWNED AND MASTER HOA MAINTAINED DECORATIVE HARDSCAPE (AREA = N/A)
- TRACT BOUNDARY

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8648
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: EJ	JOB NO:19343.NH4	DATE: 1-12-24

01-12-2024 1:18pm Eric Joergensen P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH4 - 2024-01-12.DWG

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8671, FRANCIS RANCH

WHEREAS, a Vesting Tentative Map for Tract 8563, Francis Ranch was approved by City Council Resolution No. 140-21 on December 7, 2021, with Conditions of Approval; and

WHEREAS, said Conditions of Approval required the developer to construct project-related landscape features within the public street rights-of-way; and

WHEREAS, said Conditions of Approval required the developer to enter into an Agreement for Long Term Encroachments for the maintenance of said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin a Tract Improvement Agreement to construct the required Tract improvements, including said landscape features; and

WHEREAS, the developer has executed and filed with the City of Dublin an Agreement for Long Term Encroachment for Landscape Features for Tract 8671, Francis Ranch, attached hereto as **Exhibit A**, which will be recorded against the property concurrently with the Tract 8671 Final Map.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Agreement for Long Term Encroachment for Landscape Features for Tract 8671, Francis Ranch, attached hereto as **Exhibit A** to this Resolution.

BE IT FURTHER RESOLVED that the City Manager, or designee, is authorized to execute **Exhibit A** and make any necessary, non-substantive changes to **Exhibit A** to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Recording Requested By:
CITY OF DUBLIN

When Recorded Mail To:
City Clerk
City of Dublin
100 Civic Plaza
Dublin, CA 94568
Fee Waived per GC 27383

AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8671, Francis Ranch

THIS AGREEMENT FOR LONG TERM ENCROACHMENT FOR LANDSCAPE FEATURES WITH TRACT 8671 ("Agreement") is made between the City of Dublin ("City") on the one hand, and TH East Ranch Dublin LLC, a California limited liability company (the "Contractor"), and Arroyo Cap IV-3, LLC, a Delaware limited liability company (the "Owner"), on the other hand.

1. **Property:** The subject property is Tract 8671 as filed in Book ____ of Maps at Pages _____, in the Official Records of the County of Alameda, State of California ("Property").

2. **Owner:** Owner is the owner of Tract 8671, Francis Ranch ("Project").

3. **Contractor:** Owner has contracted with Contractor to construct various infrastructure and related improvements consistent with Vesting Tentative Map and Improvement Plans for Francis Ranch Tract 8671, including the Landscape Features (as defined below).

4. **Landscape Features:** Owner or Contractor, as part of the Project, anticipates the construction of Project related landscape features within the City's rights of ways on the following streets within Tract 8671: Byrne Street, Humphreys Way, Langley Road, Sill Avenue, and Wren Street (collectively, the "Landscape Features"). Construction details for these Landscape Features are shown on the following plans:

   a. *Improvement Plans for Francis Ranch, Tract 8671 Neighborhood 2 East,* prepared by MacKay & Somps, approved by the City Engineer on _____; and
   b. *Landscape Plans for East Ranch Tract 8671 Neighborhood 2 Production Home Typicals,* prepared by Gates +Associates, approved by the City Engineer on _____.

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

The scope of the improvements covered under the agreement is shown on the attached Exhibit "A". For avoidance of doubt, the parties agree that Owner and Contractor are each separately obligated to construct, operate and maintain the Landscape Features in accordance with the provisions of this Agreement. "Developer", as used herein, is the person that actually constructs, operates and maintains the Landscape Features.

5. **Encroachment Permit:** Developer shall apply to the City for an encroachment permit for work to be performed pursuant to this Agreement. The City must grant the encroachment permit for all work to install, operate and maintain the Landscape Features improvements and all the conditions imposed by the City must be consistent with the provisions of this Agreement. If there is a conflict between any provisions of this Agreement and the encroachment permit, the provisions of this Agreement shall prevail over the conditions of the encroachment permit.

6. **Ownership:** Owner shall own all special Landscape Features, including but not limited to sidewalk, plantings, irrigation, street trees, etc.

7. **Operations and Maintenance:** Developer shall maintain and repair all the Landscape Features, including all frontage landscape plantings, irrigation, sidewalks, street trees, and decorative/stamped pavement within the designated areas, in a safe manner consistent with the approved plans to the reasonable satisfaction of the City at its sole cost and expense, including electric power and water cost. Developer will be responsible at its sole cost to replace or repair any Landscape Feature damaged or removed during the maintenance or repair of sewer, water, drainage or utility improvements by the City, Dublin San Ramon Services District or utility company, unless such damage or removal is caused by the negligence, gross negligence or willful misconduct of the City, Dublin San Ramon Services District or utility company. The City will maintain at its sole cost all asphalt concrete pavement, concrete curb and gutter, drainage improvements, traffic signs and striping, and streetlights in the public right of way.

8. **Removal or Relocation:** If future improvements proposed by the City conflict with any of the Landscape Features, the City may remove or reasonably relocate the Landscape Feature to another location within the Property, at its sole cost. If any of the Landscape Features are relocated, the City, Owner, and Contractor will execute a modification to this Agreement to reflect the maintenance and operations at its new location. Provided, however, the City is under no obligation to relocate any of the Landscape Features.

9. **Insurance:** Developer shall obtain and maintain in effect a combined single limit policy of liability insurance not less than one million dollars ($1,000,000) covering the Landscape Features improvements and shall name the City as an additional insured.

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

10. **Indemnification:** Developer shall indemnify, defend and hold the City harmless from and against any and all loss, claims, liability damage or expense or cost the City may incur or become liable for or for which a claim is made by a third party, directly arising from the negligence, gross negligence or willful misconduct of Developer arising out of Developer's construction, maintenance or operations of the Landscape Features unless caused by the negligence, gross negligence or willful misconduct of the City, its agents, contractors or employees.

11. **Permanent:** The Landscape Features and the rights appurtenant thereto as set forth in this Agreement shall exist in perpetuity and are appurtenant to the Property.

12. **Right to Assign:** Following the completion of the construction and installation of the Landscape Features, Owner and Developer may assign any or all of their rights, interests and obligations arising under this Agreement to the Homeowners' Association for Tract 8671 or to a successor in interest of Owner (including Contractor) with respect to all or a portion of the Project; provided, however, that no such assignment of the rights interests and obligations under this Agreement shall occur without prior written notice to the City and written approval by the City Manager, which approval shall not be unreasonably withheld, conditioned or delayed. The City Manager shall consider and decide on any assignment within ten (10) days after Owner's notice thereof, provided all necessary documents and other information are provided to the City Manager to enable the City Manager to assess the assignment.

13. **Successors and Assigns:** Each reference to the "City" in this Agreement shall be deemed to refer to and include the City and all successors and assigns of City. All references to the "Owner" in this Agreement shall be deemed to refer to and include any successors in ownership and title.

14. **Notices:** Any notices, requests, demands or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given on the date of delivery if delivered personally to the party to whom notice is to be given (including messenger or recognized delivery or courier service), upon delivery if given by electronic mail (email) or on the second day after mailing, if mailed to the party to whom notice is to be given, by first-class mail, postage prepaid, and properly addressed as follows:

City:

City of Dublin
100 Civic Plaza
Dublin, California 94568
Fax No. (925) 833-6651

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Attn: City Manager

Owner:

c/o Arroyo Cap IV-3, LLC, a Delaware limited liability company
Attn: Jeffrey Brouelette
Email: jbrouelette@arroyocapital.com
18575 Jamboree Road, Suite 350
Irvine, CA 92612

Contractor:

TH East Ranch LLC
Attn: Legal Department
Email: legal.notices@trumarkco.com
3001 Bishop Dr. 3100
San Ramon, CA 94583

With a copy to:

Jackson Tidus
Attn: Sonia Lister, Esq.
2030 Main Street, 12th Floor
Irvine, CA 92614

15. **Exhibits:** All exhibits attached to this Agreement are incorporated herein as though they were set forth in full body of this Agreement.

16. **Partial Invalidity:** If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, the remainder of the Agreement shall continue in full force and effect and shall in no way be impaired or invalidated, and the parties agree to substitute for the invalid or unenforceable provision a valid and enforceable provision that most closely approximates the intent and economic effect of the invalid or unenforceable provision.

17. **Entire Agreement:** This Agreement contains the entire agreement and understanding of the parties with respect to the subject matter hereof and cannot be amended or modified except by a written agreement, executed by each of the parties hereto.

18. **Counterparts:** This Agreement may be executed in one or more counterparts, each of which shall, for all purposes, be deemed an original and all such counterparts, taken together, shall constitute one and the same instrument.

DocuSign Envelope ID: 306ABD68-E795-45FB-8710-459728EB8BC5

Dated this _____ day of _____, 202__.

CITY:

THE CITY OF DUBLIN,
a municipal corporation

By: _____

City Manager

CONTRACTOR:

TH EAST RANCH DUBLIN LLC,
a California limited liability company

By: Tony Bosowski
Name: Tony Bosowski
Title: Division President
Dated: 05/30/24 | 2:13 PM PDT

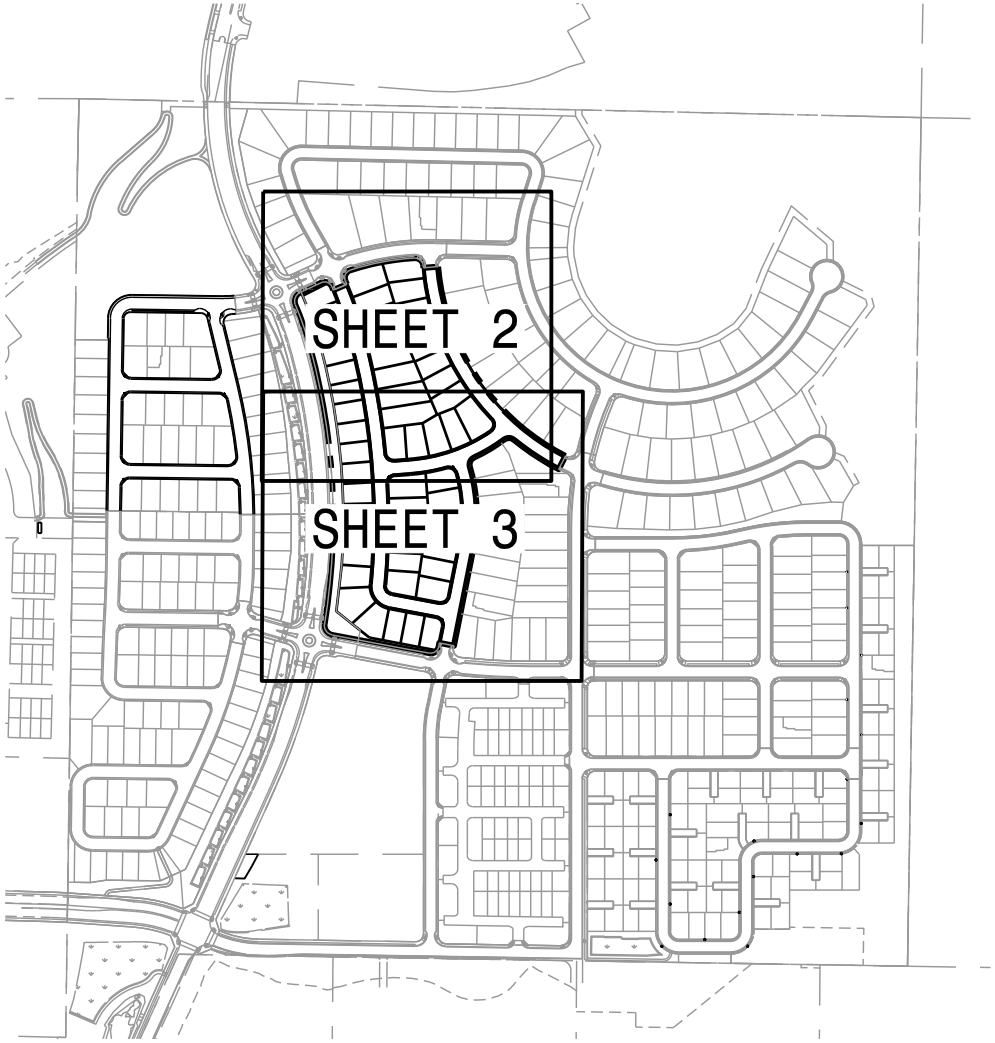
OWNER:

ARROYO CAP IV-3, LLC,
a Delaware limited liability company

By: Arroyo Cap IV-2, LLC,
a Delaware limited liability company
its sole member

By: Arroyo Capital IV, LLC,
a Delaware limited liability company
its sole member

By: Jeffrey Brouelette
Name: Jeffrey Brouelette
Title: President
Dated: 05/30/24 | 3:15 PM PDT



NORTH

0 300 600 1200

SCALE: 1"=600'

LEGEND:

CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 25,868± SF)

TRACT BOUNDARY

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8671
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: MB	JOB NO:19343.NH2	DATE: 5-22-24

SHEET 1 of 3

05-22-2024 2:48pm Mike Brill P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH2E - 2024-05-22.DWG



SEE SHEET 3

NORTH

0 100 200 400

SCALE: 1"=200'

LEGEND:

CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 25,868± SF)

TRACT BOUNDARY

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8671
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: MB	JOB NO:19343.NH2	DATE: 5-22-24

05-22-2024 2:48pm Mike Brill P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH2E - 2024-05-22.DWG

SEE SHEET 2



NORTH

0 100 200 400

SCALE: 1"=200'

LEGEND:

CITY OWNED AND MASTER HOA MAINTAINED HARDSCAPE (AREA = 25,868± SF)

TRACT BOUNDARY

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
PLEASANTON, CA (925)225-0690

FRANCIS RANCH - TRACT 8671
LONG TERM ENCROACHMENT AGREEMENT
EXHIBIT A
DUBLIN, CALIFORNIA

DRAWN BY: MB	JOB NO:19343.NH2	DATE: 5-22-24

05-22-2024 2:48pm Mike Brill P:\19343-T\DES\OVERALL EXHIBITS\D-EXH - LONG TERM ENCROACHMENT - NH2E - 2024-05-22.DWG

TRACT 8646

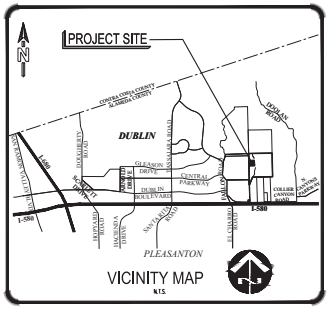
FRANCIS RANCH, NEIGHBORHOOD 2 WEST

CROAK PROPERTY

A SUBDIVISION OF PARCEL 4 OF TRACT 8563,
RECORDED IN BOOK 371 PAGE 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024



OWNER'S STATEMENT:

THE UNDERSIGNED DOES HEREBY STATE THAT HE/SHE/THEY IS/ARE THE OWNER OF ALL THE LANDS DELINEATED AND EMBRACED WITHIN THE TRACT BOUNDARY LINE OF THIS FINAL MAP ENTITLED: "TRACT 8646, FRANCIS RANCH, NEIGHBORHOOD 2 WEST, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF FOUR (4) SHEETS, THIS STATEMENT BEING UPON SHEET ONE (1) THEREOF; THAT HE/SHE/THEY CONSENT(S) TO THE PREPARATION AND FILING OF SAID MAP; THAT SAID MAP DOES PARTICULARLY SETS FORTH AND DESCRIBES ALL THE LOTS INTENDED FOR SALE BY THEIR NUMBER AND PRECISE LENGTH AND WIDTH; AND THAT SAID MAP PARTICULARLY SETS FORTH AND DESCRIBES THE PARCELS OF LAND SO RESERVED FOR PUBLIC PURPOSES BY THEIR BOUNDARIES, COURSES, AND EXTENT.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE TO THE CITY OF DUBLIN FOR PUBLIC PURPOSES:

1. THE REAL PROPERTY DESIGNATED AS MARY WAY, MUIR ROAD, INGALLS WAY, WHITNEY AVENUE, AND WILLIAMSON STREET FOR PUBLIC RIGHT OF WAY PURPOSES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED TO THE CITY OF DUBLIN AS EASEMENTS FOR PUBLIC PURPOSES:

1. THE AREAS IN, UNDER, ALONG, AND ACROSS ANY AREA OR STRIP OF LAND DESIGNATED AS PUBLIC SERVICE EASEMENTS (PSE), AS DELINEATED AND EMBRACED WITHIN THE BOUNDARIES OF THE HEREIN EMBODIED MAP, ARE DEDICATED TO THE CITY OF DUBLIN FOREVER FOR THE "PURPOSES OF PUBLIC SERVICES" (AS HEREIN DEFINED). THE "PURPOSES OF PUBLIC SERVICES" SHALL INCLUDE THE CONSTRUCTION, RECONSTRUCTION, REMOVING, REPLACING, REPAIRING, MAINTAINING, OPERATING, AND USING "PUBLIC SERVICE FACILITIES" (AS DEFINED HEREIN), AND ACCESS THROUGH THE PUBLIC SERVICE EASEMENT FOR THESE PURPOSES. "PUBLIC SERVICE FACILITIES" SHALL INCLUDE PUBLIC UTILITIES, FIRE HYDRANTS, ELECTROLIERS, IRRIGATION SYSTEMS, SIGNS AND TRAFFIC SIGNALS, AND ALL NECESSARY APPURTENANCES THERETO SUCH AS BRACES, CONNECTIONS, FASTENINGS, APPLIANCES, AND FIXTURES FOR USE IN CONNECTION THEREWITH. ALL PUBLIC SERVICE EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS OR STRUCTURES OF ANY KIND, WITH THE SOLE EXCEPTION OF PUBLIC SERVICE FACILITIES; ALL PUBLIC SERVICE EASEMENTS SHALL BE CONSIDERED PUBLIC "WAYS" AS THAT TERM IS USED IN CALIFORNIA PUBLIC UTILITIES CODE SECTION 6202, AND ALL PUBLIC UTILITIES HOLDING A VALID FRANCHISE FROM THE CITY SHALL HAVE THE RIGHT TO USE THE PUBLIC SERVICE EASEMENTS IN ACCORDANCE WITH THE TERMS OF THE FRANCHISE.

2. THE AREAS DESIGNATED AS PUBLIC ACCESS EASEMENT (PAE) FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS. MAINTENANCE OF SAID AREA SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION GOVERNING TRACT 8646.

AND THE UNDERSIGNED DOES HEREBY RESERVE FOR FUTURE DEDICATION TO THE FALLON VILLAGE GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD), PARCEL A, AS SHOWN UPON SAID MAP, FOR THE PURPOSES OF THE ONGOING MAINTENANCE OF OPEN SPACES AND REQUIRED GHAD ACTIVITIES, INCLUDING, BUT NOT LIMITED TO THE MAINTENANCE OF STORM DRAINAGE FACILITIES, BENCHES, BROW DITCHES, ROADS OR TRAILS, FENCING, WATER QUALITY CONTROL PONDS, AND SLOPES. SAID PARCEL A TO BE CONVEYED BY SEPARATE INSTRUMENT TO THE FALLON VILLAGE GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD) SUBSEQUENT TO THE FILING OF THIS FINAL MAP.

THE REAL PROPERTY DESIGNATED AS PRIVATE ACCESS EASEMENT (PRAE) IS FOR THE THE PURPOSE OF PRIVATE VEHICLE AND PEDESTRIAN INGRESS AND EGRESS AND PRIVATE UTILITIES. SAID EASEMENT IS NOT OFFERED FOR DEDICATION TO THE PUBLIC.

AND THE UNDERSIGNED DOES HEREBY RESERVE FOR FUTURE DEDICATION TO THE HOMEOWNERS ASSOCIATION PARCELS B AND C, AS SHOWN UPON SAID MAP. SAID PARCELS B AND C TO BE CONVEYED BY SEPARATE INSTRUMENT TO THE HOMEOWNERS ASSOCIATION SUBSEQUENT TO THE FILING OF THIS FINAL MAP.

THIS MAP SHOWS ALL EASEMENTS ON THE PREMISES AND/OR OF RECORD, WITHIN THE BOUNDARY LINES OF THE HEREIN EMBODIED MAP.

IN WITNESS WHEREOF, THE UNDERSIGNED HAVE EXECUTED THIS STATEMENT ON THE _____ DAY OF _____, 2024.

AS OWNERS: ARROYO CAP IV-3, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: ARROYO CAP IV-2, LLC, A DELAWARE LIMITED LIABILITY COMPANY
ITS SOLE MEMBER

BY: ARROYO CAPITAL IV, LLC, A DELAWARE LIMITED LIABILITY COMPANY
ITS SOLE MEMBER

BY: _____

NAME: _____

TITLE: _____

SOILS REPORT NOTE:

A GEOTECHNICAL REPORT, DATED DECEMBER 10, 2021, HAS BEEN PREPARED BY ENGEO INCORPORATED, JOB NO. 5101.001.002 "GEOTECHNICAL EXPLORATION", FOR THIS SUBDIVISION AND IS ON FILE WITH ALAMEDA COUNTY.

OWNER'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF _____)

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____
_____WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

OPTIONEE'S STATEMENT:

THE UNDERSIGNED, TH EAST RANCH DUBLIN LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS OPTIONEE UNDER THE DOCUMENTS RECORDED ON SEPTEMBER 29, 2023, AS DOCUMENT NUMBER 2023111607, ON MARCH 29, 2024, AS DOCUMENT NUMBER 2024041809, AND ON MARCH 29, 2024, AS DOCUMENT NUMBER 2024041810 OF OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA, DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS' STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

OPTIONEE'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA}
COUNTY OF _____}

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT:

STATE OF CALIFORNIA)
COUNTY OF ALAMEDA)

I, ANIKA CAMPBELL-BELTON, CLERK OF THE BOARD OF SUPERVISORS FOR THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE, AS CHECKED BELOW, THAT:

☐ AN APPROVED BOND HAS BEEN FILED WITH THE SUPERVISORS OF SAID COUNTY AND STATE IN THE AMOUNT OF $_____ CONDITIONED FOR THE PAYMENT OF ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES, APPROVED BY SAID LOCAL BOARD IN SAID AMOUNT.

☐ ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES HAVE BEEN PAID AS CERTIFIED BY THE TREASURER-TAX COLLECTOR OF THE COUNTY OF ALAMEDA.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 2024.

ANIKA CAMPBELL-BELTON
CLERK OF THE BOARD OF SUPERVISORS
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

BY: _____
DEPUTY COUNTY CLERK

COUNTY RECORDER'S STATEMENT:

FILED FOR RECORD THIS _____ DAY OF _____, 2024 AT _____ M., IN BOOK _____ OF MAPS AT PAGES _____ THROUGH __, UNDER SERIES NO. 2024_____ AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA.

FEE: $_____

MELISSA WILK
COUNTY RECORDER IN AND FOR THE COUNTY
OF ALAMEDA, STATE OF CALIFORNIA

BY: _____
DEPUTY

TRACT 8646

FRANCIS RANCH, NEIGHBORHOOD 2 WEST

CROAK PROPERTY

A SUBDIVISION OF PARCEL 4 OF TRACT 8563,
RECORDED IN BOOK 371 PAGE 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024

CITY ENGINEER'S STATEMENT:

I, LAURIE L. SUCGANG, CITY ENGINEER OF THE CITY OF DUBLIN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE THAT I HAVE EXAMINED THE HEREIN EMBODIED FINAL MAP ENTITLED "TRACT 8646, FRANCIS RANCH, NEIGHBORHOOD 2 WEST, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF FIVE (5) SHEETS, THIS STATEMENT BEING UPON SHEET TWO (2) THEREOF, AND THAT THE FINAL MAP WAS PRESENTED TO ME AS PROVIDED BY LOCAL ORDINANCE THIS _____ DAY OF _____, 20_, AND THAT THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE VESTING TENTATIVE MAP AND THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE VESTING TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF, AND THAT I APPROVE SAID MAP AND ACCEPT, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE CITY OF DUBLIN, MARY WAY, MUIR ROAD, INGALLS WAY, WHITNEY AVENUE, AND WILLIAMSON STREET, PUBLIC ACCESS EASEMENT (PAE), AND PUBLIC SERVICE EASEMENT (PSE), OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION .

I FURTHER STATE THAT ALL AGREEMENTS AND SURETY REQUIRED BY LAW TO ACCOMPANY THE WITHIN FINAL MAP ARE APPROVED AND ARE FILED WITH THE CITY.

REGISTERED PROFESSIONAL ENGINEER
LAURIE L. SUCGANG
R.C.E. 73022
CIVIL
STATE OF CALIFORNIA

SIGNED: _____ DATED:_____, 2024
LAURIE L. SUCGANG, CITY ENGINEER
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

ACTING CITY SURVEYOR'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP ENTITLED "TRACT 8646, FRANCIS RANCH, NEIGHBORHOOD 2 WEST, CROAK PROPERTY", AND I AM SATISFIED THAT THIS FINAL MAP IS TECHNICALLY CORRECT.

LICENSED LAND SURVEYOR
SETH H. IRISH
No. 5922
STATE OF CALIFORNIA

SIGNED: _____ DATED:_____, 2024
SETH H. IRISH, PLS 5922, ACTING CITY SURVEYOR
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF TRUMARK HOMES, LLC IN JANUARY OF 2022. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY, AND THAT ALL THE MONUMENTS INDICATED HEREON ARE OF THE CHARACTER AND OCCUPY POSITIONS INDICATED HEREON OR WILL BE SET WITHIN TWENTY FOUR MONTHS FROM RECORDATION OF THIS FINAL MAP, AND THE COMPLETION OF IMPROVEMENTS, AND WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THE SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT THE GROSS AREA WITHIN THE TRACT IS 10.31 ACRES, MORE OR LESS.

LICENSED LAND SURVEYOR
IAN BRUCE MACDONALD
No.8817
STATE OF CALIFORNIA

_____ DATED: _____, 2024
IAN BRUCE MACDONALD
LS NO. 8817

BENEFICIARY'S STATEMENT:

THE UNDERSIGNED, WESTERN ALLIANCE BANK, AN ARIZONA CORPORATION, AS BENEFICIARY UNDER THE DOCUMENT RECORDED ON MARCH 29, 2024, AS DOCUMENT NO. 2024041808 OF OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA, DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS' STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

BENEFICIARY'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA}
COUNTY OF _____}

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED_____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

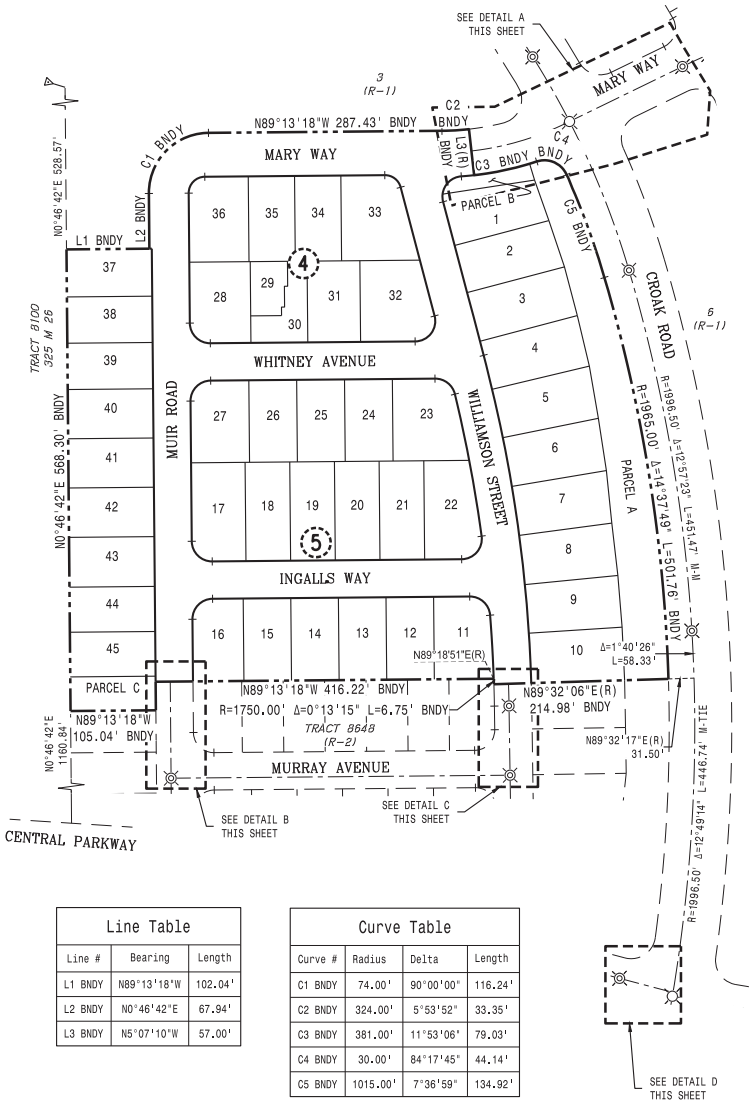
SIGNATURE: _____

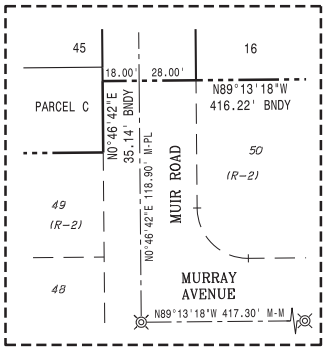
_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

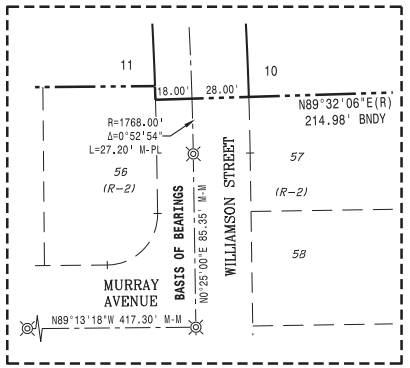
COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____





DETAIL B
SCALE: 1"=40'



DETAIL C
SCALE: 1"=40'

LEGEND

	BOUNDARY LINE
	RIGHT OF WAY LINE
	LOT LINE/PARCEL LINE
	EXISTING PROPERTY LINE
	EASEMENT LINE
	MONUMENT LINE
⊗	CITY STANDARD STREET MONUMENT SET PER (R-1) (R-2)
⊗	¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
◎	SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
▷	ANGLE POINT (NO MONUMENT SET)
BNDY	BOUNDARY
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
④	INDICATES SHEET NUMBER

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22, ALAMEDA COUNTY RECORDS

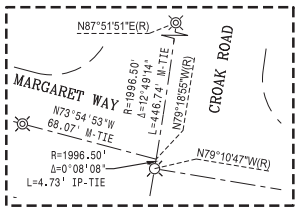
(R-2) TRACT 8648, BK. __, PG. __, ALAMEDA COUNTY RECORDS

BASIS OF BEARINGS

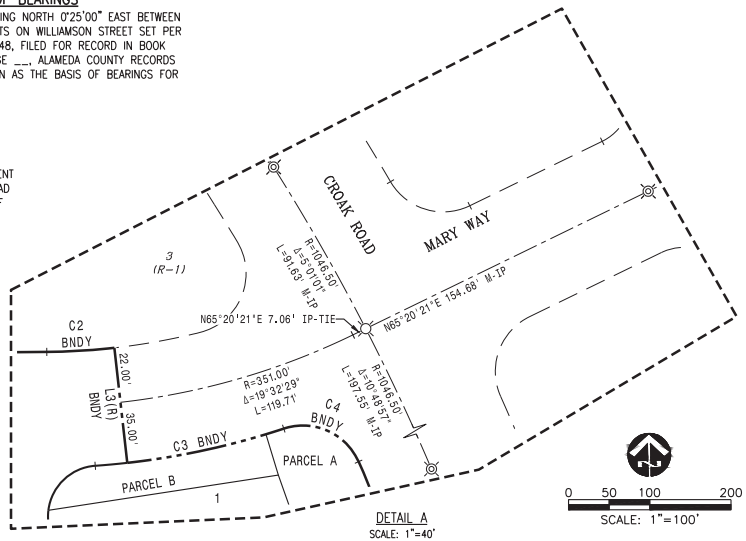
THE BEARING NORTH 0°25'00" EAST BETWEEN MONUMENTS ON WILLIAMSON STREET SET PER TRACT 8648, FILED FOR RECORD IN BOOK ___, PAGE __, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

NOTE

THIS MAP IS SUBJECT TO A TEMPORARY RECIPROCAL EASEMENT AGREEMENT RECORDED ON DECEMBER 27, 2023 AS DOCUMENT NUMBER 2023150569, ALAMEDA COUNTY RECORDS. SAID EASEMENT AUTOMATICALLY TERMINATES UPON THE ACCEPTANCE OF THE ROAD IMPROVEMENTS REFERENCED IN SAID DOCUMENT BY THE CITY OF DUBLIN.



DETAIL D
SCALE: 1"=40'



DETAIL A
SCALE: 1"=40'

Line Table		
Line #	Bearing	Length
L1 BNDY	N89°13'18"W	102.04'
L2 BNDY	N0°46'42"E	67.94'
L3 BNDY	N5°07'10"W	57.00'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	74.00'	90°00'00"	116.24'
C2 BNDY	324.00'	5°53'52"	33.35'
C3 BNDY	381.00'	11°53'06"	79.03'
C4 BNDY	30.00'	84°17'45"	44.14'
C5 BNDY	1015.00'	7°36'59"	134.92'

TRACT 8646

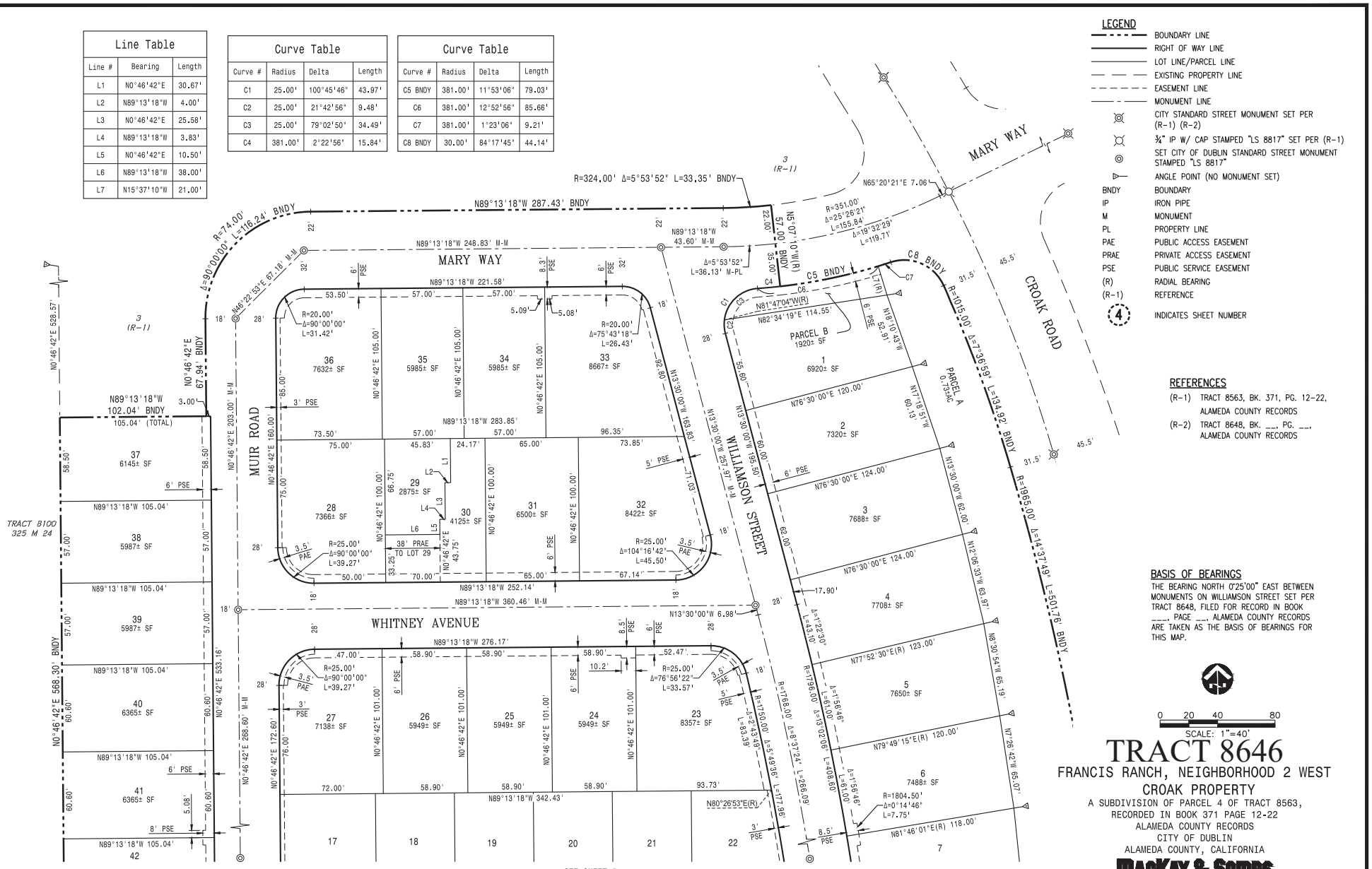
FRANCIS RANCH, NEIGHBORHOOD 2 WEST

CROAK PROPERTY

A SUBDIVISION OF PARCEL 4 OF TRACT 8563, RECORDED IN BOOK 371 PAGE 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

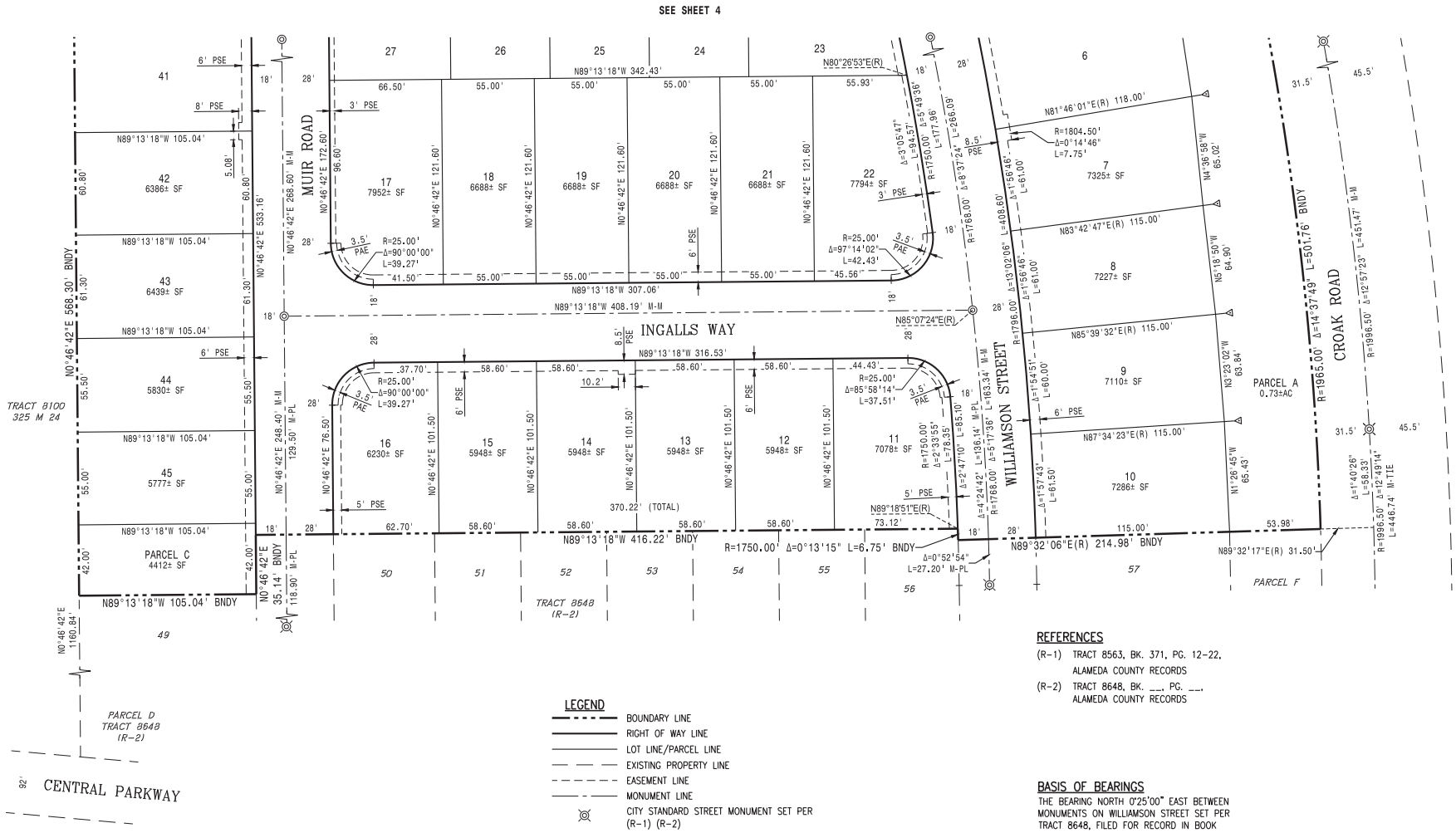
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024



05-20-2024 11:57am Jordan Louie P:\19343-T\SRV\MAPPING\FM\NH 2 WEST - TRACT 8646\19343-NH2 WEST-FM-04.DWG

19343.NH2.D



REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22, ALAMEDA COUNTY RECORDS

(R-2) TRACT 8648, BK. __, PG. __, ALAMEDA COUNTY RECORDS

LEGEND

	BOUNDARY LINE
	RIGHT OF WAY LINE
	LOT LINE/PARCEL LINE
	EXISTING PROPERTY LINE
	EASEMENT LINE
	MONUMENT LINE
	CITY STANDARD STREET MONUMENT SET PER (R-1) (R-2)
	¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
	SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
	ANGLE POINT (NO MONUMENT SET)
BNDY	BOUNDARY
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
4	INDICATES SHEET NUMBER

BASIS OF BEARINGS

THE BEARING NORTH 0°25'00" EAST BETWEEN MONUMENTS ON WILLIAMSON STREET SET PER TRACT 8648, FILED FOR RECORD IN BOOK ___, PAGE __, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

0 20 40 80

SCALE: 1"=40'

TRACT 8646

FRANCIS RANCH, NEIGHBORHOOD 2 WEST

CROAK PROPERTY

A SUBDIVISION OF PARCEL 4 OF TRACT 8563, RECORDED IN BOOK 371 PAGE 12-22

ALAMEDA COUNTY RECORDS

CITY OF DUBLIN

ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS

ENGINEERS PLANNERS SURVEYORS

5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024

SHEET 5 OF 5

19343.NH2.D

05-20-2024 11:58am Jordan Louie P:\19343-T\SRV\MAPPING\FM\NH 2 WEST - TRACT 8646\19343-NH2 WEST-FM-05.DWG

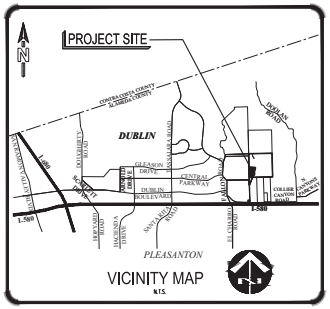
TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

JANUARY 2024



OWNER'S STATEMENT:

THE UNDERSIGNED DOES HEREBY STATE THAT HE/SHE/THEY IS/ARE THE OWNER OF ALL THE LANDS DELINEATED AND EMBRACED WITHIN THE TRACT BOUNDARY LINE OF THIS FINAL MAP ENTITLED: "TRACT 8648, EAST RANCH, NEIGHBORHOOD 4, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF SIX (6) SHEETS, THIS STATEMENT BEING UPON SHEET ONE (1) THEREOF; THAT HE/SHE/THEY CONSENT(S) TO THE PREPARATION AND FILING OF SAID MAP; THAT SAID MAP DOES PARTICULARLY SETS FORTH AND DESCRIBES ALL THE LOTS INTENDED FOR SALE BY THEIR NUMBER AND PRECISE LENGTH AND WIDTH; AND THAT SAID MAP PARTICULARLY SETS FORTH AND DESCRIBES THE PARCELS OF LAND SO RESERVED FOR PUBLIC PURPOSES BY THEIR BOUNDARIES, COURSES, AND EXTENT.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE TO THE CITY OF DUBLIN FOR PUBLIC PURPOSES:

1. THE REAL PROPERTY DESIGNATED AS ELEANOR LOOP, MARGARET WAY, MICHAEL AVENUE, MUIR ROAD, MURRAY AVENUE, WILLIAMSON STREET FOR PUBLIC RIGHT OF WAY PURPOSES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED TO THE CITY OF DUBLIN AS EASEMENTS FOR PUBLIC PURPOSES:

1. THE AREAS IN, UNDER, ALONG, AND ACROSS ANY AREA OR STRIP OF LAND DESIGNATED AS PUBLIC SERVICE EASEMENTS (PSE), AS DELINEATED AND EMBRACED WITHIN THE BOUNDARIES OF THE HEREIN EMBODIED MAP, ARE DEDICATED TO THE CITY OF DUBLIN FOREVER FOR THE "PURPOSES OF PUBLIC SERVICES" (AS HEREIN DEFINED). THE "PURPOSES OF PUBLIC SERVICES" SHALL INCLUDE THE CONSTRUCTION, RECONSTRUCTION, REMOVING, REPLACING, REPAIRING, MAINTAINING, OPERATING, AND USING "PUBLIC SERVICE FACILITIES" (AS DEFINED HEREIN), AND ACCESS THROUGH THE PUBLIC SERVICE EASEMENT FOR THESE PURPOSES. "PUBLIC SERVICE FACILITIES" SHALL INCLUDE PUBLIC UTILITIES, FIRE HYDRANTS, ELECTROLIERS, IRRIGATION SYSTEMS, SIGNS AND TRAFFIC SIGNALS, AND ALL NECESSARY APPURTENANCES THERETO SUCH AS BRACES, CONNECTIONS, FASTENINGS, APPLIANCES, AND FIXTURES FOR USE IN CONNECTION THEREWITH. ALL PUBLIC SERVICE EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS OR STRUCTURES OF ANY KIND, WITH THE SOLE EXCEPTION OF PUBLIC SERVICE FACILITIES. ALL PUBLIC SERVICE EASEMENTS SHALL BE CONSIDERED PUBLIC "WAYS" AS THAT TERM IS USED IN CALIFORNIA PUBLIC UTILITIES CODE SECTION 6202, AND ALL PUBLIC UTILITIES HOLDING A VALID FRANCHISE FROM THE CITY SHALL HAVE THE RIGHT TO USE THE PUBLIC SERVICE EASEMENTS IN ACCORDANCE WITH THE TERMS OF THE FRANCHISE.

2. THE AREAS DESIGNATED AS PUBLIC ACCESS EASEMENT (PAE) FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS. MAINTENANCE OF SAID AREA SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION GOVERNING TRACT 8648.

AND THE UNDERSIGNED DOES HEREBY RESERVE FOR FUTURE DEDICATION TO THE GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD), PARCELS E AND F, AS SHOWN UPON SAID MAP, FOR THE PURPOSES OF THE ONGOING MAINTENANCE OF OPEN SPACES AND REQUIRED GHAD ACTIVITIES, INCLUDING, BUT NOT LIMITED TO THE MAINTENANCE OF STORM DRAINAGE FACILITIES, BENCHES, BROW DITCHES, ROADS OR TRAILS, FENCING, WATER QUALITY CONTROL PONDS, AND SLOPES. SAID PARCELS E AND F ARE TO BE CONVEYED BY SEPARATE INSTRUMENT TO THE GEOLOGIC HAZARD ABATEMENT DISTRICT (GHAD) SUBSEQUENT TO THE FILING OF THIS FINAL MAP.

AND THE UNDERSIGNED DOES HEREBY RESERVE FOR FUTURE DEDICATION TO THE HOMEOWNERS ASSOCIATION PARCELS A, B, C, AND D, AS SHOWN UPON SAID MAP. SAID PARCELS A, B, C, AND D TO BE CONVEYED BY SEPARATE INSTRUMENT TO THE HOMEOWNERS ASSOCIATION SUBSEQUENT TO THE FILING OF THIS FINAL MAP.

THIS MAP SHOWS ALL EASEMENTS ON THE PREMISES AND/OR OF RECORD, WITHIN THE BOUNDARY LINES OF THE HEREIN EMBODIED MAP.

IN WITNESS WHEREOF, THE UNDERSIGNED HAVE EXECUTED THIS STATEMENT ON THE _____ DAY OF _____, 2024.

AS OWNERS: TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

NAME: _____

TITLE: _____

OWNER'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF _____)

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

SOILS REPORT NOTE:

A GEOTECHNICAL REPORT, DATED DECEMBER 10, 2021, HAS BEEN PREPARED BY ENGEO INCORPORATED, JOB NO. 5101.001.002 "GEOTECHNICAL EXPLORATION", FOR THIS SUBDIVISION AND IS ON FILE WITH ALAMEDA COUNTY.

BENEFICIARY'S STATEMENT:

THE UNDERSIGNED, TH EAST RANCH DUBLIN LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER THE DOCUMENT RECORDED ON DECEMBER 20, 2023, AS DOCUMENT NO. 2023151234 OF OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA, DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS' STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

BENEFICIARY'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA}
COUNTY OF _____ }

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

CITY ENGINEER'S STATEMENT:

I, LAURIE L. SUCGANG, CITY ENGINEER OF THE CITY OF DUBLIN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE THAT I HAVE EXAMINED THE HEREIN EMBODIED FINAL MAP ENTITLED "TRACT 8648, EAST RANCH, NEIGHBORHOOD 4, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF NUMBER SIX (6) SHEETS, THIS STATEMENT BEING UPON SHEET ONE (1) THEREOF, AND THAT THE FINAL MAP WAS PRESENTED TO ME AS PROVIDED BY LOCAL ORDINANCE THIS _____ DAY OF _____, 20__, AND THAT THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE VESTING TENTATIVE MAP AND THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE VESTING TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF, AND THAT I APPROVE SAID MAP AND ACCEPT, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE CITY OF DUBLIN, ELEANOR LOOP, MARGARET WAY, MICHAEL AVENUE, MUIR ROAD, MURRAY AVENUE, WILLIAMSON STREET, PUBLIC ACCESS EASEMENT (PAE), AND PUBLIC SERVICE EASEMENT (PSE), OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION .

I FURTHER STATE THAT ALL AGREEMENTS AND SURETY REQUIRED BY LAW TO ACCOMPANY THE WITHIN FINAL MAP ARE APPROVED AND ARE FILED WITH THE CITY.

_____ DATED: _____, 2024
LAURIE L. SUCGANG, RCE 73022
CITY ENGINEER
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER — LAURIE L. SUCGANG — R.C.E. 73022 — CIVIL — STATE OF CALIFORNIA

ACTING CITY SURVEYOR'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP ENTITLED "TRACT 8648, EAST RANCH, NEIGHBORHOOD 4, CROAK PROPERTY", AND I AM SATISFIED THAT THIS FINAL MAP IS TECHNICALLY CORRECT.

DATED: _____, 2024
SETH H. IRISH, PLS 5922, ACTING CITY SURVEYOR
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

LICENSED LAND SURVEYOR — SETH H. IRISH — No. 5922 — STATE OF CALIFORNIA

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF TRUMARK HOMES, LLC IN JANUARY OF 2022. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY, AND THAT ALL THE MONUMENTS INDICATED HEREON ARE OF THE CHARACTER AND OCCUPY POSITIONS INDICATED HEREON OR WILL BE SET WITHIN TWENTY FOUR MONTHS FROM RECORDATION OF THIS FINAL MAP, AND THE COMPLETION OF IMPROVEMENTS, AND WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THE SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT THE GROSS AREA WITHIN THE TRACT IS 16.75 ACRES, MORE OR LESS.

_____ DATED: _____, 2024
IAN BRUCE MACDONALD
LS NO. 8817

LICENSED LAND SURVEYOR — IAN BRUCE MACDONALD — No.8817 — STATE OF CALIFORNIA

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT:

STATE OF CALIFORNIA)
COUNTY OF ALAMEDA)

I, ANIKA CAMPBELL-BELTON, CLERK OF THE BOARD OF SUPERVISORS FOR THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE, AS CHECKED BELOW, THAT:

☐ AN APPROVED BOND HAS BEEN FILED WITH THE SUPERVISORS OF SAID COUNTY AND STATE IN THE AMOUNT OF $_____ CONDITIONED FOR THE PAYMENT OF ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES, APPROVED BY SAID LOCAL BOARD IN SAID AMOUNT.

☐ ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES HAVE BEEN PAID AS CERTIFIED BY THE TREASURER-TAX COLLECTOR OF THE COUNTY OF ALAMEDA.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 2024.

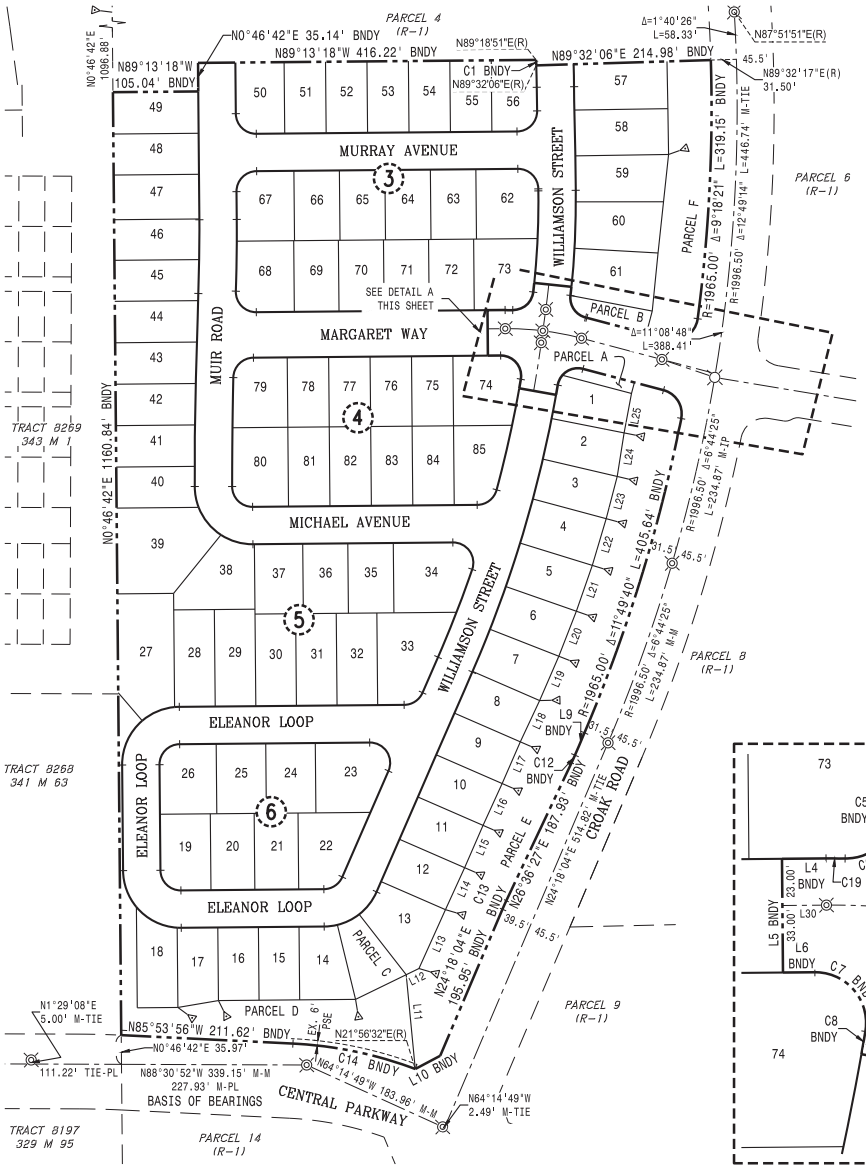
ANIKA CAMPBELL-BELTON _____ BY: _____
CLERK OF THE BOARD OF SUPERVISORS DEPUTY COUNTY CLERK
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

COUNTY RECORDER'S STATEMENT:

FILED FOR RECORD THIS _____ DAY OF _____, 2024 AT _____M., IN BOOK _____ OF MAPS AT PAGES ____ _____ THROUGH ___, UNDER SERIES NO. 2024_____ AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA.

FEE: $_____

STEVE MANNING _____ BY: _____
COUNTY RECORDER IN AND FOR THE COUNTY DEPUTY
OF ALAMEDA, STATE OF CALIFORNIA



Line Table		
Line #	Bearing	Length
L2 BNDY	N73°54'53"W	102.39'
L3 BNDY	N82°45'57"W	46.00'
L4 BNDY	N89°13'18"W	21.69'
L5 BNDY	N0°46'42"E	56.00'
L6 BNDY	N89°13'18"W	15.70'
L7 BNDY	N78°37'36"W	46.00'
L8 BNDY	N73°54'53"W	102.60'
L9 BNDY	N24°18'04"E	29.91'
L10 BNDY	N63°21'23"E	34.74'
L11	S4°12'55"E	116.60'
L12	N65°19'57"E	17.44'
L13	N25°32'25"E	79.48'
L14	N25°49'31"E	56.81'
L15	N24°49'00"E	56.80'
L16	N25°49'44"E	56.61'
L17	N24°49'00"E	56.00'
L18	N26°20'55"E	56.10'
L19	N24°41'28"E	59.44'
L20	N22°34'46"E	59.49'
L21	N20°27'37"E	59.75'

Line Table		
Line #	Bearing	Length
L22	N17°51'22"E	59.98'
L23	N15°53'49"E	53.72'
L24	N10°16'57"E	54.27'
L25	N11°53'33"E	49.43'
L26	N16°05'07"E	13.99'
L27	N73°54'53"W	37.09'
L28	N9°04'13"E	14.73'
L29	N9°04'13"E	26.37'
L30	N89°13'18"W	21.69'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	1750.00'	0°13'15"	6.75'
C2 BNDY	30.00'	97°14'28"	50.92'
C3 BNDY	25.00'	82°01'20"	35.79'
C4 BNDY	1000.00'	0°36'54"	10.73'
C5 BNDY	954.00'	0°40'42"	11.29'
C6 BNDY	25.00'	84°17'25"	36.78'
C7 BNDY	25.00'	100°09'19"	43.70'
C8 BNDY	1477.00'	0°26'23"	11.33'
C9 BNDY	1523.00'	0°27'30"	12.18'
C10 BNDY	25.00'	95°10'13"	41.53'
C11 BNDY	30.00'	86°23'18"	45.23'
C12 BNDY	253.00'	2°18'23"	10.18'
C13 BNDY	287.00'	2°18'23"	11.55'
C14 BNDY	496.00'	17°50'28"	154.45'
C15	1495.00'	2°18'10"	60.09'
C16	972.00'	1°50'10"	31.15'
C17	355.00'	7°29'06"	46.38'
C18	355.00'	7°49'18"	48.46'
C19 BNDY	378.00'	1°25'28"	9.40'
C20 BNDY	381.00'	0°15'29"	1.72'

LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE/PARCEL LINE
- EXISTING PROPERTY LINE
- EASEMENT LINE
- MONUMENT LINE
- ¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
- CITY OF DUBLIN STANDARD STREET MONUMENT SET PER (R-1)
- SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
- FOUND STANDARD STREET MONUMENT
- ANGLE POINT (NO MONUMENT SET)

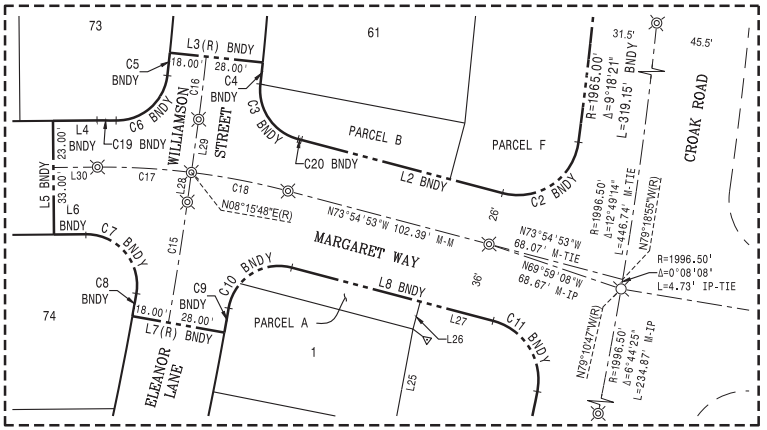
BNDY	BOUNDARY
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
(3)	INDICATES SHEET NUMBER

BASIS OF BEARINGS

THE BEARING OF NORTH 88°30'41" WEST BETWEEN MONUMENTS CENTRAL PARKWAY TO BE SET PER TRACT 8563, FILED FOR RECORD IN BOOK 371, PAGES 12-22, ALAMEDA COUNTY RECORDS IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22
ALAMEDA COUNTY RECORDS



DETAIL A
SCALE: 1"=40'

0 50 100 200
SCALE: 1"=100'

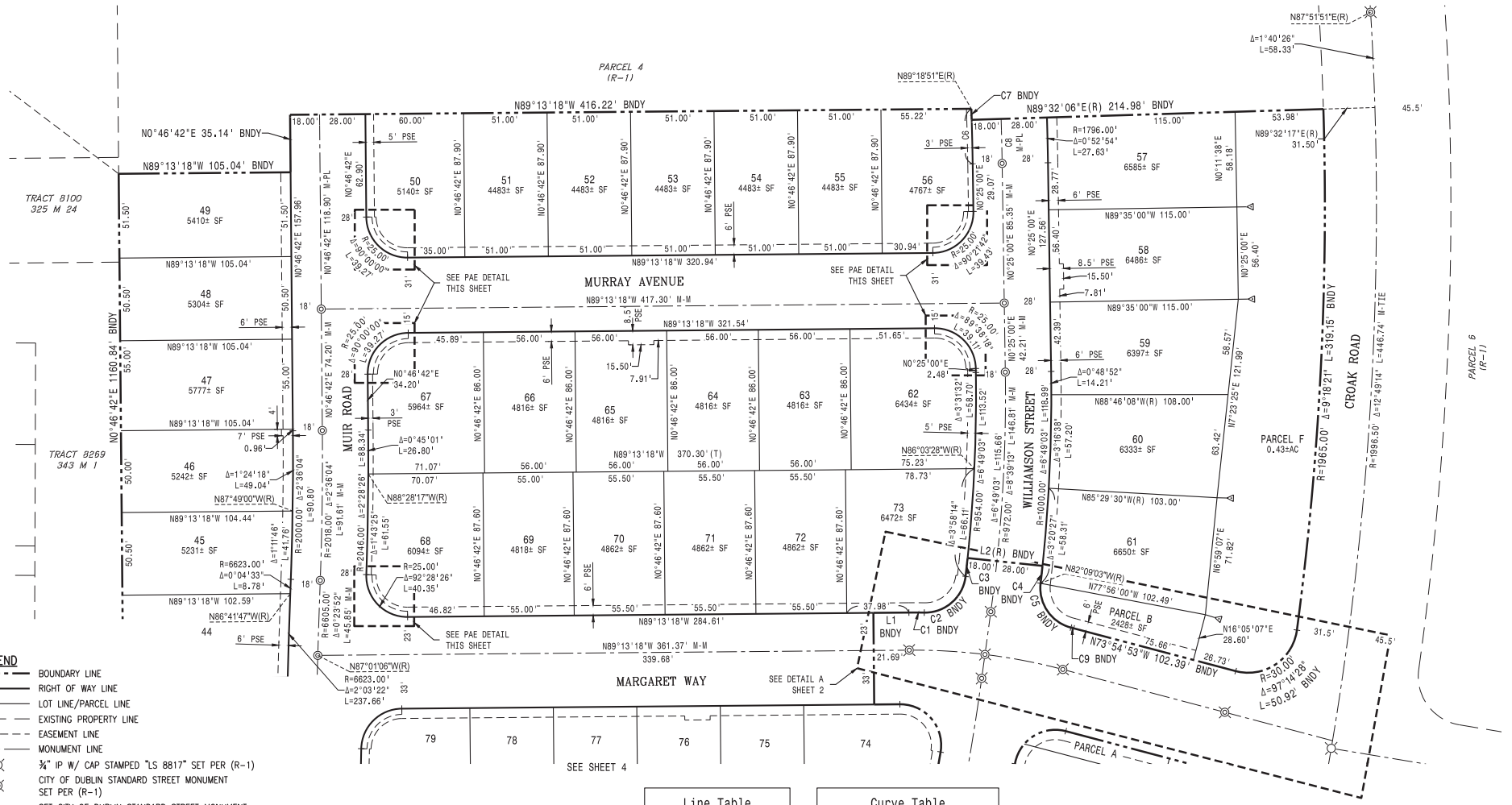
TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

JANUARY 2024



LEGEND

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BASIS OF BEARINGS

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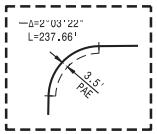

PAE DETAIL
SCALE: 1"=40'

Line Table		
Line #	Bearing	Length
L1 BNDY	N89°13'18"W	21.69'
L2 BNDY	N82°45'57"W	46.00'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	378.00'	1°25'28"	9.40'
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C5 BNDY	25.00'	82°01'20"	35.79'
C6	1750.00'	1°06'09"	33.67'
C7 BNDY	1750.00'	0°13'15"	6.75'
C8	1768.00'	0°52'54"	27.20'
C9 BNDY	381.00'	0°15'29"	1.72'

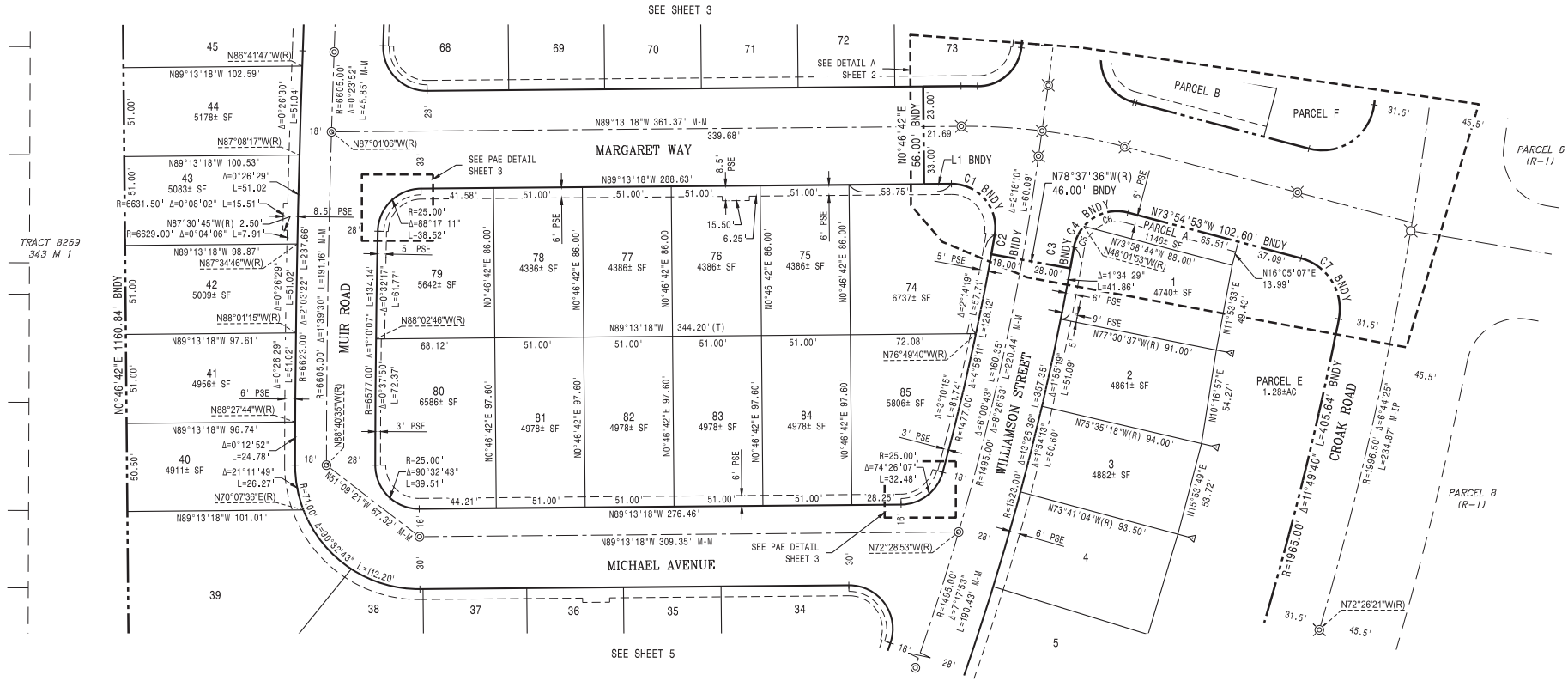
TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

JANUARY 2024



LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE/PARCEL LINE
- EXISTING PROPERTY LINE
- EASEMENT LINE
- MONUMENT LINE
- ¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
- CITY OF DUBLIN STANDARD STREET MONUMENT SET PER (R-1)
- SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
- FOUND STANDARD STREET MONUMENT
- ANGLE POINT (NO MONUMENT SET)

BNDY	BOUNDARY
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
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(R-1)	REFERENCE
(3)	INDICATES SHEET NUMBER

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ALAMEDA COUNTY RECORDS

BASIS OF BEARINGS

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Line Table		
Line #	Bearing	Length
L1 BNDY	N89°13'18"W	15.70'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	25.00'	100°09'19"	43.70'
C2 BNDY	1477.00'	0°26'23"	11.33'
C3 BNDY	1523.00'	0°27'30"	12.18'
C4 BNDY	25.00'	95°10'13"	41.53'
C5	25.00'	31°03'13"	13.55'
C6	25.00'	64°07'00"	27.98'
C7 BNDY	30.00'	86°23'18"	45.23'

0 20 40 80
SCALE: 1"=40'

TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
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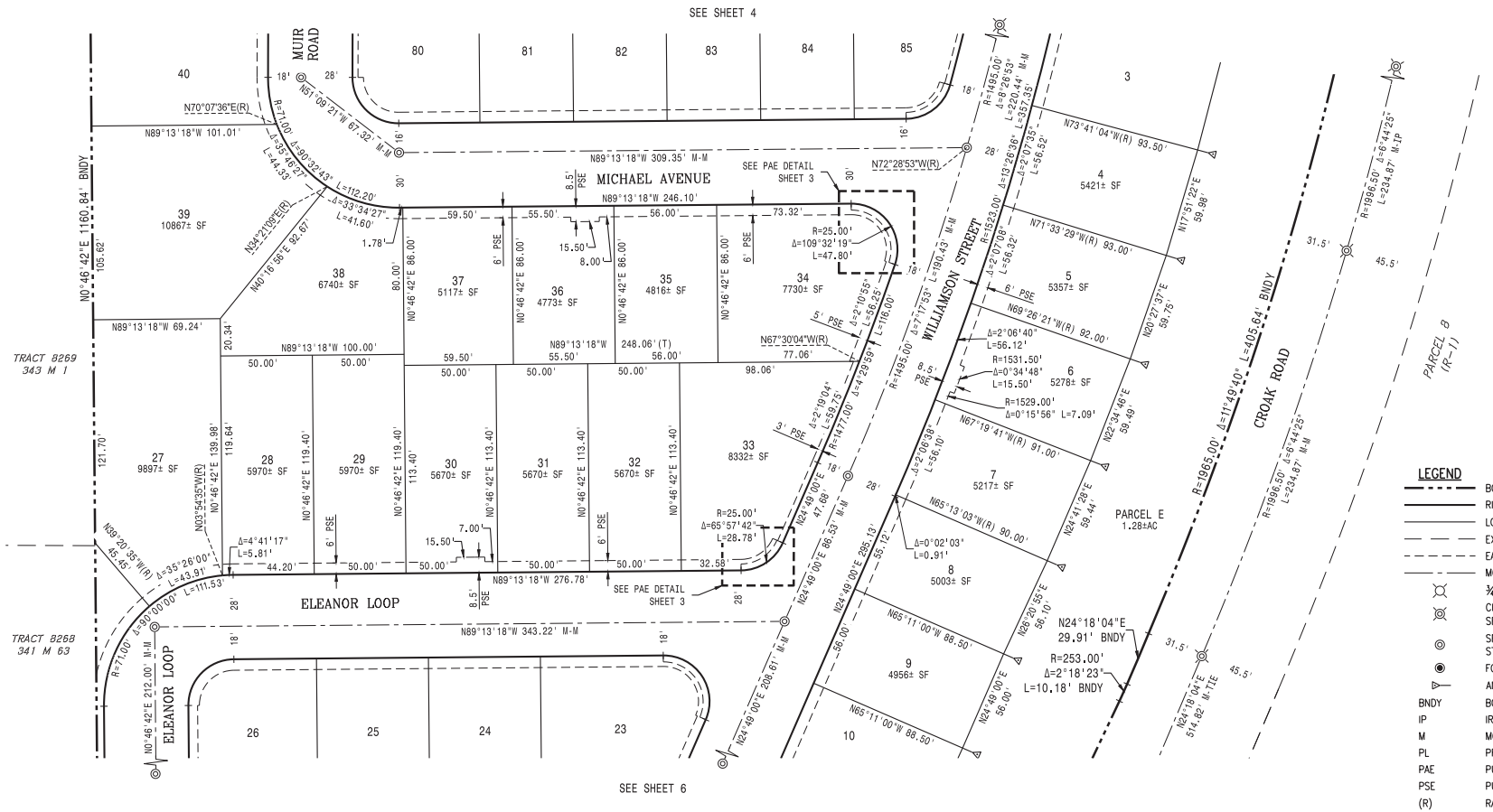
JANUARY 2024



LEGEND

	BOUNDARY LINE
	RIGHT OF WAY LINE
	LOT LINE/PARCEL LINE
	EXISTING PROPERTY LINE
	EASEMENT LINE
	MONUMENT LINE
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	CITY OF DUBLIN STANDARD STREET MONUMENT SET PER (R-1)
	SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
	FOUND STANDARD STREET MONUMENT
	ANGLE POINT (NO MONUMENT SET)
BNDY	BOUNDARY
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
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TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

BASIS OF BEARINGS

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ALAMEDA COUNTY RECORDS

0 20 40 80
SCALE: 1"=40'

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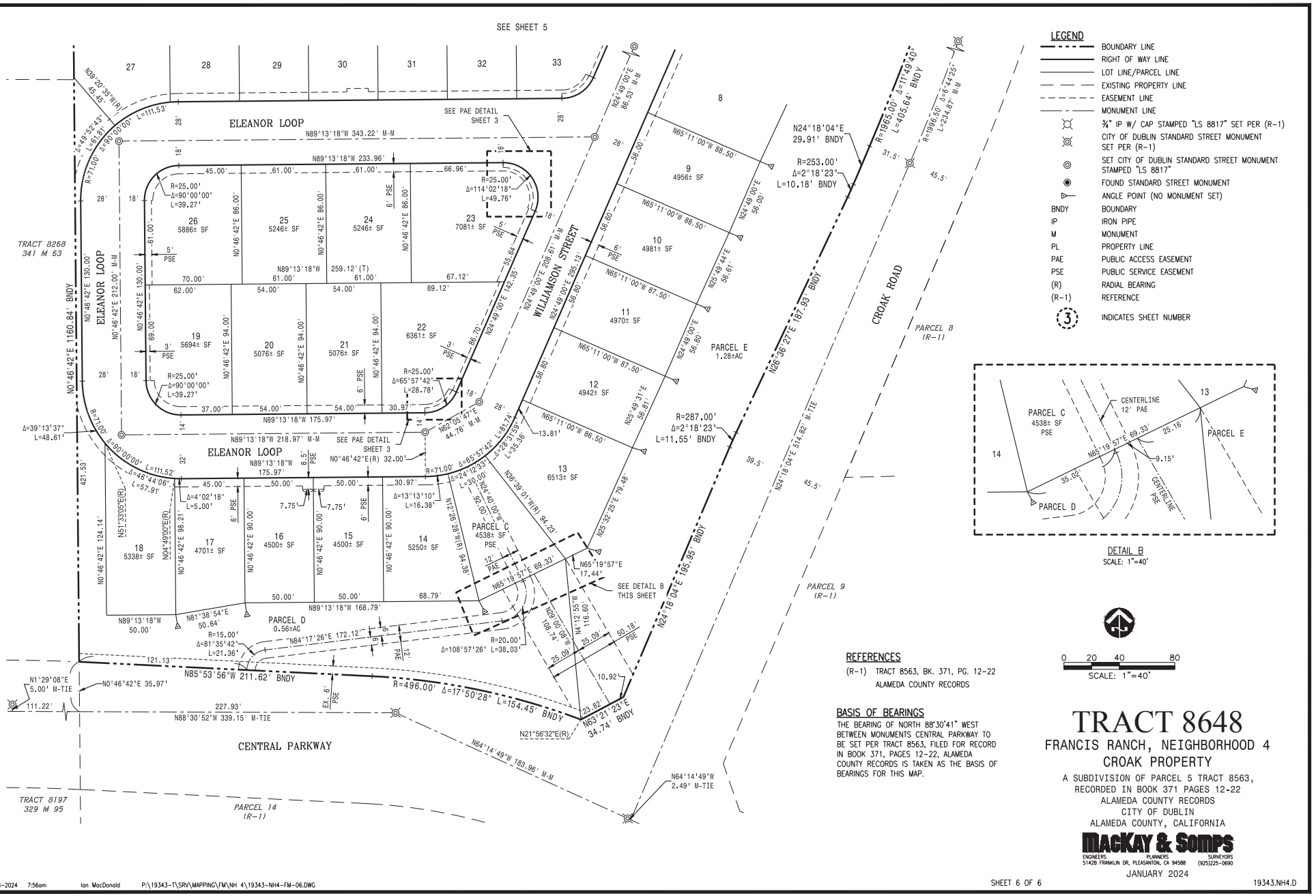
JANUARY 2024



LEGEND

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BNDY	BOUNDARY
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ALAMEDA COUNTY RECORDS

BASIS OF BEARINGS

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TRACT 8648

FRANCIS RANCH, NEIGHBORHOOD 4
CROAK PROPERTY

A SUBDIVISION OF PARCEL 5 TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

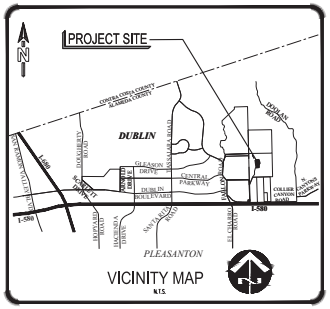
JANUARY 2024

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST,
CROAK PROPERTY
A SUBDIVISION OF PARCEL 6 OF TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024



OWNER'S STATEMENT:

THE UNDERSIGNED DOES HEREBY STATE THAT HE/SHE/THEY IS/ARE THE OWNER OF ALL THE LANDS DELINEATED AND EMBRACED WITHIN THE TRACT BOUNDARY LINE OF THIS FINAL MAP ENTITLED: "TRACT 8671, FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF SEVEN (7) SHEETS, THIS STATEMENT BEING UPON SHEET ONE (1) THEREOF; THAT HE/SHE/THEY CONSENT(S) TO THE PREPARATION AND FILING OF SAID MAP; THAT SAID MAP DOES PARTICULARLY SETS FORTH AND DESCRIBES ALL THE LOTS INTENDED FOR SALE BY THEIR NUMBER AND PRECISE LENGTH AND WIDTH; AND THAT SAID MAP PARTICULARLY SETS FORTH AND DESCRIBES THE PARCELS OF LAND SO RESERVED FOR PUBLIC PURPOSES BY THEIR BOUNDARIES, COURSES, AND EXTENT.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE TO THE CITY OF DUBLIN FOR PUBLIC PURPOSES:

1. THE REAL PROPERTY DESIGNATED AS BYRNE STREET, LANGLEY ROAD, HUMPHREYS WAY, SILL AVENUE, AND WREN STREET FOR PUBLIC RIGHT OF WAY PURPOSES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED TO THE CITY OF DUBLIN AS EASEMENTS FOR PUBLIC PURPOSES:

1. THE AREAS IN, UNDER, ALONG, AND ACROSS ANY AREA OR STRIP OF LAND DESIGNATED AS PUBLIC SERVICE EASEMENTS (PSE), AS DELINEATED AND EMBRACED WITHIN THE BOUNDARIES OF THE HEREIN EMBODIED MAP, ARE DEDICATED TO THE CITY OF DUBLIN FOREVER FOR THE "PURPOSES OF PUBLIC SERVICES" (AS HEREIN DEFINED). THE "PURPOSES OF PUBLIC SERVICES" SHALL INCLUDE THE CONSTRUCTION, RECONSTRUCTION, REMOVING, REPLACING, REPAIRING, MAINTAINING, OPERATING, AND USING "PUBLIC SERVICE FACILITIES" (AS DEFINED HEREIN), AND ACCESS THROUGH THE PUBLIC SERVICE EASEMENT FOR THESE PURPOSES. "PUBLIC SERVICE FACILITIES" SHALL INCLUDE PUBLIC UTILITIES, FIRE HYDRANTS, ELECTROLIERS, IRRIGATION SYSTEMS, SIGNS AND TRAFFIC SIGNALS, AND ALL NECESSARY APPURTENANCES THERETO SUCH AS BRACES, CONNECTIONS, FASTENINGS, APPLIANCES, AND FIXTURES FOR USE IN CONNECTION THEREWITH. ALL PUBLIC SERVICE EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS OR STRUCTURES OF ANY KIND, WITH THE SOLE EXCEPTION OF PUBLIC SERVICE FACILITIES. ALL PUBLIC SERVICE EASEMENTS SHALL BE CONSIDERED PUBLIC "WAYS" AS THAT TERM IS USED IN CALIFORNIA PUBLIC UTILITIES CODE SECTION 6202, AND ALL PUBLIC UTILITIES HOLDING A VALID FRANCHISE FROM THE CITY SHALL HAVE THE RIGHT TO USE THE PUBLIC SERVICE EASEMENTS IN ACCORDANCE WITH THE TERMS OF THE FRANCHISE.

2. THE AREAS DESIGNATED AS PUBLIC ACCESS EASEMENT (PAE) FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS. MAINTENANCE OF SAID AREA SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION GOVERNING TRACT 8671.

AND THE UNDERSIGNED DOES HEREBY RESERVE FOR FUTURE DEDICATION TO THE HOMEOWNERS ASSOCIATION PARCELS A AND B AS SHOWN UPON SAID MAP. SAID PARCELS A AND B TO BE CONVEYED BY SEPARATE INSTRUMENT TO THE HOMEOWNERS ASSOCIATION SUBSEQUENT TO THE FILING OF THIS FINAL MAP.

THIS MAP SHOWS ALL EASEMENTS ON THE PREMISES AND/OR OF RECORD, WITHIN THE BOUNDARY LINES OF THE HEREIN EMBODIED MAP.

IN WITNESS WHEREOF, THE UNDERSIGNED HAVE EXECUTED THIS STATEMENT ON THE _____ DAY OF _____, 2024.

AS OWNERS: ARROYO CAP IV-3, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: ARROYO CAP IV-2, LLC, A DELAWARE LIMITED LIABILITY COMPANY
ITS SOLE MEMBER

BY: ARROYO CAPITAL IV, LLC, A DELAWARE LIMITED LIABILITY COMPANY
ITS SOLE MEMBER

BY: _____

NAME: _____

TITLE: _____

OWNER'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF _____)

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

SOILS REPORT NOTE:

A GEOTECHNICAL REPORT, DATED DECEMBER 10, 2021, HAS BEEN PREPARED BY ENGEO INCORPORATED, JOB NO. 5101.001.002 "GEOTECHNICAL EXPLORATION", FOR THIS SUBDIVISION AND IS ON FILE WITH ALAMEDA COUNTY.

OPTIONEE'S STATEMENT:

THE UNDERSIGNED, TH EAST RANCH DUBLIN LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS OPTIONEE UNDER THE DOCUMENTS RECORDED ON SEPTEMBER 29, 2023, AS DOCUMENT NO. 2023111607, ON MARCH 29, 2024, AS DOCUMENT NUMBER 2024041809, AND ON MARCH 29, 2024, AS DOCUMENT NUMBER 2024041810 OF OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA, DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS' STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

OPTIONEE'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA}
COUNTY OF _____ }

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT:

STATE OF CALIFORNIA)
COUNTY OF ALAMEDA)

I, ANIKA CAMPBELL-BELTON, CLERK OF THE BOARD OF SUPERVISORS FOR THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE, AS CHECKED BELOW, THAT:

☐ AN APPROVED BOND HAS BEEN FILED WITH THE SUPERVISORS OF SAID COUNTY AND STATE IN THE AMOUNT OF $_____ CONDITIONED FOR THE PAYMENT OF ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES, APPROVED BY SAID LOCAL BOARD IN SAID AMOUNT.

☐ ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES HAVE BEEN PAID AS CERTIFIED BY THE TREASURER-TAX COLLECTOR OF THE COUNTY OF ALAMEDA.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS ____ DAY OF _____, 2024.

ANIKA CAMPBELL-BELTON
CLERK OF THE BOARD OF SUPERVISORS
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

BY: _____
DEPUTY COUNTY CLERK

COUNTY RECORDER'S STATEMENT:

FILED FOR RECORD THIS _____ DAY OF _____, 2024 AT _____ M., IN BOOK _____ OF MAPS AT PAGES ____ _____ THROUGH __, UNDER SERIES NO. 2024_____ AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA.

FEE: $_____

MELISSA WILK
COUNTY RECORDER IN AND FOR THE COUNTY
OF ALAMEDA, STATE OF CALIFORNIA

BY: _____
DEPUTY

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST,
CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024

CITY ENGINEER'S STATEMENT:

I, LAURIE L. SUCGANG, CITY ENGINEER OF THE CITY OF DUBLIN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE THAT I HAVE EXAMINED THE HEREIN EMBODIED FINAL MAP ENTITLED "TRACT 8671, FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY", CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA", CONSISTING OF SEVEN (7) SHEETS, THIS STATEMENT BEING UPON SHEET TWO (2) THEREOF, AND THAT THE FINAL MAP WAS PRESENTED TO ME AS PROVIDED BY LOCAL ORDINANCE THIS _____ DAY OF _____, 20__, AND THAT THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE VESTING TENTATIVE MAP AND THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE VESTING TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF, AND THAT I APPROVE SAID MAP AND ACCEPT, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE CITY OF DUBLIN, BYRNE STREET, LANGLEY ROAD, HUMPHREYS WAY, SILL AVENUE, AND WREN STREET, PUBLIC ACCESS EASEMENT (PAE), PUBLIC SERVICE EASEMENT (PSE), OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION..

I FURTHER STATE THAT ALL AGREEMENTS AND SURETY REQUIRED BY LAW TO ACCOMPANY THE WITHIN FINAL MAP ARE APPROVED AND ARE FILED WITH THE CITY.

SIGNED: _____ DATED: _____, 2024
LAURIE L. SUCGANG, CITY ENGINEER
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
LAURIE L. SUCGANG
R.C.E. 73022
CIVIL
STATE OF CALIFORNIA

ACTING CITY SURVEYOR'S STATEMENT:

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP ENTITLED "TRACT 8671, FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY", AND I AM SATISFIED THAT THIS FINAL MAP IS TECHNICALLY CORRECT.

SIGNED: _____ DATED: _____, 2024
SETH H. IRISH, PLS 5922, ACTING CITY SURVEYOR
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

LICENSED LAND SURVEYOR
SETH H. IRISH
No. 5922
STATE OF CALIFORNIA

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES AT THE REQUEST OF TRUMARK HOMES, LLC IN JANUARY OF 2022. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY, AND THAT ALL THE MONUMENTS INDICATED HEREON ARE OF THE CHARACTER AND OCCUPY POSITIONS INDICATED HEREON OR WILL BE SET WITHIN TWENTY FOUR MONTHS FROM RECORDATION OF THIS FINAL MAP, AND THE COMPLETION OF IMPROVEMENTS, AND WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THE SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT THE GROSS AREA WITHIN THE TRACT IS 12.63 ACRES, MORE OR LESS.

_____ DATED: _____, 2024
IAN BRUCE MACDONALD
LS NO. 8817

LICENSED LAND SURVEYOR
IAN BRUCE MACDONALD
No.8817
STATE OF CALIFORNIA

BENEFICIARY'S STATEMENT:

THE UNDERSIGNED, WESTERN ALLIANCE BANK, AN ARIZONA CORPORATION, AS BENEFICIARY UNDER THE DOCUMENT RECORDED ON MARCH 29, 2024, AS DOCUMENT NO. 2024041808 OF OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA, DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS' STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

BENEFICIARY'S ACKNOWLEDGMENT:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA}
COUNTY OF _____}

ON _____, 2024, BEFORE ME _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

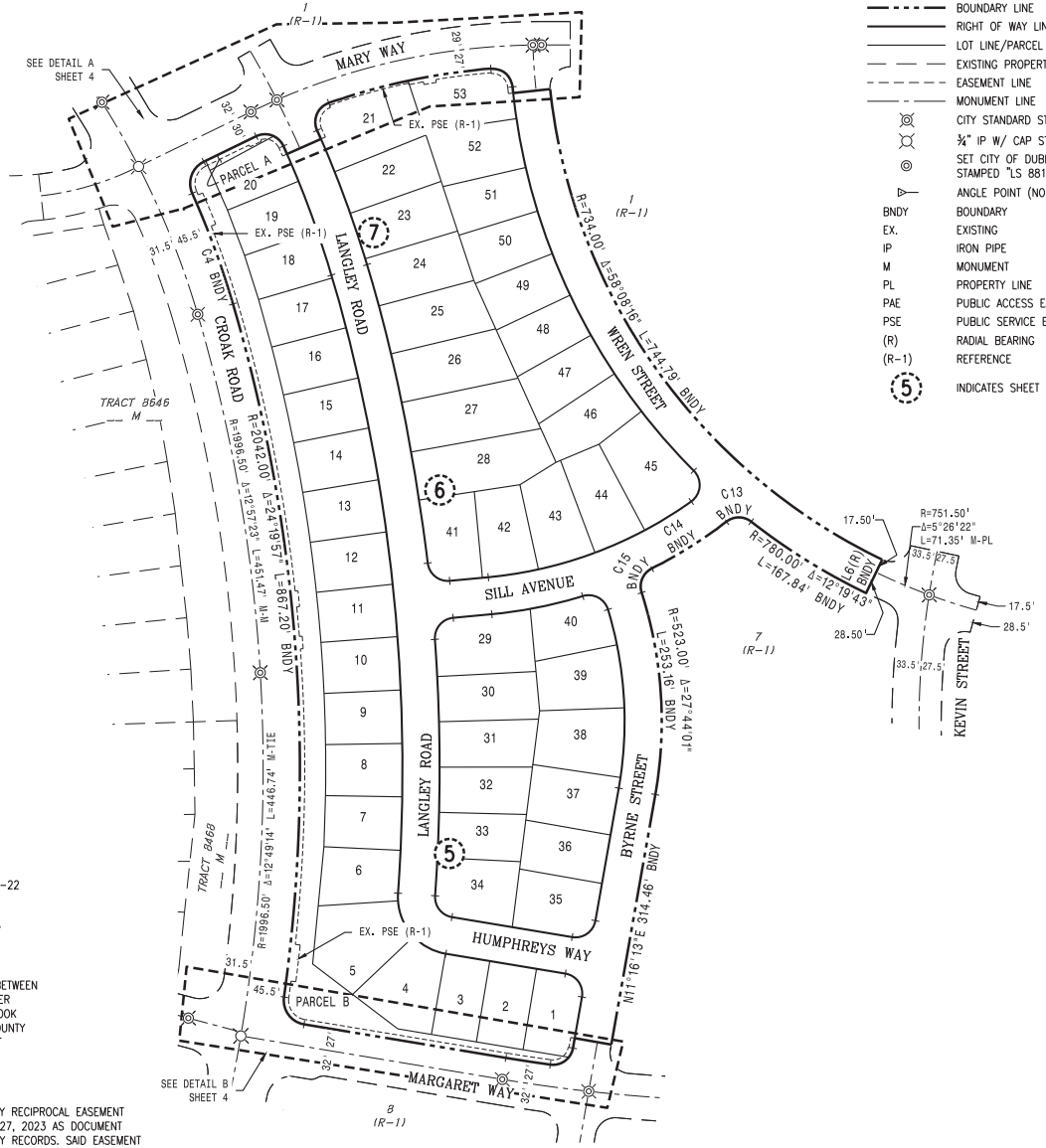
SIGNATURE: _____

_____
PRINTED NAME, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION EXPIRES: _____

COMMISSION # OF NOTARY: _____



LEGEND

	BOUNDARY LINE
	RIGHT OF WAY LINE
	LOT LINE/PARCEL LINE
	EXISTING PROPERTY LINE
	EASEMENT LINE
	MONUMENT LINE
⊙	CITY STANDARD STREET MONUMENT SET PER (R-1)
⊠	¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
◎	SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
⊳	ANGLE POINT (NO MONUMENT SET)
BNDY	BOUNDARY
EX.	EXISTING
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
(5)	INDICATES SHEET NUMBER

Line Table

Line #	Bearing	Length
L1 BNDY	N78°43'47"W	46.00'
L2 BNDY	N11°16'13"E	12.50'
L3 BNDY	N65°20'21"E	72.18'
L4 BNDY	N67°23'44"E	46.00'
L5 BNDY	N85°08'56"E	46.00'
L6 BNDY	N27°00'40"E	46.00'

Curve Table

Curve #	Radius	Delta	Length
C1 BNDY	25.00'	87°50'59"	38.33'
C2 BNDY	1995.00'	1°35'55"	55.66'
C3 BNDY	30.00'	88°31'18"	46.35'
C4 BNDY	1092.00'	7°40'03"	146.14'
C5 BNDY	30.00'	88°05'56"	46.13'
C6 BNDY	25.00'	91°32'47"	39.94'
C7 BNDY	1219.00'	0°30'36"	10.85'
C8 BNDY	1265.00'	0°31'52"	11.72'
C9 BNDY	25.00'	95°04'59"	41.49'
C10 BNDY	795.00'	14°49'27"	205.69'
C11 BNDY	25.00'	88°56'26"	38.81'
C12 BNDY	780.00'	0°33'48"	7.67'
C13 BNDY	25.00'	75°45'49"	33.06'
C14 BNDY	561.00'	11°09'16"	109.22'
C15 BNDY	25.00'	81°11'39"	35.43'

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22
ALAMEDA COUNTY RECORDS

(R-2) TRACT 8646, BK. __, PG. __,
ALAMEDA COUNTY RECORDS

BASIS OF BEARINGS

THE BEARING NORTH 79°16'53" EAST BETWEEN MONUMENTS ON MARGARET WAY SET PER TRACT 8563, FILED FOR RECORD IN BOOK 371, PAGES 12 THRU 22, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

NOTE

THIS MAP IS SUBJECT TO A TEMPORARY RECIPROCAL EASEMENT AGREEMENT RECORDED ON DECEMBER 27, 2023 AS DOCUMENT NUMBER 2023150569, ALAMEDA COUNTY RECORDS. SAID EASEMENT AUTOMATICALLY TERMINATES UPON THE ACCEPTANCE OF THE ROAD IMPROVEMENTS REFERENCED IN SAID DOCUMENT BY THE CITY OF DUBLIN.

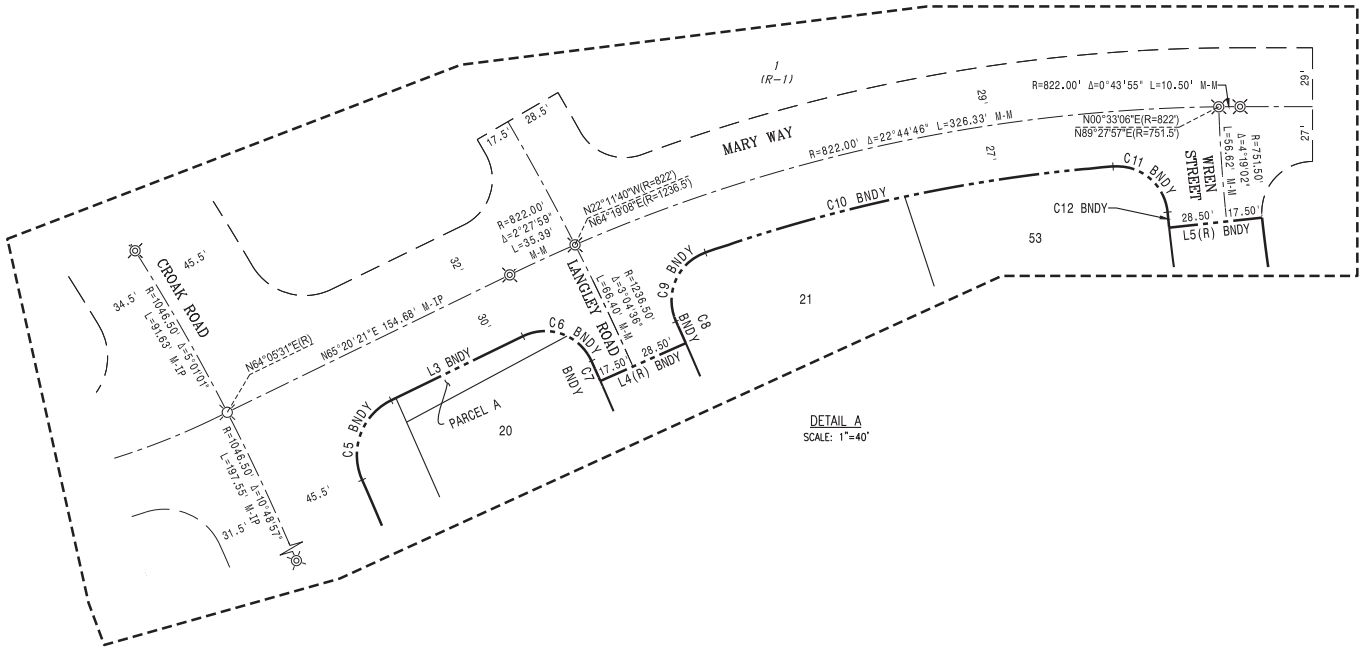
TRACT 8671

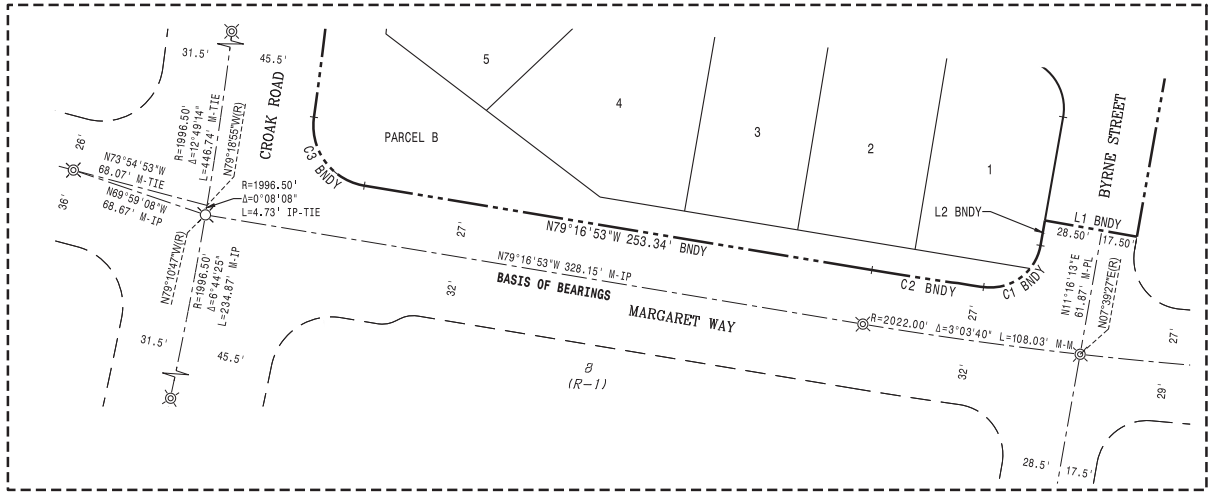
FRANCIS RANCH, NEIGHBORHOOD 2 EAST,
CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024





LEGEND

	BOUNDARY LINE
	RIGHT OF WAY LINE
	LOT LINE/PARCEL LINE
	EXISTING PROPERTY LINE
	EASEMENT LINE
	MONUMENT LINE
⊗	CITY STANDARD STREET MONUMENT SET PER (R-1)
⊗	¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
◎	SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
▷	ANGLE POINT (NO MONUMENT SET)
BNDY	BOUNDARY
EX.	EXISTING
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
(5)	INDICATES SHEET NUMBER

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22
ALAMEDA COUNTY RECORDS

(R-2) TRACT 8646, BK. __, PG. __,
ALAMEDA COUNTY RECORDS

NOTES

SEE SHEET 2 FOR LINE AND CURVE TABLES

BASIS OF BEARINGS

THE BEARING NORTH 79°16'53" EAST BETWEEN MONUMENTS ON MARGARET WAY SET PER TRACT 8563, FILED FOR RECORD IN BOOK 371, PAGES 12 THRU 22, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

0 20 40 80
SCALE: 1"=40'

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST,
CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563,
RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

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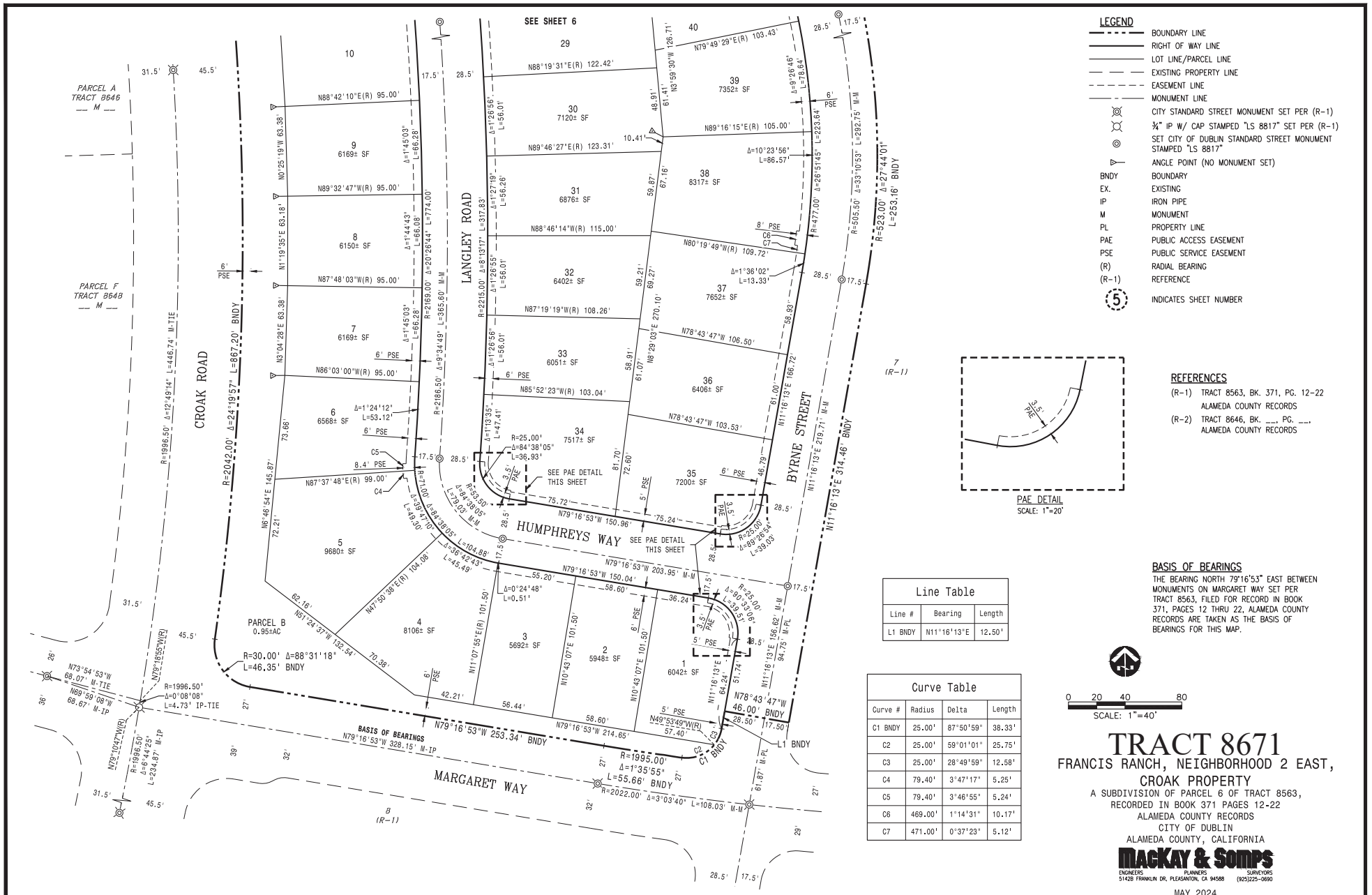

Line Table		
Line #	Bearing	Length
L1 BNDY	N11°16'13"E	12.50'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	25.00'	87°50'59"	38.33'
C2	25.00'	59°01'01"	25.75'
C3	25.00'	28°49'59"	12.58'
C4	79.40'	3°47'17"	5.25'
C5	79.40'	3°46'55"	5.24'
C6	469.00'	1°14'31"	10.17'
C7	471.00'	0°37'23"	5.12'

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

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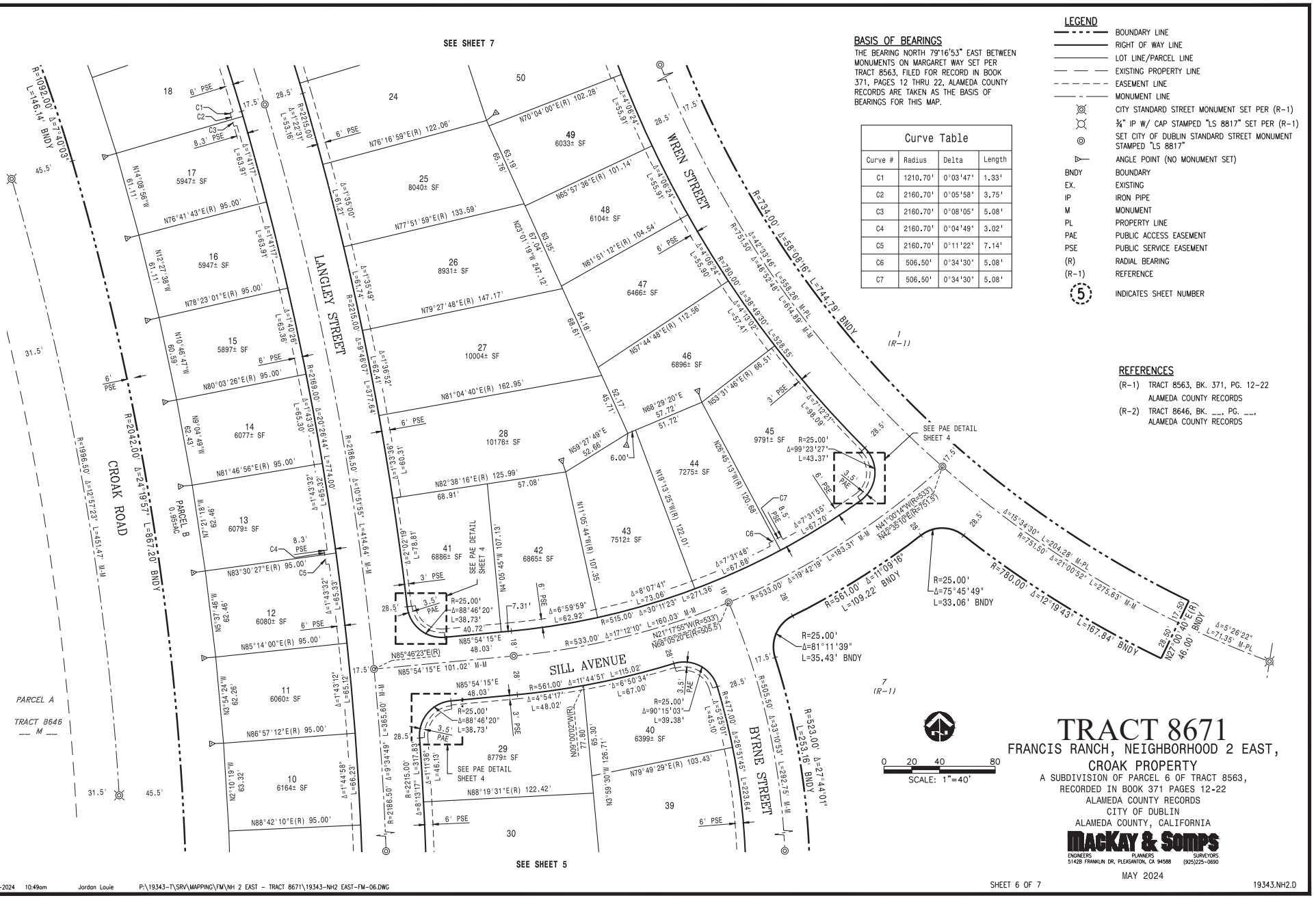


BASIS OF BEARINGS

THE BEARING NORTH 79°16'53" EAST BETWEEN MONUMENTS ON MARGARET WAY SET PER TRACT 8563, FILED FOR RECORD IN BOOK 371, PAGES 12 THRU 22, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

Curve Table

Curve #	Radius	Delta	Length
C1	1210.70'	0°03'47'	1.33'
C2	2160.70'	0°05'58'	3.75'
C3	2160.70'	0°08'05'	5.08'
C4	2160.70'	0°04'49'	3.02'
C5	2160.70'	0°11'22'	7.14'
C6	506.50'	0°34'30'	5.08'
C7	506.50'	0°34'30'	5.08'

LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE/PARCEL LINE
- EXISTING PROPERTY LINE
- EASEMENT LINE
- MONUMENT LINE
- CITY STANDARD STREET MONUMENT SET PER (R-1)
- ¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
- SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
- ANGLE POINT (NO MONUMENT SET)
- BNDY BOUNDARY
- EX. EXISTING
- IP IRON PIPE
- M MONUMENT
- PL PROPERTY LINE
- PAE PUBLIC ACCESS EASEMENT
- PSE PUBLIC SERVICE EASEMENT
- (R) RADIAL BEARING
- (R-1) REFERENCE
- (5) INDICATES SHEET NUMBER

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22 ALAMEDA COUNTY RECORDS

(R-2) TRACT 8646, BK. __, PG. __, ALAMEDA COUNTY RECORDS

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22
ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

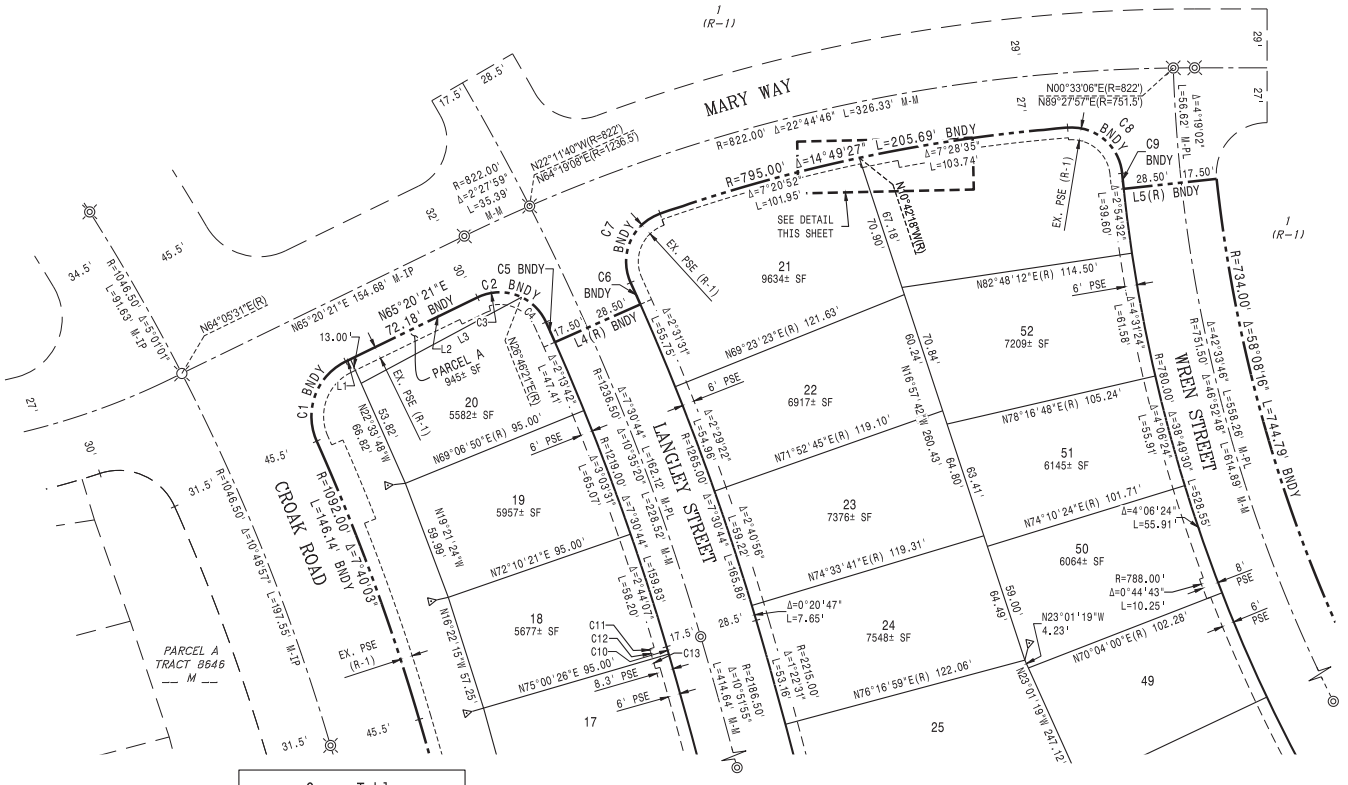
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

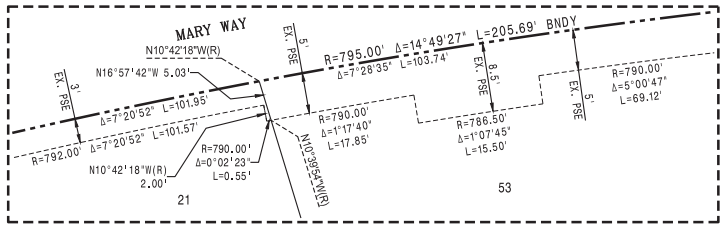
MAY 2024

05-20-2024 10:49am Jordan Louie P:\19343-T\SRV\MAPPING\FM\NH 2 EAST - TRACT 8671\19343-NH2 EAST-FM-06.DWG

SHEET 6 OF 7

19343.NH2.D





DETAIL
SCALE: 1"=10'

Line Table		
Line #	Bearing	Length
L1	N65°20'21"E	2.62'
L2	N65°20'21"E	69.56'
L3	N63°03'07"E	89.65'
L4 BNDY	N67°23'44"E	46.00'
L5 BNDY	N85°08'56"E	46.00'

Curve Table			
Curve #	Radius	Delta	Length
C1 BNDY	30.00'	88°05'56"	46.13'
C2 BNDY	25.00'	91°32'47"	39.94'
C3	25.00'	51°26'00"	22.44'
C4	25.00'	40°06'47"	17.50'
C5 BNDY	1219.00'	0°30'36"	10.85'
C6 BNDY	1265.00'	0°31'52"	11.72'
C7 BNDY	25.00'	95°04'59"	41.49'
C8 BNDY	25.00'	88°56'26"	38.81'
C9 BNDY	780.00'	0°33'48"	7.67'
C10	2169.00'	0°05'58"	3.76'
C11	1210.70'	0°03'47"	1.33'
C12	2160.70'	0°05'58"	3.75'
C13	2160.70'	0°08'05"	5.08'

LEGEND

- BOUNDARY LINE
- RIGHT OF WAY LINE
- LOT LINE/PARCEL LINE
- EXISTING PROPERTY LINE
- EASEMENT LINE
- MONUMENT LINE
- CITY STANDARD STREET MONUMENT SET PER (R-1)
- ¾" IP W/ CAP STAMPED "LS 8817" SET PER (R-1)
- SET CITY OF DUBLIN STANDARD STREET MONUMENT STAMPED "LS 8817"
- ANGLE POINT (NO MONUMENT SET)

BNDY	BOUNDARY
EX.	EXISTING
IP	IRON PIPE
M	MONUMENT
PL	PROPERTY LINE
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
(R)	RADIAL BEARING
(R-1)	REFERENCE
(5)	INDICATES SHEET NUMBER

REFERENCES

(R-1) TRACT 8563, BK. 371, PG. 12-22 ALAMEDA COUNTY RECORDS

(R-2) TRACT 8646, BK. __, PG. __, ALAMEDA COUNTY RECORDS

BASIS OF BEARINGS

THE BEARING NORTH 79°16'53" EAST BETWEEN MONUMENTS ON MARGARET WAY SET PER TRACT 8563, FILED FOR RECORD IN BOOK 371, PAGES 12 THRU 22, ALAMEDA COUNTY RECORDS ARE TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

0 20 40 80
SCALE: 1"=40'

TRACT 8671

FRANCIS RANCH, NEIGHBORHOOD 2 EAST, CROAK PROPERTY

A SUBDIVISION OF PARCEL 6 OF TRACT 8563, RECORDED IN BOOK 371 PAGES 12-22 ALAMEDA COUNTY RECORDS
CITY OF DUBLIN
ALAMEDA COUNTY, CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

MAY 2024

Agenda Item 5.5

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119 - Project Funding Agreements with Alameda County Transportation Commission and the Tri-Valley Transportation Council

Prepared by: Sai Midididdi, Associate Civil (Traffic) Engineer

EXECUTIVE SUMMARY:

The City Council will consider approving project funding agreements with Alameda County Transportation Commission and the Tri-Valley Transportation Council to fund the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School project, CIP No. ST0119, and approving a budget change.

STAFF RECOMMENDATION:

Take the following actions: 1) Adopt the **Resolution** Approving a Funding Agreement with the Alameda County Transportation Commission for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119; 2) Adopt the **Resolution** Approving a Project Funding Agreement with the Tri-Valley Transportation Council for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119; and 3) Approve the budget change.

FINANCIAL IMPACT:

The City will receive grant funding of $872,000 in Measure BB funds and $128,000 in Transportation Fund for Clean Air (TFCA) funds from the Alameda County Transportation Commission for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119 (Project). These funds increase the project budget by $1,000,000 to a total of $15,000,000.

The City will also receive $1,450,000 in Tri-Valley Transportation Development Fee discretionary funds from the Tri-Valley Transportation Council (TVTC) for the Project. These funds were already included in the adopted project budget as “Other” funding, and the budget change will

recategorize these funds to TVTC Grants.

There is no impact to the General Fund.

DESCRIPTION:

The 2024-2029 Capital Improvement Program (CIP) includes the Tassajara Road Improvements North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119. The project will improve Tassajara Road to a four-lane arterial roadway with buffered bike lanes, sidewalks, landscaped median, stormwater treatment areas, and other associated street improvements.

In May 2022, the Alameda County Transportation Commission (ACTC) released the 2024 Comprehensive Investment Plan Notice of Funding Opportunity which included an estimated $150.8 million of combined federal One Bay Area Grant Program Cycle 3 (OBAG 3) funding and ACTC-administered discretionary local funding sources, including Measure B and BB, Vehicle Registration Fee, and Transportation Fund for Clean Air (TFCA) funds. Staff applied for grant funding and ACTC allocated $872,000 in Measure BB funds and $128,000 in TFCA funds for the project.

To receive the combined $1,000,000 ACTC grant, the City must enter into a project funding agreement with ACTC (Attachment 2). The agreement requires that the City provide matching funds in the amount of $10,971,000, which is provided by the existing project budget. The ACTC funds will increase the total project budget from $14,000,000 to $15,000,000.

In April 2022, the Tri-Valley Transportation Council (TVTC) unanimously adopted the 2022 Strategic Expenditure Plan Update and Strategic Expenditure Plan Funding Plan, which included the Dublin project. In October 2023, TVTC adopted Resolution No. 2023-10 allocating $1,450,000 of Tri-Valley Transportation Development Fee discretionary funds to the project (Attachment 6).

To receive the TVTC funds, the City must enter into a project funding agreement with TVTC (Attachment 4). The TVTC funds are included in the adopted CIP Project budget and were categorized in funding source Fund 9997-Other, pending the City entering into a project funding agreement with TVTC. The proposed budget change will recognize the TVTC grant fund revenue and will recategorize the funding source to Fund 2922 - Tri-Valley Transportation Council Grants.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

A copy of this report has been provided to the Alameda County Transportation Commission Citizen Watchdog Committee. The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving a Funding Agreement with the Alameda County Transportation Commission for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119
2) Exhibit A to the Resolution - Funding Agreement No. A23-0038 with the Alameda County Transportation Commission
3) Resolution Approving a Project Funding Agreement with the Tri-Valley Transportation Council for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School Project, CIP No. ST0119
4) Exhibit A to the Resolution – Funding Agreement with the Tri-Valley Transportation Council
5) Tri-Valley Transportation Council Resolution No. 2023-10
6) Budget Change Form

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING A FUNDING AGREEMENT WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION FOR THE TASSAJARA ROAD IMPROVEMENTS – NORTH DUBLIN RANCH DRIVE TO QUARRY LANE SCHOOL PROJECT, CIP NO. ST0119

WHEREAS, the Alameda County Transportation Commission ("ALAMEDA CTC") administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee ("VRF"), 2014 Measure BB, Congestion Management Agency Transportation Improvement Program ("CMA-TIP"), and Transportation Fund for Clean Air ("TFCA") Programs, and such funding is collectively defined as and shall be referenced herein as the "ALAMEDA CTC ADMINISTERED FUNDS"; and

WHEREAS, the City of Dublin ("FUND RECIPIENT") submitted a funding application ("APPLICATION") to the ALAMEDA CTC for the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School project, CIP No. ST0119 ("PROJECT"); and

WHEREAS, the PROJECT will provide for design and construction of complete street improvements on Tassajara Road from North Dublin Ranch Drive to Quarry Lane School; and

WHEREAS, by action of ALAMEDA CTC at its meeting held on May 25, 2023, ALAMEDA CTC awarded $1,000,000 in ALAMEDA CTC ADMINISTERED FUNDS to the FUND RECIPIENT for the implementation and delivery of the construction phase ("AWARDED PHASE(S)) OF PROJECT; and

WHEREAS, prior to receipt of any ALAMEDA CTC ADMINISTERED FUNDS, FUND RECIPIENT shall be required to enter into a Project Funding Agreement with ALAMEDA CTC for the PROJECT ("AGREEMENT") based on ALAMEDA CTC'S form therefor, which AGREEMENT shall set forth certain project-specific requirements applicable to the PROJECT; and

WHEREAS, as part of the requirements to receive ALAMEDA CTC ADMINISTERED FUNDS awarded to the PROJECT, ALAMEDA CTC requires a Resolution accepting the awarded funding to be adopted by the FUND RECIPIENT'S governing body confirming the following:

1. FUND RECIPIENT'S commitment to secure matching funds against the awarded ALAMEDA CTC ADMINISTERED FUNDS; and

2. FUND RECIPIENT'S commitment to provide any additional funding required to deliver the AWARDED PHASE(S) OF PROJECT, with an understanding the same shall not be funded with additional ALAMEDA CTC ADMINISTERED FUNDS; and

3. FUND RECIPIENT'S commitment to implement the AWARDED PHASE(S) OF PROJECT as described in the funding application and the subsequent funding agreement between ALAMEDA CTC and the FUND RECIPIENT; and

4. FUND RECIPIENT'S commitment to comply with the AGREEMENT; and

5. FUND RECIPIENT'S commitment to comply with the applicable requirements set forth in ALAMEDA CTC'S Local Business Contract Equity ("LBCE") Program for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, and abide by the LBCE procedures in the applicable solicitations and contracts.

NOW, THEREFORE, BE IT RESOLVED that FUND RECIPIENT agrees to accept award of $1,000,000 in ALAMEDA CTC ADMINISTERED FUNDS.

BE IT FURHTER RESOLVED that FUND RECIPIENT, by adopting this Resolution, does hereby state that:

1. FUND RECIPIENT will provide a minimum of $10,971,000 in matching funds anticipated to be from State Gas Tax, Eastern Dublin and Dougerty Valley Transportation Impact Fee Sources; and

2. FUND RECIPIENT understands that FUND RECIPIENT shall be responsible to provide any additional funding required to deliver the AWARDED PHASE(S) OF PROJECT, and the same shall not be funded with additional ALAMEDA CTC ADMINISTERED FUNDS; and

3. AWARDED PHASE(S) OF PROJECT will be implemented as described in the APPLICATION, AGREEMENT, and in this Resolution; and

4. FUND RECIPIENT will comply with the AGREEMENT; and

5. FUND RECIPIENT will comply with the applicable requirements set forth in ALAMEDA CTC's LBCE Program.

BE IT FURTHER RESOLVED that FUND RECIPIENT hereby confirms that there is no pending or threatened litigation that might in any way adversely affect FUND RECIPIENT's ability to implement and deliver the proposed PROJECT.

BE IT FURTHER RESOLVED that FUND RECIPIENT authorizes its City Manager, or designee, to execute the AGREEMENT attached hereto as **Exhibit A**, and make any necessary, non-substantive changes to carry out the intent of this Resolution; and

BE IT FURTHER RESOLVED that FUND RECIPIENT shall provide ALAMEDA CTC with a fully-executed copy of this Resolution.

{Signatures on the Following Page}

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

PROJECT FUNDING AGREEMENT
between
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
CITY OF DUBLIN
for the
TASSAJARA ROAD IMPROVEMENTS (NORTH DUBLIN RANCH DRIVE TO QUARRY LANE SCHOOL)

This Project Funding Agreement ("AGREEMENT"), dated for reference purposes only as of May 25, 2023, is by and between ALAMEDA COUNTY TRANSPORTATION COMMISSION, a joint powers agency ("ALAMEDA CTC"), and the CITY OF DUBLIN, a public agency ("PROJECT SPONSOR").

This AGREEMENT obligates funds from one or more ALAMEDA CTC administered funding programs as indicated below, and as further specified in Appendix A: Project Control Information and Appendix B: Alameda CTC Administered Funds Obligated by this AGREEMENT, for the PROJECT, as such term is defined in Recital K below.

☐ 2000 Measure B
☒ 2014 Measure BB
☐ Vehicle Registration Fee
☒ Transportation Fund for Clean Air
☐ CMA TIP

RECITALS

A. The voters of Alameda County, pursuant to the provisions of the Bay Area County Traffic and Transportation Funding Act, Public Utilities Code Section 131000, et seq., approved Measure B at the General Election held in November 1986, authorizing the collection of a one-half cent transaction and use tax over a fifteen (15)-year period to address major transportation needs and congestion in Alameda County and giving Alameda County Transportation Authority ("ACTA") the responsibility for the administration of the proceeds of the tax. The proceeds from the 1986 Measure B tax have been and continue to be used to pay for investments as outlined in the 1986 Alameda County Transportation Expenditure Plan ("1986 TEP"), as it may be amended. Although collection of the 1986 Measure B tax ceased in 2002, capital projects funded wholly or in part by 1986 Measure B funds are still being delivered using these funds.

B. The voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, Public Utilities Code Section 180000, et seq., approved the reauthorization of Measure B at the General Election held on November 7, 2000, authorizing the collection of a one-half cent transaction and use tax to be collected for twenty (20) years beginning April 1, 2002 and giving Alameda County Transportation Improvement Authority ("ACTIA") responsibility for the administration of the proceeds of the tax.. The proceeds from the 2000 Measure B tax have been and continue to be used to pay for investments as outlined in the 2000 Alameda County Transportation Expenditure Plan ("2000 TEP"), as it may be amended.

C. The voters of Alameda County, pursuant to Section 65089.20 of the Government Code, approved Measure F, the Vehicle Registration Fee ("VRF"), authorizing Alameda County Congestion Management Agency ("ACCMA") to administer the proceeds from a $10 per year vehicle registration fee on

each annual motor-vehicle registration in Alameda County, starting with registrations effective July 2011 with collection beginning in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.

D. By resolutions adopted by the ACTA and ACTIA Boards on June 24, 2010, all of ACTA's functions and responsibilities were assigned to, and accepted by, ACTIA. On that same date, the ACTIA and ACCMA Boards took the final actions to create ALAMEDA CTC, a joint powers authority with all responsibilities of ACTIA and ACCMA. Pursuant to resolutions adopted by the ACTIA and ACCMA Boards and the Commission of ALAMEDA CTC, ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with ALAMEDA CTC designated as the successor entity. All of its predecessors' functions and responsibilities have been assigned to, and accepted by, ALAMEDA CTC.

E. The voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq., approved Measure BB at the General Election held on November 4, 2014, authorizing the extension of an existing one-half of one percent transaction and use tax scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent, and giving ALAMEDA CTC responsibility for the administration of the proceeds of the 2014 Measure BB tax. The duration of the 2014 Measure BB tax will be 30 years from the initial year of collection, which began April 1, 2015, with said tax to terminate/expire on March 31, 2045. The proceeds from the 2014 Measure BB will be used to pay for investments as outlined in the 2014 Alameda County Transportation Expenditure Plan ("2014 TEP"), as it may be amended.

F. As the Transportation Fund for Clean Air ("TFCA") Program Manager in Alameda County, ALAMEDA CTC annually programs 40 percent of the TFCA funds collected in Alameda County. ALAMEDA CTC receives these funds from the Bay Area Air Quality Management District ("BAAQMD"), and then distributes these funds on a reimbursement basis to eligible project sponsors.

G. ALAMEDA CTC is continuing the implementation of the CMA Exchange Program, originally established by the ACCMA, for the purpose of providing local or otherwise unrestricted funds to ALAMEDA CTC for use in projects and programs adopted into the CMA Transportation Improvement Program ("CMA TIP") by ALAMEDA CTC.

H. The funding programs administered by ALAMEDA CTC and available for projects and programs that benefit the Alameda County transportation system, consisting of 1986 Measure B, 2000 Measure B, 2014 Measure BB, VRF, TFCA, and CMA TIP, are collectively defined as and shall be referenced herein as the "ALAMEDA CTC ADMINISTERED FUNDS". Requirements related to 2000 Measure B, VRF and 2014 Measure BB Direct Local Distribution ("DLD") funding distributed pursuant to 2000 Measure B, VRF and 2014 Measure BB Transportation Expenditure Plans are covered by separate agreements between ALAMEDA CTC and DLD recipients.

I. Measure B, Measure BB, VRF, and TFCA funds obligated by this AGREEMENT shall be programmed, allocated, and expended for the purpose defined and in accordance with the provisions set

forth in the applicable transportation expenditure plans, or the BAAQMD-approved TFCA County Program Manager Policies.

J. ALAMEDA CTC programs and allocates ALAMEDA CTC ADMINISTERED FUNDS through the ALAMEDA CTC Comprehensive Investment Plan ("CIP") that is updated periodically to summarize the programming and allocations of ALAMEDA CTC ADMINISTERED FUNDS, and the policies, procedures and requirements related to the expenditure of ALAMEDA CTC ADMINISTERED FUNDS.

K. The PROJECT SPONSOR is implementing a project or program ("PROJECT") that is eligible for ALAMEDA CTC ADMINISTERED FUNDS. The PROJECT and the strategy to implement the PROJECT are described in greater detail in Appendix A: Project Control Information.

L. This AGREEMENT obligates funds from one or more of ALAMEDA CTC administered funding programs as specified in Appendix B: Alameda CTC Administered Funds Obligated by this Agreement, for the PROJECT and the phase(s) described in Appendix A: Project Control Information. ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are available to reimburse eligible costs incurred by PROJECT SPONSOR for the PROJECT and the phase(s) described in Appendix A: Project Control Information.

M. The issuance of bonds or another financing mechanism are possible funding options as part of ALAMEDA CTC administered funding programs to meet cash flow requirements of each individual program based on current schedule and project delivery information.

NOW, THEREFORE, it is agreed by and between the parties as follows:

SECTION I

PROJECT SPONSOR AGREES:

1. PROJECT SPONSOR shall implement the PROJECT in accordance with all requirements in this AGREEMENT and the following appendices attached hereto and incorporated herein by reference.

   a. Appendix A: Project Control Information
   b. Appendix B: Alameda CTC Administered Funds Obligated by this Agreement
   c. Appendix C: Alameda CTC Request for Reimbursement and Reporting Requirements
   d. Appendix D: Local Business Contract Equity Program
   e. Appendix E: Deliverables and Due Dates
   f. Appendix F: Project Performance Measures
   g. Appendix G: Transportation Fund for Clean Air Policies and Requirements

2. PROJECT SPONSOR shall perform the necessary work associated with the PROJECT required to implement PROJECT as described in Appendix A: Project Control Information.

3. PROJECT SPONSOR shall inform ALAMEDA CTC in writing of any changes to the information contained in Appendix A: Project Control Information as soon as PROJECT SPONSOR becomes aware of such changes. Per Section III.2, any change that requires an amendment to this AGREEMENT must be approved by ALAMEDA CTC prior to PROJECT SPONSOR implementing the change.

4. PROJECT SPONSOR shall commit to the timing of ALAMEDA CTC ADMINISTERED FUNDS as described in Appendix B: Alameda CTC Administered Funds Obligated by this Agreement.

5. PROJECT SPONSOR shall expend ALAMEDA CTC ADMINISTERED FUNDS received under this AGREEMENT in accordance with all applicable provisions of law and shall return to ALAMEDA CTC all funds that are not expended in accordance with all applicable provisions of law.

6. PROJECT SPONSOR shall be responsible for costs in excess of the total funding obligations shown in Appendix A: Project Control Information. Costs in excess of the total funding obligations will not be reimbursed with ALAMEDA CTC ADMINISTERED FUNDS unless this AGREEMENT is amended in writing or the parties execute a separate agreement for a subsequent phase of the PROJECT.

7. PROJECT SPONSOR shall return to ALAMEDA CTC, on a pro-rated basis, funds realized from the sale of any vehicle(s) purchased with ALAMEDA CTC ADMINISTERED FUNDS, if the sale of the vehicle(s) is completed prior to the last day of the last year listed as the PROJECT'S "Years of Effectiveness" as identified in either Appendix A: Project Control Information or Appendix G: Transportation Fund for Clean Air Policies and Requirements, as applicable. The amount of sale proceeds required to be returned to ALAMEDA CTC shall be proportional to the percentage of ALAMEDA CTC ADMINISTERED FUNDS originally used to purchase the vehicle(s).

8. PROJECT SPONSOR staff costs for any local agency which receives DLD funding shall not be eligible for reimbursement from ALAMEDA CTC ADMINISTERED FUNDS allocated to the PROJECT unless staff costs are specifically identified as eligible in Appendix A: Project Control Information. Staff costs included in Appendix A are limited to project implementation costs. Staff costs related to the administration of this AGREEMENT including preparation of requests for reimbursement or progress reports are ineligible for reimbursement. PROJECT SPONSOR staff costs funded by other sources can be included in the total cost for the purpose of meeting the cost and risk sharing provisions of this AGREEMENT.

9. PROJECT SPONSOR staff costs eligible for reimbursement may include the individual's actual hourly wage plus a fringe benefit rate, as approved by a cognizant agency or an independent auditor, of up to a maximum of 70% of the hourly wage. Staff costs also may include direct costs including contracted services, such as legal counsel, that are considered an extension of the PROJECT SPONSOR'S staff.

10. PROJECT SPONSOR overhead, or "indirect," costs are not eligible for reimbursement from ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT, and shall not be included in the total eligible PROJECT cost calculations used to determine the ALAMEDA CTC ADMINISTERED FUNDS share of such total eligible PROJECT costs.

11. The cost of maintenance, security, or protection performed by PROJECT SPONSOR or third-party contractors during any temporary suspension of activities associated with the PROJECT will not be considered an eligible cost for reimbursement by ALAMEDA CTC.

12. PROJECT SPONSOR shall advertise, award and administer all professional services contracts for PROJECT work not performed by PROJECT SPONSOR.

13. PROJECT SPONSOR shall invite ALAMEDA CTC staff to participate as a voting member of PROJECT SPONSOR's selection panel for the selection of all professional consultants, and furnish drafts of all professional services contracts, upon ALAMEDA CTC's request.

14. All locally funded contracts approved by PROJECT SPONSOR, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds administered by ALAMEDA CTC, except for contracts that also include state and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with ALAMEDA CTC's Local Business Contract Equity (LBCE) Program as listed and described in Appendix D: Local Business Contract Equity Program Requirements. PROJECT SPONSOR shall comply with the reporting requirements set forth in the LBCE Program and provide the required information to ALAMEDA CTC in accordance with Appendix D for all contracts partially or wholly funded by ALAMEDA CTC, whether or not the specific contract is subject to the LBCE Program.

15. PROJECT SPONSOR shall require insurance coverage that names ALAMEDA CTC, its governing body, officers, employees and consultants as additional insureds of the PROJECT SPONSOR, professional services consultants and subconsultants, construction services contractors and subcontractors, volunteer service individuals, and any other contractors or subcontractors involved with the PROJECT on all insurance required by PROJECT SPONSOR for PROJECT. PROJECT SPONSOR shall keep and maintain insurance certificates and policy endorsements evidencing the policies on file, and furnish the same to ALAMEDA CTC upon request. ALAMEDA CTC will not be responsible for any premiums or assessments on any policy. If this AGREEMENT includes any TFCA funds, PROJECT SPONSOR shall also comply with the insurance requirements specified in Appendix G: Transportation Fund for Clean Air Policies and Requirements.

16. PROJECT SPONSOR shall provide ALAMEDA CTC with periodic (i.e., monthly, quarterly or semi-annually) progress reports describing the current status of the PROJECT. The required progress reporting frequency schedule and forms are provided in Appendix C: Alameda CTC Request for Reimbursement and Reporting Requirements. Progress reports are due by the last day of each calendar month following the established reporting period in which the work was performed. These reports shall include PROJECT status information such as the scope of work completed to date, total costs incurred, future actions, project performance, issues identification, changes to scope or schedule, and any additional relevant information requested by ALAMEDA CTC.

17. PROJECT SPONSOR shall submit to ALAMEDA CTC a Request for Reimbursement in accordance with the minimum required invoicing frequency established for the PROJECT, but not more than one such request per month, for reimbursement of eligible PROJECT costs and expenses incurred by PROJECT SPONSOR. The required minimum invoicing frequency and invoice forms are provided in Appendix C: Alameda CTC Request for Reimbursement and Reporting Requirements. If PROJECT SPONSOR does not

incur any reimbursable expenses during the minimum invoicing period, in lieu of submitting an invoice, PROJECT SPONSOR shall submit a letter or a statement as part of the required progress report for the same period confirming that no reimbursable costs were incurred during the given period. If PROJECT SPONSOR requests reimbursement for costs incurred as a result of a contract or agreement with a third party that contains a contract value of $50,000 or greater, e.g. a consultant, contractor or other entity, PROJECT SPONSOR shall submit an electronic copy of the fully executed contract or agreement to ALAMEDA CTC prior to ALAMEDA CTC authorizing reimbursement of such costs. Supporting documentation for the Request for Reimbursement packages includes copies of invoices from vendors, consultants, or contractors and summaries of eligible PROJECT SPONSOR staff time charges. PROJECT SPONSOR may suggest an alternative method, subject to approval in advance by ALAMEDA CTC, to document staff costs charged to the PROJECT.

18. PROJECT SPONSOR shall provide a Parcel and Utility Agreement Tracking Log upon ALAMEDA CTC's request, if the PROJECT includes the acquisition of right-of-way and/or the relocation or protection of utility facilities.

19. PROJECT SPONSOR shall keep all necessary PROJECT records to demonstrate compliance with this AGREEMENT, including documentation of activities, performance, progress reports, final report, expenses and charges to support invoices submitted to ALAMEDA CTC and other PROJECT reporting requirements as described in Appendix C: Alameda CTC Request for Reimbursement and Reporting Requirements in one central location for a period of not less than five (5) years after the later of (i) ALAMEDA CTC's payment of the final invoice, (ii) the PROJECT SPONSOR'S submittal of the Final Report for ALAMEDA CTC ADMINISTERED FUNDS under this AGREEMENT, and (iii) the end of the PROJECT'S established "Years of Effectiveness" period (as identified in Appendix G: Transportation Fund for Clean Air Policies and Requirements) if any TFCA funds are provided under this AGREEMENT.

a. PROJECT SPONSOR and PROJECT SPONSOR's contractors and subcontractors shall each maintain and make available for inspection and audit all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts.

b. PROJECT SPONSOR shall allow ALAMEDA CTC or its authorized representatives to inspect, audit, or make copies of any PROJECT records for a period of five (5) years after ALAMEDA CTC's payment of the final invoice and the PROJECT SPONSOR'S submittal of the Final Report. The same access also shall be granted to BAAQMD or its authorized representatives for TFCA funds obligated by this AGREEMENT.

20. PROJECT SPONSOR shall comply with all of the following publicity requirements to inform the public on the use of ALAMEDA CTC ADMINISTERED FUNDS on the PROJECT.

a. PROJECT SPONSOR shall credit ALAMEDA CTC as a funding source and display the approved ALAMEDA CTC logo, where practical, on construction informational signs, vehicles or equipment operated or obtained as part of the PROJECT, and on any publicly distributed information (e.g., fact sheets, flyers, brochures, maps, schedules, websites, press releases), created for or associated with the PROJECT. For TFCA funding obligated through

this AGREEMENT, SPONSOR shall also credit the BAAQMD as a funding source and display the BAAQMD-approved TFCA logo.

b. PROJECT SPONSOR shall provide updated and accurate PROJECT information on the PROJECT SPONSOR's website, or create such a website if none exists, and provide a link to ALAMEDA CTC website.

c. PROJECT SPONSOR shall publish an article in a printed or electronically distributed publication such as a newsletter, local newspaper, e-publications, or website highlighting the PROJECT and the use of ALAMEDA CTC ADMINISTERED FUNDS at least once per fiscal year. For TFCA funding obligated through this AGREEMENT, SPONSOR shall also credit the BAAQMD as a funding source.

d. PROJECT SPONSOR shall document compliance with the publicity requirements and furnish such documentation upon request, and regularly through the progress and final reporting required by this AGREEMENT, through evidence such as photos of construction and vehicle signage, copies of print, electronic and other media published to satisfy this requirement. For TFCA funding obligated through this AGREEMENT, SPONSOR shall also document that the BAAQMD was credited as a funding source and the BAAQMD-approved TFCA logos were displayed.

e. PROJECT SPONSOR shall notify ALAMEDA CTC and request an exemption as soon as it is reasonably known that the PROJECT SPONSOR is unable to fulfill the requirements under this Section I.20 due to extraordinary circumstances.

21. PROJECT SPONSOR shall, to the extent not otherwise prohibited by law, and to the extent required by the California Public Records Act (California Government Code section 6250 et seq.), place in the public domain any software, written document, or other product developed with ALAMEDA CTC ADMINISTERED FUNDS received through this AGREEMENT.

22. PROJECT SPONSOR shall participate, upon the request of ALAMEDA CTC, in a Public Awareness Program in partnership with ALAMEDA CTC and/or its community advisory committees as a means of informing the public of the benefits derived from the use of ALAMEDA CTC ADMINISTERED FUNDS.

23. PROJECT SPONSOR shall obtain all state, local and federal permits and approvals for work, including environmental approvals in accordance with the National Environment Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as applicable. PROJECT SPONSOR will comply with all applicable state and federal laws and regulations.

24. PROJECT SPONSOR shall render a report or answer any and all inquiries, upon ALAMEDA CTC's request, in regards to its receipt of ALAMEDA CTC ADMINISTERED FUNDS, compliance audit findings, and usage of ALAMEDA CTC ADMINISTERED FUNDS before the ALAMEDA CTC Commission, Independent Watchdog Committee, and/or community advisory committees, as applicable.

25. For TFCA funds obligated by this AGREEMENT, a PROJECT SPONSOR who has failed a BAAQMD financial or performance audit for the PROJECT will be excluded from receiving an award of any TFCA funds for five (5) years from the date of BAAQMD's final audit determination. Existing TFCA funds already awarded to the SPONSOR will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed BAAQMD financial audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed BAAQMD performance audit means that the PROJECT was not implemented in accordance with the AGREEMENT. SPONSOR shall be afforded a reasonable amount of time to address/cure adverse audit findings.

26. For TFCA funds obligated by this AGREEMENT, PROJECT SPONSOR shall return to ALAMEDA CTC, on a pro-rated basis, TFCA funds received under this Agreement if PROJECT is not maintained and/or operated throughout, and at least until the conclusion of, its "Years of Effectiveness" as identified in Appendix G: Transportation Fund for Clean Air Policies and Requirements.

27. For TFCA funds obligated by this AGREEMENT, PROJECT SPONSOR shall submit a TFCA Final Report to the ALAMEDA CTC. The required content for the TFCA Final Report is identified in the TFCA Final Report Form referenced in Appendix G.

SECTION II

ALAMEDA CTC AGREES:

1. ALAMEDA CTC shall make a good faith effort to provide all ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT.

2. ALAMEDA CTC shall assist PROJECT SPONSOR when able, upon request and as necessary, in resolving issues related to the PROJECT.

3. ALAMEDA CTC shall provide a copy of its approved logo for PROJECT SPONSOR to use as required by this AGREEMENT.

4. ALAMEDA CTC shall provide notice to the PROJECT SPONSOR of any and all expenditures made by PROJECT SPONSOR, which are not in compliance with the AGREEMENT or the applicable ALAMEDA CTC ADMINISTERED FUNDS promptly after ALAMEDA CTC becomes aware of any such expenditures.

5. ALAMEDA CTC shall provide timely notice to PROJECT SPONSOR prior to conducting an audit of expenditures made by PROJECT SPONSOR to determine whether such expenditures are compliant with this AGREEMENT or the applicable ALAMEDA CTC ADMINISTERED FUNDS.

SECTION III

IT IS MUTUALLY AGREED AS FOLLOWS:

1. That ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT may be shifted between the phases of the PROJECT or between activities in the same phase of the PROJECT, so long as each of the following occurs: 1) PROJECT SPONSOR submits a written amendment request that provides revised and updated Appendix A: Project Control Information forms documenting the requested funding obligation shift and demonstrating to ALAMEDA CTC's satisfaction that the phase or activity from which the funds were shifted remains fully funded, and 2) the parties execute an amendment to this AGREEMENT incorporating the revised and updated Appendix A forms as described above, which amendment shall be approved by ALAMEDA CTC pursuant to applicable ALAMEDA CTC policies.

2. ALAMEDA CTC and the PROJECT SPONSOR may jointly authorize an "Administrative Amendment" for any minor schedule revisions, deliverables, or budget revisions that do not increase the total ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT. Any change in the PROJECT scope of work must be approved by ALAMEDA CTC prior to implementation of the change by the PROJECT SPONSOR. Administrative amendment requests sent to ALAMEDA CTC must include a revised Appendix A: Project Control Information which reflects the requested changes by the PROJECT SPONSOR.

3. For the purposes of this AGREEMENT, (i) a "Contract" shall mean and refer to a third party agreement with the PROJECT SPONSOR for services related to PROJECT, including agreements with another public agency, consultant firm, contractor or entity; (ii) "PROJECT SPONSOR Staff" costs include costs for staff dedicated directly to project implementation, management, oversight, and/or project development and may include direct costs including contracted services, such as legal counsel, that are considered an extension of PROJECT SPONSOR Staff; (iii) "Capital" with respect to any Right-of-Way Capital phase shall mean and refer to the cost to acquire real property, access rights and other property interests; and (iv) "Agreement Expiration Date" shall mean and refer to the expiration date of this AGREEMENT.

4. Reimbursable costs will be limited to the costs shown in Appendix A: Project Control Information. Funds expended for work directly related to the phases of the PROJECT covered by this AGREEMENT prior to the applicable allowable start date identified in Appendix B: ALAMEDA CTC ADMINISTERED FUNDS Obligated by this AGREEMENT are ineligible for reimbursement pursuant to this AGREEMENT. ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are subject to fund availability and any new requirements and policies imposed by ALAMEDA CTC. The AGREEMENT shall be amended, as necessary, to reflect the applicable requirements.

5. If additional local, state or federal funding is obtained to partially offset ALAMEDA CTC ADMINISTERED FUNDS planned for the PROJECT, ALAMEDA CTC ADMINISTERED FUNDS will not be transferred from the PROJECT until after it is ensured that all phases of the PROJECT can be fully delivered. ALAMEDA CTC ADMINISTERED FUNDS offset by additional local, state or federal funding shall be available for PROJECT only after all other funding planned for PROJECT, as described in Appendix A: Project Control Information, has been committed and/or encumbered to the PROJECT.

6. Should any portion of PROJECT be financed with federal or state funds, all applicable laws, rules and policies relating to the use of such funds shall apply, notwithstanding other provisions of this AGREEMENT.

7. For TFCA funds obligated by this AGREEMENT, this AGREEMENT is subject to the current BAAQMD-approved TFCA County Program Manager Fund Policies included in Appendix G: Transportation Fund for Clean Air Policies and Requirements and any new requirements imposed by the BAAQMD upon ALAMEDA CTC with respect to the TFCA funds distributed hereunder. ALAMEDA CTC will only distribute TFCA funds under this AGREEMENT to the extent the documented project costs are eligible under the applicable BAAQMD TFCA Policies.

8. The laws of the State of California shall govern this AGREEMENT.

9. All correspondence and communications will contain ALAMEDA CTC project number and name for PROJECT in a clearly identifiable location. For projects with TFCA funds obligated by this AGREEMENT, all correspondence and communications will also contain the TFCA project number as identified in Appendix G: Transportation Fund for Clean Air Policies and Requirements.

10. ALAMEDA CTC reserves the right to conduct technical and financial audits of PROJECT work and records when determined to be necessary or appropriate and PROJECT SPONSOR agrees, and shall require its contractors and subcontractors to agree, to cooperate with ALAMEDA CTC by making all appropriate and relevant PROJECT records promptly available for audit and copying.

11. PROJECT costs incurred by PROJECT SPONSOR are only eligible for reimbursement on a pro-rated basis unless specifically provided for in Appendix A: Project Control Information, and PROJECT SPONSOR is expected to concurrently seek reimbursement from the other sources shown in Project A: Project Control Information. Pro-rated basis, as used herein, equals the amount of ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT to a phase, divided by the total funding for the phase, as shown in Appendix A: Project Control Information. For any Request for Reimbursement which includes such expenditures, PROJECT SPONSOR shall (i) report the total expenditures during the reimbursement period, (ii) indicate the percentage of the total expenditures for the phase expected to be funded by ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT, and (iii) request reimbursement for the dollar amount which equals the product of such total expenditures and such percentage.

12. ALAMEDA CTC approval of PROJECT SPONSOR submitted Requests for Reimbursement will be contingent on the submittal of progress reports and deliverables by PROJECT SPONSOR as required by this AGREEMENT. In the event that progress reports and deliverables are not complete and current, approval of Requests for Reimbursement shall be withheld until an acceptable remedy has been implemented and approved by ALAMEDA CTC. If PROJECT SPONSOR fails to submit the required deliverables or otherwise fails to meet the reporting and invoicing requirements of this AGREEMENT, ALAMEDA CTC may deobligate funds from the PROJECT and this AGREEMENT. Not less than thirty (30) days prior to the effective date of any such action, ALAMEDA CTC will endeavor to notify PROJECT SPONSOR in writing that the required deliverables, invoicing and reporting is overdue.

13. Request for Reimbursements submitted after the Agreement Expiration Date identified in Appendix B: Alameda CTC Administered Funds Obligated by this AGREEMENT will be ineligible for reimbursement by ALAMEDA CTC unless an exception is requested by the PROJECT SPONSOR no less than sixty (60) days before the Agreement Expiration Date, and the exception is approved by ALAMEDA CTC.

ALAMEDA CTC will deobligate any remaining ALAMEDA CTC ADMINISTERED FUNDS from PROJECT and this AGREEMENT.

14. Each Right-of-Way transaction which is funded either wholly or in part with ALAMEDA CTC ADMINISTERED FUNDS shall be subject to repayment or reimbursement to ALAMEDA CTC under ALAMEDA CTC Policies in effect as of the effective date of this AGREEMENT, irrespective of the party holding title to the real estate which is the subject of the Right-of-Way transaction in question. The parties agree that Section III.15(a) through Section III.15(f), the provisions of which are intended to provide further detail regarding the application of such Policies, shall govern the extent to which such repayment is required and the conditions applicable to any such repayment. If such Policies are amended after the effective date of this AGREEMENT by ALAMEDA CTC, the PROJECT SPONSOR and ALAMEDA CTC shall execute an amendment to this AGREEMENT which references the revised Policies.

15. For the purposes of the following provisions, "ALAMEDA CTC Share" shall mean the percentage share of the original property purchase price funded by ALAMEDA CTC ADMINISTERED FUNDS (i.e., if the purchase was fully funded by ALAMEDA CTC ADMINISTERED FUNDS, ALAMEDA CTC Share shall equal 100%); any appraisal required under Section III.15(a) and Section III.15(f) only, shall be conducted at no cost to ALAMEDA CTC; "Fair Market Value" of a given property shall mean the net proceeds from the sale of such property if such sale occurs in an open market transaction or by auction, or the value of the property determined by an independent third-party appraisal of the property if some or all of the property is retained by PROJECT SPONSOR or otherwise transferred to any other party without an auction or open market transaction; and "CPI" means the Consumer Price Index, All Items for All Urban Consumers, San Francisco-Oakland, San Jose, CA.

a. If any property is acquired for the PROJECT using ALAMEDA CTC ADMINISTERED FUNDS to finance some or all of the acquisition, and the PROJECT is cancelled or otherwise does not begin construction within five (5) years after the effective date of AGREEMENT (as such deadline may be extended by agreement between the parties hereto), then PROJECT SPONSOR shall, within one (1) year after such cancellation decision or the expiration of such five (5) year period, reimburse ALAMEDA CTC for the greater of the following: ALAMEDA CTC Share of the property's Fair Market Value or the full amount of ALAMEDA CTC ADMINISTERED FUNDS used to acquire the property, as escalated by the increase in the CPI during the most recent period for which CPI data is available which is equal in length to the period between the date ALAMEDA CTC ADMINISTERED FUNDS were paid to PROJECT SPONSOR and the date reimbursement is made to ALAMEDA CTC.

b. If any property is acquired for the PROJECT using ALAMEDA CTC ADMINISTERED FUNDS to finance some or all of the acquisition and only a portion of the acquired property is required for the PROJECT, and if the PROJECT begins construction within five (5) years after the effective date of this AGREEMENT (as such deadline may be extended by agreement between the parties hereto), then PROJECT SPONSOR shall, within one (1) year after PROJECT completion, reimburse ALAMEDA CTC for ALAMEDA CTC Share of the Fair Market Value of any property determined to be "excess property".

c. If the PROJECT begins construction within five (5) years after the effective date of this AGREEMENT (as such deadline may be extended by agreement between the parties hereto), then except as provided in subparagraph (d) below, no reimbursement is due with respect to any property interest acquired for the project using ALAMEDA CTC ADMINISTERED FUNDS if the entirety of the acquired property is required for the PROJECT.

d. If PROJECT SPONSOR anticipates receiving net revenues (i.e., rental or other income generated by the property, less reasonable costs for insurance, maintenance and related items) from any property acquired using ALAMEDA CTC ADMINISTERED FUNDS, PROJECT SPONSOR shall notify ALAMEDA CTC on how PROJECT SPONSOR will use such revenue to offset other project costs, and document such revenue separately in project reimbursement requests.

e. If PROJECT is suspended, PROJECT SPONSOR shall pay all property management costs.

f. Property that is required for the PROJECT and acquired wholly or in part with ALAMEDA CTC ADMINISTERED FUNDS shall be available for PROJECT construction within ten (10) years of ALAMEDA CTC reimbursement to the PROJECT SPONSOR. If, after ten (10) years, PROJECT has not been completed, PROJECT SPONSOR shall reimburse ALAMEDA CTC Share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to ALAMEDA CTC, within one (1) year after the expiration of this ten (10) year period.

16. If condemnation procedures are required to obtain possession to Right-of-Way, ALAMEDA CTC will consider the required deposit as an eligible cost and reimburse the PROJECT SPONSOR upon request. PROJECT SPONSOR shall submit documentation of the final order of condemnation settlement within ninety (90) days after the date of the court recording of the final order of condemnation. If the amount of ALAMEDA CTC reimbursement to the PROJECT SPONSOR is higher than ALAMEDA CTC Share of the amount of settlement in the final order of condemnation, the PROJECT SPONSOR shall pay ALAMEDA CTC the difference between the amount reimbursed and ALAMEDA CTC Share of the amount settled plus ALAMEDA CTC Share of the interest accrued to the deposit account within one (1) year of the final order of condemnation.

17. PROJECT SPONSOR shall not initiate condemnation of any property until full funding for the construction of the PROJECT has been secured.

18. Reimbursement to PROJECT SPONSOR by ALAMEDA CTC for PROJECT Right-of-Way is limited to the following (and net of any relocation payments provided by other sources):

a. The cost to purchase all real property required for the PROJECT free and clear of liens and/or conflicting easements, including the costs for preparation of documents, negotiations and legal services.

b. The cost of damages to owners of the remainder of real property not actually taken but injuriously affected by PROJECT.

c. The cost of relocation payments and services provided to owners and occupants pursuant to the appropriate State laws and regulations when the PROJECT displaces an individual, family, business, farm operation or nonprofit organization.

d. The cost of demolition and/or the sale of all improvements on the right-of-way. Proceeds from the sale of any such improvements shall be credited to the PROJECT and used to offset PROJECT costs.

e. The cost of all unavoidable utility relocation, protection or removal necessary for the completion of the PROJECT.

f. The cost of all necessary hazardous material and hazardous waste treatment, encapsulation or removal and protective storage for which PROJECT SPONSOR accepts responsibility and where the actual generator cannot be identified and recovery made.

19. If PROJECT SPONSOR materially breaches this AGREEMENT, including but not limited to failing to deliver the PROJECT within the schedule defined by this AGREEMENT without compelling reason, failing to file required progress reports in the time specified by this AGREEMENT, or failing to comply with applicable regulations, ALAMEDA CTC may either terminate this AGREEMENT or suspend payments to PROJECT SPONSOR until such time as PROJECT SPONSOR makes reasonable efforts to comply with this AGREEMENT.

20. Neither ALAMEDA CTC, nor its governing body or any officer, consultant, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by PROJECT SPONSOR in connection with the PROJECT. It is also understood and agreed, pursuant to Government Code Section 895.4, PROJECT SPONSOR shall fully defend, protect, indemnify and hold harmless ALAMEDA CTC, its governing body, and all its officers, employees, agents, representatives, and successors-in-interest, against any and all liability, loss, expense, including reasonable attorneys' fees, or claims for injury (as defined in Government Code Section 810.8) or damages occurring by reason of anything done or omitted to be done by PROJECT SPONSOR in connection with PROJECT, including the performance of the PROJECT or operation or use of the equipment that is subject to this AGREEMENT. If TFCA funds are obligated by this AGREEMENT, PROJECT SPONSOR shall also fully defend, protect, indemnify and hold harmless BAAQMD, its governing body, and all its officers, employees, agents, representatives, and successors-in-interest, from any liability imposed on BAAQMD for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by PROJECT SPONSOR in connection with PROJECT.

21. Neither PROJECT SPONSOR, nor its governing body or any officer, consultant, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, protect, indemnify and hold harmless PROJECT SPONSOR, its governing body, and all its officers, employees, agents, representatives, and successors-in-interest, against any and all liability, loss, expense, including reasonable attorneys' fees, or claims for injury (as defined in Government Code Section 810.8) or damages occurring by reason of anything done or omitted to be done by

ALAMEDA CTC in connection with PROJECT, including the performance of the PROJECT or operation or use of the equipment that is subject to this AGREEMENT.

22. Nothing in the provisions of this AGREEMENT is intended to create duties or obligations to or rights in third parties not party to this AGREEMENT. This AGREEMENT gives no rights or benefits to anyone other than ALAMEDA CTC and PROJECT SPONSOR and has no third-party beneficiaries.

23. All legal actions by either party against the other arising from this AGREEMENT, or for the failure to perform in accordance with the applicable standard of care, or for any other cause of action, will be subject to the statutes of limitations of the State of California.

24. Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorney's fees from the other party.

25. This AGREEMENT shall terminate upon the Agreement Expiration Date identified in Appendix B: Funds Obligated by this AGREEMENT unless this AGREEMENT is extended by mutual agreement of the parties. Notwithstanding the foregoing, Sections I.7, I.19, III.20 and III.21 shall survive the termination or expiration of this AGREEMENT.

26. This AGREEMENT, including its Recitals and Appendices, constitutes the entire AGREEMENT. This AGREEMENT may be changed only as allowed in Sections III.1 and Section III.2 of this AGREEMENT or by a written amendment executed by both parties.

[Signatures on the next page]

CITY OF DUBLIN
(PROJECT SPONSOR)

By: _____

Linda Smith D'Ambrosio Date
City Manager

ALAMEDA COUNTY
TRANSPORTATION COMMISSION
(ALAMEDA CTC)

By: _____

Tess Lengyel Date
Executive Director

Recommended

By: _____

Gary Huisingh Date
Deputy Executive Director of
Capital Projects

Reviewed as to Budget/Financial Controls:

By: _____

Patricia Reavey Date
Deputy Executive Director of
Finance and Administration

Approved as to Legal Form:

By: _____

John Bakker Date
Legal Counsel to CITY OF DUBLIN

Approved as to Legal Form:

By: _____

Fennemore Wendel Date
Legal Counsel to ALAMEDA CTC

LIST OF APPENDICES

APPENDIX A: PROJECT CONTROL INFORMATION

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Appendix A-2	Project Scope Detail by Phase
Appendix A-3	Project Milestone Schedule
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APPENDIX B: ALAMEDA CTC ADMINISTERED FUNDS OBLIGATED BY THIS AGREEMENT

APPENDIX C: ALAMEDA CTC REQUEST FOR REIMBURSEMENT AND REPORTING REQUIREMENTS

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Note: Appendix G is only included and attached to this AGREEMENT if TFCA funds are obligated and applicable to AGREEMENT.

APPENDIX A

PROJECT CONTROL INFORMATION

Appendix Index

Appendix A-1	Project Description
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APPENDIX A-1

PROJECT DESCRIPTION

Project Description:

This project will construct complete street improvements on Tassajara Road from North Dublin Ranch Drive to Quarry Lane School. The project will improve approximately ½ mile of Tassajara Road to a four-lane arterial standard, with Class IV bike lanes, sidewalks, landscaped median, stormwater treatment areas, and other associated street improvements including pavement replacement, grinding/overlay, and cross slope correction operations, new pavement and striping.

The project also includes bicycle and pedestrian improvements at the signalized intersections located within the project limit. It will provide improved facilities and connections to students traveling to Quarry Lane School, bus stops, the Wallis Ranch Community Park, Emerald Glen Park, EBRPD Tassajara Creek Regional Park, and Tassajara Creek Class I trail, and the Town Center PDA.

Project Limits

- Tassajara Road from North Dublin Ranch Drive to Quarry Lane School

APPENDIX A-2

PROJECT SCOPE DETAIL BY PHASE

The ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are to support the project phase(s) identified and described below:

CONSTRUCTION

- Creation of Class IV bike lanes, sidewalks, landscaped median, and storm water treatment areas.
- Improvements to pavement replacement, grinding/overlay, cross slope correction operation, new pavement, and striping
- Improvements at signalized intersections

APPENDIX A-3

PROJECT MILESTONE SCHEDULE

Phase/Milestone	Begin (Mo/Yr)	End (Mo/Yr)
Construction		
Release Request for Proposal / Advertisement	10/24	11/24
Contract Award	11/24	12/24
Construction Activity	12/24	10/26
Project Closeout	10/26	06/27

APPENDIX A-4

PROJECT COST SUMMARY BY PHASE AND FUND SOURCE

This Project Cost Summary provides a project funding plan for all Project phases, regardless if funded through ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT.

PROJECT COST SUMMARY BY PHASE AND FUND SOURCE				
PHASE	**Alameda CTC Administered Funds**		**Sponsor Funds**	**Total Funding**
	2014 Measure BB TEP-44	**TFCA FY 23-24 Prog Mgr**	**Local Other**	
Construction	$872,00	$128,000	$10,971,000	**$11,971,000**
Total Project Cost	**$872,00**	**$128,000**	**$10,971,000**	**$11,971,000**

APPENDIX A-5

PROJECT FUNDING SUMMARY BY PHASE AND REIMBURSEMENT RATIO

(Only Phases Funded with Alameda CTC Administered Funds)

The ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT are to support the project phase(s) identified and described below:

PROJECT FUNDING SUMMARY BY PHASE AND REIMBURSEMENT RATIO					
PHASE	**Alameda CTC Administered Funds**		**Matching Funds**	**Total Funding**	**Reimbursement Ratio Percentage**
	2014 Measure BB TEP-44	**TFCA Prog Mgr**			
Construction	$872,000	$128,000	$10,971,000	**$11,971,000**	**8.35%**
Total Funding	**$872,000**	**$128,000**	**$10,971,000**	**$11,971,000**	

Notes:

- PROJECT SPONSOR shall be reimbursed eligible costs in the percentage of Total ALAMEDA CTC ADMINISTERED FUNDS to Total Funding per the Reimbursement Ratio Percentage for each phase. Each Alameda CTC Administered Fund amount identified is a not-to-exceed amount. The Reimbursement Ratio is defined as ALAMEDA CTC ADMINISTERED FUNDS divided by the Total Funding.

APPENDIX A-6

PROJECT PHASE COST DETAIL

This Project Phase Cost Detail summarizes the total cost for each phase with ALAMEDA CTC ADMINISTERED FUNDS obligated in this AGREEMENT.

PHASE COST DETAIL				
CONSTRUCTION	**2014 Measure BB TEP-44**	**TFCA Prog Mgr**	**Matching Funds**	**Total Cost**
Sponsor Staff/Labor Cost	$ -	$ -	$ -	**$ -**
Contract(s)/Other Direct Cost	$872,000	$128,000	$10,971,000	**$11,971,000**
Total Phase Cost *(Staff + Contract Costs)*	**$872,000**	**$128,000**	**$10,971,000**	**$11,971,000**

Notes:

- Contracts funded with any combination of Measure B, Measure BB, Vehicle Registration Fee and local funds that do not contain State or federal funds are subject to Alameda CTC's Local Business Contract Equity Program (refer to Appendix D).

APPENDIX B

ALAMEDA CTC ADMINISTERED FUNDS OBLIGATED BY THIS AGREEMENT

The following Table B-1 identifies the ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT and establishes a unique allowable start date for each obligated fund source.

TABLE B-1
FUNDS OBLIGATED BY THIS AGREEMENT
AND ALLOWABLE START AND EXPENDITURE DEADLINE DATES

Fund Source	Fund Subset	Phase	Commission Approval Date	Allowable Start Date	Expenditure Deadline Date	Obligated Amount
2014 MBB	TEP-44	Construction	5/25/2023	7/1/2023	*The Agreement Expiration Date serves as the expenditure deadline date.*	**$872,000**
TFCA	Prog Mgr	Construction	5/25/2023	7/1/2023	12/12/2025	**$128,000**
Total Alameda CTC Administered Funds Obligated by AGREEMENT:						**$1,000,000**

Agreement Expiration Date:	**June 31, 2027**

Notes:

1. ALAMEDA CTC reimbursement amounts by fund source for PROJECT shall not exceed the total amount obligated by this AGREEMENT, by fund source.
2. The Commission Approval Date is the date of the meeting at which the Commission approved the allocation.
3. The Allowable Start Date identified for each fund source is the earliest date at which costs eligible for reimbursement by the fund source indicated may be incurred. Any costs incurred on the PROJECT before this date will not be eligible for reimbursement under this AGREEMENT.
4. The Expenditure Deadline Date is the last date by which eligible reimbursable costs may be incurred. Any costs incurred on the PROJECT after this date will not be eligible for reimbursement under this AGREEMENT.
5. The Agreement Expiration Date shall mean and refer to the expiration date of this AGREEMENT.
6. For TFCA funds obligated by this agreement, the Expenditure Deadline Date in the above table is two (2) years from the date when ALAMEDA CTC first received funds from BAAQMD, unless an extended deadline is approved at the time of programming or an extension has been approved by the ALAMEDA CTC. An estimated deadline date is noted in the above table if at the time of this agreement the Alameda CTC has yet to receive funds from BAAQMD. Extended deadlines will be reflected in an amended Table B-1, once approved.
7. For TFCA funds obligated by this agreement, Alameda CTC may approve up to two one-year extensions to the Expenditure Deadline Date. Any additional extensions require approval from both ALAMEDA CTC and BAAQMD. The above table reflects the first 1-year extension to the TFCA Expenditure deadline from 12/12 2024 to 12/12/2025.

APPENDIX B (CONT.)

Reimbursement of ALAMEDA CTC ADMINISTERED FUNDS obligated by this AGREEMENT shall be in accordance with the Drawdown Limitation Schedule below.

TABLE B-2
ALAMEDA CTC ADMINISTERED FUNDS
REIMBURSEMENT - DRAWDOWN LIMITATION SCHEDULE

No.	Fiscal Year	Quarter	Fund Source	Drawdown Limitation Amount	Cumulative Drawdown Limitation Amount
1	FY 24/25	Any	TFCA	$128,000	$128,000
				Subtotal TFCA	**$128,000**
2	FY 24/25	Any	2014 MBB	$400,000	$400,000
3	FY 25/26	Any	2014 MBB	$400,000	$800,000
4	FY 26/27	Any	2014 MBB	$72,000	$72,000
				Subtotal MBB	**$872,000**
				Total TFCA and 2014 MBB	**$1,000,000**

Notes:

1. Fiscal Year (FY) begins July 1 and ends June 30.
2. Quarter 1 begins July 1 and ends September 30; Quarter 2 begins October 1 and ends December 31; Quarter 3 begins January 1 and ends March 31; and Quarter 4 begins April 1 and ends June 30.
3. ALAMEDA CTC shall endeavor to transmit payments to PROJECT SPONSOR following the receipt and approval of a complete Request for Reimbursement(s) submitted by the PROJECT SPONSOR.
4. Actual reimbursements from ALAMEDA CTC to the PROJECT SPONSOR shall not exceed the Cumulative Drawdown Limitation Amount without Alameda CTC's written approval. Any portion of a reimbursement request, which exceeds the applicable Cumulative Drawdown Limitation without such prior approval by ALAMEDA CTC shall be deferred until the following quarter or until sufficient capacity in the cumulative drawdown limitation amount is achieved.

APPENDIX C

REQUEST FOR REIMBURSEMENT AND REPORTING REQUIREMENTS

The below table establishes the required minimum frequency for Requests for Reimbursement and Progress Reports. Requests for Reimbursements and Progress Reports are required either monthly, quarterly, or semi-annually, as indicated below with an "X".

REQUEST FOR REIMBURSEMENT AND PROGRESS REPORTING FREQUENCY AND DUE DATES			
Frequency Required *(as checked)*	**Minimum Frequency**	**Period Covered**	**Due Dates**
☐	Monthly *(once every month)*	One month	By 30 days following the end of billed activity
☐	Quarterly *(once every 3 months)*	Quarter 1: 7/1– 9/30 Quarter 2: 10/1 – 12/31 Quarter 3: 1/1– 3/31 Quarter 4: 4/1– 6/30	By October 31st By January 31st By April 30th By July 31st
☒	Semi-annually *(once every 6 months)*	Quarters 1 & 2: 7/1 – 12/31 Quarters 3 & 4: 1/1 – 6/30	By January 31st By July 31st
☒	Annually *(TFCA Annual Report)*	Fiscal Year: 7/1 – 6/30	By July 31st
☒	Final Request for Reimbursement	Any work period eligible under Appendix B.	Must be submitted prior to the Agreement Expiration Date

Notes:

1. For all projects, the maximum frequency for Requests for Reimbursement is one (1) per month.
2. If no costs were incurred during the reporting period, a progress report for the corresponding period is still required.
3. TFCA funding requires annual reporting to BAAQMD in addition to the minimum required frequency for Alameda CTC progress reports and invoices.
4. Requests for Reimbursement must be submitted prior to the Agreement Expiration Date in order to be eligible for reimbursement.

REQUEST FOR REIMBURSEMENT AND REPORTING FORMS

Any PROJECT SPONSOR awarded ALAMEDA CTC Administered Funds shall use the following forms included in the link below for progress reporting, final reporting, request for reimbursements, and requests for amendments to this funding agreement. Note that the format and required content of these forms is subject to change.

List of Downloadable Forms: https://www.alamedactc.org/funding/reporting-and-grant-forms/

1. Request for Reimbursement (RFR) Form
2. Alameda CTC Progress Report Form
3. Alameda CTC Final Report Form
4. Transportation Fund for Clean Air Program Reporting Forms (Interim and Final Report)
5. Amendment Request Form

APPENDIX D

LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

As noted in Section I.14, PROJECT SPONSOR is obligated to comply with all applicable provisions of the Alameda CTC Local Business Contract Equity (LBCE) Program, incorporated herein by reference as if attached hereto.

LBCE Program Substitution: The LBCE Program allows substitution of Alameda CTC's program if a sponsor agency's local preference program has been approved in writing by the Alameda CTC's LBCE Liaison Officer. This approval letter from Alameda CTC shall be attached as part of Appendix D.

The following resources are available to guide Project Sponsors through the LBCE Program requirements for procurement and contracting processes:

- Sample template language for professional and construction services is available from ALAMEDA CTC's website: https://www.alamedactc.org/get-involved/contract-equity

- Prime and Subconsultant/Subcontractor Local Business Enterprise, Small Local Business Enterprise and Very Small Local Business Enterprise Utilization Form: https://www.alamedactc.org/get-involved/contracting-forms/

- The LBCE Program Guidelines, available at the above link, includes a Project Sponsor Responsibility Checklist. Appendix B of the LBCE Program Guidelines identifies the Responsibilities of Sponsor Agencies.

- Direct inquiries about the LBCE Program to ALAMEDA CTC's LBCE Liaison Officer:

  Seung Cho
  Director of Procurement and Information Technology
  Alameda County Transportation Commission
  Email: scho@alamedactc.org
  Phone: (510) 208-7472

APPENDIX E

DELIVERABLES AND DUE DATES

Project Deliverables and Due Dates: The Deliverables and Due Dates table below shows deliverables and due dates, if any, for the phases listed in Appendix A-2 Project Phase Descriptions that contain ALAMEDA CTC ADMINISTERED FUNDS.

Deliverables and Due Dates		
No.	**Description**	**Due Date to Alameda CTC**
1	Progress Report #1: July to December, 2023	January 31, 2024
3	Progress Report #2: January to June, 2024	July 31, 2024
4	FY 2023-24 TFCA Annual (Interim) Report to BAAQMD	July 31, 2024
5	Progress Report #3: July to December, 2024 *(To include documentation of contract award)*	January 31, 2025
6	Progress Report #4: January to June, 2025	July 31, 2025
7	FY 2024-25 TFCA Annual (Interim) Report to BAAQMD	July 31, 2025
8	Progress Report #5: July to December, 2025	January 31, 2026
9	Progress Report #6: January to June, 2026	July 31, 2026
10	FY 2025-26 TFCA Annual (Interim) Report to BAAQMD	July 31, 2026
11	Progress Report #6: July to December, 2026	January 31, 2027
12	Copy of Photos or resolution to confirm construction completion	By the Agreement Expiration Date
13	Final Invoice	By the Agreement Expiration Date
14	TFCA Final Report for BAAQMD *(Report ot include documentation of BAAQMD logo use)*	Within 3 months of project completion, but no later than the Agreement Expiration Date
15	Final Report	By the Agreement Expiration Date

Note:

- Per Section III.19 of AGREEMENT, Alameda CTC may withhold payment of reimbursement requests until past due deliverables are received and approved.

APPENDIX F

PROJECT PERFORMANCE MEASURES

Project Performance Measures: The Project Performance Measures and Targets describes what outcome-based performance measure(s) the PROJECT SPONSOR plans to evaluate to ensure that the project/program is meeting its objectives.

Appendix F is Not Applicable.

APPENDIX G

TRANSPORTATION FUND FOR CLEAN AIR POLICIES AND REQUIREMENTS

The contents of Appendix G are only included and attached to this AGREEMENT if TFCA funds are obligated and applicable to AGREEMENT.

Appendix Index

Appendix G-1	TFCA Project Number and "Years of Effectiveness"
Appendix G-2	BAAQMD-approved TFCA County Program Manager Fund Policies
Appendix G-3	Minimum required insurance for TFCA-funded projects
Appendix G-4	Reporting Forms to BAAQMD for TFCA-funded projects

APPENDIX G-1

TFCA PROJECT NUMBER AND "YEARS OF EFFECTIVENESS"

The PROJECT's established TFCA Project Number is to be included on all PROJECT reports and invoices.

The PROJECT's established period for TFCA "Years of Effectiveness" is used by Alameda CTC and BAAQMD to evaluate the cost effectiveness of the PROJECT and represents the minimum period of time PROJECT SPONSOR is to maintain and/or operate the PROJECT, per BAAQMD requirements. It is not intended to reflect the number of years a capital project is expected to last.

TFCA Project Number:

- 24ALA02

TFCA "Years of Effectiveness":

- Seven (7) years

APPENDIX G-2

BAAQMD-APPROVED TFCA COUNTY PROGRAM MANAGER FUND POLICIES

Projects awarded TFCA County Program Manager funding by Alameda CTC are to be consistent with the BAAQMD's Board-Adopted TFCA County Program Manager Fund Policies.

The following policies apply to the BAAQMD TFCA County Program Manager funding awarded to PROJECT:

- *BAAQMD Board-Adopted TFCA County Program Manager Fund Policies for FYE 2024*

- *These Policies are available for view and download from the Alameda CTC's website: https://www.alamedactc.org/wp-content/uploads/2023/06/FYE24_TFCA_CPM_Policies_clean_MSC_20221027.pdf*

Note: The above link provides a copy of *Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2024* from BAAQMD's TFCA County Program Manager Fund Expenditure Plan Guidance, Fiscal Year Ending 2024. As incorporated into this AGREEMENT, (i) the term "Air District" in the policies shall be deemed to mean and refer to BAAQMD, (ii) "Program Manager" shall be deemed to mean and refer to ALAMEDA CTC, and (iii) "GRANTEE" shall be deemed to mean and refer to SPONSOR.

APPENDIX G-3

TFCA INSURANCE REQUIREMENTS

[See Below and Attached]

Note: The below Alameda CTC insurance requirements for TFCA projects are followed by a copy of BAAQMD's Insurance Guidelines, Appendix F of BAAQMD's TFCA *County Program Manager Fund Expenditure Plan Guidance, Fiscal Year Ending (FYE) 2024*. As incorporated into this Agreement, (i) the term "Air District" in the attached shall be deemed to mean and refer to BAAQMD, (ii) "County Program Manager" shall be deemed to mean and refer to ALAMEDA CTC, and (iii) "Grantee" shall be deemed to mean and refer to SPONSOR.

INSURANCE REQUIREMENTS

Verification of Coverage

SPONSOR is required to provide certificates and/or other evidence of the required insurance coverage prior to the execution of a fund-transfer agreement and annually thereafter throughout and until project completion. Certificates, policies and other evidence provided shall specify that the ALAMEDA CTC and BAAQMD shall receive 30 days advanced notice of cancellation from the insurers.

Additionally, SPONSOR is to require all professional services consultants, contractors and subcontractors involved with the PROJECT to name ALAMEDA CTC, its officers, employees and consultants as additional insured on all insurance required by SPONSOR for PROJECT.

Minimum Scope of Insurance

Throughout the Term of the AGREEMENT, SPONSOR shall obtain and maintain in full force and effect the Liability Insurance and Property Insurance as set forth below:

1. **Liability Insurance:** with a limit of not less than $1,000,000 per occurrence. Such insurance shall be of the type usual and customary to the business of SPONSOR, and to the operation of the vehicles, vessels, engines or equipment operated by Sponsor.
2. **Property Insurance:** in an amount of not less than the insurable value of SPONSOR's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
3. **Workers Compensation Insurance:** As required by California law and employers' insurance with a limit not less than $1 million.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII. The ALAMEDA CTC may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

County Program Manager Fund Expenditure Plan Guidance FYE 2024

Appendix F: Insurance Guidelines

This appendix provides guidance on the insurance coverage and documentation typically required for TFCA County Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the Funding Agreement.

The typical Funding Agreement requires that each Project Sponsor provide documentation showing that they meet the following requirements for each of their projects. The County Program Manager is not required to meet these requirements itself, unless it is acting as a Project Sponsor.

1. Liability Insurance:

Corporations and Public Entities - a limit of not less than $1,000,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, engines or equipment operated by the Project Sponsor.

Single Vehicle Owners - a limit of not less than $750,000 per occurrence. Such insurance shall be of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, engines or equipment operated by the Project Sponsor.

2. Property Insurance:

New Equipment Purchases - an amount of not less than the insurable value of Project Sponsor's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

Retrofit Projects - 2003 model year vehicles or engines or newer in an amount of not less than the insurable value of Project Sponsor's vehicles, engines or equipment funded under this Agreement, and covering all risks of loss, damage or destruction of such vehicles, engines or equipment.

3. Workers Compensation Insurance:

Construction projects – including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers' insurance with a limit not less than $1 million.

4. Acceptability of Insurers:

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

The following table lists the type of insurance coverage generally required for each project type. The requirements may differ in specific cases. County Program Managers should contact the Air District liaison with questions, especially about unusual projects.

County Program Manager Fund Expenditure Plan Guidance FYE 2024

Project Category	Liability	Property	Workers Compensation
Vehicle purchase and lease	X	X	
Engine retrofits	X	X	
Operation of shuttle services	X		X
Operation of vanpools	X		
Construction of bike/pedestrian path or overpass	X		X
Construction of bike lanes	X		X
Construction of cycle tracks/separated bikeways	X		X
Construction of smart growth/traffic calming projects	X		X
Construction of vehicle fueling/charging infrastructure	X	X	X
Arterial management/signal timing	X		X
Purchase and installation of bicycle lockers and racks	X	X	X
Transit marketing programs	X		
Ridesharing projects	X		X
Bike Share projects	X	X	X
Transit pass subsidy or commute incentives	X		
Guaranteed Ride Home Program	X		

APPENDIX G-4

REPORTING FORMS FOR TFCA-FUNDED PROJECTS

TFCA Interim Report Form:

The latest electronic version of the BAAQMD TFCA Interim Report form is available from the Alameda CTC's website at: https://www.alamedactc.org/funding/reporting-and-grant-forms/reimbursement-and-reporting-forms/

TFCA Final Report Form:

The latest electronic version of the BAAQMD TFCA Final Report forms are available from the Alameda CTC's website at: https://www.alamedactc.org/funding/reporting-and-grant-forms/reimbursement-and-reporting-forms/

Note: There are four TFCA report form templates. Use the appropriate form, as follows:

- Form 1 - Trip Reduction Projects, for shuttles/feeder bus operations, ridesharing and transportation demand management (TDM) programs, and Smart Growth projects
- Form 2 - Alternative Fuel Vehicles, for all vehicle projects
- Form 3 - Bicycle Projects, for bicycle lanes, bike sharing, lockers and racks
- Form 4 - Arterial Management, for signal timing coordination and upgrades and transit signal priority (TSP)

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING A PROJECT FUNDING AGREEMENT WITH THE TRI-VALLEY TRANSPORTATION COUNCIL FOR THE TASSAJARA ROAD IMPROVEMENTS – NORTH DUBLIN RANCH DRIVE TO QUARRY LANE SCHOOL PROJECT, CIP NO. ST0119

WHEREAS, the City of Dublin's five-year Capital Improvement Program 2024-2029 (CIP) includes the Tassajara Road Improvements – North Dublin Ranch Drive to Quarry Lane School project, CIP No. ST0119 ("Project"); and

WHEREAS, the City of Dublin, as one of the members of the Tri-Valley Transportation Council ("TVTC"), is a signatory to the Joint Exercise of Powers Agreement pertaining to the Tri-Valley Transportation Development Fee ("TVTDF"); and

WHEREAS, the City is the Project sponsor and requested a TVTDF funding allocation; and

WHEREAS, the Project is identified on List C of the TVTC Strategic Expenditure Plan ("SEP") and is programmed for funding in the SEP Funding Plan; and

WHEREAS, on October 16, 2023, TVTC approved the allocation of $1,450,000 of TVTDF funds for the Project (TVTC Resolution No. 2023-10); and

WHEREAS, the Parties desire to enter into a Project Funding Agreement to outline the terms and obligations associated with the allocation of TVTDF funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the agreement with the Tri-Valley Transportation Council, attached hereto as **Exhibit A** to this Resolution.

BE IT FURTHER RESOLVED that the City Manager or designee is authorized to execute **Exhibit A,** and make any necessary, non-substantive changes to **Exhibit A** to carry out the intent of this Resolution.

{Signatures on the Following Page}

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

TRI-VALLEY TRANSPORTATION COUNCIL

FUNDING AGREEMENT BETWEEN THE TRI-VALLEY TRANSPORTATION COUNCIL AND CITY OF DUBLIN FOR THE ALLOCATION OF TVTDF FUNDS IN THE AMOUNT OF $1,450,000 FOR THE CAMINO TASSAJARA/TASSAJARA ROAD WIDENING PROJECT – QUARRY LANE SCHOOL/WALLIS RANCH DRIVE TO NORTH DUBLIN RANCH DRIVE

(PROJECT B.8B)

This AGREEMENT is made and entered into as of _____, 2024 by and between the Tri-Valley Transportation Council and the City of Dublin (DUBLIN), collectively referred to herein as the "Parties."

RECITALS

A. **WHEREAS**, DUBLIN, as one of the members of the Tri-Valley Transportation Council ("TVTC"), is a signatory to the Joint Exercise of Powers Agreement pertaining to the Tri-Valley Transportation Development Fee ("TVTDF"); and

B. **WHEREAS**, the Camino Tassajara/Tassajara Road Widening Project – Quarry Lane School/Wallis Ranch Drive to North Dublin Ranch Drive Project ("Project") is identified on List C of the TVTC Strategic Expenditure Plan ("SEP") and is programmed for funding in the SEP Funding Plan; and

C. **WHEREAS**, DUBLIN is the Project sponsor and requested a TVTDF funding allocation; and

D. **WHEREAS**, pursuant to Resolution No. 2023-10, TVTC approved the allocation of $1,450,000.00 of TVTDF funds to DUBIN for the Project; and

E. **WHEREAS**, the Parties desire to enter into this Funding Agreement to outline the terms and obligations associated with the allocation of TVTDF funds;

NOW, THEREFORE, THE PARTIES DO HEREBY AGREE AS FOLLOWS:

SECTION I

TVTC AGREES:

A. To allocate and transmit to DUBLIN $1,450,000.00 of TVTDF funds for the Project.

DUBLIN AGREES:

A. To utilize the TVTDF funds solely for the Project, in accordance with the SEP.
B. To keep and maintain accurate documentation consistent with Generally Accepted Accounting Principles (GAAP) related to the expenditure of the TVTDF funds allocated for the Project.
C. To make any and all documentation related to the Project's use of TVTDF funds available to TVTC or its representatives upon request.
D. To promptly notify TVTC of any unspent TVTDF funds after Project completion and promptly return said funds to TVTC.

SECTION II

IT IS MUTUALLY AGREED:

A. Any notice given under this Funding Agreement shall be in writing and shall be deemed given if delivered personally or mailed by registered or certified mail or commercial overnight courier, return receipt or confirmation of delivery requested, or by facsimile transmission with voice confirmation of receipt, the parties at the following addresses (or at such other address for a party as shall be specified by like notice):

If to DUBLIN:

Pratyush Bhatia, Transportation and Operations Manager
City of Dublin
Transportation Division
100 Civic Plaza
Dublin, CA 94568
Pratyush.bhatia@dublin.ca.gov

If to TVTC:

Adam Cleary,
Attention: TVTC Administrator
Town of Danville
500 La Gonda Way
Danville, CA 94526
acleary@danville.ca.gov

SIGNATURES ON THE NEXT PAGE

CITY OF DUBLIN
A Municipal Corporation "DUBLIN"

Linda Smith D'Ambrosio, City Manager

APPROVED AS TO FORM:

John Bakker, City Attorney

ATTEST:

Marsha Moore, City Clerk

City Council Resolution No.

TRI-VALLEY TRANSPORTATION COUNCIL

Renee Morgan, Chair

APPROVED AS TO FORM:

Steven Mattas, TVTC Counsel

ATTEST:

Adam Cleary, TVTC Administrator

TRI-VALLEY TRANSPORTATION COUNCIL

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2023-10

A RESOLUTION OF THE TRI-VALLEY TRANSPORTATION COUNCIL TO ALLOCATE $1,450,000 IN TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE (TVTDF) FUNDS TO THE CITY OF DUBLIN FOR STRATEGIC EXPENDITURE PLAN PROJECT B-8B CAMINO TASSAJARA/TASSAJARA ROAD WIDENING PROJECT – QUARRY LANE SCHOOL/WALLIS RANCH DRIVE TO NORTH DUBLIN RANCH DRIVE FOR FY 2023-2024

WHEREAS, in 1995, the Tri-Valley Transportation Council (TVTC) adopted the "Tri-Valley Transportation Plan/Action Plan (TVTP/AP) for Routes of Regional Significance; and

WHEREAS, in 1998, the TVTC, and the City of Dublin entered into a Joint Exercise Powers of Agreement (JEPA) to provide authority to collect a Tri-Valley Transportation Development Fee (TVTDF) to collect impact fees for the traffic mitigation to be applied to TVTC priority projects; and

WHEREAS, on August 16, 2021 TVTC unanimously approved Resolution No. 2021-10 Adopting the Tri-Valley Transportation Council 2020 Nexus Fee Update Study; and

WHEREAS, on April 18, 2022, the TVTC unanimously approved Resolution No 2022-07 Adopting the Strategic Expenditure Plan (SEP) Update and SEP Funding Plan, which guides the expenditure of revenue collected from TVTDF; and

WHEREAS, the SEP identifies priorities, project sponsors, and funding for TVTDF projects; and

WHEREAS, the 2022 Strategic Expenditure Plan Update programmed $1,450,000 in fiscal year 2023-24 for the Camino Tassajara/Tassajara Road Widening Project – Quarry Lane School/Wallis Ranch Drive to North Dublin Ranch Drive (Project B-8B); and

WHEREAS, design of the Project is underway and is anticipated to start construction in 2024; and

WHEREAS, the City of Dublin is the project sponsor and has requested project funding allocation.

NOW THEREFORE, the Tri-Valley Transportation Council resolves as follows:

1. The TVTC authorizes the TVTC Administrator and Treasurer to transmit $1,450,000 in funds from the TVTDF account to the City of Dublin, the project sponsor for the Camino Tassajara/Tassajara Road Widening Project – Quarry Lane School/Wallis Ranch Drive to North Dublin Ranch Drive (Project B-8B);

2. The TVTC approves the draft Funding Agreement between TVTC and the City of Dublin substantially in the form attached hereto and incorporated herein as Exhibit A, subject to final review and minor modification by TVTC's General Counsel, and authorizes the Chair to execute the Funding Agreement;

3. The TVTC authorizes any related activities necessary to further the intent of this resolution.

PASSED, APPROVED AND ADOPTED at the meeting of October 16, 2023, by the following votes:

AYES: TESTA, Andersen, Haubert, Perkins, Josey
NOES:
ABSENT: Kiick, Arnerich
ABSTAIN:

DocuSigned by:
5CBCFE12F63F448...
Jean Josey, Chair
Tri-Valley Transportation Council

ATTEST:

DocuSigned by:
Sai Midididdi
FAA6458A7AE045C...
Sai Midididdi, TVTC Administrative Staff

CITY OF DUBLIN
FISCAL YEAR 2024-25
BUDGET CHANGE FORM

BUDGET INCREASE AMOUNT	
Account	**Amount**
ST0119 Tassajara Road Improvements	
Funding Sources	
st0119.2207 (36009610.49999) - (TFCA - Transfer In)	128,000
st0119.2217 (36009610.49999) - (Measure BB Grants - Transfer In)	872,000
st0119.2922 (36009610.49999) - (TVTC Grants - Transfer In)	1,450,000
Expenses	
st0119.9400.9401 (Improvements)	$1,000,000
Transfers Out	
22070010.89101 - (TFCA - Transfer Out)	128,000
22170010.89101 - (Measure BB Grants - Transfer Out)	872,000
29220010.89101 - (TVTC Grants - Transfer Out)	1,450,000
Revenue Received	
22070000.47301 - (TFCA - County Grants)	128,000
22170000.47301 - (Measure BB Grants - County Grants)	872,000
29220000.47305 - (TVTC Grants - Other Agency Grants)	1,450,000

REASON FOR BUDGET CHANGE

The City will receive grant funding of $872,000 in Measure BB funds and $128,000 in Transportation Fund for Clean Air (TFCA) funds from the Alameda County Transportation Commission (Alameda CTC) for the Tassajara Road Improvements Project ST0119, increasing the total project budget by $1,000,000 to a total of $15,000,000. Additionally The City will receive $1,450,000 of Tri-Valley Transportation Development Fee discretionary funds from the Tri-Valley Transportation Council (TVTC) for the Project. These TVTC funds were already included in the adopted Project budget, as Fund 9997 – Other. The budget change will recategorize and recognize the funding source as Fund 2922 - Tri-Valley Transportation Council Grants.

As Presented at the City Council Meeting **7/16/2024**

************Finance Use Only************

Posted By: _____

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: 2024 Utility Box Art Selection
Prepared by: Shelby Perry, Recreation Coordinator

EXECUTIVE SUMMARY:

The City Council will consider a recommendation from the Heritage and Cultural Arts Commission for artwork to be painted on 10 utility boxes in summer 2024.

STAFF RECOMMENDATION:

Approve the Heritage and Cultural Arts Commission's recommendations for the 2024 Utility Box Art Program.

FINANCIAL IMPACT:

The cost of 10 utility boxes, including artist payments and miscellaneous supplies, is estimated at $10,350. This project is funded by the Public Art Fund and is included in the adopted Fiscal Year 2024-25 Budget.

DESCRIPTION:

The 2024 Utility Box Art program will include painting 10 utility boxes throughout Dublin. The design theme for this project is "Out of this World." Artists were encouraged to be as creative as possible when developing images and designs that captured this theme.

In addition, three of the utility boxes scheduled to be painted are near Parks Reserve Forces Training Area (Camp Parks). Artists were encouraged to submit ideas and proposals that honor Camp Parks past, present, and future.

The City sought proposals that incorporated the themes with unique and creative ideas. As with all Public Art projects, artwork themes should also align with the City's Values, which are a part of the adopted Mission and Vision Statements, including safety, inclusivity, diversity, equality, and history. Artwork must also be suitable for all ages.

Staff issued a Call for Artists on February 23, 2024 (Attachment 2), publicizing the opportunity through normal City channels (website, social media, etc.), as well as via email to a list of interested artists, past Dublin utility box artists, and nearby cities with successful utility box art programs. In total, 47 design proposals were received from 32 individual artists by the April 16, 2024, deadline. Twenty professional artists submitted 34 design proposals, and 12 student artists submitted 13 design proposals.

On June 13, 2024, the Heritage and Cultural Arts Commission reviewed the artists' proposals and deliberated before recommending 10 artist proposals for City Council consideration and approval. The recommended artists' resumes, statements, and design proposals are included with this Staff Report (Attachment 1). Below is a table illustrating the utility box locations with the recommended artist and title of the artist's proposal.

TABLE 1: UTILITY BOX LOCATIONS AND ARTISTS ASSIGNMENTS

Box	Box location	Artist	Proposal Title
Box 1	Dougherty Rd. & Camp Parks Blvd.	Anne Giancola	Historic Camp Parks
Box 2	Dougherty Rd. & Amador Valley Blvd.	Jen Huber	Fleet City
Box 3	Dougherty Rd. & Scarlett Dr.	Jen Huber	Parks Air Force Base
Box 4	Dougherty Rd. & Willow Creek Dr.	Lisa Long	Climbing Mountains Together
Box 5	Central Pkwy & Arnold Rd.	Naghmeh Danishmand	Proposed Design
Box 6	Central Pkwy & Hacienda Dr.	Haley Haslim	Dublin Cosmic Dreamscape
Box 7	Gleason Dr. & Hacienda Dr.	Alyssa Wang*	Cosmic Corgi
Box 8	Tassajara Rd. & S Dublin Ranch Dr.	Andrew Lott	Portal to Day and Night
Box 9	Tassajara Rd. & N Dublin Ranch Dr.	Elli Maskiell	Bunny Astronaut
Box 10	Dublin Blvd. & Grafton St.	Iris Shen*	Observers

*Student Artists

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted, and a copy was provided to the artists.

ATTACHMENTS:

1) Utility Box Art Design Proposals from Recommended Artists
2) Call for Artists – Utility Box Art 2024

PROPOSAL COVERSHEET:

Dublin 2024 Utility Box Art Project
Proposals Not Accepted after Tuesday, April 16, 2024, 12:00AM (midnight)

Please indicate experience level:

☒ Professional Artist(s) ☐ Student Artist(s), under supervision of Art Professional

Please indicate any specific box(es) you have proposed a design for, or check 'No Preference' if you would be willing to adapt your design(s) to fit any assigned location:

☒	1	☒	4	☐	7		
☒	2	☐	5	☐	8	☐	10
☒	3	☐	6	☐	9	☐	Any

Artist: Anne Giancola

Co-Artist, if applicable: Vera Loudermilk

Co-Artist, if applicable: _____

Address: [redacted]

City: [redacted] 94566

Phone: [redacted]

E-mail Address: [redacted] Website: annegiancola.ar

Signature of Artist: [signature] Date: 4-14-24

Signature of Co-Artist, if applicable: [signature] Date: 4-14-24

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

ANNE GIANCOLA

[redacted]

Summary of Qualifications
Communications and art expert with a rich history of bridging community and culture. Exemplary background in utilizing imagination and talent, taking projects from concept to completion.

Professional Experience
Visual Arts and Education Manager, *2014-present*
Livermore Valley Arts (LVA), Livermore, CA

- Curate art exhibitions at the Bankhead Art Gallery, crossing diverse multiple disciplines of the arts to create vibrant contemporary art exhibits.
- Develop and produce all aspects of the visual arts operations including exhibit opportunities, receptions, art fairs, open studio events and visual art aspects for the organization.
- Manage all aspects the education department for LVA including art camps and art classes, student shows at the theater, community cultural events.
- Produce ArtWalk Livermore, a highly successful art festival.
- Design and produce collateral materials such as brochures, signage, event logos, exhibit and event postcards, social media notices, website design and website updating.
- Collaboration with multiple community cultural groups.
- Develop and implement program budgets.

Studio Director and co-Founder Rollstone Studios, Fitchburg, MA 2008 – 2013

- Managed all communications including website, social media initiatives, e-mail marketing, advertising, press releases, print media, liaison with community organizations.
- Plan and implement all events and exhibitions.
- Resource development and grant writing for project and operational support.
- Working relationship with government agencies, cultural arts groups, and the public.

ArtWorks *Owner/Artist* 1994 — present.
A creative business for commercial and residential design services.

- Design and production of murals, illustration, art commissions and art classes

Software Skills
Software skills include Mac-based Adobe Creative Suite: Photoshop, InDesign, Illustrator; MS Office Suite; Squarespace, Word Press, Google Analytics

Instructor/Presenter and Community Involvement

- Alameda Country Arts Leadership awardee 2022
- City of Pleasanton Civic Arts Commissioner
- Professional presentations to business and arts groups
- Board Member, Pleasanton Cultural Arts Council
- Member, Women's Caucus for Arts, national organization
- Panelist, Berkeley Civic Arts Grants Commission

Education
M.S. Applied Communications, Fitchburg State University, 2013, Graduate Student of the Year
B.A. History, U.C. Santa Barbara, Honors

HISTORIC AMP PARKS
This design celebrates the beauty and historic significance of the Camp Parks sign and will remind viewers of the historical significance of the camp in Dublin.

AMERICAN GLORY
A tribute to our pride in America and all it signifies to each of us. This design is reminiscent of the Veterans Memorial Building on Las Positas College campus that I designed and painted in 2016.

Utility Box Art Template

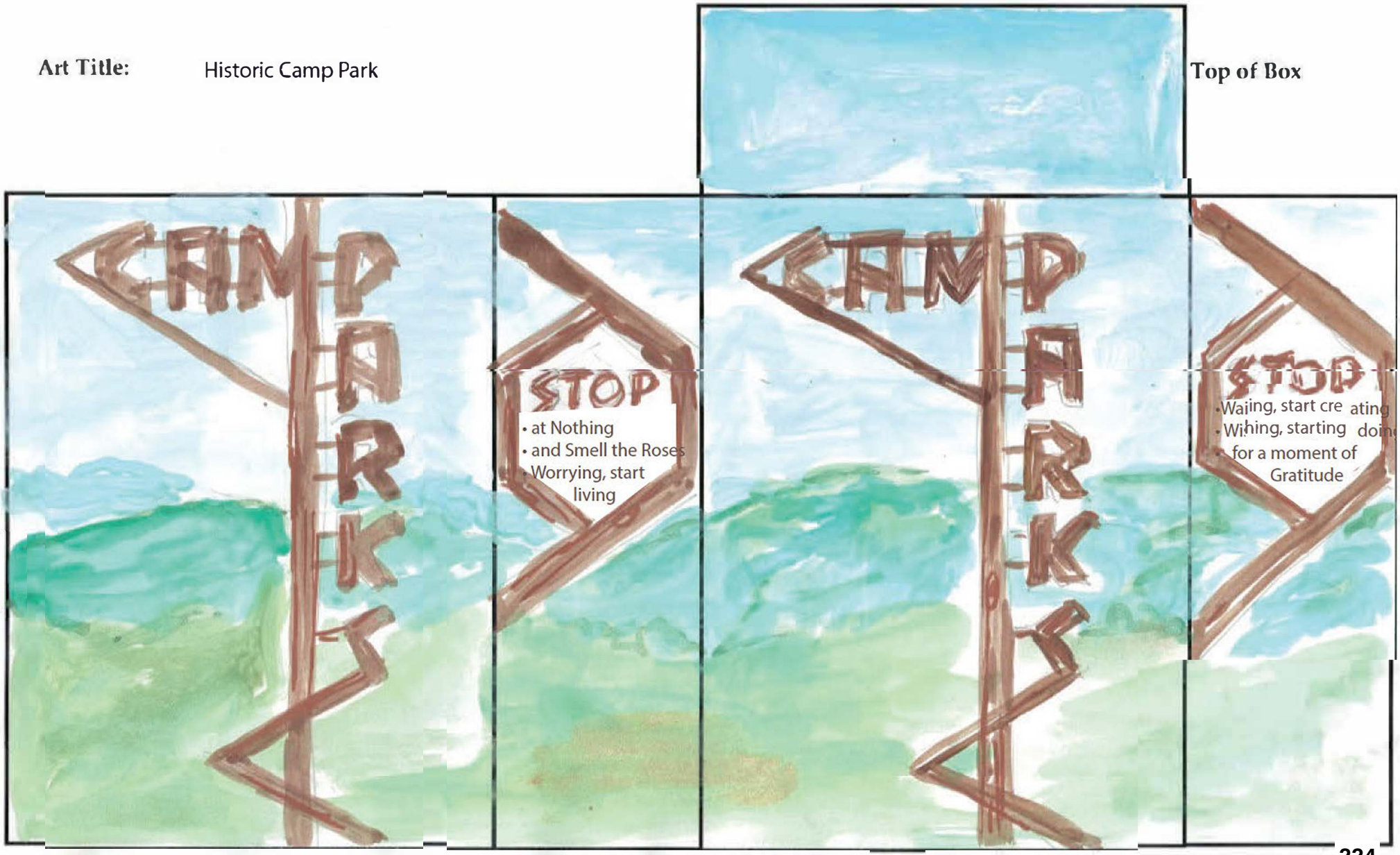
Exhibit A

Attachment 1

Please use this diagram or similar format of a utility box to show the image you would like to paint on the four sides and top of the box. Keep in mind that the City's utility boxes vary in dimensions and size and will also have additional cabinets and meters on them. This is a generic diagram to better illustrate how the design will appear on the utility box and will be provided to those reviewing the proposals.

Art Title: Historic Camp Park

Top of Box



Back **Left Side** **Front** **Right Side**

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Dublin 2024 Utility Box Art Project
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☑	1	☑	4	☐	7		
☑	2	☐	5	☐	8	☐	10
☑	3	☐	6	☐	9	☐	Any

Artist: Jennifer Huber

Co-Artist, if applicable: Lorraine Wells, Lettering and Artistic Consultation

Co-Artist, if applicable: _____

Address: [redacted]

City: Du[redacted] State: CA Zip: 94568

Phone: 8[redacted] Social: [redacted]

E-mail Address [redacted] Website: _____

Signature of Artist: Jennifer Huber Date: 4/16/2024

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

Jen Huber

[redacted]

PUBLIC ART

2024, March	**"Rainbow School",** Storm Drain Project**,** City of Dublin, Dublin, CA
2021, December	**Bankhead Theater Windows,** Livermore, CA Painted a copy of Marc Chagall's "Le Cheval Rouge" onto windows of the Bankhead Theater.
2021, December	**"July 4th",** Utility Box Art for the City of Dublin, Dublin, CA
2020, December	**Bankhead Theater Windows,** Livermore, CA Painted a copy of Utagawa Hiroshige woodcut print onto windows of the Bankhead Theater.
2020, June	**From the Class of 2020,** John Green Elementary, Dublin, CA
2019, June	**"1953",** Utility Box Art for the City of Dublin, Dublin, CA
2018, June	**"Kite Day",** Utility Box Art for the City of Dublin, Dublin, CA

AWARDS

Honorable Mention Awards, (2), "Pink Hair**",** ink drawing, and "Morning Coffee", Acrylic Painting. 2024 Essential Figure Show, Bothwell Art Center.

Merit Award, "Old Oak on Alamo Creek Bike Trail**",** acrylic painting. Dublin Paint Out! 2023 by the Dublin Arts Collective.

Best in Show, "Enchanted**",** acrylic painting. Joyous, Livermore Art Association, 2023.

Honorable Mention, "Red Sky Aviation", acrylic painting. Paint Livermore! Plein Air Competition

Best in Show, "Iron Horse and Alamo Creek Trail Crossing**",** acrylic painting. Paint Dublin Plein Air Competition, May 2022

Best Acrylic in Show, "Sirens", acrylic painting. City of Livermore, June 2021

Honorable Mention, "Mobile Home", acrylic painting. Pleasanton Plein Air Competition

Honorable Mention, For color and texture,, "Iceberg", Pleasanton Art League Member Show

ART SHOWS

Jen Huber shows regularly in local, state, and out of state, art shows. She usually displays in 6 to 8 shows a year.

EDUCATION

University of California, Santa Cruz
Bachelors of Fine Art, Emphasis on printmaking



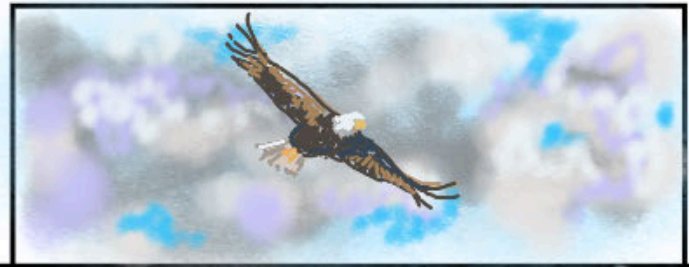
Lorraine Wells

Born in the San Joaquin Valley, raised in Salinas, CA, I am currently living in Dublin, California. My career started with a box of Crayola crayons and advanced to painting 4x8 sheets of plywood for my sign maker step-father. I learned the art & craft of brush lettering, gold leafing and silk screening at his side, then earned a BFA in design from California College of Arts and Crafts (now CCA) in Oakland, CA.

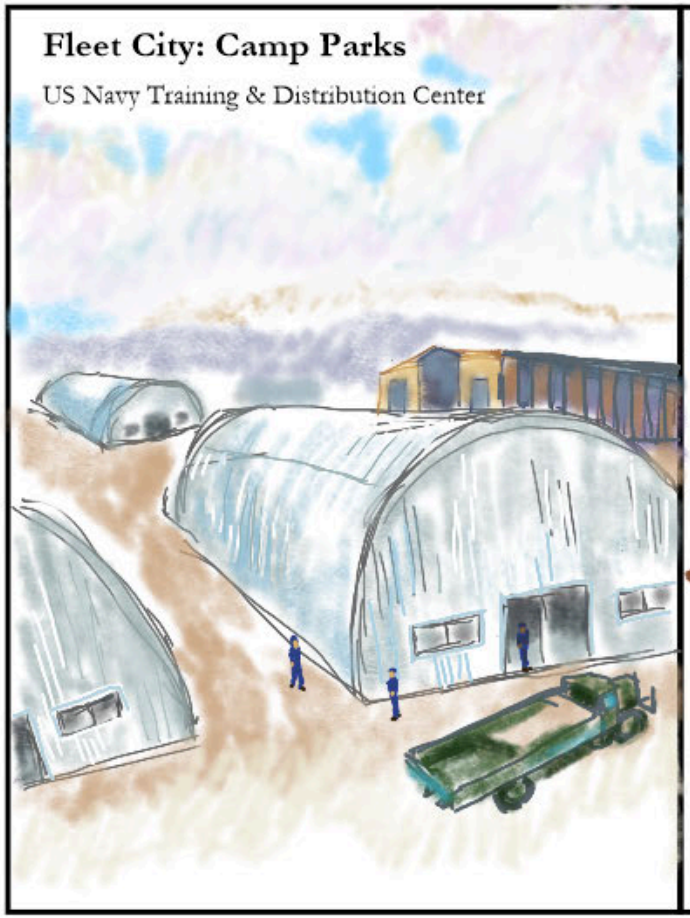
My career has included most Graphic Arts, Advertising, Marketing Logo & Furniture Design. My fine art career has included watercolor, oil & acrylic painting & ink & pencil drawing, which took a back seat to my commercial career until I retired.

I have a lifelong love for our constantly changing California landscape which I try to capture in the fluidity and transparency of watercolor. Wherever possible, I like to include elements that offer local character to my paintings and there is always an element of my designer background present.

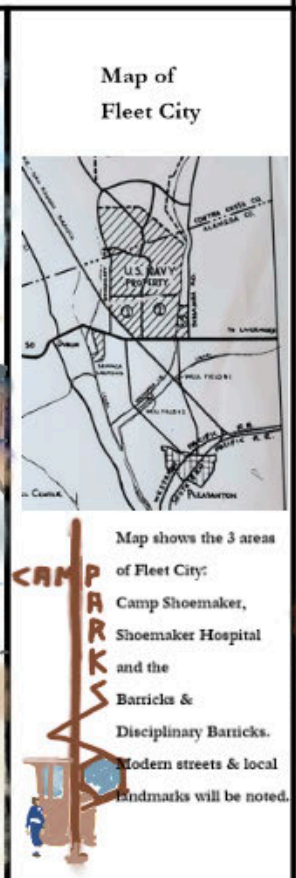
Art Title: **Camp Parks: Fleet City**
1941 to 1946



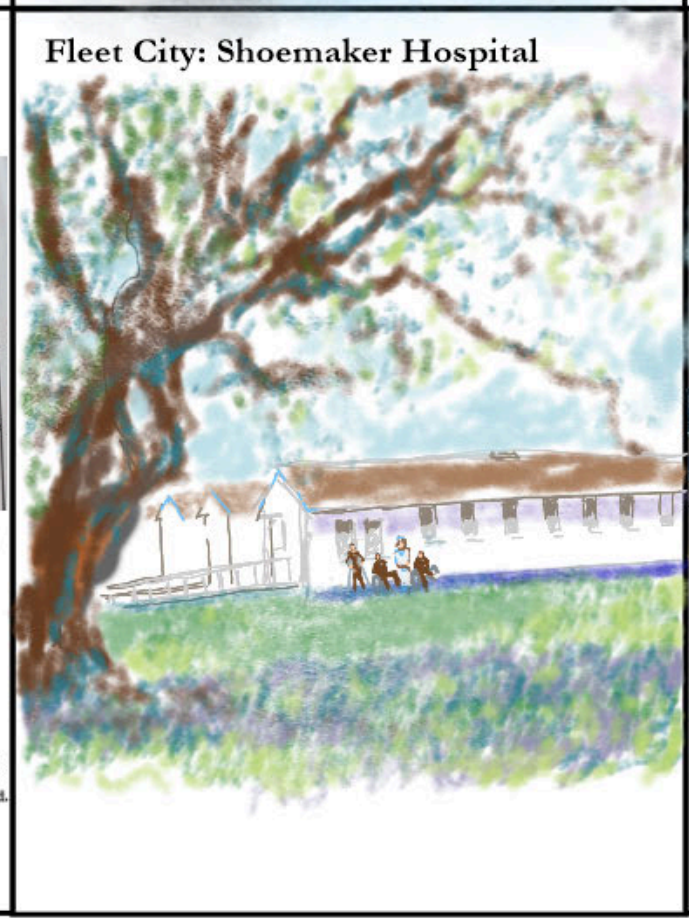
Top of Box



Back



Left Side



Front



Right Side

Art Title: **Parks Air Force Base: 1951 to 1959**



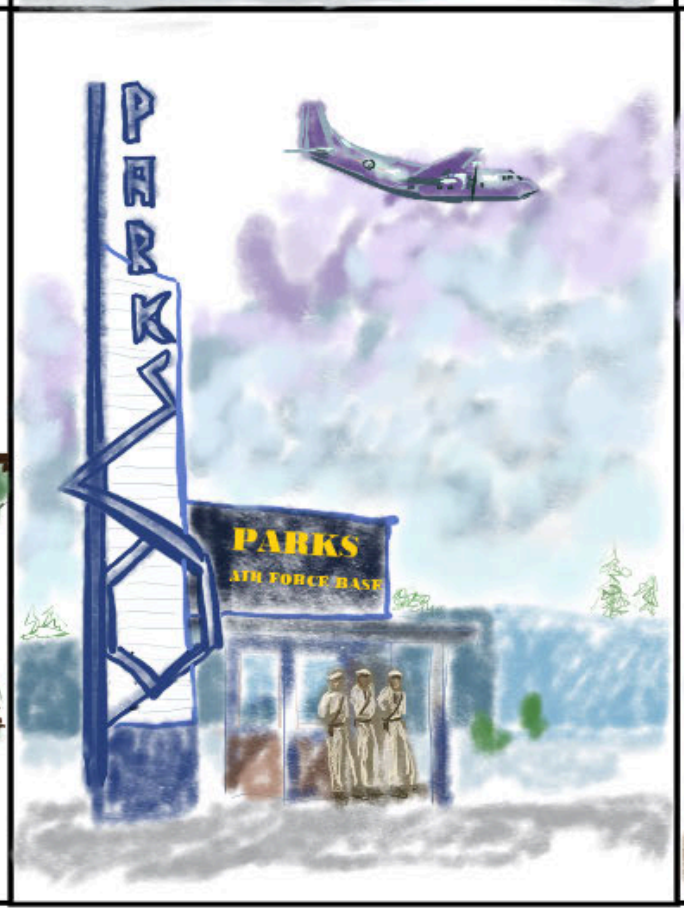
Top of Box



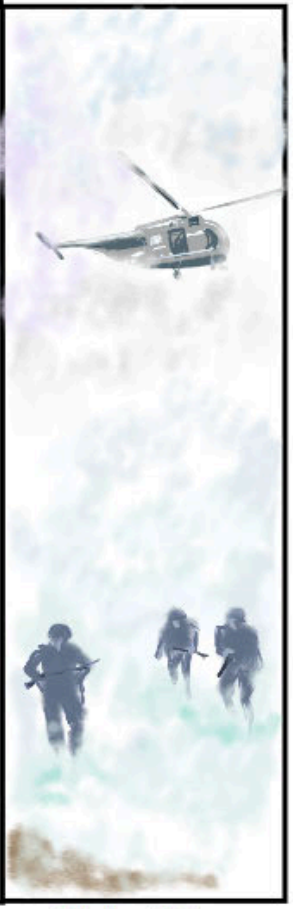
Back



Left Side



Front



Right Side

Camp Parks: Fleet City 1941 - 1946

With the onset of World War II, the United States Navy began building the area known as Shoemaker in California. This location became their base for Basic Training and distribution of the SeaBees, the construction arm of the Navy, as well as Shoemaker Hospital, and the barracks for personnel and POWs. As stated in Steve Minniear's book, Dublin and the Tri-Valley: The World War II Years:

"At one point during the war, the three major facilities in what is now Dublin were called "Fleet City." Camp parks and Shoemaker Naval Hospital were designed to support the Seabees."

During these five short years, the Navy constructed 110 wood barracks, 146 buildings, 697 Quonset hut barracks, 348 Quonset huts, and 61 steel Buildings. Camp Parks trained over 116,000 men. During its height, 20,000 men were stationed at the base.

Fleet City focuses on the buildings, and the atmosphere. I have left space below each image to add further relevant history during this time.

The Map is the most important panel. I will be detailing the location of the important, to service Men and Women, buildings, as well as explaining their location relation to today's streets and landmarks. Each panel depicting a building will be painted in Edward Hopper Style with directed sunlight to depict the time of day, morning. I include a sample of one of my paintings to illustrate the style.

I have left space at the bottom of each of these panels for further information to better educate the public on our local history. I will be working with Steve Minniear and having him review all text for accuracy before inking it on the panel.



Parks Air Force Base: 1951 to 1959

With the onset of the Korean War, the United States Air Force took control of what was left of Camp Parks. They renamed it by dropping the “Camp” and turned it into a Basic Training Center. Eventually they moved the basic training to other air force bases. However, they issued yearbooks for personnel during this time. The photos these are based on are from the actual yearbook and I include an aircraft lying over in each panel relevant to the war and the year. I have left space at the bottom of each of these panels for further information to better educate the public on our local history. I will be working with Steve Minniear and having him review all text for accuracy before inking it on the panel.

The style of painting on this panel will be atmospheric, featuring billowing clouds, or mist, on every panel. The personnel will have some detail, but soft edges and warm light. I include a U2 Stealth plane on the top for intrigue.

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☐	2	☐	5	☐	8	☐	10
☐	3	☐	6	☐	9	☒	Any

Artist: Lisa Long

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Address: [redacted]

City: _____ State: CA Zip: 94568

Phone: _____ Social: [redacted]

E-mail Address: _____ Website: _____

Signature of Artist: Lisa Long Date: 4/16/24

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

LISA LONG

SELECTED EXHIBITIONS

2023 *De Young Open 2023* De Young Museum, San Francisco, CA

2022 - 2023 *12th Annual International Art Competition* Church History Museum, Salt Lake City, UT

2018 - 2021 *Enduring Ideals: Roosevelt, Rockwell, and the Four Freedoms, Four Freedoms Re-Imagined* Traveling Exhibit: Roosevelt House, New York, NY/Henry Ford Museum, Dearborn, MI/The George Washington University Textile Museum, Washington, D.C./Norman Rockwell Museum, Stockbridge, MA

2018 *Solo Show* Saratoga Library, Saratoga, CA

2017 *How Did I Get Here?* HERE Gallery, Provo, UT

2017 *Sketchbook West* Las Laguna Gallery, Laguna Beach, CA

2017 *Boundaries and Balance* ACCI Gallery, Berkeley, CA

2017 *Tim Burton: Stay Peculiar* Joy Factory Gallery, Los Angeles, CA

2016 *Caution May Be Hot* Long Weekend Gallery, Oakland, CA

2016 *Hayward Arts Council Open Juried Show* John O'Lague Galleria, Hayward, CA

2016 *Left Coast Annual* Sanchez Art Center, Pacifica, CA

PUBLIC ART

2023 *We All Live Here*, painted utility box for the city of Dublin, CA

2023 *My Life in France*, artwork painted on bench for Bound for Books project, Danville, CA

2022 *Topographic Poppies*, artwork painted on picture large picture from for Picture This project, Danville, CA

2020-2022 *In a Sea of Plastic* and *Ode to Sustainable Fishing* (two separate pieces), artwork painted on Sea Lion Statues for *Sea Lions in San Francisco*, under the direction of The Aquarium of the Bay, San Francisco, CA

2020 *Rise Up* float design for the Tournament of Roses Parade, City of Burbank CA

2020 *Make a Joyful Noise* painted Adirondack chair for the city of Dublin, CA

2019 Hayward, CA Public Library Permanent Collection (eight pieces of artwork)

2018 *Magical Garden Gateway*, artwork painted on glass walls dividing children's section of the library in Mountain View, CA

2017 *History Unites Us*, painted utility box for the city of Dublin, CA

Titles and Artist Statements

By: Lisa Long

Life Doesn't Stink

This piece was inspired as I volunteered with a group of middle schoolers. The most common phrases I heard were things like "life stinks" or "life is so unfair". This feels like a very common message in the world. But I believe there is real power is the "out of this world" message that Life Doesn't Stink! We can move past disappointments and hard things when we look for the good and find things to be grateful for.

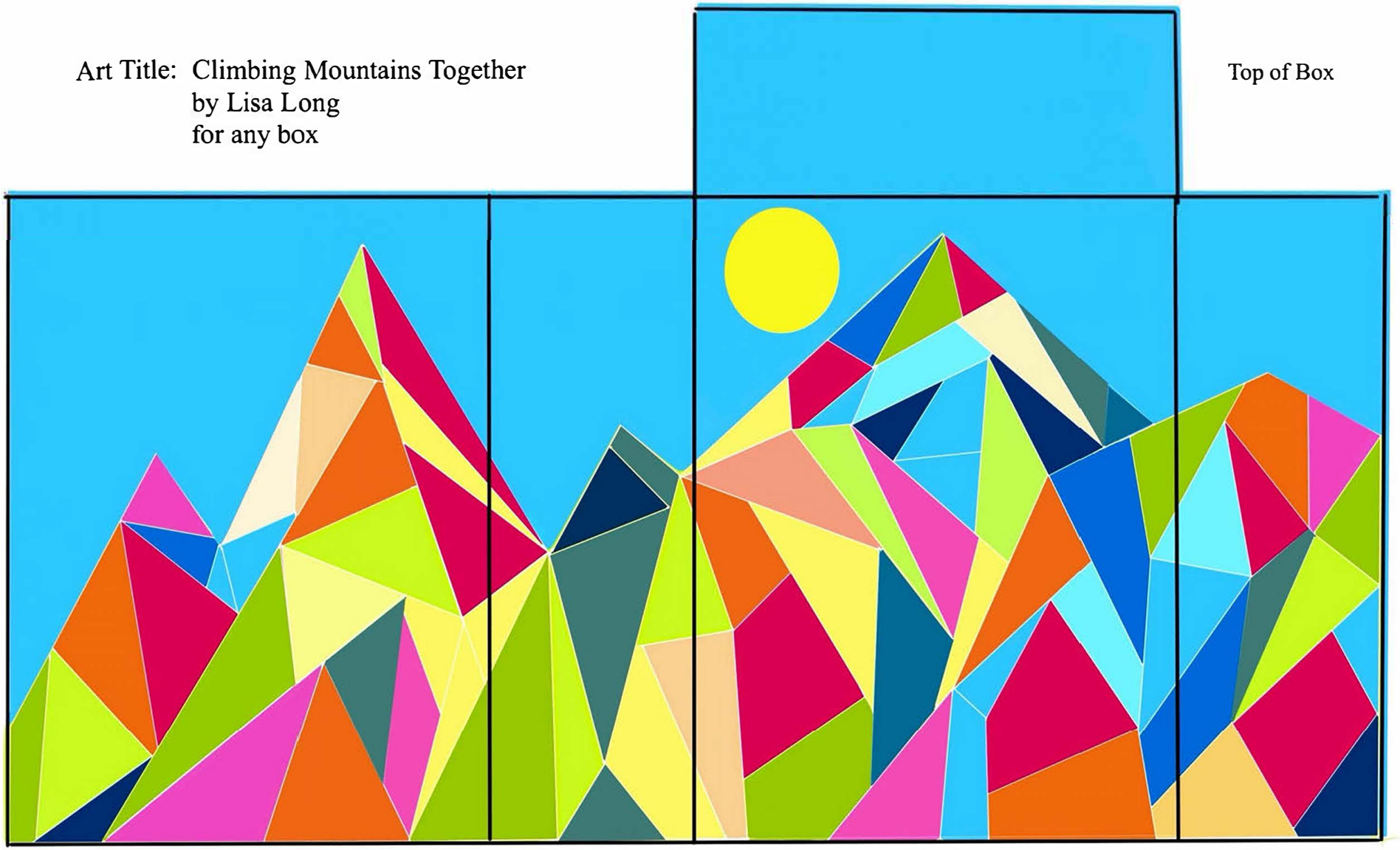
Look Up

As I've studied the effects of depression and anxiety on our parents and teens, I've noticed that it tends to make us look down, both literally and metaphorically. We cast our eyes down to the ground and we also look down on ourselves and our potential. My message is to Look Up! Look forward, move past, feel hopeful and believe in possibility. I hope that youth and adults alike can embrace this out of this world message.

Climbing Mountains Together

I have always been inspired by mountains and their beauty and majesty. But, it was only after I summited my first mountain that I realized how important it is to climb mountains with people who push and strengthen you. This is true for the metaphorical mountains we climb in life-we should climb together, lift each other, recognize and help each other through our hardest moments. This is how we can stand on top of the world and see the true beauty from the summit.

Art Title: Climbing Mountains Together
by Lisa Long
for any box



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☐	3	☐	6	☐	9	☒	Any

Artist: Vaghmeh Danishmand

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Address: [redacted]

City: [redacted] State: CA Zip: 94538

Phone: [redacted] Social: _____

E-mail A[redacted] Website _____

Signature of Artist: _____ Date: 04,15,2024

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

Naghmeh Danishmand

[redacted]

[redacted]

Objectives

Creative and talented art teacher with several years of experience instructing children and adults. Highly adept at preparing lesson plans and knowledgeable in different art genres as well as several different materials and mediums. Having a strong passion for introducing children to the interactive world of art and creating an exciting learning environment for students.

Education

- Bachelor of Art - Art studio Cal State University, Hayward CA, GPA 3.7 Sept 2012 – June 2015
- Associate of art degree Chabot College, Hayward CA August 2007 – June 2010
- Associate of art degree - Miniature Painting Persian Academy, Tehran- Iran August 1996- June 1998

Teaching Experience

Summer 2019 — Paintilicious Art Studio, Milpitas CA

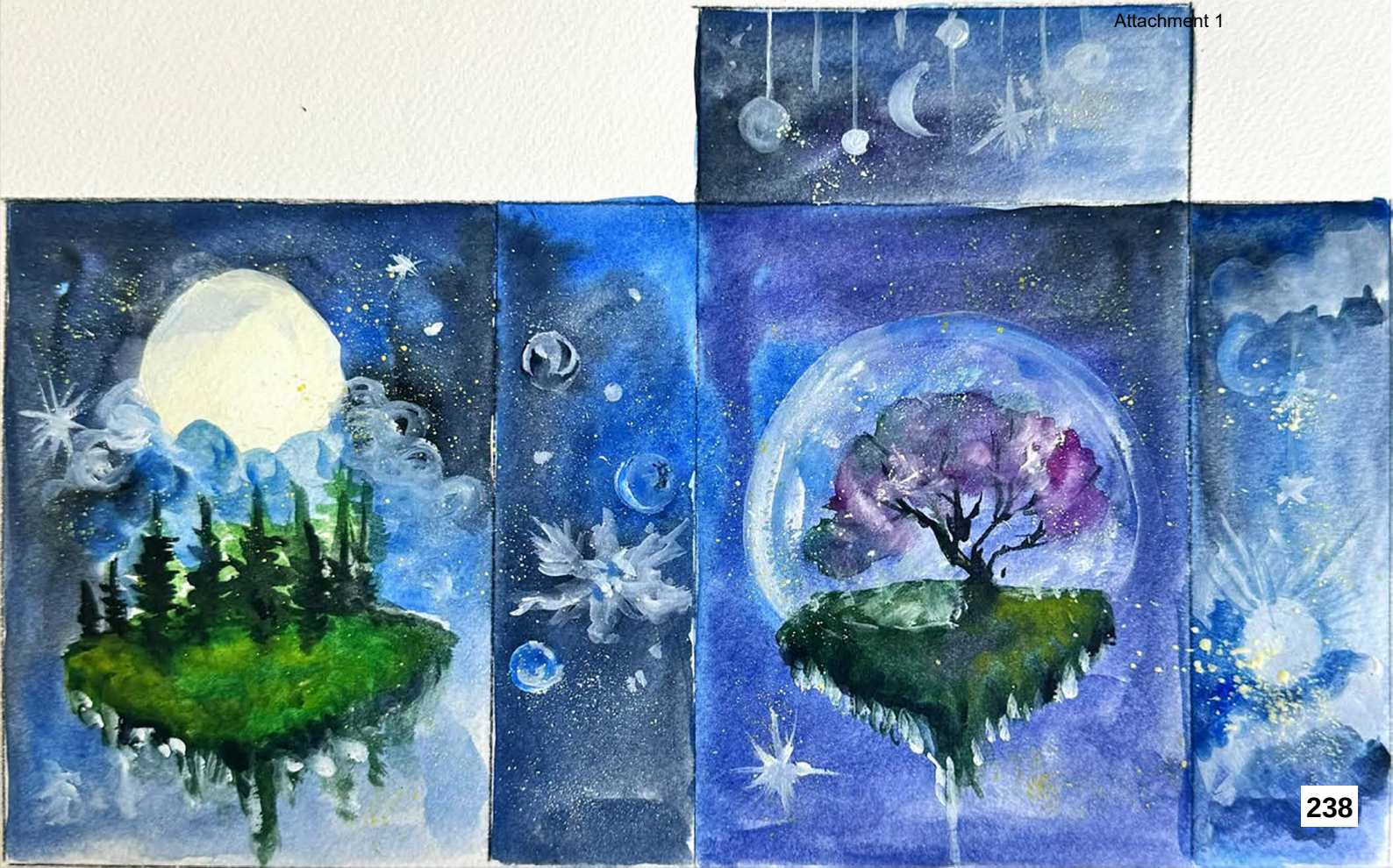
Teaching watercolor painting step by step to children under 13 years old.
Instructing students on how to draw simple forms and prepare them for knowing coloring
Teaching Acrylic painting to adults by creating a complete artwork each meeting class.

2014- 2016 — Razi Farsi School and Art Academy- San Jose CA

Teaching drawing, painting, sketching, and working with different materials
Instructing students on how to draw cartoon characters
Making collage painting with different materials

Summer of 2014 — Peace Terrace Academy- Fremont CA

Teaching drawing of geometric forms by some simple shapes.



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☐	3	☑	6	☑	9	☐	Any

Artist: Haley Haslim

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Address: [redacted]

City: [redacted] State: California Zip: 94568

Phone: [redacted] Social: @[redacted]

E-mail Address: [redacted] Website: [redacted]

Signature of Artist: Haley Haslim Date: 4/11/2024

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

Haley Haslim

[redacted]

Education

Point Loma Nazarene University, San Diego CA
Bachelors in progress - Graduating in 2026
GPA - 3.6, Major GPA - 4.0
- Studio Art Major | Concentration in Drawing, Painting, and Printmaking
- Business Administration Minor
- Graphic Design Minor

Valley Christian High School, Dublin CA
Graduated in 2022
GPA - 3.9
- President of the Art Club (2020-2022)
- Varsity Volleyball Captain

Applicable Courses

- Life Drawing
- Computer Graphics
- 3D Design
- Painting 1
- Drawing 1
- Art History 1 & 2
- Management
- Marketing

Skills

- Adobe Creative Suite
- Microsoft Excel (intermediate)
- Google Workspace
- Color theory

Other

- Creative Problem Solving
- Strong work ethic
- Time management
- Attention to detail

my portfolio:

Work Experience

Mendocino Farms, San Ramon CA
Hospitality Team Member
January 2022 - August 2022, May 2023 - August 2023

- Welcomed and interacted with guests
- Took orders, helped guests understand the menu
- Organized and bagged orders, sent out meals to customers
- Kept the restaurant clean and organized
- Worked closing and opening shifts
- Helped stock and take inventory of store goods

Sodexo Dining Company at the Point Break Cafe, Point Loma Nazarene University, San Diego CA
Team Member
January 2023 - May 2023, August 2023 - Now (expected May 2024)

- Helped stock and take inventory of store goods
- Kept the restaurant clean
- Took, cooked, and prepared orders
- Worked closing shifts

Crosswinds Church, Livermore CA
Kids Ministry Intern
May 2021 - August 2022

- Cared for and interacted with Preschool aged children
- Involved childeren in creative activities, crafts, and games
- Cleaned and organized classrooms
- Welcomed and connected with parents

Utility Box Design - “Dublin Cosmic Dreamscape” by Haley Haslim

I drew inspiration from surrealist art and a lot of space photography for this design. Following along with the theme of “Out of This World”, I aimed to create a cosmic/space inspired concept blended with a few attributes of Dublin I find personally significant from my time growing up in the city: tree-lined hills, cows, bikers, students, and a warm sense of community.

Thank you for considering me,
Haley Haslim

art title: Dublin Cosmic Dreamscape

top



back

left side

front

right side

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☐	3	☐	6	☑	9	☐	Any

Artist: Angela Wang

Co-Artist, if applicable: N/A

Co-Artist, if applicable: N/A

Addr [redacted]

City: [redacted] State: CA Zip: 94568

Phon [redacted] Social: _____

E-mail [redacted] Website: _____

Signature of Artist: _____ Date: 04/07/2024

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: Christina Williams

Addre [redacted]

City: [redacted] Zip: 94618

Phone [redacted]

Signature of Supervising Art Professional: _____ Date: 04/08/2024

Angela Wang

High School Student Artist

Dublin, CA 94568
[redacted]

EXPERIENCE

The College Preparatory School, Oakland — *Art Volunteer*

2022 - PRESENT

Volunteer art teacher to underprivileged students in the Oakland community.

Ichen Art Academy, Location — *AP Art Student*

2022 - 2023

Developed AP Art Portfolio.

Ichen Art Academy, Pleasanton — *Art Student*

2012- PRESENT

Over a decade of experience in art.

SKILLS

AP Art Portfolio Development

Time Management

Mediums: Acrylic Paint, Digital, Water Color, Colored Pencil, Graphite, Oil Paint, Pen and Ink

Teaching and Project Management

AWARDS

Scholastic Art Awards (Silver Key) - 2023

Scholastic Art Awards (Honorable Mention) - 2021

ARTWORK






ANGELA
WANG

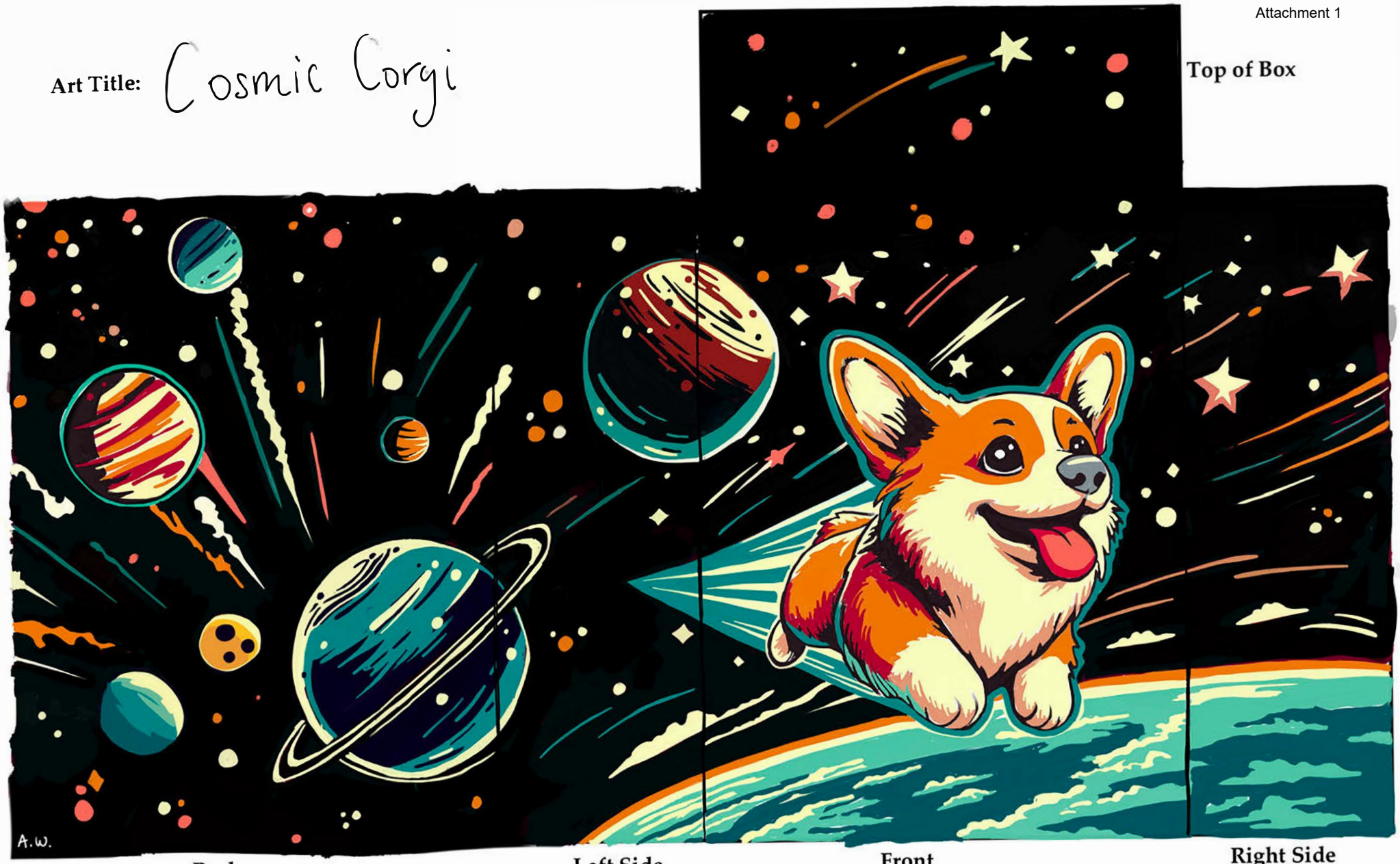

ANGELA
WANG

Title & Artist Statement:

Provide a brief statement and title (100 words or less) about your proposed artwork. This could include your source of inspiration, the significance of the image(s) or a comment on the style or technique you have proposed. Each proposed design must have its own artist statement.

Cosmic Corgi is a painting by Angela Wang. In alignment with this year's theme, Angela was inspired by her corgi's "out of this world" enthusiasm for meeting community members. The painting showcases her corgi's adventurous spirit within the vast cosmos, representing the idea of braving the unknown with curiosity and childlike wonder. Through a bold, two-dimensional look, the painting embodies the pop art/comic art style, with its vibrant colors contributing to the overall whimsical, stylized feel of the painting.

Art Title: Cosmic Corgi



Top of Box

Back

Left Side

Front

Right Side

Utility Box Location:

8, 9, 10

Angela Wang

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☐	3	☑	6	☐	9	☐	Any

Artist: Andrew Lott

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

[redacted]

[redacted] Ca Zip: 94609

Social: _____

[redacted]

Website: _____

Signature of Artist: [signature] Date: 04/16/24

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

ANDREW LOTT

Graphic Designer
Oakland, CA

INTRODUCTION

Independent designer with 7+ years of professional experience, currently focused on branding and illustration work for freelance clients and agencies. From in-depth rebrands to designing print publications for thousands of readers, my breadth of experience allows me to guide projects to a successful outcome. With the ability to work independently or integrate into a team, I fit well within different project needs.

EDUCATION

CALIFORNIA STATE UNIVERSITY, CHICO

B.A. GRAPHIC COMMUNICATIONS

2012 - 2014

DIABLO VALLEY COLLEGE

ASSOCIATE ARTS DEGREE

2009 - 2012

SKILLS

HARD SKILLS

- Illustrator
- Photoshop
- InDesign
- Procreate
- Illustration
- Hand Lettering

SOFT SKILLS

- Collaborative
- Self-motivated
- Dependable
- Well Organized
- Project Management
- Vendor Management

CLASSES

KEN BARBER LETTERING WORKSHOP

Intensive hand lettering workshop lead by legendary lettering artist Ken Barber.

LETTERFORM ARCHIVE

Two-day workshop in type selection and pairing lead by Stephen Coles.

EMPLOYMENT

ANDREW LOTT DESIGN

INDEPENDENT DESIGNER Jul.2021 - Present

Run my own freelance studio focused on branding, design and illustration for clients in the food and hospitality world.

MACKENZIE SF

CONTRACT DESIGNER Oct. 2022 - Present

Work on a project by project basis with MacKenzie SF to deliver brand identities, illustrations and on-gong brand work. MacKenzie's clientele spans industries from construction to accounting to public transportation. In the majority of projects, I acted as a team member, interfacing with clients to help guide design decisions and provide creative direction.

SMW LOCAL UNION 104

DESIGNER Jun. 2017 - Jul. 2021

Oversee design, photography and production of quarterly newsletter mailed to 10,000 readers. Collaborate with various departments to design communications for Union campaigns. Execute daily design needs like marketing collateral, develop merchandise for members or new website banners.

BRAND MARINADE

DESIGNER Nov. 2016 - Jun. 2017

Collaborated with team to orchestrate creative brainstorming sessions, effectively translating client requirements for e-commerce solutions into designed merchandise and products. Execute design work for apparel and prepare designs for multiple print applications. Remain highly organized with large file counts of product SKUs.

Let's Connect

[redacted]

ALOTTDESIGN.COM

Andrew Lott
[redacted]

Artist Statement: Portal to Day and Night

Hello, my name is Andrew Lott, an East Bay born and raised artist and illustrator. Running with this year's theme, "Out of This World", I wanted to create an interactive piece that viewers could contemplate. The piece I created depicts a slightly trippy, yet dreamlike portal that transports you from day to night—or night to day depending on which side of the box you are standing. While creating the concept I was thinking about two of my favorite artists, M.C. Escher and Salvador Dali, who liked to often challenge their viewers' perceptions.

Art Title: *Portal to day & night.*



Top of Box

Back

Left Side

Front

Right Side

PROPOSAL COVERSHEET:

Attachment 1

Dublin 2024 Utility Box Art Project

Proposals Not Accepted after Tuesday, April 16, 2024, 12:00AM (midnight)

Please indicate experience level:

☒ Professional Artist(s) ☐ Student Artist(s), under supervision of Art Professional

Please indicate any specific box(es) you have proposed a design for, or check 'No Preference' if you would be willing to adapt your design(s) to fit any assigned location:

☐	1	☐	4	☐	7		
☐	2	☐	5	☐	8	☐	10
☐	3	☐	6	☐	9	☒	Any

Artist: Elli Maskiell

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Address: [redacted]

City: P[redacted] State: CA Zip: 94566

Phone: [redacted] Social: [redacted]

E-mail A[redacted] Website: [redacted]

Signature of Artist: _____ Date: 04.15.2024

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

Danielle Maskiell

Muralist

EXPERIENCE

Inkedsherbert Art

Freelance Artist / Owner **(2011 - Present)**

- Delivers great work of art on time and to a high design quality for clients
- Experience in a variety of designs including logos, concepts, comics, and illustrations

Wide Open Walls

Muralist **(May 2022 / September 2022)**

- Collaborated with collective team members to design and paint a mural at Tahoe Elementary School
- Painted a mural at Elder Creek Elementary

180 Building & Discover Polk

Mural Assistant **(March 2023)**

- Assisted artist to block in colors to finish project within deadline

Dublin Storm Drain Program

Muralist **(March - April 2024)**

- Designed and painted murals for storm drains near the Dublin Library

BIO

I am a Bay Area-native artist whose work has spanned through multiple different mediums including games, comics, paintings, and animation. My work is influenced greatly by nature, mythology, comics, street art, toys, and a little bit of magic.

SKILLS

- Murals
- Drawing
- Illustrating
- Painting

EDUCATION

Academy of Arts

Bachelor of Fine Arts - Game Design

Fundamentals in art theory. Studied in concept art, animation, 3D modeling, and game design elements.

CONTACT

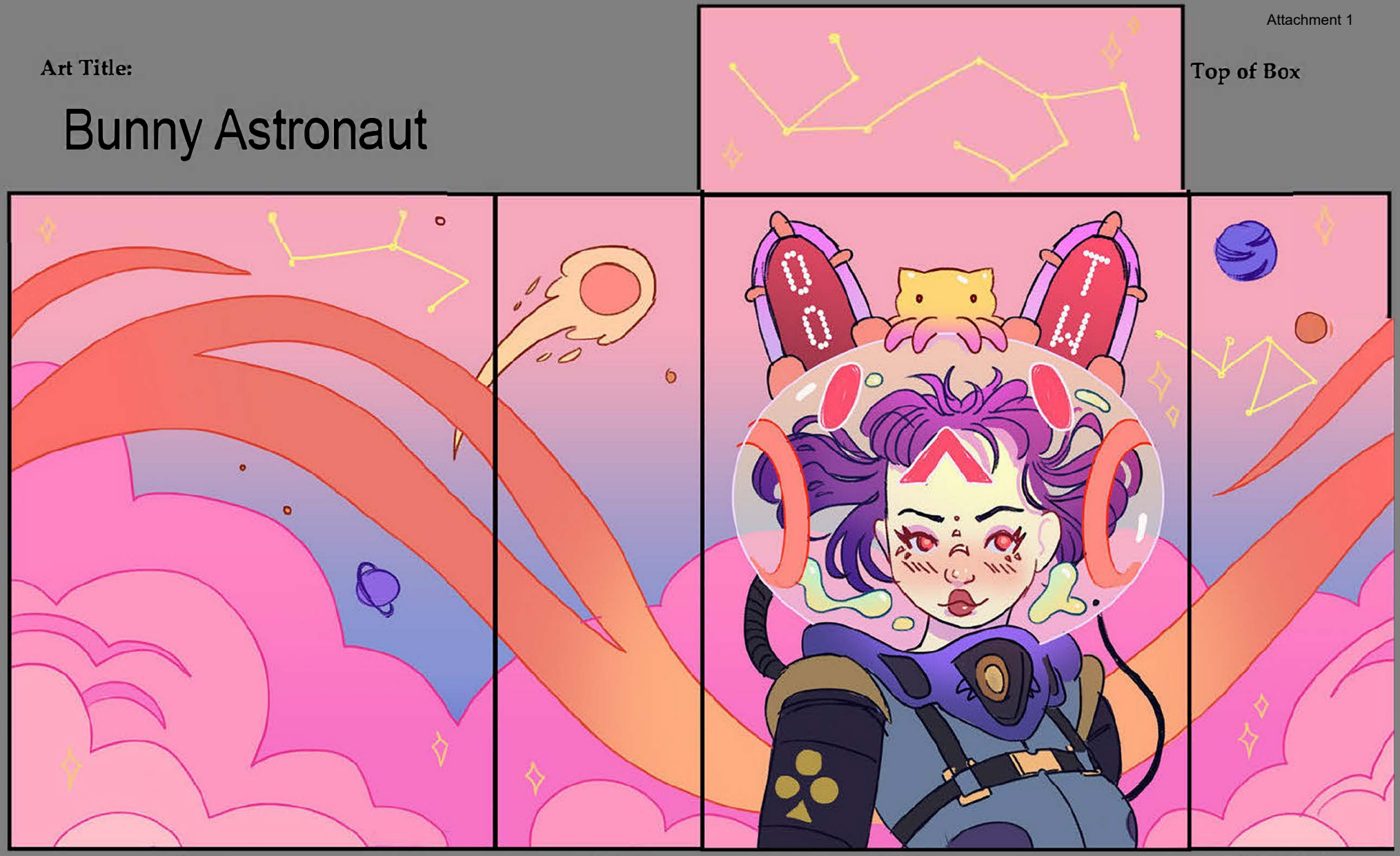
Bunny Astronaut

Artist Statement

With this piece, I wanted to take a fun and whimsical approach with the subject matter through fun characters and bright colors. I was inspired by the cartoons “Steven Universe” and “Bee and Puppycat” as well as magical girl anime to bring a cute and unique aesthetic to the theme of “Out of This World.”

Art Title:

Bunny Astronaut



Top of Box

Back

Left Side

Front

Right Side

Utility Box - any

Elli Maskiell

PROPOSAL COVERSHEET:

Dublin 2024 Utility Box Art Project
Proposals Not Accepted after Tuesday, April 16, 2024, 12:00AM (midnight)

Please indicate experience level:

☐ Professional Artist(s) ☑ Student Artist(s), under supervision of Art Professional

Please indicate any specific box(es) you have proposed a design for, or check 'No Preference' if you would be willing to adapt your design(s) to fit any assigned location:

☐	1	☐	4	☐	7		
☐	2	☐	5	☐	8	☐	10
☐	3	☐	6	☐	9	☑	Any

Artist: Iris Shen

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Addre[redacted]

City: [redacted] State: CA Zip: 94568

Phone[redacted] Social: [redacted]

E-mail [redacted] Website: _____

Signature of Artist: [signature] Date: 4/14/23

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: Michelle Meng

Address[redacted]

City: D[redacted] State: CA Zip: 94568

Phone: [redacted] E-mail Address: [redacted]

Signature of Supervising Art Professional: [signature] Date: 4/15/23

Artist: Iris Shen

Iris is a seventeen-year-old student artist and is currently a sophomore at Dublin High School. She has been taking weekly art lessons at Michelle Meng's Art Studio for almost nine years. She works in many mediums of art but mostly enjoys sketching and painting.

In addition to visual arts, Iris has also been trained in performing arts, such as dance and music. Because of this, her art usually takes a more whimsical approach when it comes to landscapes. She has lived all of her life in a suburban landscape but often takes outdoor hikes with her mother, which she finds to be inspiring for her art.

Iris has competed in the Junior Duck Stamp Contest, the Dublin Arts Collective logo contest, and the Alameda County Fair, in which she has won the title of Best in Class, Best in Show, and Judge's Favorite. She won first place at the Dublin San Ramon Women's Club Student Art Festival, and has been commissioned by local businesses like Country Waffles. Iris views art as a very relaxing hobby and often finds herself drawing in her free time.

Supervising Professional Artist: Chunhui Meng (Michelle Meng)

Michelle has taught art lessons for 20 years and counting. Prior to teaching, she completed her years of education at Tianjin Academy of Fine Arts in China, majored in Fine Arts Education, and at Wilfrid Laurier University in Canada, majored in Fine Arts. Michelle fuses Western and Eastern traditions and techniques in her teaching and her artworks. Between her teaching years, she also worked as a graphic designer and Jewelry designer for a few years. She's also a local Artist and serves as a judge for art competitions.

Artist Statement/Summary

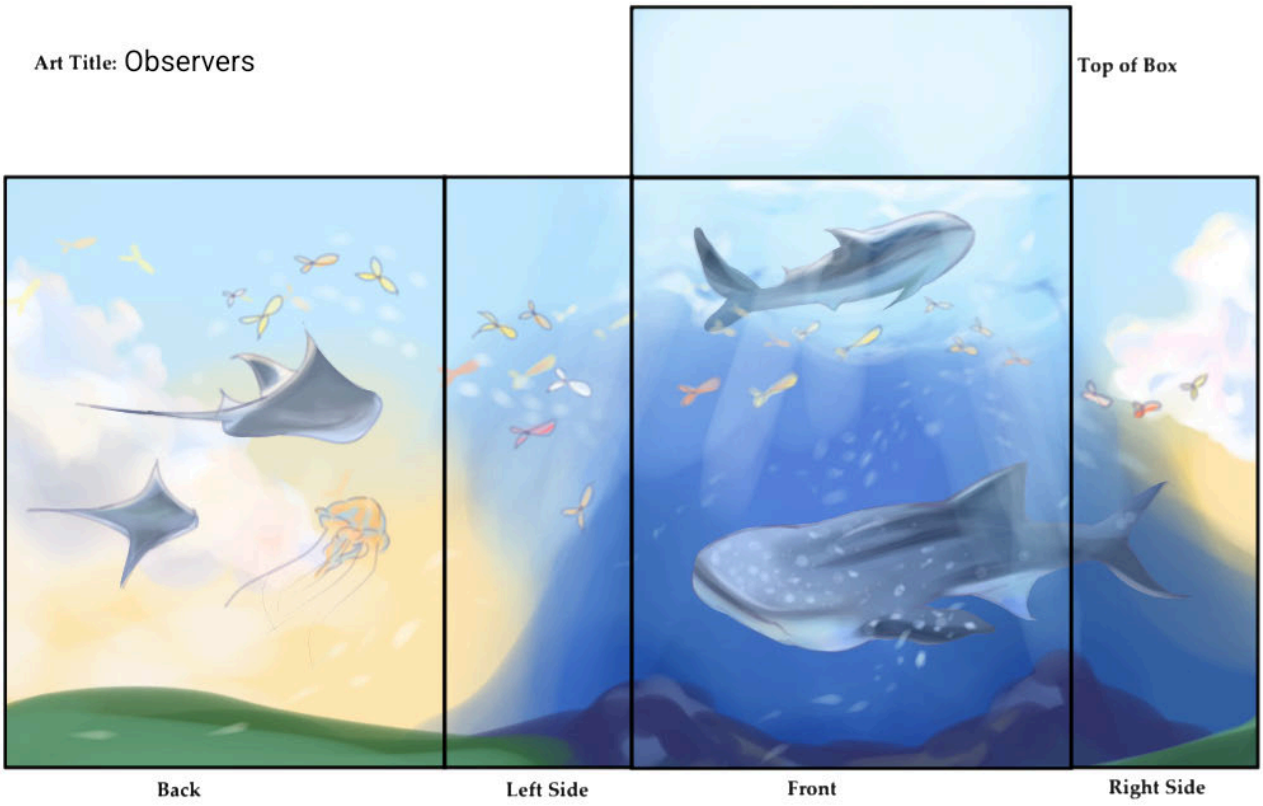
My piece is titled “Observers”, referring either to the sharks and rays portrayed in the painting or to the actual observer of the piece.

When I was young, I often thought the ocean was an entirely different world from our own—that’s what I wanted to bring to life in my design. But I also wanted to make it something even more unbelievable, which is why I chose to transition from a more traditional seascape to a sky teeming with sea life. By showing these creatures in untraditional environments, I hoped to encourage others to branch out from their comfort zones.

Design:

Iris Shen
Any

Art Title: Observers



DUBLIN
CALIFORNIA
THE NEW AMERICAN BACKYARD

CALL FOR ARTISTS

Utility Box Art Project
Multiple Themes

CALL ISSUE DATE: February 23, 2024
CALL DEADLINE: April 16, 2024, 12:00 a.m.(midnight)

The City of Dublin invites qualified professional artists and student artists working under the supervision of a professional artist or art teacher to submit designs for painted utility boxes.

Utility Box Art is popular throughout the Bay Area as a cost-effective way to bring public art to City streets, define neighborhoods and deter graffiti. All the boxes are traffic signal cabinets owned by the City of Dublin. Boxes will be awarded to up to ten different artists based on design.

The City will pay a stipend of $1,000 to each artist or, if the artist is a student or student team, to the supervising professional artist or art teacher. The stipend is intended to cover the cost of the artist design fee as well as the materials that will be necessary to paint the utility box.

Artists are responsible for preparing, painting, and sealing the utility boxes. The City will provide the materials to clean, primer, and seal the utility box, while artists are required to provide all necessary painting materials.

Artwork created under this program is considered temporary artwork and the property of the City of Dublin. As such, the City retains the right and sole discretion to remove, modify or replace the artwork. Situations in which the City may exercise this right include if the image or utility box is damaged, if the artist fails to complete the painting as shown on the approved design rendering or if the artist fails to complete the painting in a timely fashion.

The artist's name, artwork title, and photo of the artwork will be featured on the City of Dublin website and other promotional materials.

DESIGN THEME:

- "Out of this World" is a theme developed for this year's utility box art project for six of the ten locations. Artists are encouraged to be as creative as possible when developing mind blowing images and designs that capture this theme.
- In addition, four of the utility boxes that are scheduled to be painted are in close proximity to Parks Reserve Forces Training Area (Camp Parks). Artists are encouraged submit ideas or proposals honor Camp Parks past, present, and future.
- In addition to the themes, proposing artists are encouraged to review the City's existing utility box art collection and develop proposals that are unique and unlike anything the City already has. To view the current utility box art collection please visit https://dublin.ca.gov/1928/Utility-Box-Art

ARTWORK LOCATION:

All utility boxes are located at intersections within the City of Dublin. 2024 utility box locations:

1. Dougherty Rd. & Camp Parks Blvd. (*Proximity to Camp Parks*)
2. Dougherty Rd. & Amador Valley Blvd. (*Proximity to Camp Parks*)
3. Dougherty Rd. & Willow Creek Dr. (*Proximity to Camp Parks*)
4. Dougherty Rd. & Scarlett Dr. (*Proximity to Camp Parks*)
5. Central Pkwy & Arnold Rd.
6. Central Pkwy & Hacienda Dr.
7. Gleason Dr. & Hacienda Dr.
8. Tassajara Rd. & S Dublin Ranch Dr.
9. Tassajara Rd. & N Dublin Ranch Dr.
10. Dublin Blvd. & Grafton St.

Artists may specify which utility box they are interested in painting, or if they have no preference. However, the City reserves the right to assign utility boxes at its discretion.

DESIGN SPECIFICATIONS:

- Artwork should align with the design them as stated above.
- Artwork should follow the City's Values, which are part of the adopted Mission and Vision statements. Values include safety, inclusivity, diversity, equality, and history. To view the City's full Mission and Vision statements please visit www.dublin.ca.gov/72/Mission-Vision.
- Artwork must be suitable for all ages and in keeping with community values.

- Artwork must be an original design and the artwork of the applicant.
- Artwork must be painted in fade-resistant acrylic paint.
- Artwork may include the artist's signature, no larger than 5"x 7."

ART SELECTION PROCESS:

Staff will review applications for completeness. The Heritage and Cultural Arts Commission will review designs at its May 9, 2024, meeting and make recommendations to the City Council. The City Council will review recommended designs and select artists at its regular meeting June 4, 2024. These dates are tentative and subject to change.

Selected artists will be asked to sign a Public Art Agreement, including standard liability waiver and release. In the case of underage artists, the City will enter into the agreement with the supervising professional artist or art teacher. Underage artists and underage painting assistants will be required to have a parent sign the liability waiver and release.

PROCESS:

City Staff will coordinate with the artist, other City departments and neighboring businesses or homeowners to select a mutually agreeable three-week painting period between July 1, 2024, and September 30, 2024.

Artists are responsible for prepping the utility box, painting the design, and sealing with a clear anti-graffiti coating. The City will provide supplies for the artist to prep and seal the utility boxes. Artists are responsible for purchasing their own painting supplies.

Artists are expected to clean and primer the utility box, paint the entire utility box including the side boxes and pipes, and for sealing the utility box when the painting is complete. Artists may not paint over key holes, meters, or numbers.

Artists may enlist painting assistants. All painting assistants must sign a liability waiver and release. Underage painting assistants must have a parent sign the liability waiver and release.

Student artists must be supervised by a professional artist, who is ultimately responsible for the artwork of the student. Student artists must provide their professional artist's qualifications with their application. Student artists and their teacher/professional artist will be required to meet with Staff prior to starting the project, to ensure they understand the City's expectations.

Upon completion of the utility box, City Staff will meet with the artist at the site to inspect/approve the artwork and take a publicity photo of the artist with their completed utility box.

PROPOSAL SPECIFICATIONS:

The proposal must be submitted as a digital file by email. Provide one digital copy (pdf or jpeg). A complete proposal will include the four elements listed below:

a. **Completed Coversheet:** Use form provided at the end of this application.

b. **Artist Qualifications:** One page resume of each artist involved. Student artists should include their own biographies/resumes, no longer than one page, as well as that of the professional artist or art teacher who serves as the team's supervisor.

c. **Design Rendering:** The provided template **must be used** for color renderings of your proposed design for the box (**Exhibit A**), showing all four sides and the top of the utility box. Artists may submit up to **three** separate designs. However, each proposed design must have its own separate color renderings page. If you wish to be considered for a specific box location or locations, please label the rendering with the utility box number. If you have no preference, label the rendering "Any." Label each rendering with your name.

d. **Title & Artist Statement:** Provide a brief statement and title (100 words or less) about your proposed artwork. This could include your source of inspiration, the significance of the image(s) or a comment on the style or technique you have proposed. Each proposed design must have its own artist statement.

SUBMISSION DEADLINE:

All proposals must be received by Shelby Perry, Recreation Coordinator, by **Tuesday, April 16, 2024, 12:00 AM** (midnight)**.** It is the responsibility of the applicant to verify the receipt of the electronic proposal by the scheduled deadline.

DIRECTIONS FOR SUBMITTAL:

Submit one digital copy (pdf or jpeg) by email to: shelby.perry@dublin.ca.gov subject: "Dublin Utility Box Art Project 2024."

a) Completed Proposal Coversheet
b) One page resume
c) Color design rendering using the provided utility box template (limit 3 designs)
d) Title of the art and Artist Statement describing the design(s)

COSTS INCURRED IN RESPONDING TO THE PROPOSAL:

The City of Dublin shall not be liable for any costs incurred by the artist(s) in responding to this request for a design proposal.

SUBMIT YOUR DIGITAL PROPOSAL PACKET AND COVERSHEET TO:

Staff:	Shelby Perry, Recreation Coordinator City of Dublin, Parks and Community Services Department
Phone:	(925) 556-4509
Email:	shelby.perry@dublin.ca.gov

PROPOSAL COVERSHEET:

Dublin 2024 Utility Box Art Project
Proposals Not Accepted after Tuesday, April 16, 2024, 12:00AM (midnight)

Please indicate experience level:

☐ Professional Artist(s) ☐ Student Artist(s), under supervision of Art Professional

Please indicate any specific box(es) you have proposed a design for, or check 'No Preference' if you would be willing to adapt your design(s) to fit any assigned location:

☐	1	☐	4	☐	7		
☐	2	☐	5	☐	8	☐	10
☐	3	☐	6	☐	9	☐	Any

Artist: _____

Co-Artist, if applicable: _____

Co-Artist, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Social: _____

E-mail Address: _____ Website: _____

Signature of Artist: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Signature of Co-Artist, if applicable: _____ Date: _____

Supervising Art Professional, if applicable: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail Address: _____

Signature of Supervising Art Professional: _____ Date: _____

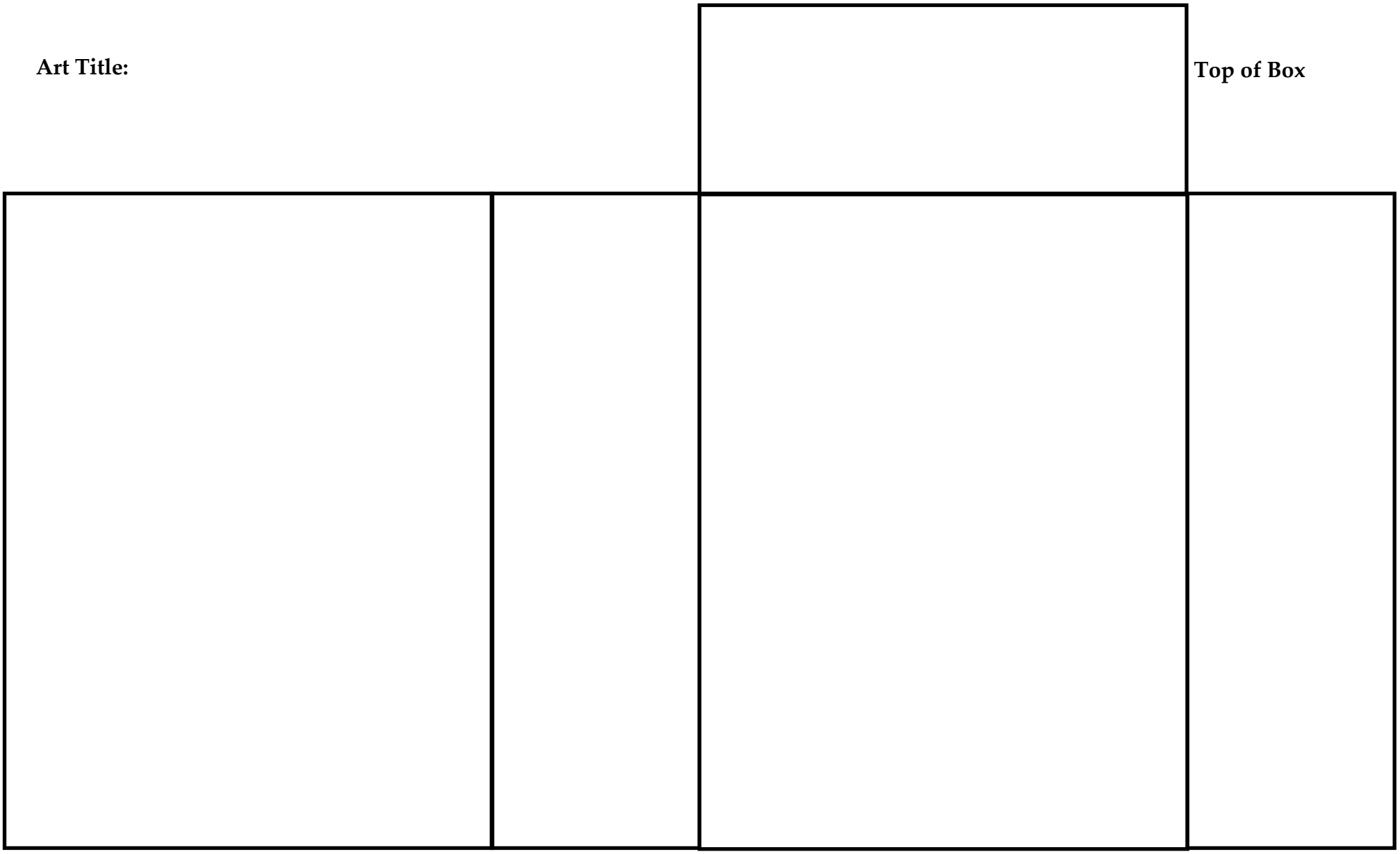
Utility Box Art Template

Exhibit A

Attachment 2

Please use this diagram or similar format of a utility box to show the image you would like to paint on the four sides and top of the box. Keep in mind that the City's utility boxes vary in dimensions and size and will also have additional cabinets and meters on them. This is a generic diagram to better illustrate how the design will appear on the utility box and will be provided to those reviewing the proposals.

Art Title:



Agenda Item 5.7

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Acceptance of Cannabis Tax Fund Grant for a Checkpoint Command Vehicle and DUI Enforcement Program
Prepared by: Sergeant William Chase

EXECUTIVE SUMMARY:

The City Council will consider accepting a Cannabis Tax Fund Grant for Dublin Police Services in relation to the City's participation in impaired driving enforcement. This grant program supports the purchase of a Command Vehicle for the facilitation of DUI checkpoints along with funding for the checkpoint which aims to reduce impaired driving related to collisions, injuries, and deaths.

STAFF RECOMMENDATION:

Adopt the **Resolution** Confirming City of Dublin Participation in the California Highway Patrol Cannabis Tax Fund Grant Agreement.

FINANCIAL IMPACT:

The new grant funds were awarded after the adoption of the Fiscal Year 2024-25 Budget and will increase the Police Services revenue and expenditure budget by $131,247.36 as shown below. The grant funds eligible expenses are limited to reimbursement of the purchase and outfitting of a command vehicle and Police Services overtime costs associated with grant program activities. There is no matching fund requirement and no net financial impact to the General Fund.

Fiscal Year	Expenditure Period	Grant Amount
2024-25	(07/01/2024 -06/30/2025)	$131,247.36
TOTAL GRANT AWARD		**$131,247.36**

DESCRIPTION:

The California Highway Patrol (CHP) is awarding grant funds for its Cannabis Tax Fund Grant Program (CTFGP), using best practice strategies shown to reduce impaired driving. The CHP recently awarded Dublin Police Services a CTFGP grant in the amount of $131,247.36 to cover the purchase of a Command Vehicle and overtime costs for the purpose of operating one DUI checkpoint. This is Dublin Police Services' first awarded grant under CTFGP.

Operations conducted under this grant will make the streets of Dublin safer for all pedestrians and motorists. The CTFGP grant will seek voluntary compliance of traffic laws by generating publicity throughout the grant period.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Confirming City of Dublin Participation in the California Highway Patrol Cannabis Tax Fund Grant Agreement
2) Exhibit A to the Resolution – CHP Cannabis Tax Fund Grant Program Application
3) Exhibit B to the Resolution – Intent to Award Cannabis Tax Fund Grant Program

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

CONFIRMING CITY OF DUBLIN PARTICIPATION IN THE CALIFORNIA HIGHWAY PATROL CANNABIS TAX FUND GRANT PROGRAM AGREEMENT

WHEREAS, injuries and fatalities resulting from traffic collisions are frequently caused by preventable factors such as driver impairment; and

WHEREAS, On June 12, 2024, a Grant Agreement with the California Highway Patrol was awarded to conduct a single-year Cannabis Tax Fund Grant Program (CTFGP); and

WHEREAS, the City was advised after the adoption of the Fiscal Year 2024-25 Budget of the award of $131,247.36 to be made under the CTFGP; and

WHEREAS, the total award for the CTFGP will span the Fiscal Year 2024-25 as described in the Staff Report presented to the City Council on July 16, 2024; and

WHEREAS, the enforcement grant is dedicated to reducing the number of fatal and injury traffic collisions by funding one DUI Checkpoint and the purchase of a Command Vehicle for checkpoint operations as well as providing for additional public safety awareness activities; and

WHEREAS, the City Council of the City of Dublin agrees that DUI enforcement and awareness are important elements in improving overall public safety.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin confirms the Grant Application and Approval with the California Highway Patrol attached hereto as **Exhibits A and B**.

BE IT FURTHER RESOLVED that the City Council accepts the grant award of $131,247.36.

{Signatures on the following page}

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

Traffic Unit Command Vehicle - FY2024/2025

Prepared by Dublin Police Services
for California Highway Patrol (CHP) Law Enforcement: Small and Mid-Size Organizations/Agencies FY 2024/2025

Primary Contact: William Chase

Opportunity Details

Opportunity Information

Title

Law Enforcement: Small and Mid-Size Organizations/Agencies FY 2024/2025

Description

Law Enforcement grants provide financial assistance to allied agencies for the education, prevention, and the enforcement of laws related to driving under the influence of alcohol and other drugs, including cannabis and cannabis products.
The intent of the program is to educate the public regarding the dangers of impaired driving, enforce impaired driving laws on the roadway, and improve the Organization/Agency's effectiveness through training and development of new strategies.

Awarding Agency Name

California Highway Patrol

Agency Contact Name

Cannabis Grants Unit (CGU)

Agency Contact Phone

916-843-4360

Agency Contact Email

CGUGrants@chp.ca.gov

Fund Activity Categories

Education, Law, Justice and Legal Services

Opportunity Manager

Cannabis Grants Unit (CGU)

Opportunity Posted Date

1/9/2024

Public Link

https://www.gotomygrants.com/Public/Opportunities/Details/468aa0b8-b253-4f24-b655-b0bf6cf72569

Is Published

Yes

Funding Information

Funding Sources

State

Funding Source Description

With the passage of Proposition 64 in 2016, The Control, Regulate, and Tax Adult Use Marijuana Act (AUMA), California voters mandated the state to set aside funding for the CHP to provide grants to local governments and Qualified Nonprofit Organizations for the education, prevention, and enforcement of impaired driving laws pursuant to Section 34019 (f)(3)(B) Revenue and Taxation Code (RTC).

Funding Restrictions

State Agencies/Departments, please refer to Section 34019 (f)(3)(B) RTC and California Code of Regulations, Title 13, Division 2, Chapter 13, for additional information.

Award Information

Award Range
$500,000.00 Ceiling

Award Period
07/01/2024 - 06/30/2025

Award Type
Competitive

Indirect Costs Allowed
No

Matching Requirement
No

Submission Information

Submission Timeline Type
One Time

Submission Timeline Additional Information
GRANT APPLICATIONS ARE DUE FEBRUARY 23, 2024, BY 5:00 PM PST

Grant Applicants are advised to ask submittal questions well before the deadline. The Cannabis Grants Unit (CGU) cannot guarantee an immediate response and the Grant Management System (GMS) will automatically close at 5:00 PM PST. Once a Grant Application is submitted through the GMS, Grant Applicants may not add, edit, or delete any Grant Application information.

Question Submission Information

Question Submission Email Address
CGUGrants@chp.ca.gov

Eligibility Information

Eligibility Type
Public

Additional Eligibility Information
Small and Mid-Size Law Enforcement Organizations/Agencies, with the primary function of enforcing traffic laws, which includes responding to calls, making arrests, and issuing citations, pursuant to the California Penal Code, California Vehicle Code, and California Health and Safety Code

Small-Size Law Enforcement Organizations/Agencies: 100 employees or less
Mid-Size Law Enforcement Organizations/Agencies: 500 employees or less

Additional Information

Additional Information URL
https://www.chp.ca.gov/programs-services/programs/cannabis-tax-fund-grant-program

Award Administration Information

State Award Notices
Awards will be announced in May and June 2024.

Administrative and National Policy Requirements
The California Highway Patrol (CHP) adopted regulations within Title 13 of the California Code of Regulations (CCR),

Division 2, by adding Chapter 13, which govern the CHP, Cannabis Tax Fund Grant Program.

These regulations outline:
* Grant Provisions
* Grant Project Types
* Specific Grant Application Requirements
* Grant Evaluation Criteria
* Necessary Administrative Procedures for the Program

Regulations can be found at:
https://www.chp.ca.gov/programs-services/programs/cannabis-tax-fund-grant-program/program-regulations

Reporting

Quarterly Reporting is required and due within 14 calendar days after the close of each quarter.

Quarter One (Q1): July 1 - September 30
Quarter Two (Q2): October 1 - December 31
Quarter Three (Q3): January 1 - March 31
Quarter Four (Q4): April 1 - June 30

Other Information

Please ensure your Organization/Agency has the capability to electronically sign required documents (ex: Grant Agreement).

Project Information

Application Information

Application Name
Traffic Unit Command Vehicle - FY2024/2025

Award Requested
$131,247.36

Total Award Budget
$131,247.36

Primary Contact Information

Name
William Chase

Email Address
wchase@acgov.org

Address
6361 Clark Ave
Dublin, CA 94568

Phone Number
(925) 556-4562

Project Description

1. Organization/Agency Representatives

Organization/Agency Section/Unit (subdivision) to administer the Grant Agreement
Dublin Police Services

Organization/Agency Representative

Please complete the following fields with appropriate Organization/Agency representatives, as applicable.

- **The Authorized Official is authorized to enter into a Grant Agreement with signing authority.**
- **The Authorized Financial Contact maintains financial records, documentation, and recipient of warrant.**
- **The Administrative Contact is responsible for day-to-day administration.**

Authorized Official Name (first and last)
Nathan Schmidt

Authorized Official Title
Chief of Police

Authorized Official Address (street, city, state, zip code)
6363 Clark Ave, Dublin, CA 94568

Official Address to Receive Reimbursement Payment - MUST MATCH FI$CAL FORM (street, city, state, zip code)
100 Civic Plaza, Dublin, CA 94568

Authorized Official Phone Number (with area code)
9258336685

Authorized Official Email Address
nschmidt@acgov.org

Authorized Financial Contact Name (first and last)
Jay Baksa

Authorized Financial Contact Title
Finance Director

Authorized Financial Contact Phone Number (with area code)
9258336648

Authorized Financial Contact Email Address
jay.baksa@dublin.ca.gov

Administrative Contact Name (first and last)
William Chase

Administrative Contact Title
Traffic Sergeant

Administrative Contact Phone Number (with area code)
9255564562

Administrative Contact Email Address

wchase@acgov.org

2. Senate/Assembly/Congressional/County Information

To determine the State Senate District(s), State Assembly District(s), and California Congressional District(s), copy and paste the below URL in your browser and search:

https://gis.data.ca.gov/maps/CDEGIS::legislative-districts-in-california-2/about

Select one or more State Senate District(s) where the proposed Project activities will occur. To make multiple selections, hold down the Ctrl key and click each one.

State Senate 05

Select one or more State Assembly District(s) where the proposed Project activities will occur. To make multiple selections, hold down the Ctrl key and click each one.

State Assembly 16, State Assembly 20

Select one or more California Congressional District(s) where the proposed Project activities will occur. To make multiple selections, hold down the Ctrl key and click each one.

California Congressional District 10, California Congressional District 14

Select one or more California counties where the proposed Project activities will occur. To make multiple selections, hold down the Ctrl key and click each one.

Alameda

Number of residents (population) that your Organization/Agency serves.

72060

3. Statistical Data

Ensure the responses below are accurate and align with the statistical data provided within the Grant Application. If a question is not applicable, please input "0" or "N/A".

How many schools are in your jurisdiction?

	Elementary Schools	Middle Schools	High Schools	Colleges/Universities
Number of Schools	8	3	3	0

How many law enforcement personnel are within your Organization/Agency?

62

Does your Organization/Agency have specifically designated traffic enforcement personnel who conduct driving under the influence (DUI) enforcement operations?

- ◉ Yes
- ○ No

How often does your Organization/Agency conduct DUI enforcement activities (ex: DUI Saturation Patrols, DUI Checkpoints)?

	Weekly Average	Monthly Average	Yearly Average
Enforcement Activities	0	1	12

How many law enforcement personnel have attended Standard Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and/or Drug Recognition Evaluator (DRE) training?

	SFST	ARIDE	DRE
Number of Trained Law Enforcement Personnel	50	16	4

How many certified DREs does your Organization/Agency currently have?

3

How many law enforcement personnel are certified SFST and/or DRE Instructors?

	SFST	DRE
Number of Certified Instructors	1	0

What in-service training does your Organization/Agency offer related to DUI/DUID?

All patrol staff attend SFST training. 2-4 patrol staff members attend ARIDE training per year, based upon need. DRE is offered to motivated patrol staff with an interest in a higher level of training, usually 1-2 members per year.

Is training conducted at your Organization/Agency or at an alternate facility?

- ○ Within Organization/Agency
- ◉ Alternate Facility

Do law enforcement personnel participate in training with local city attorneys and/or district attorneys?

- ◉ Yes
- ○ No

Grant Funded Equipment

Have Cannabis Tax Fund Grant Program Grant Funds been utilized to purchase equipment (an acquisition cost of at least $5,000)?

○ Yes
◉ No

If yes, list EACH equipment item and fiscal year of the Grant Agreement.

EXAMPLE ONLY

FY21-22 = Two Message Boards
FY22-23 = One DUI Vehicle

4. Project Description

Project Types: Please select project type(s) applicable to your Project.

- ☐ Law Enforcement Training
- ☐ Public Education and/or Prevention
- ☒ Enforcement Efforts

Provide a brief overview/synopsis (a paragraph) of the proposed Project. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

Dublin Police Services is seeking the purchase of a fully marked Command Vehicle to be utilized for DUI Checkpoint Operations and additional DUI related enforcement operations where a command post or staging area is required. This Command Vehicle would have the capabilities of carrying and storing all necessary equipment (Already in possession of equipment) to effectively and safely conduct a DUI Checkpoint or enforcement operation. The proposed Command Vehicle would be based on a Chassis Cab configuration with a covered service utility bed. The Command Vehicle would be fully marked and equipped with emergency lighting equipment and siren, and a base radio for communications. The Command Vehicle would be operated by the Traffic Unit Sergeant, or a Traffic Unit Officer at the discretion of the Traffic Unit Sergeant.

5. Problem Statement & Proposed Solution

Clearly identify the problem/need (Problem Statement) in your local community that will be addressed by the Project. Then, clearly identify the Proposed Solution to address the problem/need. If applicable, provide recent and high-level statistical data that directly supports the problem/need in your local community. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - EITHER TYPE INFORMATION IN FIELD OR ATTACH DOCUMENT.

The City of Dublin is a city with a residential population of 72,060 as of 07/01/22. The U.S Census Bureau ranked the City of Dublin as **the fastest** growing city in California. The City of Dublin has seen a 58 percent increase in population over a 10-year period and is ranked as the 12th fastest-growing city with a population over 50,000 in the United States. Through a continued growing light industry, existing retail business, and planned future residential, retail, and commercial development, the day-time population of Dublin increases significantly.

The City of Dublin currently has 126 miles of roadway, with more being planned and constructed. The vehicular traffic in Dublin can increase to well over 100,000 vehicles coming in-and-out of the city on an average day. This includes both residents and commuters using major roadways to access nearby freeways. There are four major roadways thru Dublin which allow for a high volume of vehicular traffic during all hours from the neighboring cities of San Ramon, Pleasanton, and Livermore. These cities are growing at similar rates as the City of Dublin with retail, commercial, and residential development. Dublin is bordered on the south by Interstate 580 and on the west with Interstate 680 running north and south thru Dublin. Due to the increasing volume of traffic, vehicle collisions are on the rise.

In 2023, Dublin Police Services (DPS) saw an increase of 8.5 percent in reported traffic collisions with a total of 459. This increase includes a total of 124 injury collisions, up 18.1 percent over 2022, and 158 persons injured, an increase of 19.7 percent. DUI collisions saw a decrease from 27 collisions in 2022 to 23 in 2023, a decrease of 14.8 percent, attributed to the enforcement efforts conducted by DPS staff. Through those enforcement efforts, shortcomings have been identified in the equipment used for those operations and its method of deployment.

With the support from Cannabis Tax Fund Grant program, the DPS Traffic Unit will streamline its impaired driving enforcement efforts and address some of the concerns associated with the steady rise in injury and DUI related crashes in the City of Dublin. This Grant will allow funding for the purchase of a Command Vehicle capable of transporting and storing the needed equipment used in the targeted enforcement operations for the apprehension of impaired drivers.

This Grant will aid DPS in conducting scheduled DUI Checkpoints within the City, which will bring community awareness and education about DUI related crimes. These targeted enforcement engagements should continue to have a significant impact on the City of Dublin's overall collision statistics.

In closing, the proposed Cannabis Tax Fund Grant will assist the Dublin Traffic Unit with the operation of DUI related enforcement operations within the City of Dublin, aimed at improving the safety of all roadway users.

Statistical Data/Report(s)

CTFG App Stats.xls

6. Performance Measures/Scope of Work

Detail EACH Project activity/item below, which will serve as your goals and objectives for the Project. For EACH goal/objective, include estimated timelines (ex: monthly, quarterly), quantitative measurements (ex: reduction of DUI/DUID by %), and justification detailing how it will enhance/support the Project. NOTE: These goals and objectives must be consistent with the Budget. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

1 Command Vehicle for DUI enforcement operations (Q1 = Purchase, Q2 = Receive/outfit, Q3-Q4 = Use to complete DUI Checkpoint operations and supplement Saturation Patrol operations). Command Vehicle will be used as a Command Post for Checkpoint Operations in conjunction with holding and transporting all necessary equipment for operations. We aim to increase public education and awareness of DUI related crimes with the goal of continued reduction of DUI related collisions.

1 DUI Checkpoint Operation (Q3), aimed at apprehending offenders of DUI/DUID related offenses while also increasing awareness of DUI/DUID related incidents (Deaths/Collision).

4 DUI Saturation Patrols (Q1 = 0, Q2 = 0, Q3 = 2, Q4 = 2): We aim to reduce DUI/DUID related incidents (Deaths / Collisions) by 10%, which will improve the safety of all roadway users within the community.

EXAMPLE ONLY

16 DUI Saturation Patrols (Q1 = 4, Q2 = 4, Q3 = 4, Q4 = 4): Aim to reduce DUI/DUID deaths by 10%, which will improve roadway safety in the community.

2 DUI Checkpoints (Q2 = 1, Q4 = 1): Aim to reduce DUI/DUID by 15%, which will reduce the number of impaired drivers in the community.

4 Message Boards for DUI Checkpoints and Educational Messaging (Q1 = Purchase, Q2 = Receive, Q2-Q4 = Use to complete DUI Checkpoints and education): We will utilize the Message Boards to notify the public of an approaching DUI Checkpoint. In between DUI Checkpoints, we will display educational messaging against driving under the influence.

4 Educational Presentations at local high schools (Q1 = 1, Q2 = 1, Q3 = 1, Q4 = 1): Aim to contact at least 100 students each quarter to increase awareness of driving under the influence. The presentations will educate students on the implications of driving impaired.

7. Project Performance Evaluation

Provide the method of evaluation to show Project effectiveness and positive impact(s) on the community. These strategies shall include captured quantitative/qualitative data and a communication plan to share Project results with both internal and external stakeholders. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

The Dublin Police Services Traffic Sergeant will monitor and evaluate statistical data, including reported collisions, collisions with DUI as a Primary Collision Factor, DUI arrests, and Impaired Driving Operations. This data will be compared to previous years to measure the impact on public safety. Memorandums will be authored documenting the data points and the effectiveness of the Grant.

8. Program Sustainability

Describe the plan for reducing reliance on future grant funding. Include a summary and timeframe to continue efforts when grant funds are either not available or significantly reduced. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

Future grant funding will not be required to continue the operation of the proposed Command Vehicle. The Command Vehicle will remain in service beyond the standard rotation of patrol vehicles based upon its specified purpose and operation. Future DUI related operations may be integrated into unit annual budgets to allow for reduced reliance on Cannabis Tax Fund Grant Program funding. Additional funding may also be sought through the Office of Traffic Safety grant programs.

9. Administrative Support

Describe the administrative support, including the Organization/Agency's grant experience, personnel, and physical resources needed to successfully implement the Project. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

The Traffic Unit Sergeant will manage the proposed grant. The Traffic Unit Sergeant, William Chase, has taken over the role of Traffic Unit Sergeant in 2023, after working in the Traffic Unit for the past 4 years. Sergeant Chase has been part of grant operations and shadowed his predecessor in drafting and managing previous grant operations and DUI Checkpoint Operations. He is currently managing the FY2024 Grant funded through the Office of Traffic Safety (OTS). Since 2014, Dublin's Traffic Unit has been a participating agency in DUI Mobilization efforts and a DUI conviction "Hot List" program.

Any contact with the public will be done with Dublin Police Services Sworn Staff. Dublin Police Services (DPS), as a part of the Alameda County Sheriff's Office, is nationally accredited through the prestigious Commission on Accreditation for Law Enforcement Agencies (CALEA) and is nationally recognized for its professional excellence throughout the organization. Dublin Police Services and the Alameda County Sheriff's Office are the **only** Sheriff's Office contract city in the 58 counties in California to be CALEA-accredited.

This program has full administrative support and every effort will be made to continue the grant activities after grant conclusion.

10. Other Grant Programs

Impaired Driving Enforcement Funding

Has your Organization/Agency previously received grant funding for impaired driving enforcement?

☒ Yes
☐ No

If yes, detail the outcome. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

The Dublin Police Services has previously received Grant funding under the Office of Traffic Safety (OTS). This Grant funding included funds for DUI Checkpiont Operations, DUI Saturation Patrols, Collaborative DUI Enforcement Operations, and general Traffic Enforcement.

Other Grant Programs

Has or will your Organization/Agency submit a proposal to another grant program for this Project (ex: funds for the same components as this Project, or for similar/related components that will be completed during the same time period as this Project)?

☒ Yes
☐ No

If yes, detail the granting Organization/Agency. In addition, clearly distinguish which tasks would be funded by the CTFGP and which tasks would be funded by another Organization/Agency. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

The Dublin Police Services has submitted a Grant application to the Office of Traffic Safety for the 2024/2025 operational period. If awarded, the Cannabis Tax Fund Grant Program will be utilized in the aquisition and implementation of a DUI Command Vehicle. Additional funding will be utilized for a DUI Checkpoint Operation and DUI Saturation Patrol Operations. If awarded, the proposed OTS Grant would fund additional DUI Checkpoints, Collaborative DUI Enforcement Operations, and general Traffic Enforcement Operations, including Distracted Driver, Pedestrian and Bicycle Safety, and Driver Education presentations.

Are any personnel dedicated to this Project funded by other sources/grants?

☐ Yes
☒ No

If yes, detail which source/grant. PLEASE DO NOT COPY AND PASTE TABLES IN FIELD - TYPE INFORMATION IN FIELD.

11. Terms and Conditions

By submitting your Grant Application, you agree to the following Terms and Conditions:

I certify, under penalty of perjury, that the information I entered in this Grant Application is true and complete to the best of my knowledge. I further understand that any false, incomplete, or incorrect statements may result in my disqualification from the grant process or dismissal from receiving grants funded by the California Highway Patrol (CHP), Cannabis Tax Fund Grant Program. I authorize the California Highway Patrol, Cannabis Grants Unit (CGU), to investigate referenced documents or other documents submitted to the program to check the accuracy of the information provided.

I agree with the Request for Application, the above Terms and Conditions, and the California Code of Regulations, Title 13, Division 2, Chapter 13, Sections 1890.00 through 1890.27.

☒ I Agree

When using the GMS (AmpliFund), I authorize the state to take my requested action by an electronic means and authorize the state to accept the combination of my User ID and password in lieu of my written signature.

☒ I Agree

My password is unique to me and is to remain confidential. I will not allow other individuals to use my User ID and password to access the GMS (AmpliFund).

☒ I Agree

It is my responsibility to maintain the confidentiality of GMS (AmpliFund) information.

☒ I Agree

Once I submit the Grant Application, I am unable to add, edit, or delete any Grant Application information.

☒ I Agree

Confidentiality Notice: All documents submitted as a part of the Cannabis Tax Fund Grant Program Grant Application are public documents and may be subject to a request pursuant to the California Public Records Act. The CHP, CGU, cannot ensure the confidentiality of any information submitted in or with this Grant Application (Gov. Code, § 6250 et seq.).

☒ I Agree

Generated Income Disclaimer: There will be no program income generated from this grant. Nothing in this Grant Application shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations, in pursuance of the goals and objectives. Although special emphasis will be placed upon violations specific to this Grant Application, appropriate enforcement action will be taken for all observed violations.

☒ I Agree

Financial Information System for California Government Agency Taxpayer ID (FI$Cal Form)

A FI$Cal Form is required for reimbursement. If the Grant Applicant does not have a completed FI$Cal Form at final Grant Application submission time, the Grant Applicant may submit the completed FI$Cal Form via email to CGU prior to execution of the Grant Agreement. NOTE: The "Remit-To Address" on the FI$Cal Form MUST match the "Official Address to Receive Reimbursement Payment" you entered in Form #1. Organization/Agency Representative. This address shall be the official address on file with FI$Cal and the State Controller's Office (SCO) to receive warrants (Reimbursement Request Payments). Forms are located on the Cannabis Tax Fund Grant Program's website at https://www.chp.ca.gov/programs-services/programs/cannabis-tax-fund-grant-program.

☒ I Agree

FI$Cal Form

State Grant.pdf

City Council or County Resolution

A county, city, district, or other public body shall provide a copy of a resolution, order, motion, or ordinance of local governing body, which by law has the authority to enter into an agreement authorizing execution of a Grant Agreement. If the Grant Applicant does not have a signed resolution at final Grant Application submission time, the Grant Applicant may submit a signed resolution via email to CGU prior to execution of the Grant Agreement. NOTE: The resolution MUST explicitly state the Organization/Agency has delegated authority to enter into a Grant Agreement for the requested amount.

☒ I Agree

Budget

Proposed Budget Summary

Expense Budget

	Grant Funded	Total Budgeted
Personnel		
DUI Checkpoint Operation	$11,247.36	$11,247.36
Subtotal	**$11,247.36**	**$11,247.36**
Equipment		
Command Vehicle	$105,000.00	$105,000.00
Subtotal	**$105,000.00**	**$105,000.00**
Other Direct Costs		
Command Vehicle - Outfitting	$15,000.00	$15,000.00
Subtotal	**$15,000.00**	**$15,000.00**
Total Proposed Cost	**$131,247.36**	**$131,247.36**

Revenue Budget

	Grant Funded	Total Budgeted
Grant Funding		
Award Requested	$131,247.36	$131,247.36
Subtotal	**$131,247.36**	**$131,247.36**
Total Proposed Revenue	**$131,247.36**	**$131,247.36**

Proposed Budget Detail

See attached spreadsheet.

Proposed Budget Narrative

Personnel

Costs may include compensation for wages, such as overtime, and benefits (annual leave and sick leave) for work directly related to, and consistent with, the Project. Personnel hours will be awarded based on the number of grant-funded Project activities approved by CGU. To be eligible for reimbursement, personnel services must occur within the Project Performance Period. Please note, full salary positions are not allowed. Itemize separate Budget line items by Project activity (ex: one Budget line item for DUI Saturation Patrol; one Budget line item for DUI Checkpoint). Combine wages and benefits in the same Budget line item for each Project activity. For EACH Budget line item, the narrative shall include the below: * Number of times Project activity will occur * Classification(s) working Project activity * Rate of pay for each classification working Project activity (notate regular or overtime pay) * Number

of hours for each classification working Project activity EXAMPLE 16 DUI Saturation Patrols = $9,600 2 Officers per patrol / Officer = OT $60 per hour 5 hours per patrol / 80 hours per Officer / 160 hours

DUI Checkpoint Operation

One (1) DUI Checkpoint Operation. Personnel include twelve (12) Officers for eight (8) hours (1800-0200), $11,247.36 = 96 hours ($117.16/hr)

Equipment

Costs may include non-expendable, tangible, personal property having a normal useful life of more than one year, and an acquisition cost of at least $5,000 (ex: four identical assets, which cost $1,250 each, for a total of $5,000, are not considered an equipment purchase). Equipment shall be directly related and necessary to complete grant-funded activities included in the Project. Equipment should be purchased at the beginning of the Project Performance Period to ensure it is utilized when completing corresponding Project activities. If requesting equipment, the Project shall contain a correlating grant-funded Project activity (ex: Message Board for DUI Checkpoints). DUI Saturation Patrol equipment approved by CGU may utilize eligible outfitting expenses, which only include emergency lights, sirens, radio, and transport partition (cage). To be eligible for reimbursement, equipment must be purchased and received within the Project Performance Period. Itemize separate Budget line items for each Equipment item. For EACH Budget line item, the narrative shall include the below: * Description of equipment item * Quantity * Unit cost and total cost

Command Vehicle

Purchase of 1 Command Vehicle for DUI Checkpoint Operations and/or Saturation Patrol Operations. Medium duty cab/chassis pickup configuration with mounted covered service bed to store and transport equipment. Quoted cost = $105,000.00

Other Direct Costs

Costs may include operational costs. Other Direct Costs shall be directly related and necessary to complete grant-funded activities included in the Project. Other Direct Costs should be purchased at the beginning of the Project Performance Period to ensure they are utilized when completing corresponding Project activities. DUI Saturation Patrol Other Direct Costs approved by CGU may utilize eligible outfitting expenses, which only include emergency lights, sirens, radio, and transport partition (cage). To be eligible for reimbursement, Other Direct Costs must be purchased and received within the Project Performance Period. Itemize separate Budget line items for each Other Direct Costs item. For EACH Budget line item, the narrative shall include: * Name/description of Other Direct Costs * Quantity * Unit cost and total cost EXAMPLE Message Board = $20,000 $4,000 each / 4 = $20,000 Wrap/Decals for DUI/DUID Trailer = $275 Decals = $200 / Installation = $75 Cones = $170 $70 each / 10 = $170

Command Vehicle - Outfitting

$15,000.00 = Emergency lighting equipment, siren, graphics, and police radio.

State of California – Transportation Agency GAVIN NEWSOM, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
601 North 7th Street
Sacramento, CA 95811
(916) 843-4360
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

June 6, 2024

File No.: 060.15426.17369

Sergeant William Chase
Dublin Police Services
6361 Clark Avenue
Dublin, CA 94568

Dear Sergeant Chase:

On behalf of the California Highway Patrol (CHP), it is my pleasure to inform you, the Dublin Police Services, is conditionally approved for Cannabis Tax Fund Grant Program (CTFGP) funding in the amount of $131,247.36. The purpose of this grant funding is to help your agency reduce and mitigate the impacts of impaired driving in your community.

The official Grant Agreement for signature is forthcoming. In order to execute your Grant Agreement, please provide documentation from a local governing body, authorizing your organization to receive this grant funding, to the Cannabis Grants Unit, by email at CGUGrants@chp.ca.gov, as soon as possible. Refer to California Code of Regulations Title 13, Division 2, Chapter 13, Section 1890.13(g) for additional information.

The CHP looks forward to partnering with you and your agency on this project in an effort to make California's roadways a safer place to travel. If you have any questions, please feel free to contact the Cannabis Grants Unit at (916) 843-4360.

Sincerely,

K. M. DAVIS, Chief
Enforcement and Planning Division

Agenda Item 5.8

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services
Prepared by: Shannan Young, Environmental & Sustainability Manager

EXECUTIVE SUMMARY:

The City Council will consider approving an agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit inspections and illicit discharge response services with CSW/Stuber-Stroeh Engineering Group.

STAFF RECOMMENDATION:

Adopt the Resolution Approving an Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services.

FINANCIAL IMPACT:

The cost of these services will be charged to the Public Works Department in accordance with the adopted annual operating budget.

DESCRIPTION:

The Public Works Department utilizes contractors to assist with development and implementation of regulatory compliance programs. Services include assisting staff with regular, on-going programs such as conducting annual stormwater inspections required by the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit issued by the San Francisco Bay Regional Water Quality Control Board. Contractors are solicited through an open and competitive request for proposals (RFP) process, the most recent of which was conducted in April 2024.

Five submissions were received in response to the RFP for Municipal Regional Stormwater NPDES

Permit Inspections and Illicit Discharge Response Services, from the following companies: CSW/Stuber-Stroeh, Ground Zone, Haley-Aldrich, Kaz & Associates, and Surf to Snow Environmental Resource Management Inc.

After reviewing all proposals and qualifications, Staff recommends CSW/Stuber-Stroeh Engineering Group provide the services for a three-year term with the proposed compensation limit of $600,000, which includes a contingency of $60,000. CSW's proposal was the not only the lowest, but it best matches the City's need in terms of experience and qualifications.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving an Agreement for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response Services
2) Exhibit A to the Resolution – Contractor Services Agreement with CSW/Stuber-Stroeh Engineering Group
3) Request for Proposals – Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services
4) Proposal - CSW/Stuber-Stroeh Engineering Group

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING AN AGREEMENT FOR MUNICIPAL REGIONAL STORMWATER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT INSPECTIONS AND ILLICIT DISCHARGE RESPONSE SERVICES

WHEREAS, on April 10, 2024, Staff issued a Request for Proposals (RFP) for Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services; and

WHEREAS, the City received five responses to the RFP; and

WHEREAS, Staff reviewed and evaluated the proposals in accordance with the RFP rating criteria; and

WHEREAS, the City desires to enter into an agreement with CSW/Stuber-Stroeh Engineering Group for a not-to-exceed amount of $600,000 over a three-year term.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Agreement with CSW/Stuber-Stroeh Engineering Group attached hereto as **Exhibit A**.

BE IT FURTHER RESOLVED that the City Manager is authorized to execute the Agreement and make any necessary, non-substantive changes to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

CONTRACTOR SERVICES AGREEMENT BETWEEN
THE CITY OF DUBLIN AND
CSW/STUBER-STROEH ENGINEERING GROUP

THIS AGREEMENT for Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit Inspections and Illicit Discharge Response services is made by and between the City of Dublin ("City") and CSW/Stuber-Stroeh Engineering Group ("Contractor") (together sometimes referred to as the "Parties") as of July 17, 2024 (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Contractor shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

1.1 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on June 30, 2027, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Contractor to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as referenced in Section 8. Notwithstanding the foregoing this Agreement may be extended on a month to month basis for up to 6 months upon the written consent of the Contractor and the City Manager, provided that: a) sufficient funds have been appropriated for such purchase, b) the price charged by the Contractor for the provision of the serves described in Exhibit A does not increase. None of the foregoing shall affect the City's right to terminate the Agreement as provided for in Section 8.

1.2 Standard of Performance. Contractor shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Contractor is engaged.

1.3 Assignment of Personnel. Contractor shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Contractor shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.

1.4 Time. Contractor shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Subsection 1.2 above and to satisfy Contractor's obligations hereunder.

1.5 [INTENTIONALLY DELETED]

1.6 [INTENTIONALLY DELETED]

Section 2. COMPENSATION. City hereby agrees to pay Contractor a sum not to exceed $600,000 which includes a $60,000 contingency, notwithstanding any contrary indications that may be contained in Contractor's proposal, for services to be performed and reimbursable costs incurred under this Agreement

In the event of a conflict regarding the amount of compensation between this Agreement and Consultant's proposal, this Agreement shall prevail. City shall pay Contractor for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Contractor for services rendered pursuant to this Agreement. Contractor shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City in writing, Contractor shall not bill City for duplicate services performed by more than one person.

Contractor and City acknowledge and agree that compensation paid by City to Contractor under this Agreement is based upon Contractor's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Contractor. Consequently, the Parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Contractor and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Contractor shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. No individual performing work under this Agreement shall bill more than 2,000 hours in a fiscal year unless approved, in writing, by the City Manager or his/her designee. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- A copy of the applicable time entries or time sheets shall be submitted showing the following:
    - Daily logs of total hours worked by each individual performing work under this Agreement
    - Hours must be logged in increments of tenths of an hour or quarter hour
    - If this Agreement covers multiple projects, all hours must also be logged by project assignment
    - A brief description of the work, and each reimbursable expense
- The total number of hours of work performed under the Agreement by Contractor and each employee, agent, and subcontractor of Contractor performing services hereunder;
- The Contractor's signature;
- Contractor shall give separate notice to the City when the total number of hours worked by Contractor and any individual employee, agent, or subcontractor of Contractor reaches or exceeds 800 hours within a 12-month period under this

Agreement and any other agreement between Contractor and City. Such notice shall include an estimate of the time necessary to complete work described in Exhibit A and the estimate of time necessary to complete work under any other agreement between Contractor and City, if applicable.

2.2 Monthly Payment. City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Contractor.

2.3 Final Payment. City shall pay the last 10% of the total sum due pursuant to this Agreement within 60 days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 Total Payment. City shall pay for the services to be rendered by Contractor pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever incurred by Contractor in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Contractor submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

2.5 Hourly Fees. Fees for work performed by Contractor on an hourly basis shall not exceed the amounts shown on the compensation schedule attached hereto as Exhibit B.

2.6 Reimbursable Expenses. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.

2.7 Payment of Taxes. Contractor is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

2.8 Payment upon Termination. In the event that the City or Contractor terminates this Agreement pursuant to Section 8, the City shall compensate the Contractor for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Contractor shall maintain adequate logs and timesheets to verify costs incurred to that date.

2.9 Authorization to Perform Services. The Contractor is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

2.10 [INTENTIONALLY DELETED]

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Contractor shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Contractor only the facilities and equipment listed in this section, and only under the terms and conditions set forth herein. Contractor shall make a written request to City to use facilities or equipment not otherwise listed herein.

3.1 Safety Requirements. In accordance with generally accepted construction practices and state law, Contractor shall be solely and completely responsible for conditions on the jobsite, including safety of all persons and property during performance of the work. This requirement shall apply continuously and not be limited to normal working hours.

Contractor shall take all necessary precautions and provide all necessary safeguards to prevent personal injury and property damage. Contractor shall provide protection for all persons including, but not limited to, its employees and employees of its subcontractors; members of the public; and employees, agents, and representatives of the City and regulatory agencies that may be on or about the work.

The services of the City in conducting review and inspection of Contractor's performance is not intended to include review of the adequacy of Contractor's work methods, equipment, bracing or scaffolding, or safety measures, in, on, or near any Contractor jobsite.

All work and materials shall be in strict accordance with all applicable state, city, county, and federal rules, regulations and codes, with specific attention to the United States Department of Labor Occupational Health and Safety Administration (OSHA) requirements. Contractor shall be solely responsible for compliance with all city, county, and state explosive transport, storage, and blasting requirements and for any damages caused by such operations.

Contractor is hereby informed that work on City property could be hazardous. Contractor shall carefully instruct all personnel working on City property that all conditions of the property are potentially hazardous work areas as to potential dangers and shall provide such necessary safety equipment and instructions as are necessary to prevent injury to personnel and damage to property. Special care shall be exercised relative to work underground.

In addition to complying with all other safety regulations, Contractor shall abide by any and all other City requirements contained in any specifications, special conditions or manuals, which shall be made available by City upon request.

Contractor shall provide and maintain all necessary safety equipment such as fences, barriers, signs, lights, walkways, guards, and fire prevention and fire-fighting equipment and shall take such other action as is required to fulfill its obligations under this section. It is the intent of the City to provide a safe working environment under normal conditions. CONTRACTOR IS ADVISED THAT CITY'S OPERATIONS AND PROPERTY ARE INHERENTLY HAZARDOUS BECAUSE OF CONDITIONS SUCH AS CONFINED

SPACES, POTENTIALLY EXPLOSIVE ATMOSPHERES, AND POSSIBLE EXPOSURE TO PATHOGENS.

Contractor shall maintain all portions of the jobsite in a neat, clean, and sanitary condition at all times. If required by the City, toilets shall be furnished by Contractor where needed for use of its employees and their use shall be strictly enforced. Contractor shall not use the City's existing sanitary facilities, unless previously authorized by the City.

Contractor shall keep adequate first aid facilities and supplies available and instruction in first aid for its employees shall be given.

City reserves the right to require that Contractor bring onto the project or engage the services of a licensed safety engineer at any time during the term of this Agreement. If Contractor does not have a licensed safety engineer on staff, then City may require that Contractor engage a subcontractor or subconsultant as the project's safety engineer. Contractor shall bear all costs in connection with meeting the requirements of this section.

Section 4. INSURANCE REQUIREMENTS. Before fully executing this Agreement, Contractor, at its own cost and expense, unless otherwise specified below, shall procure the types and amounts of insurance listed below against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Contractor and its agents, representatives, employees, and subcontractors. Consistent with the following provisions, Contractor shall provide proof satisfactory to City of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects, and that such insurance is in effect prior to beginning work. Contractor shall maintain the insurance policies required by this section throughout the term of this Agreement. The cost of such insurance shall be included in the Contractor's bid. Contractor shall not allow any subcontractor to commence work on any subcontract until Contractor has obtained all insurance required herein for the subcontractor(s) and provided evidence to City that such insurance is in effect. VERIFICATION OF THE REQUIRED INSURANCE SHALL BE SUBMITTED AND MADE PART OF THIS AGREEMENT PRIOR TO EXECUTION. Contractor shall maintain all required insurance listed herein for the duration of this Agreement.

4.1 Workers' Compensation.

4.1.1 General Requirements. Contractor shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Contractor. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than $1,000,000 per accident. In the alternative, Contractor may rely on a self-insurance program to meet these requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the California Labor Code shall be solely in the discretion of the Contract Administrator.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents, and subcontractors.

4.1.2 Submittal Requirements. To comply with Subsection 4.1, Contractor shall submit the following:

a. Certificate of Workers' Compensation Insurance in the amounts specified in the section; and

b. Waiver of Subrogation Endorsement as required by the section.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General Requirements. Contractor, at its own cost and expense, shall maintain commercial general liability insurance for the term of this Agreement in an amount not less than $2,000,000 and automobile liability insurance for the term of this Agreement in an amount not less than $2,000,000 per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If a Commercial General Liability Insurance or an Automobile Liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including without limitation, blanket contractual liability and the use of owned and non-owned automobiles.

4.2.2 Minimum Scope of Coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001, Code 1 (any auto). No endorsement shall be attached limiting the coverage.

4.2.3 Additional Requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

a. The Insurance shall cover on an occurrence or an accident basis, and not on a claims-made basis.

b. City, its officers, officials, employees, and volunteers are to be covered as additional insureds as respects: liability arising out of work or operations performed by or on behalf of the Contractor; or automobiles owned, leased, hired, or borrowed by the Contractor.

c. Contractor hereby agrees to waive subrogation which any insurer or contractor may require from vendor by virtue of the payment of any loss. Contractor agrees to obtain any endorsements that may be necessary to affect this waiver of subrogation.

d. For any claims related to this Agreement or the work hereunder, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

4.2.4 Submittal Requirements. To comply with Subsection 4.2, Contractor shall submit the following:

a. Certificate of Liability Insurance in the amounts specified in the section;

b. Additional Insured Endorsement as required by the section;

c. Waiver of Subrogation Endorsement as required by the section; and

d. Primary Insurance Endorsement as required by the section.

4.3 All Policies Requirements.

4.3.1 Acceptability of Insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

4.3.2 Verification of Coverage. Prior to beginning any work under this Agreement, Contractor shall furnish City with complete copies of all Certificates of Liability Insurance delivered to Contractor by the insurer, including complete copies of all endorsements attached to the policies. All copies of Certificates of Liability Insurance and certified endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf. If the City does not receive the required insurance documents prior to the Contractor beginning work, it shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete copies of all required insurance policies at any time.

4.3.3 Deductibles and Self-Insured Retentions. Contractor shall disclose to and obtain the written approval of City for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, employees, and volunteers; or the Contractor shall provide a financial guarantee

satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

4.3.4 Wasting Policies. No policy required by this Section 4 shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.3.5 Endorsement Requirements. Each insurance policy required by Section 4 shall be endorsed to state that coverage shall not be canceled by either party, except after 30 days' prior written notice has been provided to the City.

4.3.6 Subcontractors. Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

4.4 Remedies. In addition to any other remedies City may have if Contractor fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option exercise any of the following remedies, which are alternatives to other remedies City may have and are not the exclusive remedy for Contractor's breach:

- Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
- Order Contractor to stop work under this Agreement or withhold any payment that becomes due to Contractor hereunder, or both stop work and withhold any payment, until Contractor demonstrates compliance with the requirements hereof; and/or
- Terminate this Agreement.

Section 5. INDEMNIFICATION AND CONTRACTOR'S RESPONSIBILITIES. Contractor shall indemnify, defend with counsel acceptable to City, and hold harmless City and its officers, officials, employees, agents and volunteers from and against any and all liability, loss, damage, claims, expenses, and costs (including without limitation, attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature arising out of or in connection with Contractor's performance of the Services or its failure to comply with any of its obligations contained in this Agreement, except such Liability caused by the sole negligence or willful misconduct of City.

The Contractor's obligation to defend and indemnify shall not be excused because of the Contractor's inability to evaluate Liability or because the Contractor evaluates Liability and determines that the Contractor is not liable to the claimant. The Contractor must respond within 30 days, to the tender of any claim for defense and indemnity by the City, unless this time has been extended by the City. If the Contractor fails to accept or reject a tender of defense and indemnity within 30 days, in addition to any other remedy authorized by law, so much of the money due the Contractor under and by virtue of this Agreement as shall reasonably be considered necessary by the City, may be retained by the City until

disposition has been made of the claim or suit for damages, or until the Contractor accepts or rejects the tender of defense, whichever occurs first.

Notwithstanding the forgoing, to the extent this Agreement is a "construction contract" as defined by California Civil Code Section 2782, as may be amended from time to time, such duties of Contractor to indemnify shall not apply when to do so would be prohibited by California Civil Code Section 2782.

In the event that Contractor or any employee, agent, or subcontractor of Contractor providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Contractor shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONTRACTOR.

6.1 Independent Contractor. At all times during the term of this Agreement, Contractor shall be an independent contractor and shall not be an employee of City. This Agreement shall not be construed as an agreement for employment. City shall have the right to control Contractor only insofar as the results of Contractor's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subsection 1.3; however, otherwise City shall not have the right to control the means by which Contractor accomplishes services rendered pursuant to this Agreement. Contractor further acknowledges that Contractor performs Services outside the usual course of the City's business; and is customarily engaged in an independently established trade, occupation, or business of the same nature as the Contractor performs for the City, and has the option to perform such work for other entities. Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Contractor and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits.

6.2 Contractor Not an Agent. Except as City may specify in writing, Contractor shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Contractor shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

7.1 Governing Law. The laws of the State of California shall govern this Agreement.

7.2 Compliance with Applicable Laws. Contractor and any subcontractors shall comply with all laws applicable to the performance of the work hereunder.

7.3 Other Governmental Regulations. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Contractor and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.

7.4 Licenses and Permits. Contractor represents and warrants to City that Contractor and its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Contractor represents and warrants to City that Contractor and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Contractor and any subcontractors shall obtain and maintain during the term of this Agreement valid Business Licenses from City.

7.5 Nondiscrimination and Equal Opportunity. Contractor shall not discriminate, on the basis of a person's race, sex, gender, religion (including religious dress and grooming practices), national origin, ancestry, physical or mental disability, medical condition (including cancer and genetic characteristics), marital status, age, sexual orientation, color, creed, pregnancy, genetic information, gender identity or expression, political affiliation or belief, military/veteran status, or any other classification protected by applicable local, state, or federal laws (each a "Protected Characteristic"), against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Contractor under this Agreement.

Contractor shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

8.1 Termination. City may cancel this Agreement at any time and without cause upon written notification to Contractor.

Contractor may cancel this Agreement upon 30 days' written notice to City and shall include in such notice the reasons for cancellation.

In the event of termination, Contractor shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Contractor delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Contractor or prepared by or for Contractor or the City in connection with this Agreement.

8.2 Extension. City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall require a written amendment to this Agreement, as provided for herein. Contractor understands and agrees that, if City grants such an extension, City shall have no obligation to provide Contractor with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized by the Contract Administrator, City shall have no obligation to reimburse Contractor for any otherwise reimbursable expenses incurred during the extension period.

8.3 Amendments. The Parties may amend this Agreement only by a writing signed by all the Parties.

8.4 Assignment and Subcontracting. City and Contractor recognize and agree that this Agreement contemplates personal performance by Contractor and is based upon a determination of Contractor's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Contractor. Contractor may not assign this Agreement or any interest therein without the prior written approval of the Contract Administrator. Contractor shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the Contract Administrator.

8.5 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Contractor shall survive the termination of this Agreement.

8.6 Options upon Breach by Contractor. If Contractor materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.6.1 Immediately terminate the Agreement;

8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Contractor pursuant to this Agreement;

8.6.3 Retain a different contractor to complete the work described in Exhibit A not finished by Contractor; or

8.6.4 Charge Contractor the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Contractor pursuant to Section 2 if Contractor had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 Records Created as Part of Contractor's Performance. All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that

Contractor prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Contractor hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Contractor agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both Parties.

9.2 Contractor's Books and Records. Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Contractor to this Agreement.

9.3 Inspection and Audit of Records. Any records or documents that Subsection 9.2 of this Agreement requires Contractor to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds $10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of 3 years after final payment under the Agreement.

Section 10. MISCELLANEOUS PROVISIONS.

10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 Venue. In the event that either party brings any action against the other under this Agreement, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Alameda or in the United States District Court for the Northern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the Parties.

10.6 Conflict of Interest. Contractor may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Contractor in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Contractor shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Section 1090 *et seq.*

Contractor hereby warrants that it is not now, nor has it been in the previous 12 months, an employee, agent, appointee, or official of the City. If Contractor was an employee, agent, appointee, or official of the City in the previous 12 months, Contractor warrants that it did not participate in any manner in the forming of this Agreement. Contractor understands that, if this Agreement is made in violation of California Government Code Section 1090 *et seq.*, the entire Agreement is void and Contractor will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Contractor will be required to reimburse the City for any sums paid to the Contractor. Contractor understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of California Government Code Section 1090 *et seq.,* and, if applicable, will be disqualified from holding public office in the State of California.

10.7 Solicitation. Contractor agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.8 Contract Administration. This Agreement shall be administered by the City Manager ("Contract Administrator"). All correspondence shall be directed to or through the Contract Administrator or his or her designee.

10.9 Notices. Any written notice to Contractor shall be sent to:

Julia Harberson
504 Redwood Blvd. Suite 310
Novato, CA 94947

Any written notice to City shall be sent to:

City of Dublin
Attn: Shannan Young
100 Civic Plaza
Dublin, CA 94568

10.10 Integration. This Agreement, including the scope of work attached hereto and incorporated herein as Exhibits A and B represents the entire and integrated agreement between City and Contractor and supersedes all prior negotiations, representations, or agreements, either written or oral.

Exhibit A	Scope of Work
Exhibit B	Compensation Schedule & Reimbursable Expenses

10.11 Counterparts and Electronic Signatures. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts delivered and/or signatures executed by City-approved electronic or digital means shall have the same force and effect as the use of a manual signature. Both Parties desire this Agreement to be electronically signed in accordance with applicable federal and California law. Either Party may revoke its agreement to use electronic signatures at any time by giving notice to the other Party.

10.12 Certification per Iran Contracting Act of 2010. In the event that this contract is for one million dollars ($1,000,000.00) or more, by Contractor's signature below Contractor certifies that Contractor, and any parent entities, subsidiaries, successors or subunits of Contractor are not identified on a list created pursuant to subdivision (b) of Section 2203 of the California Public Contract Code as a person engaging in investment activities in Iran as described in subdivision (a) of Section 2202.5, or as a person described in subdivision (b) of Section 2202.5 of the California Public Contract Code, as applicable.

SIGNATURES ON FOLLOWING PAGE

The Parties have executed this Agreement as of the Effective Date. The persons whose signatures appear below certify that they are authorized to sign on behalf of the respective Party.

CITY OF DUBLIN	CSW/Stuber-Stroeh Engineering Group
Linda Smith D'Ambrosio, City Manager	Robert Stevens, President/CEO
Attest:	N/A Contractor's DIR Registration Number (if applicable)
Marsha Moore, City Clerk	
Approved as to Form:	
City Attorney	

EXHIBIT A

SCOPE OF WORK FOR MUNICIPAL REGIONAL STORMWATER NPDES PERMIT INSPECTIONS AND ILLICIT DISCHARGE RESPONSE

The specific scopes of work under this RFP include: 1) Updating 5-year and annual work plans and conducting inspections to meet MRP Provision C.3 Operations and Maintenance Verification requirements; 2) Updating 5-year and annual works plans and conducting inspections to meet MRP Provision C.4 business inspection requirements; 3) Conducting inspections and collecting maintenance records to meet MRP Provision C.10 Trash Load Reduction Requirements, and 4) Providing illicit discharge and spill response services. Detailed descriptions of each scope of work are provided below. Please note that there are overlaps at some parcels/projects for some or all of these inspections (e.g., a parcel may require a C.4 general business inspection and also a C.3 O&M inspection and/or a C.10 PLDA inspection). Contractors are encouraged to explain how they would approach these situations regarding annual work plans and billing.

1) Municipal Regional Stormwater NPDES Permit (MRP) Provision C.3 Operations and Maintenance Verification Inspections

MRP Provision C.3 mandates that permittees conduct an operations and maintenance (O&M) verification program to ensure stormwater treatment and hydromodification management measures (collectively, "stormwater management measures") remain in effective operating condition in perpetuity. Permittees must conduct O&M verification inspections according to the following formula:

- Inspection of an average of 20%, but no less than 15% of total number (at the end of the preceding fiscal year) of Regulated Projects per year, such that all Regulated Projects are inspected at least once every five years.

Currently, the City has over 100 Regulated Project sites with installed stormwater management measures, including both low impact development measures and proprietary treatment measures. During the first contract year, the City anticipates the Contractor will conduct inspections of approximately 30 Regulated Projects. Of those inspections, approximately 50% will require a second inspection and 10-15% will require a third inspection. As the number of Regulated Projects with installed stormwater management measures increases, the number of required annual inspections will increase.

A Regulated Project may have only one stormwater management measure, or it may have multiple stormwater management measures. The fee paid to the Contractor to conduct C.3 O&M inspections will be based on a reasonable per hour inspection fee and the hourly fee will be applied to a reasonable number of hours per site, depending on how many stormwater management measures are on-site. Contractor shall provide the proposed fee schedule in the proposal, indicating how that fee schedule was determined.

Inspection Plans

The Contractor will be responsible for updating the 5-year inspection plan in the first quarter of the contract term. Update of the 5-year inspection plan shall include populating the Clean Water Program ArcGIS online database with project contact information. The 5-year inspection plan will be reviewed and approved

by the Environmental & Sustainability Division in the Public Works Department. The Contractor will develop the plan using the information provided in the Clean Water Program ArcGIS On-Line database, or equivalent database (CWP database) and shall be designed to meet the requirements of the MRP. In addition, the Contractor shall be responsible for providing to the City for review and approval an annual inspection plan, which shall be based on the 5-year inspection plan. Development of the annual inspection plan shall include identifying current site contacts and reviewing the CWP database to verify that project locations in the 5-year plan are up to date. The annual inspection plan shall be provided to the Environmental & Sustainability Division by October 1 each year.

Annual Operation and Maintenance Reports

Using the updated contact list in the 5-year inspection plan, the Contractor shall be responsible for sending annual letters to the entire inventory of Regulated Project sites requesting that annual operations and maintenance reports are submitted, per the Stormwater Management Maintenance Agreement. The Contractor shall assist with tracking which entities have submitted the reports and conducting follow-up with the entities that do not respond to initial requests for the report.

Inspections

As part of conducting inspections, Contractor shall set up appointments with site location contacts at least a few days ahead of the inspection date. The Contractor shall use the Alameda Countywide Clean Water Program (CWP) Arc GIS On-line (AGOL) field application to conduct the inspections. The Contractor shall be familiar with and follow the City's Enforcement Response Plan when issuing enforcement actions to facilities with deficiencies in any stormwater management measure. The key tasks under this scope of services for conducting C.3 Operations and Maintenance Verification Inspections shall include, but not be limited to, the following:

1.a. First Inspections

The following generally describes the first inspection process that the Contractor shall follow. The inspection process may be modified from time-to-time, but will generally include:

1. Using City letterhead and envelopes, the Contractor will send a letter to site locations scheduled for inspection. The site location list shall be the list developed and updated by the Contractor and approved by the City as part of the annual inspection plan. Once the letter has been sent, the Contractor shall set up appointments with location representative(s) at least a few days ahead of the inspection date and time. The Contractor shall review site drawings and previous inspection results to determine compliance history prior to going to the site.

2. Visit the site and meet with the location representative. Explain the purpose for the inspection and ask questions to verify that stormwater management measures are operating and being maintained adequately.

3. Ask location representative for maintenance records for all stormwater management measures, particularly underground or proprietary management measures.

4. Fill out the inspection report in the Clean Water Program AGOL database and obtain the location representative's signature on the form. The Contractor shall also:

- Take pictures of potential deficiencies and/or best management practices to include in the AGOL app.
- Require location representative to install storm drain markers, if needed.
- Determine the appropriate enforcement response timeline, following the City's Enforcement Response Plan, provided in Attachment A and indicate the timeline in the inspection report.

5. Distribute appropriate BMP handouts provided by the City to location representative.

6. When a location representative is NOT available for inspection, Contractor shall contact the City to determine the action the City would like to take.

7. If it is discovered that the site owner/operator is different than the owner/operator as listed in the annual inspection plan, notify the City of the change. If the new site owner/operator is occupying the location, the Contractor shall provide educational materials, as needed and complete the inspection.

8. All first inspections shall be completed no later than May 15th of each year.

9. For site locations that have stormwater management measures with potential deficiencies, Contractor shall let the location representative know about the deficiency at the end of the first inspection. Contractor will show the location representative the deficiencies and/or concerns and provide a timeline to cure the deficiency to the location representative. Contractor shall follow the City's Enforcement Response Plan when determining the compliance schedule.

Contractor shall take pictures of any potential problem areas, document number of pictures taken for a site, and note that in the AGOL app. A copy of the inspection report shall be emailed to the location representative via the AGOL app within 3 business days of the inspection. As necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the location representative outlining violations deficiencies, along with appropriate guidance to address the violations. Contractor shall notify the City by the 3rd business day of the week following the inspection of all locations that require a reinspection.

1.b. Re-inspections of Stormwater Management Measures

The following generally describes the re-inspection process that the Contractor shall follow:

1. Contractor shall email the City weekly a reinspection spreadsheet indicating all locations that require a reinspection.
2. The Contractor will be expected to perform the reinspection, unless notified otherwise by the City. The Contractor shall perform the reinspection within the appropriate timeframe as indicated in the City of Dublin's Enforcement Response Plan.
3. If after reinspection, deficiencies are still noted, the Contractor shall notify City staff immediately and work with City staff to determine what action needs to be taken.

2) Municipal Regional Stormwater NPDES Permit Provision C.4 Business Inspections

MRP Provision C.4 requires permittees to conduct inspections at all industrial and commercial facilities that could reasonably be considered to cause or contribute to stormwater pollution if proper best management practices are not implemented. The City anticipates that the selected Contractor will be required to conduct approximately 100 first inspections on a yearly basis. Out of these, it is expected that approximately 10 - 15% will require a second inspection and approximately 5% will require a third inspection.

Each inspection will be billed on a per inspection basis, (i.e. lump sum). Contractor shall provide the proposed lump sum dollar amount per inspection in the proposal, indicating how that lump sum was determined.

Inspection Plans

The Contractor will be responsible for updating the 5-year inspection plan in the first quarter of the contract term. Update of the 5-year inspection plan shall include populating the Clean Water Program ArcGIS online database with project contact information. The 5-year inspection plan will be reviewed and approved by the Environmental & Sustainability Division in the Public Works Department. The 5-year plan shall be designed to meet the requirements of the MRP. The Contractor shall include in the 5-Year inspection plan details regarding which businesses are required to file a Notice of Intent under the Industrial General NPDES Permit with the State Water Resources Control Board and include compliance status with that State requirement. The Contractor shall use the State Stormwater Multiple Application and Report Tracking System to verify compliance.

In addition, the Contractor shall be responsible for providing to the City for review and approval an annual inspection plan, which shall be based on the 5-year inspection plan. Development of the annual inspection plan shall include identifying current site contacts and reviewing the new business list provided by the City to the Contractor to verify the business list is up to date. The contractor shall review the new business list to determine which businesses may cause or contribute to stormwater pollution and therefore should be added to the annual inspection plan for the year. As part of the developing the annual inspection plan, the Contractor shall verify compliance with the State Industrial Permit for businesses included in the annual inspection plan. The Contractor shall also identify businesses that are certified oil collection centers in the 5-year business inspection plan and provide appropriate outreach/information related to responsibilities of said certified centers annually.

The new business list will be provided to the Contractor by September 1 annually and the Contractor shall provide the updated annual inspection plan to the City, including new businesses, by October 1 annually. The annual inspection list may be modified from time-to-time in response to businesses opening/closing or complaints.

Inspections

The Contractor will be required to use the CWP AGOL inspection application to conduct the inspections. The Contractor shall be familiar with and follow the City' Enforcement Response Plan in the enforcement actions issued to facilities with violations. The key tasks under this scope of services for conducting C.4 Business Stormwater Inspections will include the following:

2.a. First Inspections

The following generally describes the first inspection process that the Contractor shall follow. The inspection process may be modified from time-to-time, but will generally include:

1. Using City letterhead and envelopes, the Contractor will send a letter to site locations scheduled for inspection. The site location list shall be the list developed and updated by the Contractor and approved by the City as part of the annual inspection plan. Once the letter has been sent, the City may require the Contractor to set up appointments with location representative(s) at least a few days ahead of the inspection date and time.

2. Visit the business site and meet with business representative. Explain the purpose for the inspection and ask questions to ascertain that operational Best Management Practices are implemented by the business to prevent stormwater pollution. The inspection shall include rooftop observations, as safety allows.

3. Complete the inspection report, obtain the business representative's signature on the form, and e-mail the form to the business representative. The Contractor shall also:
    - Take pictures of potential deficiencies and/or best management practices to include in the AGOL app.
    - Document if on-site trash capture devices are installed on-site and being properly maintained. The inspector shall ask for maintenance records for on-site trash capture devices, as applicable.
    - Require location representative to install storm drain markers, if needed.
    - Determine the appropriate enforcement response timeline, following the City's Enforcement Response Plan, provided in Attachment A, and indicate the timeline in the inspection report.
    - Distribute the appropriate BMP handouts provided by the City to business owners/managers.
    - If an active discharge is observed during the inspection, the Contractor shall take the necessary steps to stop the discharge and immediately contact the City.
    - When a business representative is NOT available for inspection, Contractor shall contact the City to determine the action the City would like to take.

4. If it is discovered that a business is no longer in operation, Contractor shall complete an inspection report indicating that the site is out of business. Note if a new business has moved into the facility and provide the information to the City. Conduct an inspection, as necessary.

5. All first inspections shall be completed no later than May 15th of each year.

6. For businesses that have potential or actual stormwater violations, Contractor will let the business representative know at the end of the first inspection that the business has violation(s) that must be addressed. Contractor will show the business representative all potential or actual violations and/or concerns and provide a timeline to the business representative. Contractor will follow the City's Enforcement Response Plan when determining compliance schedule.

Contractor shall take pictures of any actual or potential problem areas, document number of pictures taken for a site and note that in the CWP AGOL platform. If necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the business representative outlining violations or potential violations, along with appropriate guidance to address the violations. Contractor will notify the City by the 3rd business day of the week following inspection of all businesses that require a re-inspection.

2.b. Reinspection of Businesses

The following generally describes the re-inspection process that the Contractor shall follow:

1. Contractor shall email the City weekly a re-inspection spreadsheet indicating all locations that require a reinspection.

2. The Contractor will be expected to perform the reinspection, unless notified otherwise by the City. The Contractor shall perform the re-inspections within the appropriate timeframe as indicated in the City of Dublin's Enforcement Response Plan.

3. If after reinspection, deficiencies are still noted, the Contractor shall notify City staff immediately and work with City staff to determine what action needs to be taken.

3) Municipal Regional Stormwater NPDES Permit (MRP) Provision C.10 Trash Load Reduction Inspections

MRP Provision C.10 requires permittees to have achieved 100% trash load reduction via installation of full trash capture devices or other actions equivalent to full trash capture by June 30, 2025. The Contractor(s) will assist the City with this MRP provision by conducting inspections to verify that private full trash capture devices are being maintained and/or to conduct on-land visual trash assessments to verify that equivalent actions equal to full trash capture are being implemented.

3.a. Locations with installed full trash capture devices.

The MRP allows third-party maintenance reports in lieu of conducting in-person inspections for vault-based systems. The Contractor shall send annual letters to all locations with installed full trash capture devices requesting that annual operations and maintenance reports are submitted, per the Stormwater Management Maintenance Agreement and/or the Dublin Municipal Code. The Contractor shall assist with tracking which entities have submitted the reports and conducting follow-up with the entities that do not respond to initial requests for the report. The follow-up shall include tracking down current property owners or responsible entities when the existing known contact information is out of date.

This task will be billed on a per location basis, (i.e. lump sum). Contractor shall provide the proposed lump sum dollar amount in the proposal, indicating how that lump sum was determined.

3.b. Locations implementing actions equivalent to full trash capture devices

The Contractor shall verify that equivalent actions are being implemented via on-site inspection. Equivalent actions include but are not limited to daily litter pick-up, making available and servicing publicly accessible waste containers, storm drain inlet cleaning, or other actions. Some locations may require on-land visual trash assessments, conducted using the protocols established in the "On-land Visual Trash Assessment Protocol for Stormwater, Protocol C – Area Based Survey" developed by EOA Inc. and Keish Environmental (Attachment B). The inspection reports shall be completed in the CWP AGOL application. When it is determined that actions/good housekeeping practices are not being implemented such that they are equivalent to full trash capture devices, the Contractor shall conduct follow-up inspections and enforcement to gain compliance.

Contractor shall take pictures of any actual or potential problem areas, document number of pictures taken for a site, and note that in the CWP AGOL platform. If necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the business representative outlining violations or potential violations, along with appropriate guidance to address the violations. Contractor will notify the City by the 3rd business day of the week following inspection of all businesses that require a re-inspection.

Each inspection will be billed on a per inspection basis, (i.e. lump sum). Contractor shall provide their proposed lump sum dollar amount per inspection in their proposal, indicating how that lump sum was determined.

4) Illicit Discharge and Spill Response Assistance

The Environmental & Sustainability Division (ESD) in the Public Works Department has responsibility for illicit discharge and spill response, investigation, cleanup, follow-up, and record keeping. ESD will utilize the Contractor to assist with spill response efforts for the City. The Contractor will be the first responder, as needed, on evenings, weekends, and holidays.

The City will utilize the Contractor for assistance with spill and discharge response, as needed. The Contractor may be called upon to conduct investigations, develop action plans, assist with spill containment, assist with recordkeeping and time tracking, conduct follow-up work, or other activities as described in the City's Spill and Discharge Response Plan. The Contractor is required to follow the Spill and Discharge Response Plan as it may be updated from time to time.

As the first responder, the Contractor shall use the city's Urban Runoff and Incident Report Form and follow procedures as outlined in the City's Spill and Discharge Response Plan after consulting with City staff regarding how to proceed with the response.

The Contractor will provide a qualified individual to conduct site investigations associated with any reported spills or discharges. The spill inspector will obtain the appropriate field forms and any available improvement plans and/or any GIS information identifying the location of storm drains in the immediate area. The City may ask the Contractor to take the lead collecting samples of the material discharged.

The Contractor is responsible for providing the spill inspector appropriate PPE and field equipment, including a camera and reporting materials.

Assumptions for Spill Response Investigations:

- The Contractor shall assume there will be up to 12 spill investigations needed per fiscal year.
- The Contractor shall assume a typical spill response investigation will take no more than 4 hours initially.
- The Contractor shall assume the follow up on the incident will take no more than 1.5 hours.
- The Contractor shall assume the emergency weekend/after hours on-call rate will be 1.5 times the normal hourly rate.
- In the event the Contractor is the first to arrive at an emergency situation (hazardous or unknown material spill), the Contractor shall notify First Responders and the City of Dublin in parallel to immediately resolve any unsafe/hazardous situations.
- For all other non-hazardous spills, the Contractor would follow the reporting protocol as outlined by the City of Dublin and the City of Dublin will make all agency and responsible party potential fine notifications.

Spill response activities will be billed on a time and materials basis. Contractor shall provide a rate schedule in the proposal.

5) Project Management and QA/QC

Contractor shall provide a Project Manager for coordination and management of the Contractor team activities and communication with the City of Dublin. It is expected that the Project Manager will provide QA/QC oversight of inspection reports, warning letters, and other deliverables provided to the City such that minimal review of said information is required by City staff.

Contractor is expected to participate in monthly status update meetings that will be billed on a time and material basis.

EXHIBIT B

COMPENSATION SCHEDULE & REIMBURSABLE EXPENSES

Effective January 1, 2024 – December 31, 2024

ENGINEERING SERVICES HOURLY RATES	
Classification	Rate
Senior Engineer	$ 201.00
Engineer III	$ 194.00
Engineer II	$ 175.00
Engineer I	$ 144.00
Technician	$ 131.00
Engineer Assistant	$ 101.00
SURVEY SERVICES HOURLY RATES	
Senior Surveyor	$ 201.00
Surveyor III	$ 194.00
Surveyor II	$ 175.00
Surveyor I	$ 144.00
Survey Technician	$ 131.00
Survey Assistant	$ 101.00
Two Person Survey Party	$ 340.00
Survey Party Chief	$ 220.00
Survey Chainman	$ 120.00
Survey Apprentice	$ 112.00
Aerial Drone Surveyor	$ 217.00
OTHER PROFESSIONAL RATES	
Principal	$ 269.00
Associate Principal	$ 245.00
Senior Project Manager	$ 240.00
Project Manager	$ 226.00
Senior Landscape Architect	$ 172.00
Landscape Architect	$ 156.00
Construction Manager	$ 235.00
Resident Engineer	$ 226.00
Field Engineer	$ 194.00
Technical Writer	$ 138.00
Graphic Illustrator	$ 131.00
Project Assistant	$ 101.00

- All expenses for transportation (mileage, bridge fare, etc.) will be charged at the Internal Revenue Service rate plus 10%.
- Filing fees, checking fees, prints, and other outside costs (such as agency submittal/permit fees etc.) will be charged at cost, plus service charges at the rate of 10%.
- Billing will be monthly net 30 days.
- Hourly rates are subject to increase annually at a rate commensurate with the San Francisco CPI, as approved by the City of Dublin.

Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge and Spill Response Services SUMMARY OF ANNUAL LABOR EFFORT 06.11.2024		CSW/ST2					
		Robert Stevens Principal	Julia Harberson Project Manager	Kristine Pillsbury Project Oversight Inspector	Varies Inspectors	Total CSW|ST2 Hours	Total CSW|ST2 Budget
	Billable Rate ($/ hour)	269.00	240.00	201.00	175.00		
1	NPDES Administration						
1.1	Annual Project Kickoff	2	2	2		6	$1,420
1.2	Develop Site Matrix/Update Site Matrix		4	8		12	$2,568
1.3	Inspection Plan		8	8		16	$3,528
1.4	Identify Regulated Projects		4	4		8	$1,764
1.5	Meetings (assume 2)		2	2		4	$882
1.6	QA/QC	4				4	$1,076
	Task 1 Subtotal	6	20	24	0	50	$11,238
2	1st Inspection						
2.1	Outreach to Owner/Operators		8	12	12	32	$6,432
2.2	1st Inspection		8	55	100	163	$30,475
2.3	Documentation		8	30	50	88	$16,700
2.4	Meetings (assume 3)		3	3	3	9	$1,848
2.5	QA/QC	4				4	$1,076
	Task 2 Subtotal	4	27	100	165	296	$56,531
3	2nd & 3rd Inspection						
3.1	Outreach to Owner/Operators		4	8	8	20	$3,968
3.2	2nd Inspection		8	30	45	83	$15,825
3.2	3rd Inspection		4	10	15	29	$5,595
3.3	Documentation (incl. Annual Inspection Report)		8	40	50	98	$18,710
3.4	Meetings (assume 3)		3	3	3	9	$1,848
3.5	QA/QC	8				8	$2,152
	Task 3 Subtotal	8	27	91	121	247	$48,098
4	Illicit Discharge and Spill Response (assume 12)						
4.1	Investigation & Source Identification		12	48	48	108	$20,928
4.2	Containment & Mitigation		6	18	18	42	$8,208
4.3	Cleanup & Remediation		12	48		60	$12,528
4.4	Documentation		12	12	24	48	$9,492
4.5	QA/QC	12				12	$3,228
	Task 4 Subtotal	12	42	126	90	270	$54,384
	Labor Total	30	116	341	376	593	$170,251
Reimbursable Expenses							
General Expenses							$5,000
						Total Reimbursable Expenses:	$5,000
						Total CSW|ST2 Cost per Year:	$175,251
						Total CSW|ST2 Cost (3-Years):	$525,753

Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge and Spill Response Services SUMMARY OF LABOR EFFORT 06.11.2024		CSW/ST2					
		Robert Stevens Principal	Julia Harberson Project Manager	Kristine Pillsbury Project Oversight Inspector	Varies Inspectors	Total CSW|ST2 Hours	Total CSW|ST2 Budget
AGOL Data Entry – Start of Contract Effort (Year 1 Cost Only)							
6	AGOL C3 App Data Entry						
6.1	Review O&M Agreements for Contact Information not in existing spreadsheet (assumes 25 sites)		1	2	6	9	$1,692
6.2	Contact Information Data Entry (~120 sites, assume 8 sites per hour)		1	2	15	18	$3,267
	Task 1 Subtotal	0	2	4	21	27	$4,959
7	AGOL C4 App Data Entry						
7.1	Contact Information Data Entry (~400 sites) from existing spreadsheet (assume 8 sites per hour)		2	2	50	54	$9,632
	Task 2 Subtotal	0	2	2	50	54	$9,632
	Labor Total	0	4	6	71	81	$14,591

REQUEST FOR PROPOSALS

Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services

City of Dublin

Proposals must be received by: May 6, 2024 by 5:00 p.m.

Shannan Young, Environmental & Sustainability Manager
Public Works Department
100 Civic Plaza
City of Dublin, CA 94568

Proposals will be evaluated on the following: a) responsiveness to the Request for Proposal questions, b) experience of the firm, c) experience and qualifications of the assigned individuals and d) Satisfaction of previous clients.

DUBLIN

Request for Proposal
For
Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services

Overview

The City of Dublin (City) is issuing this RFP to hire a Contractor(s) to assist meeting permit mandates under the Municipal Regional Stormwater NPDES Permit Order No. R2-2022-0018 (MRP). Specifically, the City desires to select a Contractor(s) to conduct inspections to meet requirements of MRP Provisions C.3, C.4, and C.10 and to assist with illicit discharge and spill response under Provision C.5 of the MRP. The Contractor(s) must be well informed about the respective MRP Provisions for which the entity is hired to assist the City. As part of the inspection process, the Contractor(s) will also verify compliance with product bans and related legislation (e.g., AB 1276). The City may elect to hire one Contractor for all services in this RFP or may select separate Contractors for specific tasks in this RFP. The scope of work is outlined below.

Project Description:

The specific scopes of work under this RFP include: 1) Updating 5-year and annual work plans and conducting inspections to meet MRP Provision C.3 Operations and Maintenance Verification requirements; 2) Updating 5-year and annual works plans and conducting inspections to meet MRP Provision C.4 business inspection requirements; 3) Conducting inspections and collecting maintenance records to meet MRP Provision C.10 Trash Load Reduction Requirements, and 4) Providing illicit discharge and spill response services. Detailed descriptions of each scope of work are provided below. Please note that there are overlaps at some parcels/projects for some or all of these inspections (e.g., a parcel may require a C.4 general business inspection and also a C.3 O&M inspection and/or a C.10 PLDA inspection). Contractors are encouraged to explain how they would approach these situations regarding annual work plans and billing.

Considerations:

1) Municipal Regional Stormwater NPDES Permit (MRP) Provision C.3 Operations and Maintenance Verification Inspections

MRP Provision C.3 mandates that permittees conduct an operations and maintenance (O&M) verification program to ensure stormwater treatment and hydromodification management measures (collectively, "stormwater management measures") remain in effective operating condition in perpetuity. Permittees must conduct O&M verification inspections according to the following formula:

- Inspection of an average of 20%, but no less than 15% of total number (at the end of the preceding fiscal year) of Regulated Projects per year, such that all Regulated Projects are inspected at least once every five years.

Currently, the City has over 100 Regulated Project sites with installed stormwater management measures, including both low impact development measures and proprietary treatment measures. During the first contract year, the City anticipates the Contractor will conduct inspections of approximately 30 Regulated Projects. Of those inspections, approximately 50% will require a second inspection and 10-15% will require a third inspection. As the number of Regulated Projects with installed stormwater management measures increases, the number of required annual inspections will increase.

A Regulated Project may have only one stormwater management measure, or it may have multiple stormwater management measures. The fee paid to the Contractor to conduct C.3 O&M inspections will be based on a reasonable per hour inspection fee and the hourly fee will be applied to a reasonable number of hours per site, depending on how many stormwater management measures are on-site. Contractor shall provide the proposed fee schedule in the proposal, indicating how that fee schedule was determined.

Inspection Plans

The Contractor will be responsible for updating the 5-year inspection plan in the first quarter of the contract term. The 5-year inspection plan will be reviewed and approved by the Environmental & Sustainability Division in the Public Works Department. The Contractor will develop the plan using the information provided in the Clean Water Program ArcGIS On-Line database, or equivalent database (CWP database) and shall be designed to meet the requirements of the MRP. In addition, the Contractor shall be responsible for providing to the City for review and approval an annual inspection plan, which shall be based on the 5-year inspection plan. Development of the annual inspection plan shall include identifying current site contacts and reviewing the CWP database to verify that project locations in the 5-year plan are up to date. The annual inspection plan shall be provided to the Environmental & Sustainability Division by October 1 each year.

Annual Operation and Maintenance Reports

Using the updated contact list in the 5-year inspection plan, the Contractor shall be responsible for sending annual letters to the entire inventory of Regulated Project sites requesting that annual operations and maintenance reports are submitted, per the Stormwater Management Maintenance Agreement. The Contractor shall assist with tracking which entities have submitted the reports and conducting follow-up with the entities that do not respond to initial requests for the report.

Inspections

As part of conducting inspections, Contractor shall set up appointments with site location contacts at least a few days ahead of the inspection date. The Contractor shall use the Alameda Countywide Clean Water Program (CWP) Arc GIS On-line (AGOL) field application to conduct the inspections. The Contractor shall be familiar with and follow the City's Enforcement Response Plan when issuing enforcement actions to facilities with deficiencies in any stormwater management measure. The key tasks under this scope of services for conducting C.3 Operations and Maintenance Verification Inspections shall include, but not be limited to, the following:

1.a. First Inspections

The following generally describes the first inspection process that the Contractor shall follow. The inspection process may be modified from time-to-time, but will generally include:

1. Using City letterhead and envelopes, the Contractor will send a letter to site locations scheduled for inspection. The site location list shall be the list developed and updated by the Contractor and approved by the City as part of the annual inspection plan. Once the letter has been sent, the Contractor shall set up appointments with location representative(s) at least a few days ahead of the inspection date and time. The Contractor shall review site drawings and previous inspection results to determine compliance history prior to going to the site.
2. Visit the site and meet with the location representative. Explain the purpose for the inspection and ask questions to verify that stormwater management measures are operating and being maintained adequately.
3. Ask location representative for maintenance records for all stormwater management measures, particularly underground or proprietary management measures.
4. Fill out the inspection report in the Clean Water Program AGOL database and obtain the location representative's signature on the form. The Contractor shall also:
    - Take pictures of potential deficiencies and/or best management practices to include in the AGOL app.
    - Require location representative to install storm drain markers, if needed.
    - Determine the appropriate enforcement response timeline, following the City's Enforcement Response Plan, provided in Attachment A and indicate the timeline in the inspection report.
5. Distribute appropriate BMP handouts provided by the City to location representative.
6. When a location representative is NOT available for inspection, Contractor shall contact the City to determine the action the City would like to take.
7. If it is discovered that the site owner/operator is different than the owner/operator as listed in the annual inspection plan, notify the City of the change. If the new site owner/operator is occupying the location, the Contractor shall provide educational materials, as needed and complete the inspection.
8. All first inspections shall be completed no later than May 15th of each year.
9. For site locations that have stormwater management measures with potential deficiencies, Contractor shall let the location representative know about the deficiency at the end of the first inspection. Contractor will show the location representative the deficiencies and/or concerns and provide a timeline to cure the deficiency to the location representative. Contractor shall follow the City's Enforcement Response Plan when determining the compliance schedule.

Contractor shall take pictures of any potential problem areas, document number of pictures taken for a site, and note that in the AGOL app. A copy of the inspection report shall be emailed to the location representative via the AGOL app within 3 business days of the inspection. As necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the location representative outlining violations deficiencies, along with appropriate guidance to address the violations. Contractor shall notify the City by the 3rd business day of the week following the inspection of all locations that require a reinspection.

1.b. Re-inspections of Stormwater Management Measures

The following generally describes the re-inspection process that the Contractor shall follow:

1. Contractor shall email the City weekly a reinspection spreadsheet indicating all locations that require a reinspection.
2. The Contractor will be expected to perform the reinspection, unless notified otherwise by the City. The Contractor shall perform the reinspection within the appropriate timeframe as indicated in the City of Dublin's Enforcement Response Plan.
3. If after reinspection, deficiencies are still noted, the Contractor shall notify City staff immediately and work with City staff to determine what action needs to be taken.

2) Municipal Regional Stormwater NPDES Permit Provision C.4 Business Inspections

MRP Provision C.4 requires permittees to conduct inspections at all industrial and commercial facilities that could reasonably be considered to cause or contribute to stormwater pollution if proper best management practices are not implemented. The City anticipates that the selected Contractor will be required to conduct approximately 100 first inspections on a yearly basis. Out of these, it is expected that approximately 10 - 15% will require a second inspection and approximately 5% will require a third inspection.

Each inspection will be billed on a per inspection basis, (i.e. lump sum). Contractor shall provide the proposed lump sum dollar amount per inspection in the proposal, indicating how that lump sum was determined.

Inspection Plans

The Contractor will be responsible for updating the 5-year inspection plan in the first quarter of the contract term. The 5-year inspection plan will be reviewed and approved by the Environmental & Sustainability Division in the Public Works Department. The 5-year plan shall be designed to meet the requirements of the MRP. The Contractor shall include in the 5-Year inspection plan details regarding which businesses are required to file a Notice of Intent under the Industrial General NPDES Permit with the State Water Resources Control Board and include compliance status with that State requirement. The Contractor shall use the State Stormwater Multiple Application and Report Tracking System to verify compliance.

In addition, the Contractor shall be responsible for providing to the City for review and approval an annual inspection plan, which shall be based on the 5-year inspection plan. Development of the annual inspection plan shall include identifying current site contacts and reviewing the new business list provided by the City to the Contractor to verify the business list is up to date. The contractor shall review the new business list to determine which businesses may cause or contribute to stormwater pollution and therefore should be added to the annual inspection plan for the year. As part of the developing the annual inspection plan, the Contractor shall verify compliance with the State Industrial Permit for businesses included in the annual inspection plan. The Contractor shall also identify businesses that are certified oil collection centers in the 5-year business inspection plan and provide appropriate outreach/information related to responsibilities of said certified centers annually.

The new business list will be provided to the Contractor by September 1 annually and the Contractor shall provide the updated annual inspection plan to the City, including new businesses, by October 1 annually. The annual inspection list may be modified from time-to-time in response to businesses opening/closing or complaints.

Inspections

The Contractor will be required to use the CWP AGOL inspection application to conduct the inspections. The Contractor shall be familiar with and follow the City' Enforcement Response Plan in the enforcement actions issued to facilities with violations. The key tasks under this scope of services for conducting C.4 Business Stormwater Inspections will include the following:

2.a. First Inspections

The following generally describes the first inspection process that the Contractor shall follow. The inspection process may be modified from time-to-time, but will generally include:

1. Using City letterhead and envelopes, the Contractor will send a letter to site locations scheduled for inspection. The site location list shall be the list developed and updated by the Contractor and approved by the City as part of the annual inspection plan. Once the letter has been sent, the City may require the Contractor to set up appointments with location representative(s) at least a few days ahead of the inspection date and time.
2. Visit the business site and meet with business representative. Explain the purpose for the inspection and ask questions to ascertain that operational Best Management Practices are implemented by the business to prevent stormwater pollution. The inspection shall include rooftop observations, as safety allows.
3. Complete the inspection report, obtain the business representative's signature on the form, and e-mail the form to the business representative. The Contractor shall also:
    a. Take pictures of potential deficiencies and/or best management practices to include in the AGOL app.
    b. Document if on-site trash capture devices are installed on-site and being properly maintained. The inspector shall ask for maintenance records for on-site trash capture devices, as applicable.
    c. Require location representative to install storm drain markers, if needed.
    d. Determine the appropriate enforcement response timeline, following the City's Enforcement Response Plan, provided in Attachment A, and indicate the timeline in the inspection report.
    e. Distribute the appropriate BMP handouts provided by the City to business owners/managers.
4. If an active discharge is observed during the inspection, the Contractor shall take the necessary steps to stop the discharge and immediately contact the City.
5. When a business representative is NOT available for inspection, Contractor shall contact the City to determine the action the City would like to take.
6. If it is discovered that a business is no longer in operation, Contractor shall complete an inspection report indicating that the site is out of business. Note if a new business has moved into the facility and provide the information to the City. Conduct an inspection, as necessary.
7. All first inspections shall be completed no later than May 15th of each year.

8. For businesses that have potential or actual stormwater violations, Contractor will let the business representative know at the end of the first inspection that the business has violation(s) that must be addressed. Contractor will show the business representative all potential or actual violations and/or concerns and provide a timeline to the business representative. Contractor will follow the City's Enforcement Response Plan when determining compliance schedule.

Contractor shall take pictures of any actual or potential problem areas, document number of pictures taken for a site and note that in the CWP AGOL platform. If necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the business representative outlining violations or potential violations, along with appropriate guidance to address the violations. Contractor will notify the City by the 3rd business day of the week following inspection of all businesses that require a re-inspection.

2.b. Reinspection of Businesses

The following generally describes the re-inspection process that the Contractor shall follow:

1. Contractor shall email the City weekly a re-inspection spreadsheet indicating all locations that require a reinspection.
2. The Contractor will be expected to perform the reinspection, unless notified otherwise by the City. The Contractor shall perform the re-inspections within the appropriate timeframe as indicated in the City of Dublin's Enforcement Response Plan.
3. If after reinspection, deficiencies are still noted, the Contractor shall notify City staff immediately and work with City staff to determine what action needs to be taken.

3) Municipal Regional Stormwater NPDES Permit (MRP) Provision C.10 Trash Load Reduction Inspections

MRP Provision C.10 requires permittees to have achieved 100% trash load reduction via installation of full trash capture devices or other actions equivalent to full trash capture by June 30, 2025. The Contractor(s) will assist the City with this MRP provision by conducting inspections to verify that private full trash capture devices are being maintained and/or to conduct on-land visual trash assessments to verify that equivalent actions equal to full trash capture are being implemented.

3.a. Locations with installed full trash capture devices.

The MRP allows third-party maintenance reports in lieu of conducting in-person inspections for vault-based systems. The Contractor shall send annual letters to all locations with installed full trash capture devices requesting that annual operations and maintenance reports are submitted, per the Stormwater Management Maintenance Agreement and/or the Dublin Municipal Code. The Contractor shall assist with tracking which entities have submitted the reports and conducting follow-up with the entities that do not respond to initial requests for the report. The follow-up shall include tracking down current property owners or responsible entities when the existing known contact information is out of date.

This task will be billed on a per location basis, (i.e. lump sum). Contractor shall provide the proposed lump sum dollar amount in the proposal, indicating how that lump sum was determined.

3.b. Locations implementing actions equivalent to full trash capture devices

The Contractor shall verify that equivalent actions are being implemented via on-site inspection. Equivalent actions include but are not limited to daily litter pick-up, making available and servicing publicly accessible waste containers, storm drain inlet cleaning, or other actions. Some locations may require on-land visual trash assessments, conducted using the protocols established in the "On-land Visual Trash Assessment Protocol for Stormwater, Protocol C – Area Based Survey" developed by EOA Inc. and Keish Environmental (Attachment B). The inspection reports shall be completed in the CWP AGOL application. When it is determined that actions/good housekeeping practices are not being implemented such that they are equivalent to full trash capture devices, the Contractor shall conduct follow-up inspections and enforcement to gain compliance.

Contractor shall take pictures of any actual or potential problem areas, document number of pictures taken for a site, and note that in the CWP AGOL platform. If necessary and as outlined in the City's Enforcement Response Plan, the Contractor shall be responsible for writing warning letters, Notice of Violations, or other letters to the business representative outlining violations or potential violations, along with appropriate guidance to address the violations. Contractor will notify the City by the 3rd business day of the week following inspection of all businesses that require a re-inspection.

Each inspection will be billed on a per inspection basis, (i.e. lump sum). Contractor shall provide their proposed lump sum dollar amount per inspection in their proposal, indicating how that lump sum was determined.

4) Illicit Discharge and Spill Response Assistance

The Environmental & Sustainability Division (ESD) in the Public Works Department has responsibility for illicit discharge and spill response, investigation, cleanup, follow-up, and record keeping. ESD will utilize the Contractor to assist with spill response efforts for the City. The Contractor will be the first responder, as needed, on evenings, weekends, and holidays.

The City will utilize the Contractor for assistance with spill and discharge response, as needed. The Contractor may be called upon to conduct investigations, develop action plans, assist with spill containment, assist with recordkeeping and time tracking, conduct follow-up work, or other activities as described in the City's Spill and Discharge Response Plan. The Contractor is required to follow the Spill and Discharge Response Plan as it may be updated from time to time.

As the first responder, the Contractor shall use the city's Urban Runoff and Incident Report Form and follow procedures as outlined in the City's Spill and Discharge Response Plan after consulting with City staff regarding how to proceed with the response.

The Contractor will provide a qualified individual to conduct site investigations associated with any reported spills or discharges. The spill inspector will obtain the appropriate field forms and any available improvement plans and/or any GIS information identifying the location of storm drains in the immediate area. The City may ask the Contractor to take the lead collecting samples of the material discharged.

The Contractor is responsible for providing the spill inspector appropriate PPE and field equipment, including a camera and reporting materials.

Assumptions for Spill Response Investigations:

- The Contractor shall assume there will be up to 12 spill investigations needed per fiscal year.
- The Contractor shall assume a typical spill response investigation will take no more than 4 hours initially.
- The Contractor shall assume the follow up on the incident will take no more than 1.5 hours.
- The Contractor shall assume the emergency weekend/after hours on-call rate will be 1.5 times the normal hourly rate.
- In the event the Contractor is the first to arrive at an emergency situation (hazardous or unknown material spill), the Contractor shall notify First Responders and the City of Dublin in parallel to immediately resolve any unsafe/hazardous situations.
- For all other non-hazardous spills, the Contractor would follow the reporting protocol as outlined by the City of Dublin and the City of Dublin will make all agency and responsible party potential fine notifications.

Spill response activities will be billed on a time and materials basis. Contractor shall provide a rate schedule in the proposal.

5) Project Management and QA/QC

Contractor shall provide a Project Manager for coordination and management of the Contractor team activities and communication with the City of Dublin. It is expected that the Project Manager will provide QA/QC oversight of inspection reports, warning letters, and other deliverables provided to the City such that minimal review of said information is required by City staff.

Contractor is expected to participate in monthly status update meetings that will be billed on a time and material basis.

Process and General Conditions

1. Proposers shall submit electronic copy to:

   Shannan Young
   Environmental & Sustainability Manager
   es@dublin.ca.gov

   Electronic copies shall be submitted by email as a PDF.

2. Deadline for submitting the proposal is **May 6, 2024,** at 5:00 p.m.

3. The City will not pay for any costs incurred in preparation and submission of the proposals or in anticipation of a contract. The format of submittals is at the discretion of the Proposer. Each proposal shall be limited to a maximum of **15 pages**, single-sided, using minimum 12-point font size. Page limit excludes a table of contents and resumes for Consultant's team.

Schedule for RFP Process

April 10, 2024	Request for Proposals posted on City website.
April 15, 2024	Deadline to submit questions to City of Dublin.
April 17, 2024	Addendum posted, if required.
May 6, 2024	Proposals are due via e-mail no later than 5:00 PM on May 6, 2024. Late submittals will not be accepted.
May 14, 2024	Interview firms (tentatively scheduled for May 14)
July 16, 2024	Agreement tentatively scheduled for approval by the Dublin City Council.

(Tentative dates, subject to change)

RFP Submittal Requirements

Please prepare and organize your Statement of Qualification based on the requirements provided below. Any other information you would like to include should be placed in a separate section at the back of your Statement of Qualification. Please note however that the RFQ submittal is limited to **15 pages maximum** single sided. Page limit excludes a table of contents and resumes for Contractor's team.

Interested firms are requested to submit one electronic copy of their Proposal as follows:

1. Include a cover letter not to exceed one page, describing the firm's interest and commitment to perform work necessary to provide services as described in this RFP. The person authorized by the firm to negotiate a contract with the City of Dublin shall sign the cover letter.

2. State the qualifications and experience of the firm/individual(s). Please emphasize the specific qualifications and experience with engagements of similar scope and complexity.

3. Provide at least three references (names and current phone numbers) from recent work (previous five years) similar to the services outlined in this request for qualification. Please include a brief description of the work performed and the role your firm performed.

4. List key staff members, including identification of the Principal-in-Charge and Project Manager/primary point-of-contact. Include each team member's availability, including all existing committed hours, and the ability of being able to complete the project on time and budget.

5. Provide an approach to completing this project, showing the flow of various tasks of the work, and demonstrating clear understanding of the requested work.

6. Provide a project schedule.

7. Present proposed project budget, to include a compensation rate schedule for services.

8. Provide confirmation of your firm's ability to meet the City's Standard Agreement and insurance requirements. Exceptions to the Agreement and insurance requirements shall be specifically noted in the Proposal.

Standard Agreement:

The term of the agreement is anticipated to begin **July 17, 2024**.

A sample of the City's Standard Contracting Agreement (Agreement), including insurance requirements, is provided as **Attachment C**.

If the interested firm desires to take exception to the Agreement and/or insurance requirements, the interested firm shall clearly identify proposed changes to the Agreement and furnish the reason for these changes, which shall be included in the qualification. Exceptions will be taken into consideration in evaluating Proposals. Otherwise, the interested firm is to state in the proposal that the Agreement and insurance requirements are acceptable.

Consideration of exceptions will not be considered if not included in the submitted proposal.

Conflict of Interest

Proposer agrees that, for the term of this contract, no member, officer or employee of the City of Dublin, or of a public body within Alameda County or member or delegate to the Congress of the United States, during his/her tenure or for one year thereafter, shall have any direct interest in the contracts or any direct or material benefit arising therefrom.

Proposers must provide a list of any potential conflicts of interest in working for the City of Dublin. This must include, but is not limited to, a list of your firm's clients who are the following: Private clients located or operating within the City of Dublin limits, Dublin San Ramon Service District, US Army Camp Parks and/or the County of Alameda, and a brief description of work for these clients. Proposers must also identify any other clients (including public entities), that may pose a potential conflict of interest, as well as a brief description of work you provide to these clients.

This list must include all potential conflicts of interest within the year prior to the release of this RFQ as well as current and future commitments to other projects.

Principals and those performing work for City of Dublin may be required to submit a California Fair Political Practices Commission (FPPC) Form 700: Statement of Economic Interests documenting potential financial conflicts of interest. For additional information, proposers should refer to the FPPC website at http://www.fppc.ca.gov/Form700.html.

Equal Employment Opportunity

Proposer shall not, on the grounds of race, color, sex, age, religion, national origin, ancestry, physical handicap, medical condition, or marital status either discriminate or permit discrimination against any employee or applicant for employment in any manner prohibited by Federal, State, or local laws. In the event of Proposer non-compliance, the City of Dublin may cancel, terminate, or suspend the Contract in whole or in part. Proposer may also be declared ineligible for further contracts with the City of Dublin.

Proposer shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Proposer and its sub-consultants shall post in conspicuous places, available to all employees and applicants for employment, a notice setting forth the following provisions [29 U.S.C. § 623, 42 U.S.C. § 2000, 42 U.S.C. § 6102, 42 U.S.C. § 12112, 42 U.S.C. § 12132, 49 U.S.C. § 5332, 29 CFR Part 1630, 41 CFR Parts 60 et seq.].

Governing Law

This RFP summarizes the applicable laws and governance; when in conflict applicable State/Federal guidelines shall apply. The contract and legal relations between the parties hereto shall be governed and construed in accordance with the laws of the State of California.

Insurance Requirements

The Contractor shall provide insurance coverage as follows in conformance with the City of Dublin's requirements:

General Liability Insurance	$1,000,000
Automobile Liability Insurance	$1,000,000
Professional Liability Insurance	$1,000,000
Workers' Compensation Insurance	$1,000,000

References

Contractor must include three (3) references for which the company has provided services similar to those described in this RFP. Reference information shall include: Name, Address, Contact, Title, Phone Number, and Term of the Contract.

Review and Selection Process

The City reserves the right to make the selection based on its sole discretion. A subcommittee selected by City Staff will evaluate proposals provided in response to this RFP. The subcommittee will use a forced ranking process (please see Attachment B, Forced Ranking Rating Sheet, for further detail). Informal interviews may be conducted by City staff and may include more than one firm that has submitted a Proposal.

Based on input from this review process, a recommendation will be made to the City Manager. The City Manager will make a recommendation to the City Council for award of contract services.

The City reserves the right to award a contract to the firm(s) that the City feels best meets the requirements of the RFP. The City reserves the right to reject any and all Proposals prior to execution of the Agreement, with no penalty to the City.

Selection of Contractor

Submitted Proposals will be evaluated and scored using the following criteria:

- Qualifications and specific experience of key project team members.
- Quality and completeness of the proposal.
- Experience with engagement of similar scope and complexity.
- Satisfaction of previous clients.
- Cost of providing the consultant services for this project.

Attachment A

City of Dublin Enforcement Response Plan

City of Dublin
Municipal Stormwater Program
Enforcement Response Plan

1.0 Description and Purpose of Enforcement Response Plan

City of Dublin (City) Municipal Code Chapters 7.74 (Stormwater Management and Discharge Control), 7.16 (Grading regulations), 7.52 (Abatement of Nuisances), 7.20 Watercourse Protection and 1.04 (General Provisions) authorizes the City to enforce municipal stormwater requirements prescribed by the Municipal Regional Stormwater NPDES[1] Permit, Order No. R2-2022-0018 (MRP) issued by the California Regional Water Quality Control Board, San Francisco Bay Region (Regional Water Board). This Enforcement Response Plan (ERP) provides guidance to City inspection staff to support actions necessary to achieve equitable, consistent, effective, and timely compliance with the City's stormwater ordinance and other provisions of the City's Municipal Code, as well as to comply with the following sections of the MRP:

- Operation and Maintenance (O&M) of Stormwater Treatment Systems – ERP (Provision C.3.h.ii.(7));
- Industrial and Commercial Site Controls – ERP (Provision C.4.c);
- Illicit Discharge Detection and Elimination – ERP (Provision C.5.b);
- Construction Site Control – ERP (Provision C.6.b); and
- Private Land Drainage Area Management to Trash Full Capture Equivalent – (Provision C.10.a.ii.(b)).

The City's ERP integrates the requirements from these different MRP provisions into one enforcement response policy to facilitate consistent enforcement responses within the City. This ERP identifies various enforcement options that are available to the City, and also provides a system of progressively escalating enforcement actions designed to expedite compliance and achieve abatement of non-stormwater discharges. The ERP ensures that enforcement actions are proportionate to the severity of the potential or actual non-stormwater discharge and includes specific timeframes to allow for corrective actions to address said discharges. The nature of a particular potential or actual non-stormwater discharge may require tailoring of the timeframes for correction and/or the use of temporary measures to promptly address an issue before a permanent solution may be implemented. As required by the MRP, this ERP also describes when it may be appropriate to refer situations to another agency, such as the Regional Water Board, for additional enforcement. A table summarizing the City's enforcement protocol is included in Section 7.0.

[1] National Pollutant Discharge Elimination System

1.1 Definitions

Active non-stormwater discharge is an actual discharge that is occurring at the moment. Note that trash/litter can be an active discharge.

Actual discharge is an observed or documented flow of unauthorized, illicit, or pollutant-containing stormwater discharges to the MS4. An inspector may observe the discharge or there may be evidence of a prior actual discharge.

Illicit discharge means any discharge to the municipal separate storm sewer (storm drain) system (MS4) that is prohibited under local, state, or federal statutes, ordinances, codes, or regulations. This includes all non-stormwater discharges not composed entirely of stormwater, except discharges allowed pursuant to an NPDES permit (other than the NPDES permit for discharges from the MS4).

Non-stormwater discharge means any discharge that is not entirely composed of stormwater.

Potential discharge identifies conditions with the potential to result in unauthorized, illicit, or pollutant-containing stormwater discharges to the MS4. These include, but are not limited to, housekeeping issues, inadequate waste or materials management, evidence of actual discharges that are not ongoing, lack of emergency response plans, lack of BMPs, inadequate BMPs, and inappropriate BMPs.

2.0 Types of Enforcement Actions and Their Use

This ERP identifies a range of administrative and judicial (civil and criminal) enforcement options to encourage prompt correction of potential or actual non-stormwater discharges and to prevent conditions that may cause future non-stormwater discharges. The circumstances surrounding each situation will determine which enforcement action is taken, including whether the potential or actual non-stormwater discharge is an isolated incident or one that has been reoccurring, the magnitude of harm or potential harm to the environment, whether there has been a history of non-compliance, as well as other relevant circumstances. The table in Section 7 summarizes the various enforcement options that are available to the City, which City official has authority to take each level of enforcement and provides example scenarios that trigger each type of enforcement action, in order of escalation.

The following types of enforcement actions are described in Section 7.0:

- Verbal Warnings
- Written Warning
- Administrative Order – Cease and Desist
- Administrative Order – Notice to Clean
- Administrative Order – Stop Work Order

- Administrative Citation
- Civil Action
- Criminal Prosecution
- Referral to and Coordination with the Regional Water Board
- Supplemental Enforcement Responses – Permit Suspension or Revocation

3.0 Time Schedule to Achieve Compliance

3.1 O&M Verification Inspections

For O&M Verification Inspections of stormwater treatment measures, MRP Provision C.3.h.ii.(7) states that corrective actions shall be implemented no longer than 30 days after a problem is identified by an inspector. Corrective actions can be temporary and more time may be allowed for permanent corrective actions. If more than 30 days is required for compliance, a rationale shall be recorded in the electronic database or equivalent tabular system.

For the City's O&M verification inspections of private trash full capture systems corrective actions shall also be implemented within 30 days after a problem is identified by an inspector. If more than 30 days is needed for compliance, a rationale shall be recorded.

3.2 General Business and Construction-Phase Stormwater Inspections

For commercial and industrial facility inspections, illicit discharge inspections and construction site control inspections, MRP Provisions C.4.c, C.5.b, and C.6.b, respectively, state that corrective actions shall be implemented before the next rain event, but no longer than 10 business days after the potential and/or actual non-stormwater discharges are discovered. If more than 10 business days are required for compliance, a rationale shall be recorded in the electronic database or equivalent tabular system.

3.3 Private Land Drainage Areas

For inspection of Private Land Drainage Areas for trash management as required by Provision C.10.a.ii.(b), it is recommended that corrective actions related to trash removal shall be implemented before the next rain event, but no longer than 10 business days after the potential non-stormwater discharges are discovered. More time may be allowed for permanent trash management corrective actions before a follow-up inspection is scheduled.

3.4 Immediate Abatement of Active Nonstormwater Discharges

All active non-stormwater discharges must be abated immediately**.** If an active non-stormwater discharge is observed during any inspection, immediate abatement of the non-stormwater discharge is required. If an active non-stormwater discharge is observed during a business inspection, the business will become a high priority and will be inspected annually. The business will be placed back on its regular inspection schedule (as outlined in the City's Business Inspection Plan) once it has returned to continued compliance.

4.0 Escalation of Enforcement Actions

Depending on the nature and circumstances of each potential or actual non-stormwater discharge and the corrective action required, the City is authorized to escalate progressively stricter enforcement to achieve expedient compliance. The following factors are used to determine whether an enforcement action will be escalated:

1. **Magnitude of harm to the environment**. Potential or actual non-stormwater discharges may range from relatively minor environmental harm to very serious. The enforcement official will use his/her best professional judgment to decide the magnitude of the situation. The greater the harm to the environment, the more escalated the enforcement action will be.
2. **Prompt corrective action**. Whether the responsible party has complied in a timely manner with any required corrective action(s) or other enforcement responses. For example, if a facility receives a first-time verbal or written warning for a potential or actual non-stormwater discharge and the responsible party takes no action, then an escalated enforcement response is warranted.
3. **Duration of violations**. Whether the potential or actual non-stormwater discharge is an isolated event or has continued over prolonged periods of time also informs the decision to escalate enforcement or not. Continued or persistent issues will subject the responsible party to escalated enforcement actions.
4. **Other relevant circumstances.**
    a. **Good faith**. Good faith demonstrated by a responsible party to comply with enforcement requirements may be considered when determining if an escalated enforcement response is necessary.
    b. **Effect of potential or actual non-stormwater discharge on agency performance**. A responsible party may contribute to the City's inability to meet its NPDES permit performance standards and requirements. Such potential or actual non-stormwater discharges shall be assigned a higher level of enforcement to ensure prompt compliance.
    c. **History of non-compliance.** If the responsible party has a history of past non-compliance, repeat violations are subject to escalated enforcement.

4.1 Example of Escalated Enforcement Protocol

Beginning with first-time non-compliance, the following example protocol demonstrates an appropriate enforcement response. The type of escalation is case-dependent and requires an assessment of the factors listed above. The enforcement response flow chart figures presented below (Figures 1 through 3) outline the protocol for escalating enforcement.

- City inspector issues a **verbal warning** for inadequate BMPs. The inadequate BMPs observed do not present an imminent threat to stormwater quality (e.g., an enclosure is

being used for storage and the garbage bins are being stored outside). The inspector gives the responsible party 10 business days to comply.

- The City inspector conducts a **re-inspection** after 10 business days to verify that the responsible party is in compliance.
- If the responsible party has not complied, the City issues the next enforcement action within 48 hours and a **written warning** in the form of a formal letter is sent to the responsible party. The written warning includes information on the inadequate BMPs observed during the inspection, the date that the verbal warning was given, the timeline to correct the issue, the date that the re-inspection occurred, and the findings of the re-inspection.
- The responsible party has 10 business days to comply with the written warning.
- The City inspector conducts a **re-inspection** after 10 business days to verify that the responsible party is in compliance. Given the type of violation observed in this example, the inspector would not necessarily escalate the enforcement above the written warning if the responsible party had not yet corrected the problem. If no rain is imminent and the there is no immediate threat to stormwater quality, the inspector would typically send a second written warning within 24-48 hours, where such letter would be sent via certified mail. The responsible party would have 10 business days to comply with the second written warning.
- If the responsible party had not complied with the second written warning, then the City would issue the next enforcement action within 30 business days, assuming there continues to be no immediate threat to the environment. If there is an immediate threat to the environment, escalating enforcement must be expedited. The next enforcement action may be an **Administrative Order**, **Administrative Citation**, **referral to the City or District Attorney's office**, or **referral to the Regional Water Board.**

Figure 1. Enforcement Response Flow Chart for C.3 Stormwater Treatment Measures O&M Verification Inspections

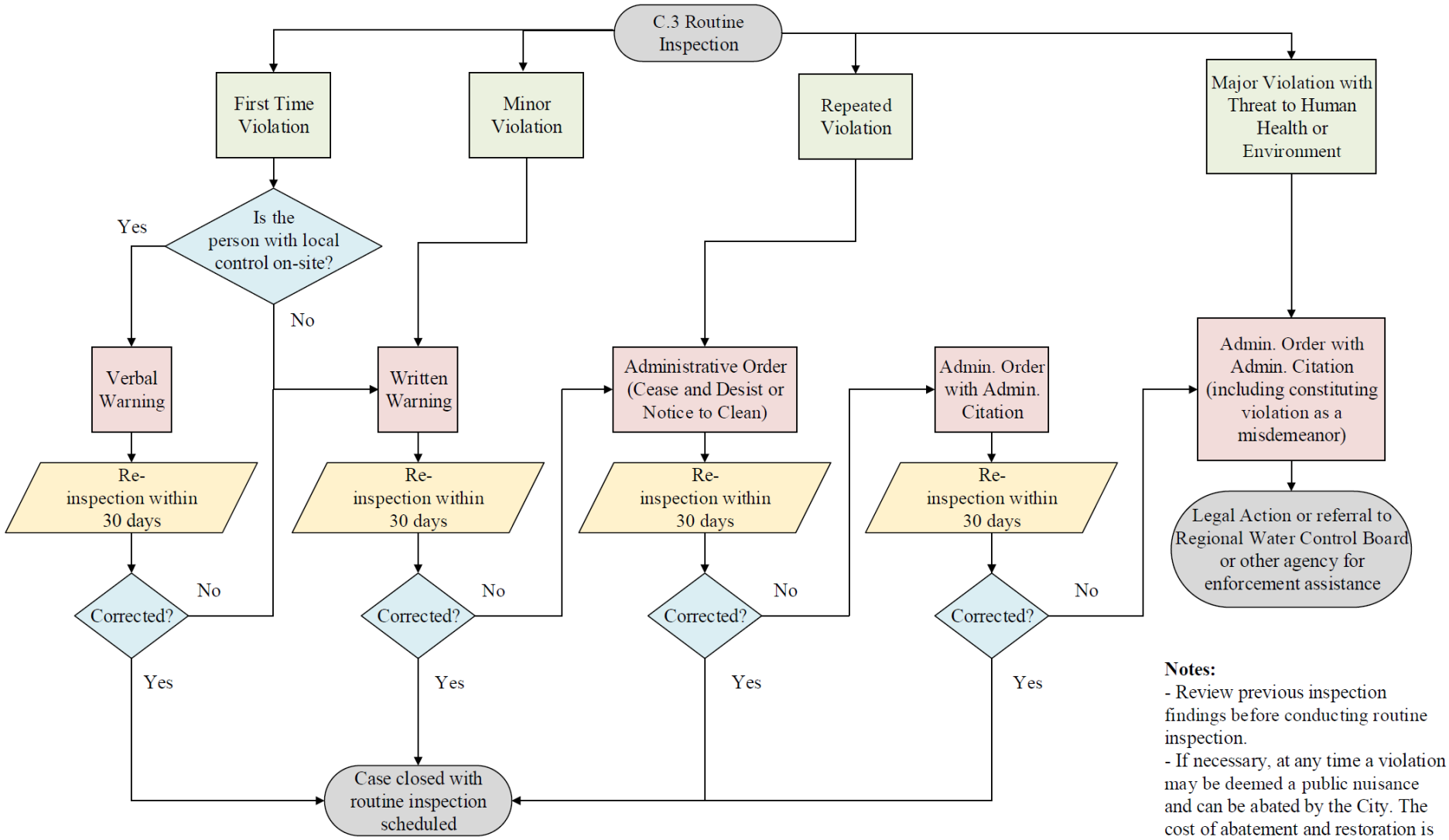


Figure 2. Enforcement Response Flow Chart for C.4 Business Inspections or C.5 Illicit Discharge Inspections

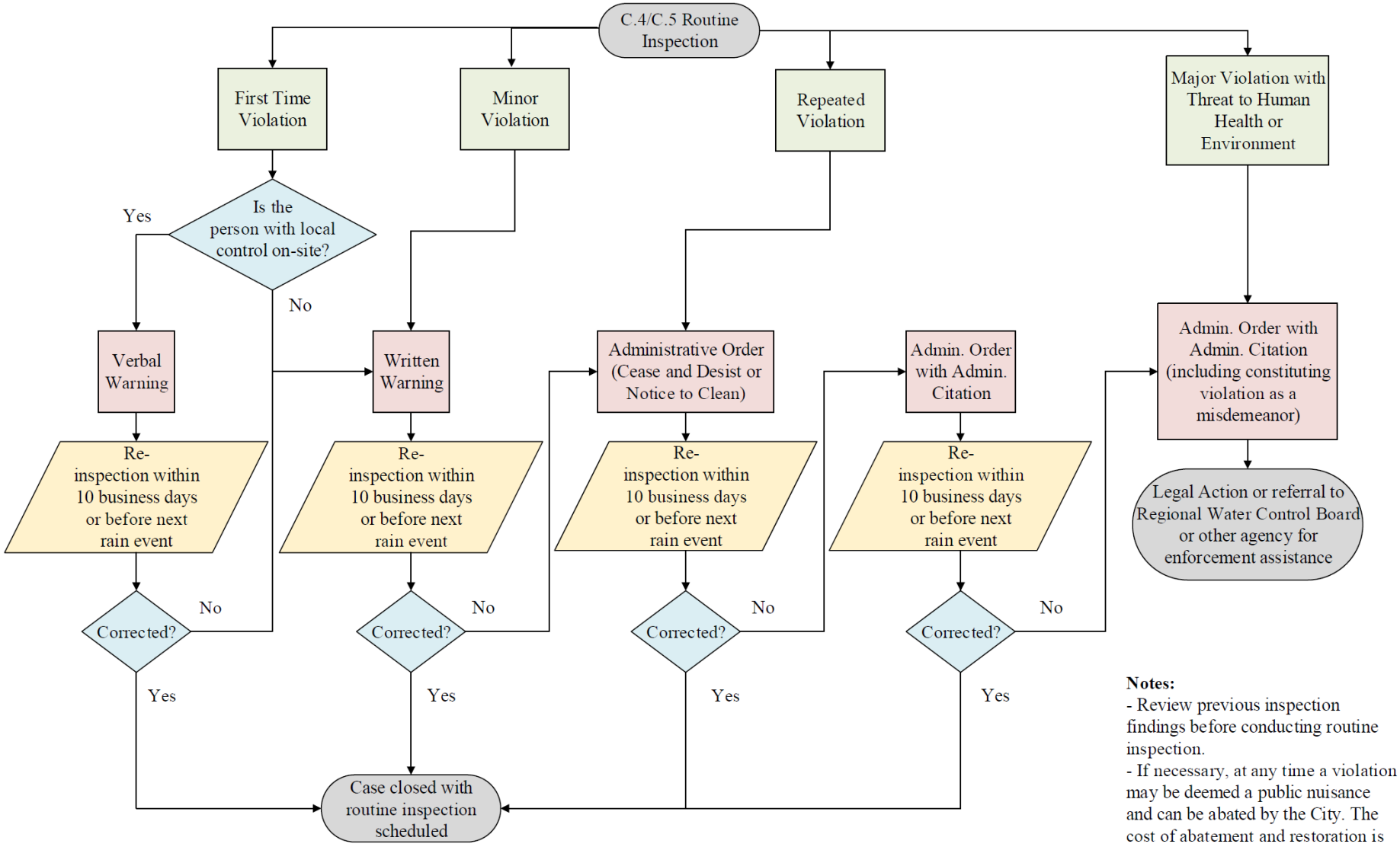
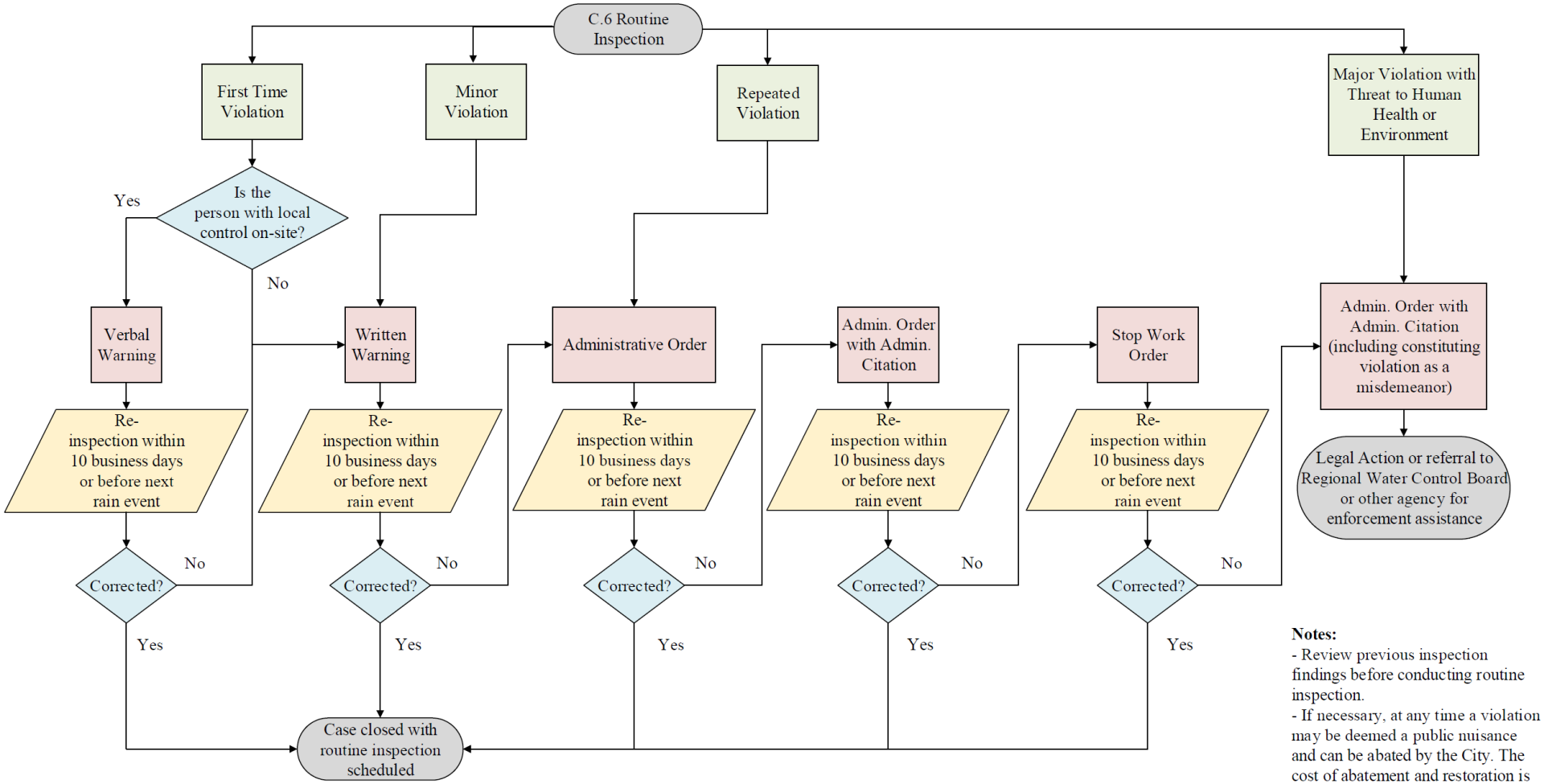


Figure 3. Enforcement Response Flow Chart for C.6 Construction Site Stormwater Inspections



5.0 Stormwater Inspections

This section describes the stormwater inspections that occur in the City for operations and maintenance (O&M) of stormwater treatment systems, industrial and commercial facilities, illicit discharges, and construction sites.

5.1 MRP Section C.3.h. – Operations and Maintenance Verification of Stormwater Treatment Systems

The MRP requires that an average of 20 percent, but no less than 15 percent, of Regulated Projects, offsite projects, or regional projects are inspected each year. All projects, including installed pervious pavement systems that total 3,000 square feet or more (with some exclusions), stormwater treatment systems, and hydromodification management (HM) controls, must be inspected at least once every five (5) years.

The Environmental & Sustainability Manager within the Environmental & Sustainability Division in the Public Works Department has the primary responsibility of ensuring all O&M verification inspections are completed. The City contracts with a consultant to complete the inspections. The consultant works with the Environmental & Sustainability Manager to determine the appropriate escalating enforcement response when needed. The City Manager is involved in situations that are escalated to an Administrative Citation.

In addition to the O&M inspections, Public Works Construction Inspectors inspect all stormwater treatment measures, hydromodification management measures, and pervious pavement systems that total 3,000 square feet or more. This inspection occurs at the completion of installation of the stormwater features, as required by the MRP.

5.2 MRP Section C.4 – Industrial/Commercial Facilities

As part of its Business Inspection Plan, the City updates and maintains a list of industrial and commercial facilities which could reasonably be considered to cause or contribute to pollution of stormwater runoff. These facilities are subject to a formal inspection. The City conducts approximately 125 inspections annually. As described in the City's Business Inspection Plan, businesses are generally inspected once every 5 years. If an active non-stormwater discharge is observed during a formal inspection, the facility becomes a high priority and will be inspected on an annual basis. In addition, businesses that do not implement corrective actions in a timely manner become high priority and are inspected on an annual basis. The business is placed back in its regular, five-year inspection schedule once it has achieved compliance at least two years in a row.

The Environmental Technician within the Environmental & Sustainability Division in the Public Works Department has the primary responsibility of ensuring business inspections are conducted at all industrial and commercial sites which may be reasonably considered to cause or contribute to stormwater runoff pollution. The City contracts with a consultant to complete the business inspections. The consultant works with the Environmental Technician to determine the appropriate escalating enforcement response. As necessary, the Environmental Technician works

with the Environmental & Sustainability Manager to resolve escalating enforcement issues. The City Manager is involved in situations that are escalated to an Administrative Citation.

5.3 MRP section C.5 – Illicit Discharge Detection/Elimination

The Environmental & Sustainability Division within the Public Works Department is responsible for spill and discharge response, investigation, clean-up, follow-up, and record keeping of items that must be included in the annual stormwater report submitted to the Regional Water Board. The illicit discharge investigation information is collected and stored as required in the MRP. The Environmental & Sustainability Division utilizes assistance from various departments and agencies, as needed, including others in the Public Works Department, Community Development Department, Alameda County Fire Department, Dublin San Ramon Services District, Zone 7 Flood Control District, Alameda County Environmental Health, or other agencies as needed to fully perform its duties under this provision.

When the City receives a notification about an illicit discharge, the staff person who receives the call follows the procedures outlined in the City's Spill and Discharge Response Plan. The Spill and Discharge Response Plan is updated periodically, as necessary.

5.4 MRP Section C.6 – Construction Site Control

The Public Works Department is responsible for implementing control programs at all construction sites and for conducting construction site inspections to prevent discharge of pollutants from construction sites. The Public Works Inspectors conduct the inspections at construction sites. These inspectors respond to any violations observed at a construction site and issue appropriate enforcement responses. The Public Works Inspectors work with the City Engineer and/or Principal Engineer on resolving violations that require escalated enforcement action, such as an Administrative Citation or Stop Work Order.

The Public Works Inspectors have the authority to require that all active construction sites maintain effective good housekeeping practices, erosion control, run-on and runoff control, sediment control and active treatment systems for good site management and non-storm-water management through all phases of construction year-round.

Construction sites within the City are monitored daily by the City's Public Works inspectors. The inspectors enforce the Stormwater Pollution Prevention Plan (SWPPP) for the construction site in addition to Conditions of Approval and the City's Subdivision Ordinance, all of which require erosion control.

Pursuant to the requirements of the MRP, an inspection form for each construction site is filled out once a month during the rainy season (October – April). The inspection data and findings are collected and consolidated as required in the MRP. In instances where a potential or actual non-stormwater discharge is observed, the inspector conducts follow-up inspections and ensures that corrective actions have been completed in a timely manner as prescribed.

5.5 MRP C.10 - PLDA Inspections

The Environmental & Sustainability Division in the Public Works Department is responsible for implementing the City's Private Land Drainage Area (PLDA) inspection program. The City contracts with a consultant to complete the on-going PLDA inspections, which include on-land visual trash assessments (OVTAs). These inspections, at PLDAs identified in the City's PLDA inventory, are to demonstrate compliance with MRP Provision C.10.a.ii.(b) to ensure PLDAs are full capture equivalent. In instances where a PLDA receives an OVTA score of B, C or D (i.e. significant trash generation), the inspector conducts a follow-up inspection and ensures that trash management corrective actions have been completed in a timely manner as prescribed. The consultant works with the Environmental & Sustainability Manager to resolve escalating enforcement issues. The City Manager is involved in situations that are escalated to an Administrative Citation.

PLDA trash inspection is completed in the Clean Water Program ArcGIS on-line platform.

6.0 Joint Compliance Inspections

In some situations, it is appropriate to carry out joint compliance inspections with other agencies because of the nature of the issues involved or because there are on-going or repeat compliance issues which may benefit from the enforcement options provided by other environmental statutes. Using the results of a joint compliance inspection, the regulatory agencies will be able to decide how to achieve compliance most efficiently.

The City of Dublin is most likely to conduct joint compliance inspections with the Dublin San Ramon Services District (DSRSD) or Zone 7 Flood Control District. The contact information follows:

- DSRSD Administrative Offices – 7051 Dublin Blvd., Dublin, CA 94568, 925-828-0515
- DSRSD Wastewater Treatment Plant – 7399 Johnson Drive, Pleasanton, CA 94588, 925-8464565
- Zone 7 Water Agency – 100 North Canyons Parkway, Livermore, CA 94551, 925-454-5000

The City may also perform a joint inspection with the Regional Water Board for construction sites under the Statewide Construction Stormwater General Permit and industrial facilities under the Statewide Industrial Stormwater General Permit.

7.0 Enforcement Response Protocol

NOTE: The table below is for illustrative purposes only. The actual and specific enforcement action taken will be a case-by-case determination and will depend on the factors described in Section 4 above. The enforcement response flow charts provided in Figures 1through 3 outline the process for responding to violations and escalating enforcement.

Verbal Warning
This is an informal notification of a minor housekeeping issue. A verbal warning will usually precede a written warning. Verbal warnings are issued in instances where the person who has local control is on-site (e.g., the property manager or owner) and there is not an immediate threat of a discharge, (e.g., a BMP is easily corrected).

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• First-time violations. • Minor amounts of trash in treatment areas. • Small amount of sediment accumulation at inlets.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Public Works Inspector, Contract inspectors
Provision C.4.c	• First-time violations. • Inappropriate storage of material out-of-doors that may contribute to pollutants in stormwater during rainfall, such as lids on dumpster being left open. • Storage of equipment outside of a building during the dry season. • Small amount of trash or debris observed during the initial inspection. • Any issues with BMPs that can impact stormwater quality and can be corrected within a short period of time without much effort.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.5.b	• First-time violations. • A wash area is present where wash waters may flow to the storm drain system based on the configuration, operational procedures, or evidence of a possible discharge. • Overflowing drip pan where the discharge does not reach the storm drain.	Environmental & Sustainability Manager, Environmental Coordinator, Environmental Technician, City staff trained on spill response procedures, Contract inspectors
Provision C.6.b	• First-time violations. • Inadequate BMPs to control sediment or pH, where no discharge has occurred. • Failure to maintain an updated erosion control plan that reflects current conditions at a construction site.	Public Works Inspector
Provision C.10.a.ii.b.	• First-time violations. • Small amount of trash or debris observed during initial inspection. • Any issues with BMPs that can impact stormwater quality and can be corrected within a short period of time without much effort (e.g., dumpster does not have lid, minor amount of litter in common areas, etc.).	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors

Written Warning
This is an information notification of a minor housekeeping issue. A written warning is issued if the response to a verbal warning is inadequate or if the person with authority to correct the violation is not on-site. A written warning may be in the form of a written inspection report or checklist that describes violations, expected corrections, and provides a schedule for correction.

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• First-time violation if the person who has local control is not on-site (e.g., property manager). • Structural repairs are needed (i.e., rodent holes need to be addressed, erosion and scouring are evident, standing water is evident, etc.). • More intensive maintenance is required (i.e., plants need replacement, weeding necessary, etc.).	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.4.c	• First-time violation if the person who has local control is not on-site (e.g., property manager). • Failure to respond to verbal warning. • Incidents when BMPs implemented have failed or if BMPs are not being followed, e.g., equipment maintenance not being performed routinely and resulting in potential stormwater violations. • Lack of an emergency response plan.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.5.b	• A non-stormwater discharge specifically prohibited by MRP Section A.1. • Failure to monitor and report an exempt or conditionally exempt non-stormwater discharge under MRP Provision C.15. • A non-stormwater discharge that is not specifically allowed by the City but might be if adequate documentation and procedures had been followed to verify the adequate control of pollutants and obtain necessary approvals.	Environmental & Sustainability Manager, Environmental Coordinator, Environmental Technician, City staff trained on spill response procedures, contract inspectors
Provision C.6.b	• First-time violation if the person who has local control is not on-site (e.g., contractor). • Failure to respond to verbal warning. • Failure to keep a copy of the Stormwater Pollution Prevention Plan at the construction site. • BMPs inadequate to control sediment runoff from a construction site.	Public Works Inspector
Provision C.10.a.ii.b.	• First-time violation if the person who has local control is not on-site (e.g., property manager). • Failure to respond to verbal warning. • Incidents when trash management BMPs implemented have failed or if BMPs are not being followed.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors

Administrative Order – Cease and Desist *A Cease and Desist Order may be issued if a discharge has taken place or is likely to take place in violation of the City's Stormwater Management and Discharge Control Ordinance (Dublin Municipal Code §7.74.210.A). A Cease and Desist Order requires a violator to (1) comply with the requirement; (2) comply with a time schedule for compliance; and/or take appropriate remedial or preventive action to prevent the violation from recurring.*		
MRP Provision	**Nature of the Violation**	**Authorized Enforcement Official**
Provision C.3.h.ii.(7)	n/a	n/a
Provision C.4.c	• Failure to respond to written warning. • Repeated use of ineffective and inadequate BMPs to control the discharge of stormwater pollutants, which results in harm to the environment. • Washing activities that have generated non-stormwater discharges but have not yet impacted nearby storm drains. • Work activities that are required to be performed indoors being performed outside, e.g., auto body sanding, auto repair, car paint spraying, etc. • Discharges of pollutants to paved surfaces, or potential discharges that would have entered a storm drain without intervention, failure to follow BMPs, or other incidents when a discharge of pollutants has not yet reached a storm drain catch basin. • Conditions are observed that could impact stormwater quality or failure to follow required BMPs that could impact stormwater if not corrected before the next rain event.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.5.b	• Failure to respond to written warning. • Repeated illicit discharges. • Discharge of non-stormwater discharges to MS4 that contain soap or pollutants.	Environmental & Sustainability Manager, Environmental Coordinator, Environmental Technician, City staff trained on spill response procedures, contract inspectors
Provision C.6.b	• Failure to respond to written warning. • Inadequate BMPs result in non-stormwater discharge to MS4.	Public Works Inspector, City Engineer or her/his designee
Provision C.10.a.ii.b	• Failure to respond to written warning. • Repeated use of ineffective and inadequate BMPs to control the discharge of stormwater pollutants, which results in harm to the environment. May need to require installation of trash full capture device(s).	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors

Administrative Order – Notice to Clean
*A Notice to Clean may be issued whenever oil, dirt, grass, weeds, waste, or any other material of any kind is left where it may result in an increase in pollutants entering the City's MS4 or contribute to a non-stormwater discharge to the MS4. The Notice to Clean requires the removal of such material (*Dublin Municipal Code §7.74.210.B).

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• Failure to respond to written warning. • Repeat offenders. • Excessive maintenance required (i.e. large amounts of sediment/debris impeding entry of stormwater into treatment area, overgrowth of weeds, etc.).	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.4.c	• Failure to respond to written warning. • Repeated use of ineffective and inadequate BMPs to control the discharge of stormwater pollutants, which results in harm to the environment.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors
Provision C.5.b	• Failure to respond to written warning. • Repeated illicit discharges. • Discharge of non-stormwater discharges to MS4 that contain soap or pollutants. • Illicit discharge of hazardous materials of wastes.	Environmental & Sustainability Manager, Environmental Coordinator, Environmental Technician, City staff trained on spill response procedures, contract inspectors
Provision C.6.b	• Failure to respond to written warning. • Inadequate BMPs result in non-stormwater discharge to MS4.	Public Works Inspector, City Engineer or her/his designee
Provision C.10.a.ii.b	• Failure to respond to written warning. • Large amount of trash/litter onsite that must be cleaned/removed to control discharge of stormwater pollutants, which results in harm to the environment.	Environmental Coordinator, Environmental Technician, Environmental & Sustainability Manager, Contract inspectors

Administrative Order – Stop Work Order
A Stop Work Order may be issued whenever work is being done contrary to the provisions of the City's Grading Regulations (Dublin Municipal Code §7.16.790) or any other applicable law. Upon receipt of the order, all work must immediately stop until authorized by the Public Works Director to proceed with the work.

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	n/a	n/a
Provision C.4.c	n/a	n/a
Provision C.5.b	n/a	n/a
Provision C.6.b.	• Failure to respond to written warning. • Inadequate BMPs result in non-stormwater discharge to MS4.	Public Works Director or his/her designee
Provision C.10.a.ii.b.	n/a	n/a

Administrative Citation
Violations of the City's Municipal Code (including Sections 7.16 Grading Regulations, 7.20 Watercourse Protection, and 7.74 Stormwater Management and Discharge Control) are subject to an administrative fine (Dublin Municipal Code § 1.06.010(B)). A person issued an Administrative Citation may be assessed fines as described in California Government Code Section 36900 ($100 for a first violation, $200 for a second violation within one year, $500 for each additional violation within a year).

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• Failure to respond to written warning. • Serious violations, lack of compliance to previous enforcement actions or intentional non-compliance actions and repeated violations.	City Manager or his/her designee[1]
Provision C.4.c	• Failure to respond to written warning. • Repeated use of ineffective and inadequate BMPs to control the discharge of stormwater pollutants, which results in harm to the environment. • Serious violations, lack of compliance to previous enforcement actions or intentional non-compliance actions and repeated violations.	City Manager or his/her designee[1]
Provision C.5.b	• Failure to respond to written warning. • Repeated illicit discharges. • Serious violations, lack of compliance to previous enforcement actions or intentional non-compliance actions and repeated violations.	City Manager or his/her designee[1]
Provision C.6.b.	• Failure to respond to written warning. • Inadequate BMPs resulting in non-stormwater discharge to MS4. • Serious violations, lack of compliance to previous enforcement actions or intentional non-compliance actions and repeated violations.	City Manager or his/her designee[1]
Provision C.10.a.ii.b	• Failure to respond to written warning. • Repeated use of ineffective and inadequate BMPs to control the discharge of stormwater pollutants, which results in harm to the environment. • Serious violations, lack of compliance to previous enforcement actions or intentional non-compliance actions and repeated violations.	City Manager or his/her designee[1]

Notes:

[1] Designee for issuing an administrative citation is an Enforcement Officer (§1.06.040). An Enforcement Officer is any Dublin employee, contractor, or agent of the city authorized by the City Manager.

Civil Action

Upon obtaining City Council approval, the City may bring a civil action to enforce any violation of the City's Stormwater Management and Discharge Control Ordinance (§ 7.74) or Watercourse Protection (§7.20) and to abate, enjoin or otherwise compel the cessation of a public nuisance (Dublin Municipal Code §§ 7.74.280, 7.74.260, and Chapters 5.64.170 and 7.52). The City may seek any or all of the following remedies:

1. *A temporary and/or permanent injunction;*
2. *Assessment of the violator for the City's costs in investigating, inspecting or monitoring the violation and for the costs of preparing and bringing a legal action;*
3. *Costs incurred in removing, correcting or terminating the adverse effects resulting from the violation; and*
4. *Compensatory damages for loss or destruction to water quality, wildlife, fish and aquatic life.*

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney
Provision C.4.c	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney
Provision C.5.b	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP. • Intentional discharge of hazardous waste to MS4.	City Attorney
Provision C.6.b.	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney
Provision C.10.a.ii.b	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney

Criminal Prosecution
Violations of the City's Stormwater Management and Discharge Control Ordinance (Dublin Municipal Code §7.74.13) and other provisions of the City's Municipal Code are subject to misdemeanor prosecution (Chapter 1.04.030 Violations as misdemeanors or infractions – Penalties). The City may also refer the matter to the County District Attorney upon obtaining City Council approval.

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney or District Attorney
Provision C.4.c	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney or District Attorney
Provision C.5.b	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP. • Intentional discharge of hazardous waste to MS4.	City Attorney or District Attorney
Provision C.6.b.	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney or District Attorney
Provision C.10.a.ii.b	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Intentional or egregious violations that have impacted the City of Dublin storm drain system. • Violations that affect City's ability to comply with the MRP.	City Attorney or District Attorney

Referral to and Coordination with the Regional Water Quality Control Board
In cases where the above enforcement tools are inadequate to remedy the noncompliance, the City may refer the matter to the Regional Water Board for administrative enforcement, which may include imposition of civil penalties.

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	•Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP.	City Manager or his/her designee
Provision C.4.c	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP.	City Manager or his/her designee
Provision C.5.b	•Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP. • Discharge of hazardous waste to MS4.	City Manager or his/her designee
Provision C.6.b.	•Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP.	City Manager or his/her designee
Provision C.10.a.ii.b	• Pursue for the most serious violations including where the response to previous enforcement actions is inadequate. • Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP.	City Manager or his/her designee

Supplemental Enforcement Responses
Permit Suspension or Revocation – A grading permit may be suspended or revoked for good cause (Dublin Municipal Code §7.16.740).

MRP Provision	Nature of the Violation	Authorized Enforcement Official
Provision C.3.h.ii.(7)	n/a	n/a
Provision C.4.c	n/a	n/a
Provision C.5.b	n/a	n/a
Provision C.6.b.	• Failure to take corrective action to implement effective BMPs. • Violations that affect City's ability to comply with the MRP.	Public Works Director or his/her designee
Provision C.10.a.ii.b	n/a	n/a

Attachment B

On-land Visual Trash Assessment Protocol for Stormwater, Protocol C – Area Based Survey

On-land Visual Trash Assessment Protocol for Stormwater

PROTOCOL C – AREA BASED SURVEY

Establishing baseline levels of trash generation and assessing changes in trash levels

Version 1.0

1410 Jackson St.
Oakland, CA 94612

6768 Crosby Ct.
San Jose, CA 95129

March 2018

Preface

The On-Land Visual Trash Assessment (OVTA) Protocol was originally developed by EOA, Inc. in 2015 to provide public agencies subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) requirements with a mechanism to establish baseline trash levels on streets and sidewalks and demonstrate trash load reductions from their stormwater conveyance systems due to trash prevention and reduction controls. The original protocol focused on conducting surveys of trash on streets and sidewalks and was revised in 2017. The 2017 version of the protocol is now referred to as *Protocol A – Street and Sidewalk Survey*.

In response to the need to apply similar assessment concepts to areas that do not have sidewalks or safe pedestrian access, or are not associated with streets/sidewalk, EOA developed two additional OVTA protocols in 2017. *Protocol B – Driving Survey* should be used in situations where pedestrian access is not safe or available (e.g., highways). *Protocol C – Area-based Survey* should be used in situations where the area of interest is not associated with the adjacent roadway or sidewalk, such as parking lots. Protocols A, B and C may be updated/revised periodically by EOA, Inc.

Disclaimer

OVTA Protocols A, B and C are the property of EOA, Inc. (1410 Jackson Street, CA 94612 www.eoainc.com) and may not be used, published or redistributed without the prior written consent of EOA, Inc. The protocols were developed in good faith and while every care has been taken in preparing the documents, EOA, Inc. makes no representations and gives no warranties of whatever nature in respect of these documents, including but not limited to the accuracy or completeness of any information, facts and/or opinions contained herein. These protocols are used at the complete will and discretion of the user, who should implement the appropriate health and safety procedures based on site-specific conditions determined by the user. EOA, Inc., its directors, employees and agents cannot be held liable for the use of and reliance of the opinions, estimates, forecasts and findings in these protocols.

INTRODUCTION

The On-land Visual Trash Assessment Protocol for Stormwater is designed to provide qualitative estimates of the amount of trash that accumulates on specific street segments, sidewalks and adjacent land areas that may be transported to a municipal stormwater conveyance system. Trash accumulation is a term used to describe the level of trash deposited onto land areas and available for transport to the conveyance system prior to removal via street sweeping or other significant management actions that intercept trash before entering the stormwater conveyance system. Trash generation is a term used to describe the remaining level (i.e., volume) of trash transported by the stormwater conveyance system to receiving waters (e.g., creeks, rivers, lakes, estuaries, bays and oceans).

The On-land Visual Trash Assessment Protocol for Stormwater serves the following two purposes:

1) **Establishing Baseline Levels of Trash Generation -** to establish baseline levels of trash generation for specific land areas using four trash generation categories[1], and;

2) **Assessing Changes in Levels of Trash Generation -** to provide a qualitative tool to assist in evaluating changes in the level of on-land trash that is transported by the stormwater conveyance system to receiving waters.

This protocol (C) focuses primarily on evaluating trash levels that accumulates on the interiors of properties, such as parking lots of large commercial properties, and drains to a storm drain inlet located on the property (i.e., not an inlet located in the public ROW). When conducting assessments on streets and sidewalks that have sidewalks and are safe to walk, please refer to *Protocol A – Street and Sidewalk Survey*. For streets that do not have sidewalks or are unsafe to walk, please refer to *Protocol B – Driving Survey*. All three protocols are available at http://eoainc.com/ovta_fc/.

When using this methodology, the definition of trash or litter is generally consistent with the definition included in the California Code Section 68055.1(g)[1], but excludes sediments, sand, vegetation, oil and grease, exotic species, food waste (e.g., apple cores, banana peels), landscaping material that has been improperly disposed on the public right-of-way, and pet wastes. Additionally, mattresses, shopping carts, furniture, appliances, contained bags of trash, and all other illegally dumped large items not capable of fitting in a storm drain inlet opening; and trash that is less than 5mm in length are also excluded from the definition of trash.

PERSONNEL

This methodology requires at least two trained personnel, both for objectivity and safety. An additional person in the office should be designated as a point-of-contact with cell phone numbers of both field personnel and their planned schedule (i.e., location and time).

[1] Defined as all improperly discarded waste material, including, but not limited to, convenience food, beverage, and other product packages or containers constructed of steel, aluminum, glass, paper, plastic, and other natural and synthetic materials, thrown or deposited on the lands and waters of the state, but not including the properly discarded waste of the primary processing of agriculture, mining, logging, sawmilling, or manufacturing.

EQUIPMENT

The following equipment is needed to properly apply the protocol:

- Clipboard
- Pencils and colored markers/sharpie
- Digital camera (preferably with GPS capabilities)
- One copy of field form for each assessment area (including map)

Wearing bright clothing or safety vests is also recommended.

ASSESSMENT AREA

Baseline Assessment Area

When establishing baseline trash generation for the purposes of complying with the California State Water Resource Control Board's Trash Amendments, assessments should be conducted in land areas associated with Priority Land Use (PLU) areas or equivalent alternative land areas. When using this protocol, a PLU area is defined as the land area that drains to a storm drain inlet or other entry point to a stormwater conveyance system that is owned or maintained by the agency subject to the Trash Amendments. This protocol (C) focuses primarily on evaluating trash levels that accumulate on the interiors of such properties, including parking lots of large commercial properties that drain to a storm drain inlet(s) located on the property (i.e., not an inlet located in the public ROW). For the purposes of conducting a baseline assessment using this protocol, the assessment area is therefore defined as the portion of the PLU area that drains to a storm drain inlet(s) not located in the public ROW (e.g., street).

Baseline trash generation levels observed in assessment areas should be delineated on a map by assessing the entire PLU area (to the extent possible) using the steps described in this protocol.

Progress Assessment Area

When measuring changes in trash levels over time, a representative portion of the PLU area may be assessed. Representative transect(s) should be developed for each PLU area prior to conducting field work. Transects allow future assessments to occur along the same assessment area for consistency. At least one transect should be established for each baseline trash generation category observed within the PLU area. Transects should be established using the following protocol:

1. Identify all inlets on the property. Transects should be delineated in a way to maximize the number of storm drain inlets within the assessment area. (See Figure 1)

2. Transects should be established considering baseline trash generation levels. At least one transect should be developed for each baseline trash generation level observed within a PLU area.

3. Assessment areas should include the area within 50-feet of each transect (see Figures 2 and 3), a distance equal to about 5 parking stall widths, but not extend beyond the boundary of the PLU area. If there are no parking spaces near, then this distance can be measured or estimated visually.

Any trash in visible areas that could theoretically reach the stormwater conveyance system should be considered when assigning a trash generation category to a transect. If there are obstructions such as a building or fence that would prevent trash from moving to the stormwater drainage system, the area should *not* be included in the assessment area.



Figure 1. Example Priority Land Use (PLU) area that drains to storm drain inlets on the interior of a property.

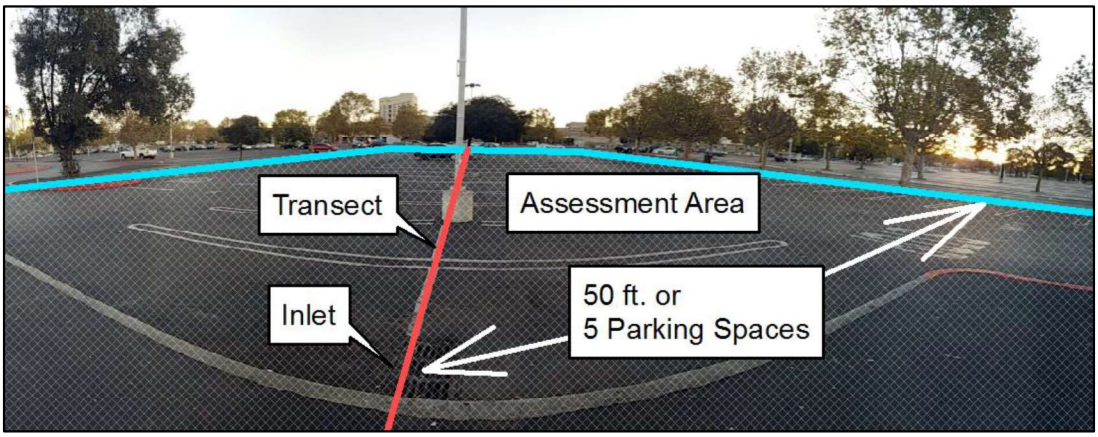


Figure 2. Example of an assessment area in proximity to a curb drain inlet. Note the assessment area also includes the area behind the photographer.

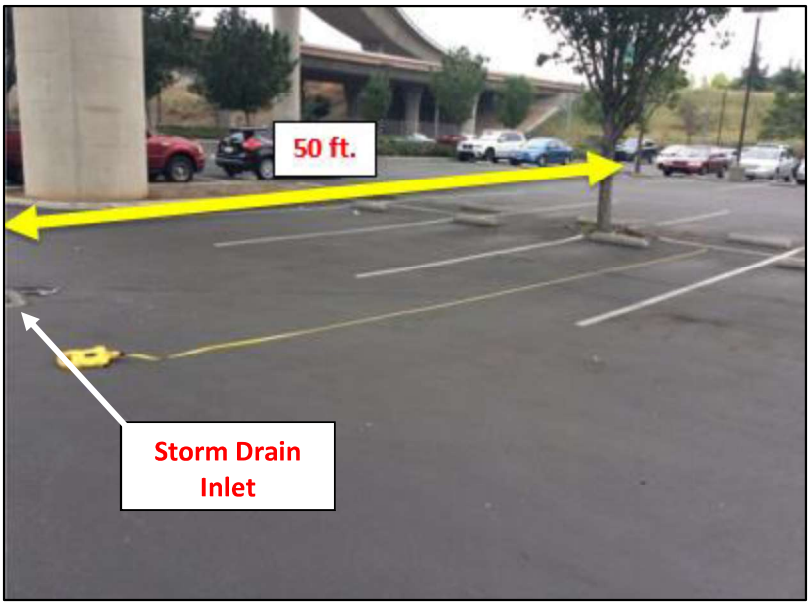


Figure 3. Example of a measuring the distance to assess from an area drain surface inlet.

TIMING OF ASSESSMENT

Establishing Baseline Trash Generation

When using this protocol to assess baseline trash levels, the timing of the assessment should be selected carefully in accordance with the following directions. To ensure that the level of baseline trash generation is not underestimated, assessments should be conducted prior to reoccurring trash control measure implementation events (e.g. street-sweeping). At a minimum, the assessment should be performed sometime after the half-way point between sweeping events (or other reoccurring control measure implementation events). This will ensure that the trash conditions observed are most likely at or above typical levels for that location.

When to Conduct OVTAs

Establishing Baseline – So that baseline levels are not underestimated, conduct assessments **prior to** reoccurring trash control measure events, such as street-sweeping or on-land cleanup events.

Assessing Change/Progress – To obtain an average condition, conduct assessments roughly **half-way between** reoccurring control measure events.

Assessing Changes in Trash Levels

When using this protocol to assess changes in trash levels over time, the timing of the assessment should be selected carefully in accordance with the following directions. To ensure that the level of observed is not under or overestimated, assessments should be conducted roughly half-way between reoccurring trash control measure implementation events (e.g. street-sweeping).

Considerations of Rainfall (Transport) Events

To reduce the influence of recent rainfall-runoff events on the levels of trash accumulated at visible during assessments, assessments should not be conducted after a significant rainfall-

runoff event. For the purposes of this protocol, a significant rainfall event is defined as at least 0.5 inches of rain in a 24-hour period occurring within a 48-hour period before the assessment. Rainfall volumes can be tracked at the following websites or other local rainfall data management systems:

http://cdec.water.ca.gov/cgi-progs/precip/DLYPCP
http://www.wrh.noaa.gov/mtr/versprod.php?pil=RR5&sid=RSA.

If more than one half-inch of rainfall has fallen within a 24-hour period prior to the assessment, then the assessment should be rescheduled.

TRASH LEVEL CATEGORIES

Trash levels established by using this protocol are based visual observations of the magnitude and extent of trash observed in a defined assessment area. There are four trash level categories (A, B, C and D). The definitions for each are provided in Table 1. Example images and links to videos illustrating trash levels are provided in **Appendix A**.

Table 1. Definitions of trash levels defined by the On-land Visual Trash Assessment protocol.

Trash Level	Definition
A **Not Littered**	• Effectively no trash is observed in the assessment area. • There may be some trash in the area, but it is not obvious at first glance. • One individual could easily clean up all the trash observed while walking at normal pace. • No additional trash reduction measures are needed in the assessment area.
B **Slightly Littered**	• Predominantly free of trash, except for a few littered areas. • Some trash is noticeable at first glance. • The trash observed could be collected by one or two individuals, but would require walking at a slower than normal pace. • Additional trash reduction measures are needed in the assessment area.
C **Littered**	• Predominantly littered, except for a few clean areas. • Trash is widely/evenly distributed and/or small accumulations are noticeable on the streets and sidewalks. • It would take multiple people to remove all trash from the area, frequently requiring individuals to stop walking to remove the trash. • Roughly 4 times as much trash as a "B" level.
D **Very Littered**	• Trash is continuously seen throughout the assessment area and there is a strong impression of lack of concern for litter. • Large piles of trash may be observed. • It would take a large number of people during an organized effort to remove all trash from the area, consistently requiring individuals to stop to remove the trash. • Roughly 3 times as much trash as a "C" level.

Important Note: Because the visual assessment protocol is intended to assess the level of trash greater than 5mm in length that is observed on-land and can reasonably be transported to the stormwater conveyance system, *only* trash that appears to be mobile or could be mobilized in a storm event should be considered in the assessment. Large items such as furniture, tires, and appliances that cannot fit into a storm drain inlet should not be included in this assessment. Additionally, graffiti on roads, buildings, or landscaping in disrepair should not affect the assessment grading.

ASSESSMENT PROTOCOL

Establishing Baseline Trash Generation

The following on-land visual assessment protocol should be used to establish baseline trash levels for a specific land area. The time to complete the protocol will depend on the size of the PLU area.

The following steps should be conducted in sequential order:

1. **Identify Assessment Areas.** The assessment areas should be identified on the map using a unique ID or other label, which should also be used on the data collection form and/or tracking database.
2. **Confirm Timing.** Assessments to establish baseline should fall directly before reoccurring control measure implementation such as street sweeping and should not follow a significant rainfall event.
3. **Assemble equipment** needed to conduct the assessment including the data collection form and map(s) delineating the assessment area(s) (see **Appendix B**).
4. **Review trash condition category definitions** presented in Table 1 (also included on the data collection form) and photo examples in Appendix A.
5. After arriving at the assessment area, **safely walk at a normal pace along** the whole assessment area, but not extending beyond the boundary of the PLU area. Each assessment area should be assigned one of four trash condition categories.
6. **Take at least one photograph per assessment area** to document the site visit. The photograph should represent the level of trash identified in the assessment area. Photographs of trash sources or other items of interest are optional. Identify photos in section II of the data collection form.
7. If, based on the observations made during the assessment, there is **a significant difference in the trash condition category within an assessment area,** on the field form indicate that significant variation within the assessment area exists and identify on the map the location of the area that received the specific OVTA scores.
8. Team members may individually choose a trash generation category initially, but must **collectively agree on the appropriate trash generation category** to assign to the area. Mark the category observed in section II on the data collection form and/or on the field map.
9. At the end of each assessment, review the data collection form for accuracy, legibility, and completeness. Upon completing the final assessment of the day, review all form to ensure that there is no missing information

Assessing Changes in Trash Levels (Progress Assessments)

The following on-land visual assessment protocol should be used to assess changes in trash levels over time for a specific land area. The time to complete the protocol will depend on the size of the PLU area and the number of transects within the area.

The following steps should be conducted in sequential order:

1. **Identify Transects or Assessment Area**. The transects should be identified on the map using a unique ID or other label, which should also be used on the data collection form and/or tracking database. At minimum, at least one transect should be delineated within each baseline trash generation category within the PLU area.
2. **Confirm Timing.** Assessments to assess change in trash levels over time should fall half-way between reoccurring control measure implementation such as street sweeping, and should not follow a significant rainfall event.
3. **Assemble equipment** needed to conduct the assessment including the data collection form and map(s) delineating the assessment area(s) (see **Appendix B**).
4. **Review trash condition category definitions** presented in Table 1 (also included on the data collection form) and photo examples in Appendix A.
5. After arriving at the assessment area, **safely walk at a normal pace along** the defined transect, assessing trash levels within 50-feet on either side of the transect (about 5 parking spaces), but not extending beyond the boundary of the PLU area. If there are no parking spaces near, then this distance can be measured or estimated visually. Each transect, or segment of a transect, should be assigned one of four trash condition categories.
6. **Take at least one photograph per transect** to document the site visit. The photograph should represent the level of trash identified in the transect assessment area. Photographs of trash sources or other items of interest are optional. Identify photos in section II of the data collection form.
7. If, based on the observations made during the assessment, there is **a significant difference in the trash condition category within a transect,** on the field form indicate that significant variation within the site is present and identify the portions of the transect that received the specific OVTA scores.
8. Team members may individually choose a trash generation category initially, but must **collectively agree on the appropriate trash generation category** to assign to the area. Mark the category observed in section II on the data collection form and/or on the field map.

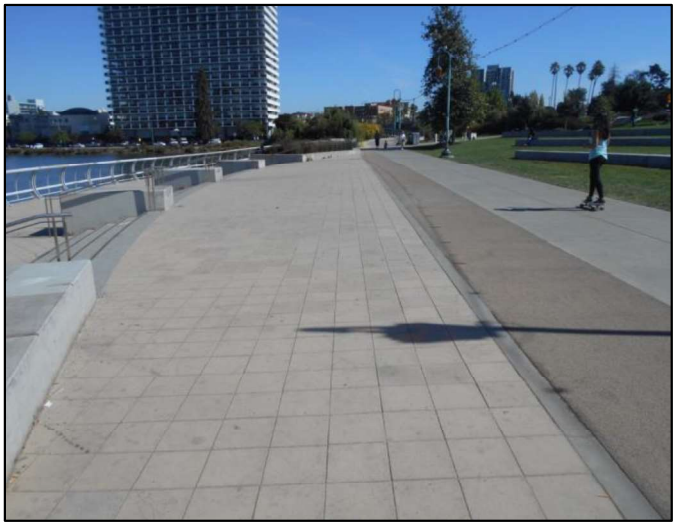
9. At the end of each assessment, review the data collection form for accuracy, legibility, and completeness. Upon completing the final assessment of the day, review all form to ensure that there is no missing information.

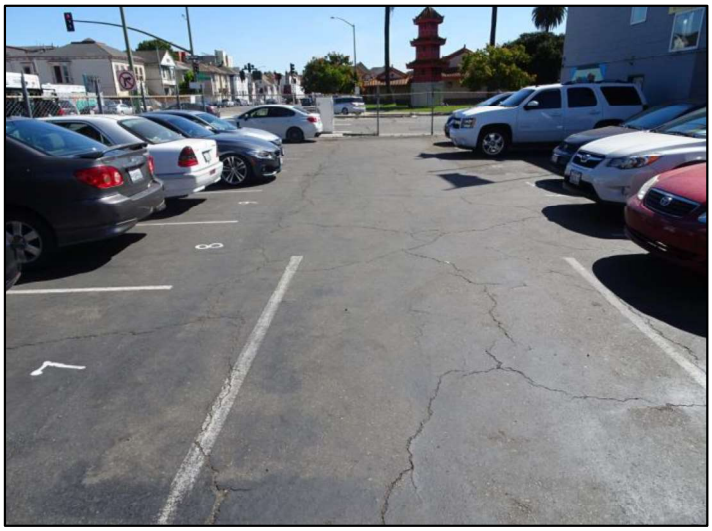
APPENDIX A

PHOTOGRAPH EXAMPLES OF TRASH CONDITION CATEGORIES

CATEGORY A - LOW TRASH LEVEL (NOT LITTERED)

Effectively no trash is observed in the assessment area. There may be some trash in the area, but it is not obvious at first glance. One individual could easily clean up all the trash observed while walking at normal pace. No additional trash reduction measures are needed in the assessment area. To see videos of sites with Category "A" trash levels, click here.

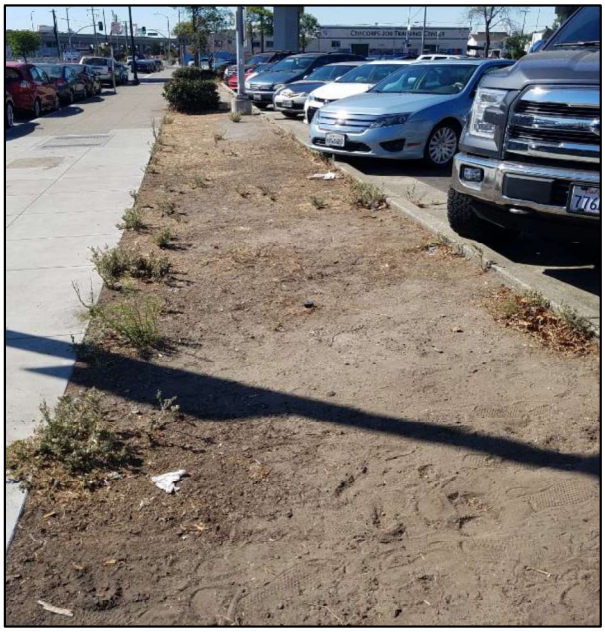




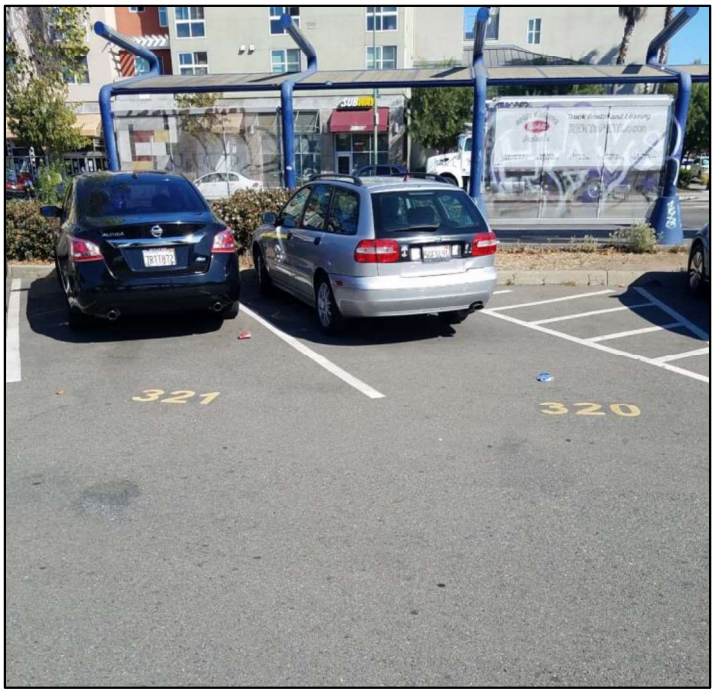


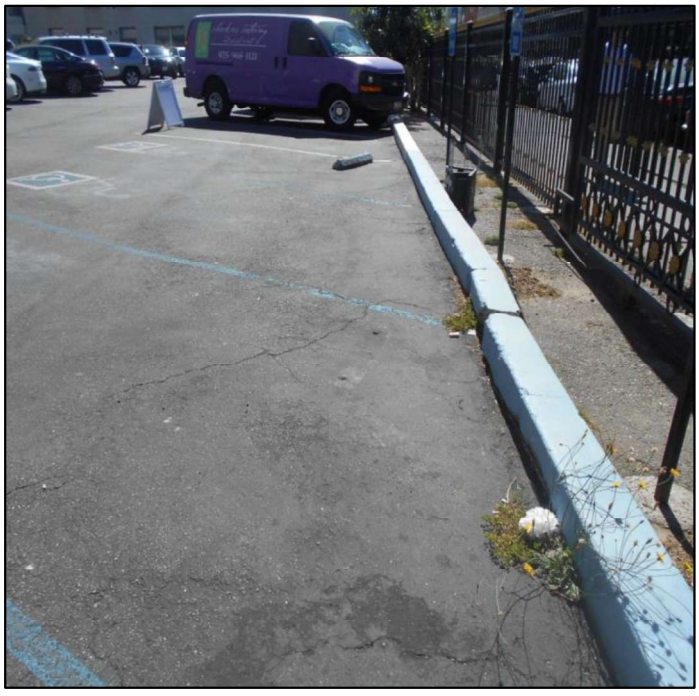
CATEGORY B – MODERATE TRASH LEVEL (SLIGHTLY LITTERED)

Predominantly free of trash, except for a few littered areas. Some trash is noticeable at first glance. The trash observed could be collected by one or two individuals, but would require walking at a slower than normal pace. Additional trash reduction measures are needed in the assessment area. To see videos of sites with Category "B" trash levels, click here.





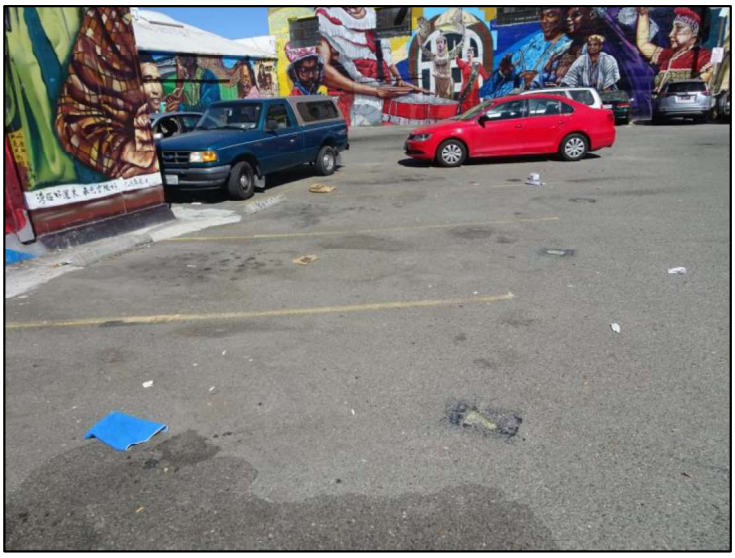


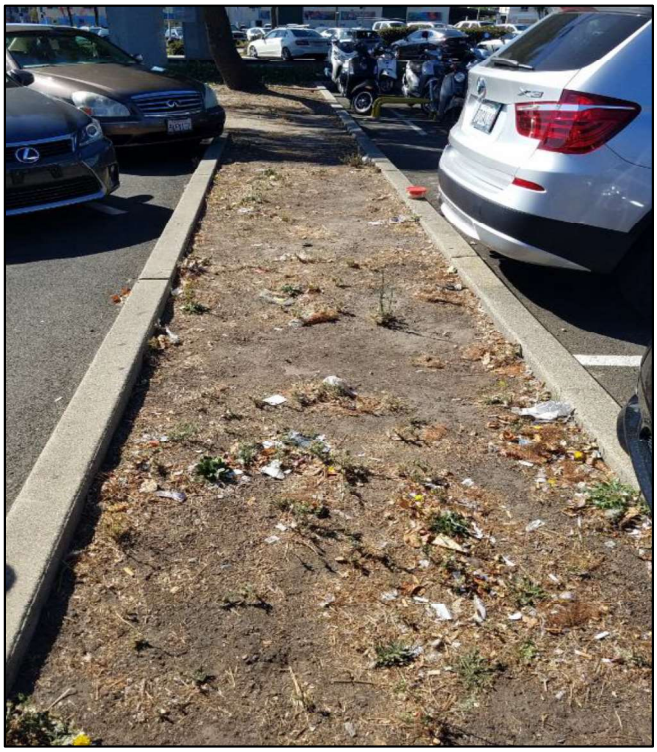


CATEGORY C: HIGH TRASH LEVEL (LITTERED)

Predominantly littered, except for a few clean areas. Trash is widely/evenly distributed and/or small accumulations are noticeable on the streets and sidewalks. It would take multiple people to remove all trash from the area, frequently requiring individuals to stop walking to remove the trash. Roughly 4 times as much trash as a "B" level. To see videos of sites with Category "C" trash levels, click here.



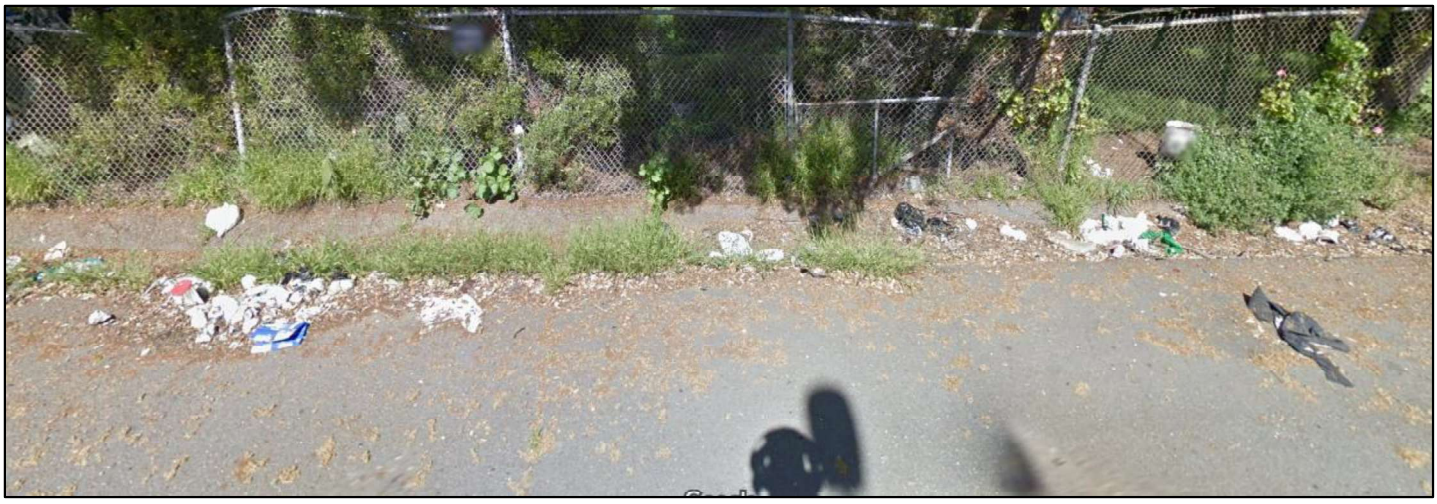






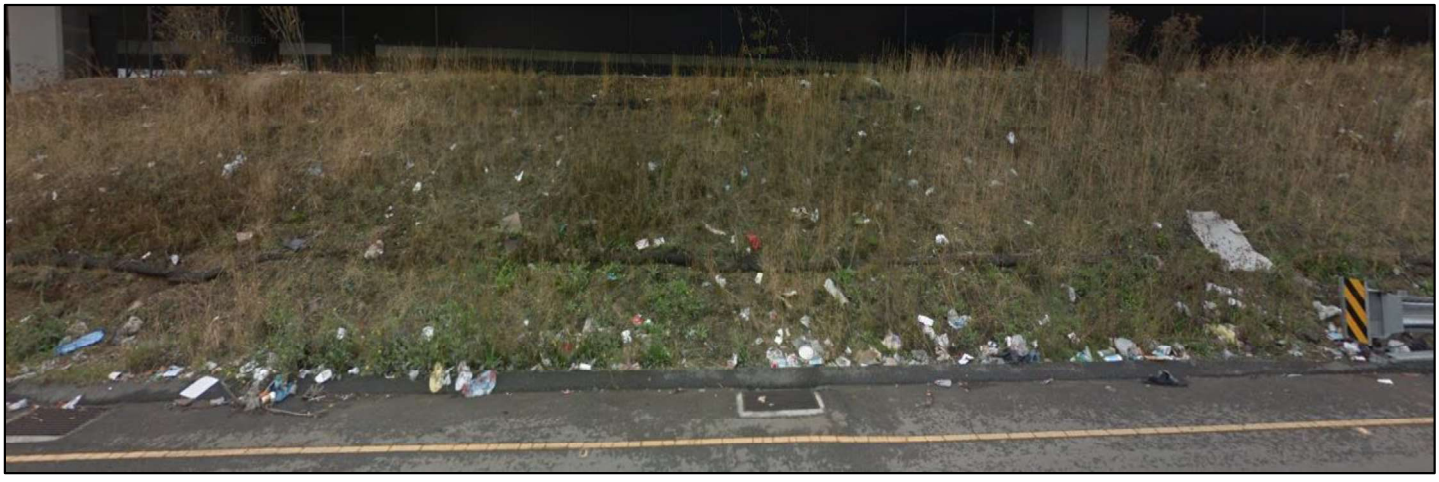
CATEGORY D: VERY HIGH TRASH LEVEL (VERY LITTERED)

Trash is continuously seen throughout the assessment area and there is a strong impression of lack of concern for litter. Large piles of trash may be observed. It would take a large number of people during an organized effort to remove all trash from the area, consistently requiring individuals to stop to remove the trash. Roughly 3 times as much trash as a "C" level. To see videos of sites with Category "D" trash levels, click here.









APPENDIX B

EXAMPLE FIELD FORM FOR ESTABLISHING BASELINE TRASH LEVELS

Agency: _____ **Date:** _____

Team Members: _____ **Contact E-mail:** _____

Note: Fill out a separate Data Collection Form for each assessment area

I. Assessment Area

MAP ID	**Assessment Area:** Delineate the assessment area on your jurisdictional map, create a map ID, and mark the ID on the map and place in the box provided to the left. Below, describe the location and boundaries of the assessment area. Include the street segment name, length of the street based on cross streets, and land area description (if applicable).

_____

_____

_____

II. Condition Category Assignment

Trash Condition Category

Conduct the assessment in accordance with the Visual On-land Assessment Protocol for Stormwater (Refer to Definitions below). Check one of the below categories based on the assessment.

❑ Low (**A**) ❑ Moderate (**B**) ❑ High (**C**) ❑ Very High (**D**)

Photograph Documentation

Indicate if photographs were taken and are maintained by your agency.

Photographs: ❑ Number of photographs taken: _____

Measureable Rainfall in past 48 hours:

❑ Yes ❑ No

Trash Condition Category	Definition
A Not Littered	• Effectively no trash is observed in the assessment area. • Approximately less than one piece per two car lengths on average • There may be some small pieces in the area, but they are not obvious at first glance • One individual could easily clean up all trash observed in a very short timeframe.
B Slightly Littered	• Predominantly free of trash except for a few littered areas. • On average, one piece per two car lengths • The trash could be collected by one or two individuals in a short period of time.
C Littered	• Predominantly littered except for a few clean areas. • Trash is widely/evenly distributed and/or small accumulations are visible on the street, sidewalks, or inlets. • At least two or three pieces per car length on average • It would take a more organized effort to remove all trash from the area.
D Very Littered	• Trash is continuously seen throughout the assessment area, • Large piles and a strong impression of lack of concern for litter in the area. • There is often significant litter along gutters. • It would take a large number of people during an organized effort to remove all trash from the area.

III. Preliminary Source Identification (Optional)

Stormwater trash sources identified within the assessment area during assessments (CHECK ALL SOURCES THAT APPLY).

Vehicles

- ❑ Moving Vehicles
- ❑ Parked Cars
- ❑ Uncovered Loads
- ❑ Other _____

Inadequate Waste Container Management

- ❑ Overflowing or uncovered receptacles/dumpsters
- ❑ Dispersal of household trash and recyclables before, during and after collection
- ❑ Other _____

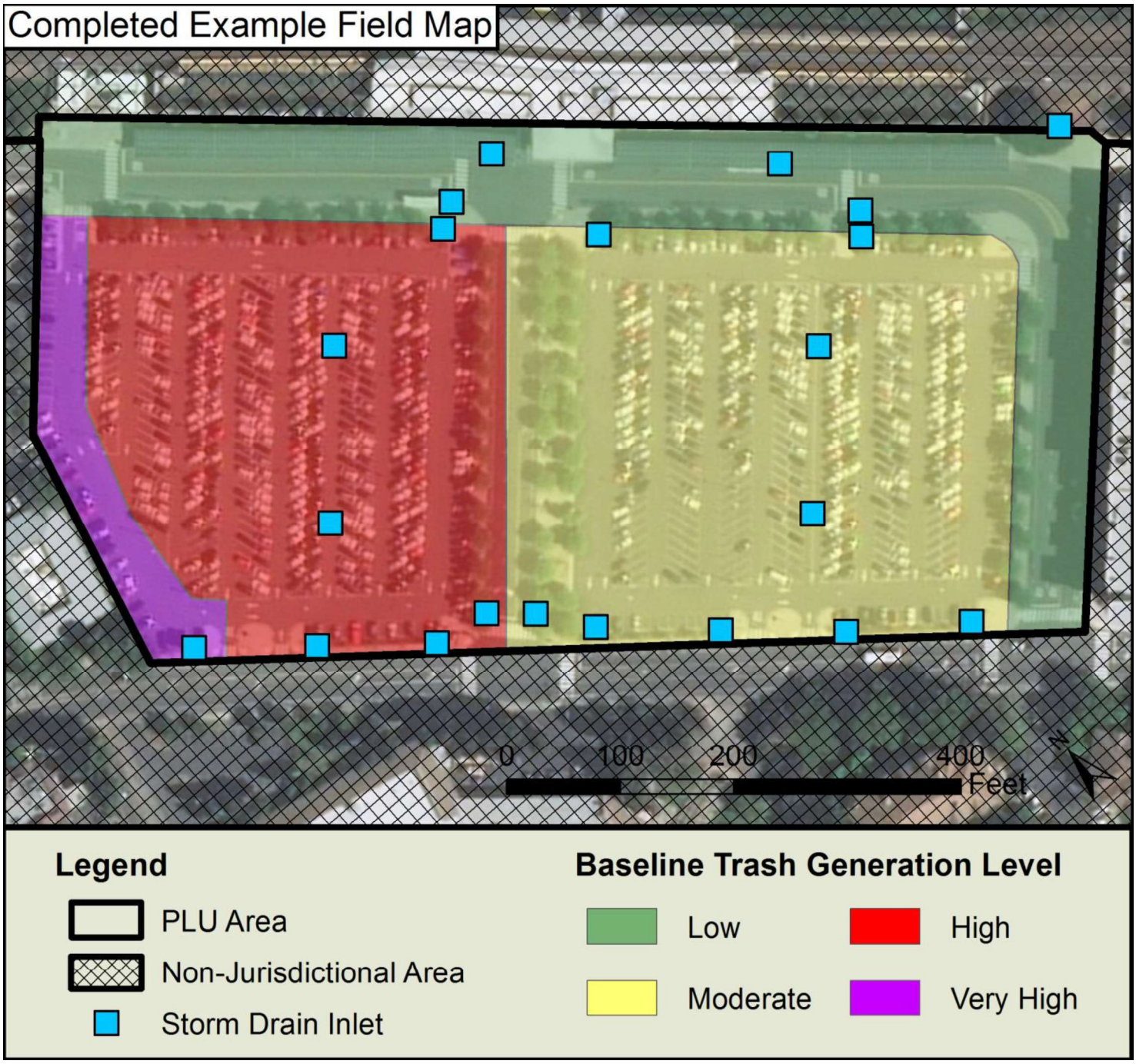
Pedestrian Litter

- ❑ Restaurants
- ❑ Convenience Stores
- ❑ Liquor Stores
- ❑ Bus Stops
- ❑ Special Events
- ❑ Other _____

Illegal Dumping

- ❑ Illegal dumping on-land
- ❑ Homeless encampments
- ❑ Other _____

IV. Comments and Additional Information about the Assessment Area and Sources


Completed Example Field Map
0
100
200
400
Feet
N
Legend
PLU Area
Non-Jurisdictional Area
Storm Drain Inlet
Baseline Trash Generation Level
Low
High
Moderate
Very High

APPENDIX C

EXAMPLE FIELD FORM FOR ASSESSING CHANGES IN TRASH LEVELS

Visual Trash Assessment Form

Assessment ID: _____

Staff: _____ Date: _____ Duplicate: ☐

Field Site Location Image

Trash Sources:

1 Transit Stop
2 Convience Store/Gas Station
3 Restaurants/Cafes
4 Overflowing Trash Receptacle
5 Dispersal from Garbage Pickup
6 Construction Site
7 Special Event (e.g. farmers market, fair)
8 Parking Lot
9 Illegal Dumping
10 Other: _____

Observed Trash Category: _____ Substantial Variation in Category? yes / no (If yes, see below)

# of Plastic Bags Observed: _____ * Substantial Inlet Trash Picture ID #: _____

Posted Street Sweeping Schedule: _____

Percent Food & Beverage: none 0-25% 25-50% 50-75% 75-100% NA

Comments: _____

_____

FOR OFFICE USE ONLY: For Events with Substantial Variation in Category				
Low Results (ft)	Mod Results (ft)	High Results (ft)	Very High Results (ft)	Total Site Length (ft)

Attachment C

Standard Contractor Services Agreement

Attachment to RFP Removed for July 16th, 2024 Council Meeting.



DUBLIN
CALIFORNIA

Statement of Qualifications to Provide:

MUNICIPAL REGIONAL STORMWATER NPDES PERMIT INSPECTIONS AND ILLICIT DISCHARGE RESPONSE SERVICES

May 6, 2024

Prepared By:

CSW/Stuber-Stroeh Engineering Group
Julia Harberson, PE, QSP/QSD
5870 Stoneridge Mall Road
Suite 203
Pleasanton, CA 94588
(415) 884-6459
juliah@cswst2.com



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May 6, 2024

CSW|ST2

Shannan Young,Environmental & Sustainability Manager
City of Dublin, Public Works Department
100 Civic Plaza, Dublin, CA 94568

SUBJECT: PROPOSAL TO PROVIDE MUNICIPAL REGIONAL STORMWATER NPDES PERMIT INSPECTIONS AND ILLICIT DISCHARGE RESPONSE SERVICES

Dear Ms Young:

Since 2019, our team has provided support to Dublin on multiple projects. We grasp the impact that the city's rapid development, regulatory shifts, and staffing hurdles have had on the City. Based in Pleasanton, our team comprises civil engineers, surveyors, urban planners, and landscape architects. We're equipped to assist the City in compliance with the Municipal Regional Stormwater NPDES Permit Order No. R2-2022-0018 (MRP) inspections requirements.

The MRP, reissued on May 11, 2022 as Order No. R2-2022-0018, requires the Alameda Countywide Clean Water Program, for which the City is a part, to reduce the discharge of pollutants to the San Francisco Bay. CSW|ST2 is grateful for the opportunity to offer our regulatory inspection services to support the City's conformance to the Municipal Regional Stormwater NPDES Permit Order No. R2-2022-0018 (MRP) C.3, C.4 and C.10 and Illicit discharge and spill response services.

As instructed in the Request for Qualifications:

- Robert Stevens is the president of CSW/ST2 and is authorized to commit the firm to the City. His contact information is 415.533.1864 and rstevens@cswst2.com. Furthermore, he can be reached by mail at the address on this correspondence;
- We accept the City's Standard Consulting Agreement and meet the insurance requirements;
- Our firm has no conflict of interest with clients doing business in Dublin or within Alameda County.
- CSW/ST2 will not subcontract any services associated with this contract, and we will obtain approval for all future changes to work assignments.

We have reviewed the Addendum, posted on 4/17/2024. If we can provide any additional information, please contact Julia at 415.884.6443 or juliah@cswst2.com.

Sincerely,

CSW/Stuber-Stroeh Engineering Group, Inc.

Julia Harberson
Project Manager

Robert Stevens, PE, TE
Principal

RELEVANT EXPERIENCE





COMMUNITY COLLEGE STORM WATER MANAGEMENT PROGRAMS, MULTIPLE DISTRICTS

Between 2013 and 2017 CSWST2 assisted the San Mateo Community College District, the Foothill DeAnza Community College District and the Solano Community College District with developing district-wide storm water management programs. The programs covered multiple campuses and, while not required by the State, were written to align with Section F of the Statewide Phase II Small Municipal Separate Storm Sewer System (MS4) Program. The district-wide programs included storm sewer system mapping, programming for staff pollution prevention and good housekeeping, an outline for public involvement and participation, and programming for illicit discharge detection and elimination. Additionally programs were outlined for pollution prevention for district construction projects as well as low impact development criteria for campus development projects.

Status:
2013 - 2017

Key Features:
Storm Sewer System Mapping, Illicit Discharge Detection and Elimination, Programming, Pollution Prevention for District Construction Projects Low Impact Development Criteria

RELEVANT EXPERIENCE



STRAWBERRY CREEK CULVERT REPAIR, CITY OF BERKELEY

Planners and developers completed the culvert in the early 1930's, which commences at the University of California campus just east of Oxford Avenue and flows west to the San Francisco Bay. In recent years, segments of the culvert have collapsed causing sinkholes and damaging property. Serving a drainage area of about 1,163 acres, with a 100-year flow of about 874 cubic feet per second, blockage of the culvert could be catastrophic for the Berkeley Community.

In 2022, the City retained CSW/ST2 to locate the alignment of the culvert and determine where it lies within City and private property. For the segments within the public right of way, we competed an assessment of the culvert in accordance with the American Concrete Institute's 201.1R "Guide for Making a Condition Survey of Concrete Service." The evaluation confirmed the extent of scaling as well as cracking, delamination, and spalling of the concrete within the culvert. The results found areas of distress in the concrete that without repair, could cause further deterioration and potential collapse of the culvert. In summer 2023, we commenced materials testing of segments of the culvert which included taking samples of the concrete to test for compressive strength, petrographic analysis to determine the integrity of concrete, and GPR mapping to validate the presence of reinforcement steel.

Our team developed plans to repair the existing culvert by completing spot repairs of the concrete and applying a sprayable fiber reinforced geopolymer mortar over the inside of culvert within the public right of way. We are currently working with the RWQCB, Corps of Engineers, and Department of Fish and Wildlife to secure permits for the work anticipated to commence in the summer of 2024.

Status:
2022 - Current

Key Features:
Underground surveying
Culvert assessment
Hudraulic analysis
Environmental permitting

Key Reference:
Srinivas Muktevi, PE
Associate Civil Engineer
2180 Milvia Street
Berkeley, CA 94704
510.981.6402
smuktevi@cityofberkeley.info



SECOND STREET STORM DRAIN & CULVERT REPAIR, CITY OF SAN RAFAEL

The City of San Rafael continuously repairs portions of 2nd Street in San Rafael which subsides over a large diameter storm drain culvert which crosses under multiple roadways. The concrete reinforce culvert varies from 96" to 128" and helps provide flood protection during the wet weather season.

Working with Public Works Department staff, CSW/ST2 found a failed portion of the culvert underlying the subsiding street segment. To mitigate this failed portion of culvert, a reinforced concrete patch at the top of the culvert was designed. To avoid permitting and mitigation requirements from the resource agencies, construction access to the culvert is proposed through the roadway.

Status:
PS&E completed 2020

Key Reference:
April Miller, PE
Public Works Director
111 Morphew Street
San Rafael, CA 94901
415.485.3409
april.miller@
cityofsanrafael.org

OTHER STORM DRAIN INFRASTRUCTURE EXPERIENCE







PORT OF RICHMOND STORM DRAIN REPAIRS Our team has acted as the contract Port Engineer for the Port of Richmond since 2011. In this capacity, we have supported the replacement of storm drain pipelines at the Point Potrero Terminal. Henry Kaiser original constructed this terminal in 1942 to support the construction of Liberty and Victory Ships in response to World War II. Much of the underground infrastructure is in poor condition creating sinkholes within the 130-acre facility. Our team was responsible for mapping the storm drain system, assessing pipeline conditions, and developing a plan for its restoration.

As much of the shipyard is located within an environmental cap, we have repaired the storm drain system using trenchless methods including installed cured in place pipe liner and pulling high density polythene lines within existing corrugated metal pipes. To repair sinkholes, we have used various polyurethan injection grouting strategies. Currently about 50% of the pipelines have been restored with the remainder expected within the next decade.

MILLER AVENUE, MILL VALLEY For the rehabilitation of Miller Avenue, which is the key arterial roadway to Mill Valley, our team completed repair of storm drains using slip lining. Many of the culverts were corrugated metal outfalls to the Richardson Bay and were in poor condition. We coordinated the repair with the tides to minimize the need for dewatering operations.

MARTIN CANYON CREEK FLOOD DAMAGE REPAIR, DUBLIN Martin Canyon Creek is a small tributary that serves a watershed of about 1.08 square miles in Dublin. During the 2022/ 2023 storms, intense rainfall caused a debris flow to partially block a downstream culvert at Silvergate Drive. The City received emergency funding from the Office of Emergency Services to assess the condition and make repairs. As part of our on-call agreement, our team is supporting the City in assessing conditions, developing a repair recommendation, and supporting permitting. Our team has completed an initial assessment of the creek and suspect that measures installed in the late 1990's by residential developers designed to promote equilibrium in the slope were inadequate for the storm event that occurred. We are currently evaluating options to stabilize the creek as well as remove sediment and debris.

REFERENCES

City of Berkeley 1947 Center Street Berkeley, CA 94704	Srinivas Muktevi, PE Supervising Civil Engineer 510.981.6402 smuktevi@cityofberkeley.info	We have supported the engineering team in delivering public drainage improvements along Wildcat Canyon Road, and the Strawberry Creek Culvert study. Our team will also be supporting the City with regulatory inspections.
County of San Mateo Parks Department 455 County Center, 4th Flr Redwood City, CA 94063	Mario Nastari Park Ranger 650.599.1352 mnastari@smcgov.org	CSW/ST2 is currently providing design, surveying, and bidding support to Parks on the new Tunitas Creek Beach County Beach in Half Moon Bay.
City of Dublin 100 Civic Plaza Dublin, CA 94568	Laurie Sucgang, PE Assistant Public Works Director 925.833.6630 laurie.sucgang@dublin.ca.gov	CSW/ST2 is providing on-call surveying support to the City.

FIRM BIO / PROJECT TEAM

CSW|ST2 Established in 1954 and headquartered in Marin County, the **CSW/Stuber-Stroeh Engineering Group** is a full-service design firm consisting of over 45 civil and traffic engineers, land planners, landscape architects, and surveyors. Our team focuses on the design of economically and environmentally sustainable projects serving the transportation, urban infill, recreation, education, private and public infrastructure sectors. Our philosophy centers on partnering with our clients and their stakeholders to develop realistic and attainable solutions to our world's infrastructure challenges. The office that will support the City is located within the City of Pleasanton at 5870 Stoneridge Mall Road, Suite 203.

Based in Pleasanton, CSW/ST2 is a small local and emerging firm with 40 staff members that has served California for 70 years. Working collaboratively, our team has the experience, resources, and capacity to support the City's needs.

PROJECT MANAGEMENT AND DELIVERY

Julia Harberson will be the project manager responsible for all inspections and documentation and act as the primary point of contact. She has experience in regulated project design and inspection throughout the bay area. She is currently working with the City of Berkeley to assist with their NPDES Permit inspections.

Robert Stevens will be the Principal-in-Charge for the overall support engagement. He has over 20 years of experience in supporting cities with staff augmentation and regulatory conformance.

Kristine Pillsbury will be the oversight inspector responsible for overseeing and documenting the inspections. She has significant experience in regulated project design and inspection throughout the bay area. She is currently working with the City of Berkeley to assist with their NPDES Permit inspections.

AVAILABILITY

Name/Role	Percent Available	Existing Committed Hours for Q3 & Q4 2024
Julia Harberson Project Manager	10%	32 hours
Robert Stevens Principal-in-Charge	35%	26 hours
Kristine Pillsbury **Oversight** Inspector	50%	20 hours

Project team resumes are located in the appendix



OUR APPROACH

The State of California began requiring actions to prevent or manage the impacts of urban runoff in 1990. The City of Dublin is subject to the requirements described in the Municipal Regional NPDES Permit (MRP), which was recently adopted by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) and became effective on July 1, 2022. The reissued permit applies to 79 cities, towns, counties, and flood control agencies that discharge stormwater to San Francisco Bay, collectively referred to as Permittees. The City of Dublin participates in the Alameda Countywide Clean Water Program to coordinate stormwater management activities and implements some of the requirements in MRP at the countywide level on behalf of Permittees. The Regional Water Board's authority to issue the MRP is derived from the U.S. Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES), which was developed under the Federal Clean Water Act and implemented by the State of California. The Permit requires the reduction of key pollutants, which include trash, sediment, mercury, polychlorinated biphenyls or PCBs, and others, in stormwater. The Permit also requires the implementation of urban runoff controls for land development and redevelopment projects, inspection programs for businesses and construction sites, education and outreach, and monitoring water quality and the effectiveness of these actions. City staff report annually to the Water Board, as required by the permit, on the actions, inspections, outreach, plans, and achievements made in compliance with the regulations.

We have developed a work plan to support the goals of the RFP. Our work plan features the following elements to successfully support the city's conformance with the MRP:

1. COMMUNICATION The communication conduit with the City will be Julia Harberson. This single point of contact eliminates possible misunderstandings and duplication of effort.

2. DOCUMENTATION We will prepare the report documents outlined in the RFP. Additionally, we will prepare a formal report monthly to the City regarding schedule and status updates. The report will highlight items requiring feedback from the City.

3. OWNER/OPERATOR COORDINATION As directed by the City, our team will actively coordinate with the owner/operators via US mail, electronic and in person. Coordination will include setting inspections and, if necessary, re-inspections, corrective actions, as well as annual documentation reports.





SAMPLE WORK FLOW

CSWST2 is a full service firm in the discipline of stormwater compliance. Our team provides inspection and field review services for various municipal and private needs including, but not limited to, pollution prevention and discharge compliance, channel and pipeline investigation and assessment, and construction of stormwater low impact development (LID) improvements. We provide infrastructure and landscape design for LID improvements and preparation of documents for sizing, and operation and maintenance (O&M) manuals and agreements. Our experience includes the development of stormwater management programs for non-traditional small municipal separate storm sewer systems (MS4) to assist with asset management and mapping, MS4 system operation, maintenance and inspection, programming for illicit discharge detection and elimination, and programming for low impact development requirements and construction stormwater pollution prevention requirements within the lands of the small MS4. From our experience we have developed the following work plan.

TASK 1 NPDES ADMINISTRATION

1.1 ANNUAL PROJECT KICK-OFF Our team will meet with City staff to review the inspection goals, our proposed schedule, and review existing documentation.

1.2 DEVELOP SITE MATRIX/UPDATE SITE MATRIX We will utilize the list of regulated projects provided by the City to create a matrix to track project progress annually. We will provide the City with the matrix at the end of each contract year. This document will be utilized to track inspection and documentation history. The matrix will include tracking of the annual operations and maintenance (O&M) inspection reports, in accordance with the owner/operators' Stormwater Management Maintenance Agreements. The matrix will also identify regulated projects that require more than one type of inspection (i.e. C.4 general business inspection and C.3 O&M inspections and/or a C.10 private land drainage (PLDA) area inspection). Regulated projects or parcels requiring multiple inspection types, will be identified and every effort will be made to combine the inspections to reduce redundant effort.

1.3 INSPECTION PLAN We will update the 5-year inspection plan utilizing the information provided in the Clean Water Program ArcGIS On-Line database and will meet the requirements of the MRP. We will also submit an annual inspection plan to the City for review and approval, identifying current site contacts and reviewing the CWP database to ensure the 5-year plan is up to date.

1.4 IDENTIFY REGULATED PROJECTS At the start of each year, our team will identify 25% of regulated projects to inspect. Initiating the inspection process on 25% of regulated projects will insure that at least 20% of regulated projects will be inspected with in the annual inspection period.

1 .5 MEETINGS CSW/ST2 will meet with the City monthly to review project status and progress.

TASK 2 1ST REGULATED PROJECT SITE INSPECTIONS

2.1 OUTREACH TO OWNER/OPERATORS
Our team will contact the regulated project owner/operators in methods including US mail, electronic and in person. Coordination will include setting inspections and, if necessary, re-inspections, corrective actions, as well as annual documentation reports. Outreach during this phase will include:

A. For regulated project identified for inspection in task 1.4, to schedule inspections of the parcel.
B. For all regulated projects, if necessary, status of the Owner/Operator Annual O&M Inspection Reports.

2.2 1ST INSPECTION We will perform initial inspections of regulated projects identified in task 1.4. Note we will combine inspections for parcels requiring more than one type (i.e. C.4 general business inspection and C.3 O&M inspections and/or a C.10 PLDA inspection).

2 .3 DOCUMENTATION Our team will prepare documentation necessary to conform to the MRP for C.4 general business inspection, C.3 O&M inspections and C.10 PLDA Inspection. Documentation could include:

A. Inspection Reports (utilizing Alameda Countywide Clean Water Program Arc GIS On-line field application)
B. Notice of Violation
C. Re-inspection requirement notice
D. Stormwater Multiple Application and Report Tracking System (SMARTS)

2 .4 MEETINGS CSW/ST2 will meet with the city monthly to review project status and progress. We will provide a monthly summary report of all tasks completed each month.

TASK 3 2ND & 3RD REGULATED PROJECT SITE INSPECTION

3 .1 OUTREACH TO OWNER/OPERATORS
Our team will contact the regulated project owner/operators in methods including US mail, electronic and in person. Coordination will include setting inspections and, if necessary, re-inspections, corrective actions, as well as annual documentation reports. Outreach during this phase will include:

A. For regulated project identified for re-inspection in task 2.3, to schedule 2nd inspection of the parcel.
B. For all regulated projects, if necessary, status of the Owner/Operator Annual O&M Inspection Reports.

3 .2 2ND & 3RD INSPECTION We will perform initial inspections of regulated projects identified in task 1.4. Note we will combine inspections for parcels requiring more than one type (i.e. C.4 general business inspection and C.3 O&M inspections and/or a C.10 PLDA inspection).

3 .3 DOCUMENTATION Our team will prepare documentation necessary to conform to the MRP for C.4 general business inspection, C.3 O&M inspections and C.10 PLDA Inspection. Documentation could include:

A. Inspection Reports (utilizing Alameda Countywide Clean Water Program Arc GIS On-line field application)
B. Notice of Violation
C. Re-inspection requirement notice
D. SMARTS

3 .4 MEETINGS CSW/ST2 will meet with the city monthly to review project status and progress. We will provide a monthly summary report of all tasks completed each month.

TASK 4 ILLICIT DISCHARGE AND SPILL RESPONSE ASSISTANCE

CSW/ST2 has developed the following work plan to address illicit discharge and spill response requirements in the MRP. By addressing these aspects within the scope of work, the City can effectively manage illicit discharge incidents and minimize their environmental and public health impacts. We will utilize the City's Spill and Discharge Response Plan to perform the following scope. Once an illicit discharge or spill is detected and our team is notified, we will initiate the following tasks.

4 .1 INVESTIGATION AND SOURCE IDENTIFICATION The City will have after-hours contact information for our principal-in-charge, project manager, and oversight inspector. Upon notification that an incident has occurred which requires response, a qualified inspector of our team will be ready to obtain the appropriate field forms, any available improvement plans and/or GIS information identifying the location of storm drains in the immediate area. They will be ready to conduct a thorough investigation of the discharge/spill location to determine the source and nature of the discharge. This may involve collecting samples of the discharged material, inspection of nearby and downstream facilities or infrastructure, and interviews with relevant stakeholders. Material samples will collected and stored in appropriate containers that our inspector will have on hand as part of their field equipment. Our inspector will transport the samples to the laboratory in an expedient and safe manner, following chain of custody requirements, for analysis. We assume the City will perform or contract the testing of the samples and provide the data to our team.

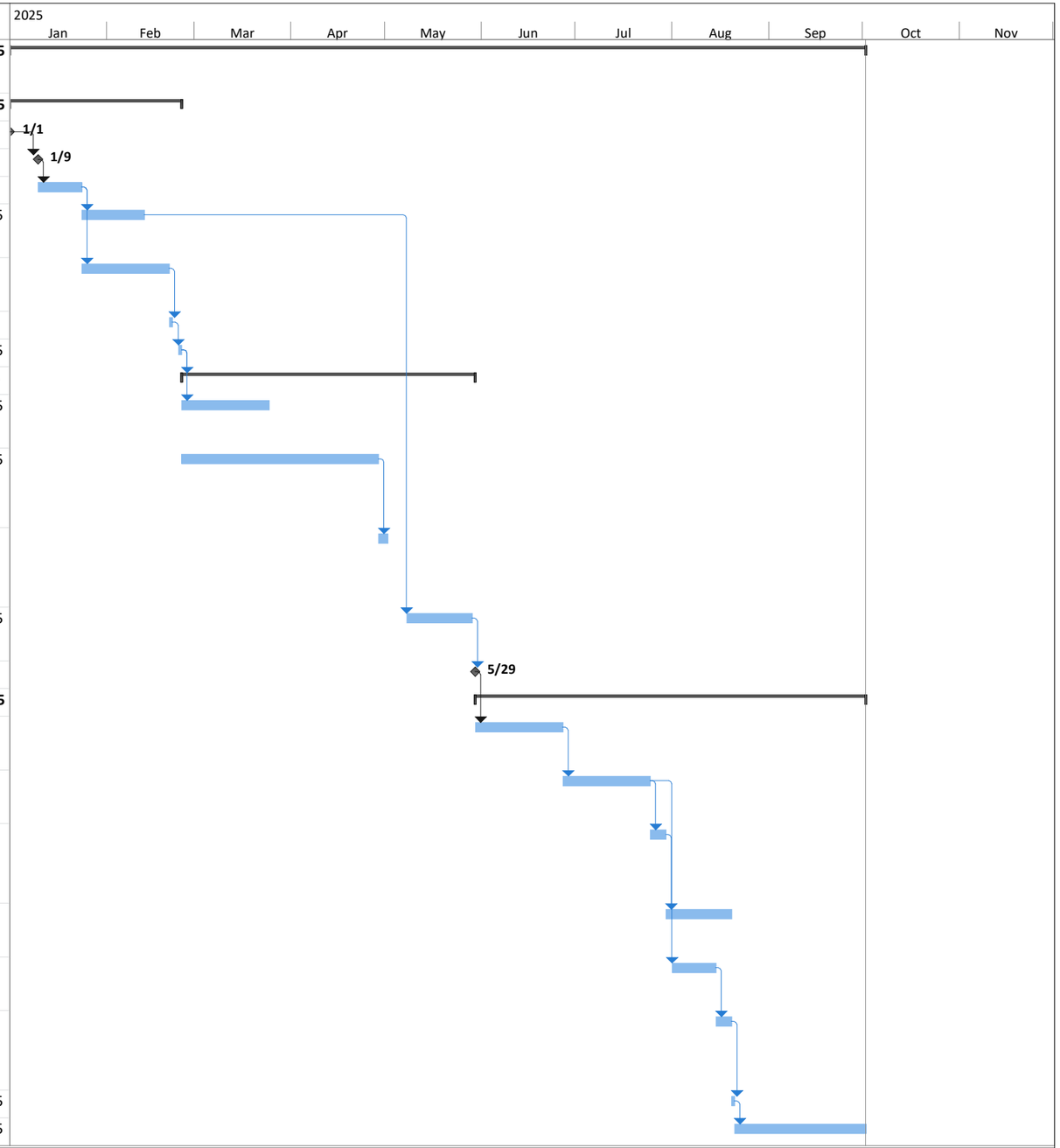
4 .2 CONTAINMENT AND MITIGATION After consulting with City staff regarding the level of involvement required for the incident at hand, the inspector will be ready to develop action plans and assist with spill containment, and/or assist with record keeping and time-tracking. This could include advising to deploy barriers, divert contaminated water, or implement temporary measures to stop the discharge until a permanent solution can be implemented and/or documenting the progress and timing of response as it occurs.

4 .3 CLEANUP AND REMEDIATION We will assist the City in developing a cleanup plan to remove pollutants from the affected environment. The plan may include the designation of specialized equipment, such as absorbent materials or vacuum trucks, and coordination with environmental agencies to ensure proper disposal of contaminated materials.

4.4 DOCUMENTATION Our inspector will use the City's Urban Runoff and Incident Report form to record all activities related to the illicit discharge response, including investigation findings, containment and cleanup efforts, and any enforcement actions taken.

PROJECT SCHEDULE

ID	Task Name	Duration	Start	Finish
1	**Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge Response Services**	**196 days**	**Wed 1/1/25**	**Wed 10/1/25**
2	**1. NPDES Administration**	**39 days**	**Wed 1/1/25**	**Mon 2/24/25**
3	Notice to Proceed	0 days	Wed 1/1/25	Wed 1/1/25
4	Annual Kick-off Meeting	0 days	Thu 1/9/25	Thu 1/9/25
5	Develop Site Matrix	10 days	Fri 1/10/25	Thu 1/23/25
6	Send Letters Owner/Operators for Annual O&M Inspection Reports	14 days	Fri 1/24/25	Wed 2/12/25
7	Develop 5-Year Inspection Plan per CWP ArcGIS On-Line database	20 days	Fri 1/24/25	Thu 2/20/25
8	Identify Regulated Projects for Inspection	1 day	Fri 2/21/25	Fri 2/21/25
9	Status Meeting w/City (assume meetings occur r	1 day	Mon 2/24/25	Mon 2/24/25
10	**2. 1st Regulated Project Site Inspections**	**68 days**	**Tue 2/25/25**	**Thu 5/29/25**
11	Outreatch to Regulated Project Owner/Operators for inspection appointments	20 days	Tue 2/25/25	Mon 3/24/25
12	1st Regulated Project Site Inspections (assumes 7 sites inspected per 15 days) - 1st Inspections must be completed by 5/15 of each year	45 days	Tue 2/25/25	Mon 4/28/25
13	Documentation (inspection report, notice of violation, re-inspection) - (documents will be provided 3 business days after each inspection)	3 days	Tue 4/29/25	Thu 5/1/25
14	Follow up with Owner/Operators for outstanding Annual O&M Inspection Reports	15 days	Thu 5/8/25	Wed 5/28/25
15	Status Meeting w/City (assume meetings occur r	0 days	Thu 5/29/25	Thu 5/29/25
16	**3. 2nd & 3rd Regulated Project Site Inspections**	**89 days**	**Fri 5/30/25**	**Wed 10/1/25**
17	Outreatch to Regulated Project Owner/Operators for inspection appointments	20 days	Fri 5/30/25	Thu 6/26/25
18	2nd Regulated Project Site Inspections (assumes 5 sites inspected per 10 days)	20 days	Fri 6/27/25	Thu 7/24/25
19	Documentation (inspection report, notice of violation, re-inspection) - (documents will be provided 3 business days after each inspection)	3 days	Fri 7/25/25	Tue 7/29/25
20	Follow up with Owner/Operators for outstanding Annual O&M Inspection Reports	15 days	Wed 7/30/25	Tue 8/19/25
21	3rd Regulated Project Site Inspections (assumes 5 sites inspected per 10 days)	10 days	Fri 8/1/25	Thu 8/14/25
22	Documentation (inspection report, notice of violation, re-inspection) - (documents will be provided 3 business days after each inspection)	3 days	Fri 8/15/25	Tue 8/19/25
23	Status Meeting w/City (assume meetings occur r	1 day	Wed 8/20/25	Wed 8/20/25
24	Annual Inspection Report	30 days	Thu 8/21/25	Wed 10/1/25



Project: msproj11
Date: Fri 4/26/24

Task	Project Summary	Inactive Milestone	Manual Summary Rollup	Deadline
Split	External Tasks	Inactive Summary	Manual Summary	Progress
Milestone	External Milestone	Manual Task	Start-only	Manual Progress
Summary	Inactive Task	Duration-only	Finish-only	

PROJECT BUDGET

CSW | ST2

Municipal Regional Stormwater NPDES Permit Inspections and Illicit Discharge and Spill Response Services SUMMARY OF LABOR EFFORT CSW | ST2 05.06.2024		CSW/ST2				Total CSW|ST2 Hours	Total CSW|ST2 Budget
		Robert Stevens Principal	**Julia Harberson** Project Manager	**Kristine Pillsbury** Project Oversight Inspector	**Varies** Inspectors		
	Billable Rate ($/ hour)	269.00	240.00	201.00	175.00		
1	**NPDES Administration**						
1.1	Annual Project Kickoff	2	2	2		6	$1,420
1.2	Develop Site Matrix/Update Site Matrix		4	8		12	$2,568
1.3	Inspection Plan		8	8		16	$3,528
1.4	Identify Regulated Projects		4	4		8	$1,764
1.5	Meetings (assume 2)		2	2		4	$882
1.6	QA/QC	4				4	$1,076
	Task 1 Subtotal	**6**	**20**	**24**	**0**	**50**	**$11,238**
2	**1st Inspection**						
2.1	Outreach to Owner/Operators		8	12	12	32	$6,432
2.2	1st Inspection (assume 25 sites)		8	55	100	163	$30,475
2.3	Documentation		8	30	50	88	$16,700
2.4	Meetings (assume 3)		3	3	3	9	$1,848
2.5	QA/QC	4				4	$1,076
	Task 2 Subtotal	**4**	**27**	**100**	**165**	**296**	**$56,531**
3	**2nd & 3rd Inspection**						
3.1	Outreach to Owner/Operators		4	8	8	20	$3,968
3.2	2nd Inspection (assume 15 sites)		8	30	45	83	$15,825
3.2	3rd Inspection (assume 5 sites)		4	10	15	29	$5,595
3.3	Documentation (incl. Annual Inspection Report)		8	40	50	98	$18,710
3.4	Meetings (assume 3)		3	3	3	9	$1,848
3.5	QA/QC	8				8	$2,152
	Task 3 Subtotal	**8**	**27**	**91**	**121**	**247**	**$48,098**
4	**Illicit Discharge and Spill Response (assume 12)**						
4.1	Investigation & Source Identification		12	48	48	108	$20,928
4.2	Containment & Mitigation		6	18	18	42	$8,208
4.3	Cleanup & Remediation		12	48		60	$12,528
4.4	Documentation		12	12	24	48	$9,492
4.5	QA/QC	12				12	$3,228
	Task 4 Subtotal	**12**	**42**	**126**	**90**	**270**	**$54,384**
	Labor Total	**30**	**116**	**341**	**376**	**593**	**$170,251**
Reimbursable Expenses							
General Expenses							$5,000
						Total Reimbursable Expenses:	**$5,000**
						Total CSW|ST2 Cost per Year:	**$175,251**
						Total CSW|ST2 Cost (3-Years):	**$525,753**

RATE SCHEDULE

CSW/Stuber-Stroeh Engineering Group, Inc.

Engineers | Land Planners | Surveyors

BILLING RATE SCHEDULE

Effective January 1, 2024 – December 31, 2024

ENGINEERING SERVICES HOURLY RATES

Senior Engineer	$ 201.00
Engineer I, II, III	$ 144.00, $ 175.00, $ 194.00
Engineer Technician	$ 131.00
Engineer Assistant	$ 101.00

SURVEYING SERVICES HOURLY RATES

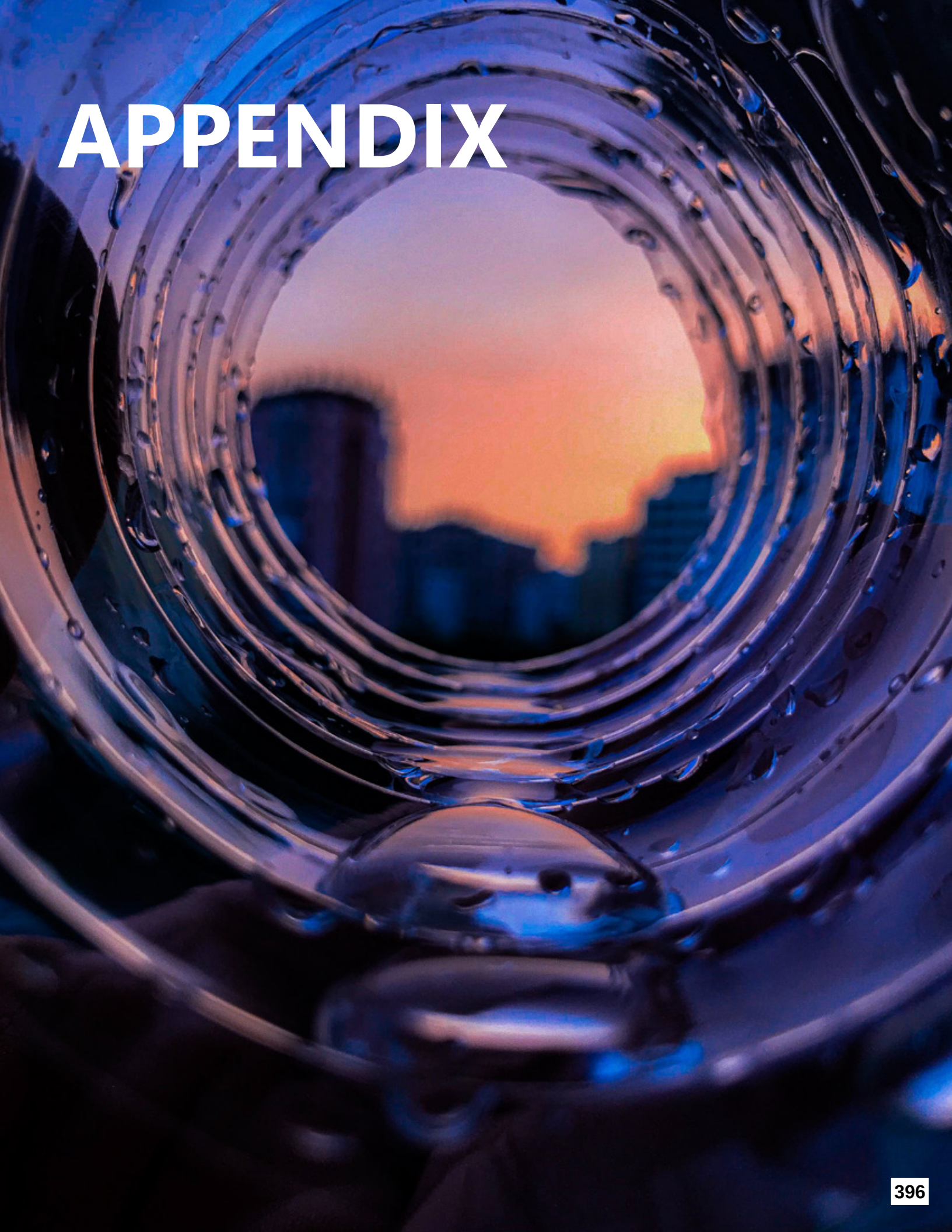
Senior Surveyor	$ 201.00
Surveyor I, II, III	$ 144.00, $ 175.00, $ 194.00
Survey Technician	$ 131.00
Survey Assistant	$ 101.00
Two Person Survey Party	$ 340.00
Survey Party Chief	$ 220.00
Survey Chainman	$ 120.00
Survey Apprentice	$ 112.00
Aerial Drone Surveyor	$ 217.00

OTHER PROFESSIONAL SERVICES HOURLY RATES

Principal	$ 269.00
Associate Principal	$ 245.00
Senior Project Manager	$ 240.00
Project Manager	$ 226.00
Sr. Landscape Architect	$ 172.00
Landscape Architect	$ 156.00
Construction Manager	$ 235.00
Resident Engineer	$ 226.00
Field Engineer	$ 194.00
Technical Writer	$ 138.00
Graphic Illustrator	$ 131.00
Project Assistant	$ 101.00

- All expenses for transportation (mileage, bridge fare, etc.) will be charged at the Internal Revenue Service rate plus 10%.
- Filing fees, checking fees, prints, and other outside costs (such as agency submittal/permit fees etc.) will be charged at cost, plus service charges at the rate of 10%.
- Billing will be monthly net 30 days.

APPENDIX





JULIA HARBERSON PE, QSD, LEED AP

PROJECT MANAGER

CSW|ST2 Julia is a registered civil engineer who specializes in hydrology and hydraulics related to green infrastructure. Julia's expertise includes qualifications to prepare Storm Water Pollution Prevent Programs (SWPPP) to assist with the compliance with the State Water Resources Control Board (SWRCB), National Pollution Discharge Elimination System (NPDES), General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, otherwise known as the Construction General Permit (CGP).

INFRASTRUCTURE DESIGN

Strawberry Creek Culvert Repair, Berkeley

Wildcat Canyon Drainage Repairs, Berkeley

Martin Canyon Creek Flood Damage Repair, Dublin

Francisco Boulevard Improvements, San Rafael

Northgate Walk, San Rafael

San Pablo Avenue Streetscape Improvements: Pinole Parking Lot Upgrades, Pinole

Doherty Drive Complete Streets, Larkspur

Main Street Enhancement, Tiburon

Fairgrounds Water Quality Improvements, Vallejo

HYDROLOGY/HYDRAULIC STUDIES

UCSF Mission Bay Hospital – 4th Street Closure Hydrology & Hydraulic Study, San Francisco

Pastori Storm Drain Outfall Hydrology and Hydraulic Analysis, Town of Fairfax

Solano Community College District Master Plan Stormwater Review Report, Fairfield, Vallejo, and Vacaville campuses

Ukiah Courthouse Hydrology Study, Ukiah

Roblar Road Quarry Reclamation Plan, Petaluma

EDUCATION

B.S. Civil Engineering, Portland State University

REGISTRATION

Professional Civil Engineer
-California - No 76626

QSD/QSP Certificate #00352



ROBERT STEVENS PE, TE, LEED AP

PRINCIPAL

CSW|ST2 Robert specializes in developing private and public infrastructure projects delivering more than $200 million in construction valuation over the last 10 years. Engaged throughout the life of the project, his experience ranges from conceptual design to detailed engineering culminating in final construction. Robert coordinates the design effort of the team, public agencies, community organizations, and private parties resulting in consensus based solutions delivered on schedule and budget.

RELEVANT EXPERIENCE

Path to Transit Project manager responsible for street and trail improvements as well as the restoration of Refugio Creek and the North Channel.

Santa Venetia, San Rafael Project engineer responsible for value engineering analysis and selection of a vinyl sheet pile solution for the levee improvement project.

Dredging, Port of Richmond Project manager responsible for dredging episodes for the Santa Fe Channel and inner harbor terminals.

San Lorenzo Creek Trail, HARD Project engineer responsible for technical support and cost estimates associated with the ATP grant.

Lagunitas Watershed , Marin County Project manager responsible for 72 culvert replacements within the Lagunitas Creek Watershed in Marin County.

County of Marin On-Call Support Project Management 2018 to Current Providing peer and project review, cost estimating support, and technical support for the County Council.

Port of Richmond On-Call Support 2011 to Current Provided general infrastructure, building improvements, and construction management services.

Alameda County On-Call Support 2007 to 2017 Provided planning and design for street improvement projects.

City of Hercules On-Call Support 2014 to 2017 Provided planning, design, and construction management services for various street and infrastructure projects.

City of El Cerrito On-Call 2011 to 2018 Provided planning, design, and construction management for paving and sidewalk projects including emergency support for landslides and sinkholes.

EDUCATION

B.S. Civil Engineering, San Jose State University

REGISTRATION

Professional Civil Engineer
-California - No 58660

Professional Traffic Engineer
-California - No 2953



KRISTINE PILLSBURY PE, QSD, QISP

OVERSIGHT INSPECTOR

CSW|ST2 Kristine has more than 20 years of engineering design and project management experience. She has many years of experience preparing stormwater management plans and stormwater pollution prevention plans for both public and private entities. Her work has also includes hydrologic analysis to evaluate peak flows from watersheds of hundreds of acres and stream modeling to determine design water surface elevations and support the preparation of Letters of Map Revision applications to the Federal Emergency Management Agency (FEMA). Kristine served on the Marin County Stormwater Pollution Prevention Program Citizens Advisory Committee.

SELECTED EXPERIENCE

Strawberry Creek Culvert Repair, Berkeley

Wildcat Canyon Drainage Repairs, Berkeley

Martin Canyon Creek Flood Damage Repair, Dublin

California Statewide Community College District Storm Water Management Plan Template

County of Solano Architectural, Engineering Professional On-Call Services, Solano

Blithedale Avenue Complete Street Feasibility Study, Mill Valley

City of Vallejo Civil and Surveying On-Call Support, Vallejo

Guide Dogs for the Blind Training Facilities, Marin County

Hamilton Marketplace SWPPP, Novato

San Pablo Subdivision Stormwater Management, Novato

AEGIS Assisted Living Center, San Rafael

Hydraulic Analysis of Arroyo San Jose, Novato

Hydraulic Assessment for the Petaluma River Trail Enhancement Project, Petaluma

Redwood Lodge Subdivision, Mill Valley

San Mateo Community College District Storm Water Management Plans

Solano Community College District Storm Water Management Plans

Foothill DeAnza Community College District Storm Water Management Plans, Santa Clara County

Buck Institute for Age Research, Novato

EDUCATION

B.S. Civil Engineering, University of California, Davis

REGISTRATION

Professional Civil Engineer
California - No 61685

QSD/QSP Certificate #00830

QISP Certificate #00757

CSW|ST2
5870 Stoneridge Mall Road
Suite 203
Pleasanton, CA 94588



Agenda Item 5.9

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Forest Park, CIP No. PK0322 - Approval of Plans and Specifications, Award of Contract to Suarez & Munoz Construction, Inc., and Approval of a Budget Change
Prepared by: Rosemary Alex, Parks and Facilities Development Coordinator

EXECUTIVE SUMMARY:

The City Council will consider approving the plans and specifications and awarding a construction contract to Suarez & Munoz Construction, Inc. for the Forest Park Project. The project will construct a two-acre park located along Central Parkway, Pino Grande Road, Twain Harte Road, and Pandora Way. The City Council will also consider approving a budget change to increase the project funding.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving the Plans and Specifications and Awarding a Contract to Suarez & Munoz Construction, Inc. for the Forest Park Project, CIP No. PK0322, and approve the budget change.

FINANCIAL IMPACT:

As approved in the 2024-2029 Capital Improvement Program (CIP), the total budget for the project is $3,148,947. The base bid submitted by Suarez & Munoz Construction, Inc. is $2,197,000. Staff recommends approval of the base bid and a 10% construction contingency in the amount of $219,700 to facilitate change orders for unforeseen construction issues, bringing the total potential construction contract amount to $2,416,700.

In addition to the construction contract, the project budget includes expenditures for utility connection fees and soft costs, which includes Staff time, consultant costs, permit fees, and other miscellaneous costs. In total, the estimated project cost is approximately $3,540,000, which will require a budget increase of $390,000. Staff proposes a budget change to allocate $350,000 in General Fund (Unassigned Cash Flow Reserve), and $40,000 from Measure BB Funds to cover the shortfall. The proposed project funding and costs are as follows:

Current Funding Source	
Public Facility Fees	$2,898,947
Measure BB	$250,000
Total Project Funding	**$3,148,947**
Proposed Project Costs	
Base Bid	$2,197,000
Construction Contingency	$219,700
Utility Connection Fees (DSRSD & PG&E)	$272,300
Soft Costs	$849,947
Total Estimated Expenditures	**$3,538,947**
Funding Shortfall	**$390,000**
Additional Potential Funding Source	
General Fund (Unassigned Cash Flow Reserve)	$350,000
Measure BB	$40,000
Total Additional Funding	**$390,000**

DESCRIPTION:

The 2024-2029 Capital Improvement Program (CIP) includes the Forest Park (formally known as Jordan Ranch Neighborhood Square) Project, CIP No. PK0322 (Attachment 2), which will construct a two-acre park along Central Parkway, Pino Grande Road, Twain Harte Road, and Pandora Way. On December 6, 2022, the City Council approved the schematic design for the project, which includes the following park amenities:

- One multi-use court that allows for basketball and futsal
- Picnic tables, shade elements, and BBQ
- Fitness stations
- Playgrounds for ages 2 to 5 years and 5 to 12 years
- Grass area for free play
- Interior pathways for circulation and exercise

Additionally, the project construction will upgrade the existing pedestrian curb ramps and crosswalks along the park frontages of Central Parkway, Twain Harte Road, and Pino Grande Road to meet current Americans with Disabilities Act (ADA) requirements. The ADA upgrades portion of the project are funded through the Measure BB Sales Tax – Bike and Pedestrian Fund.

Bid Process and Results

The City of Dublin issued the bid package for the Forest Park Project on April 19, 2024. The bid package consisted of three base bid items. Three sealed bids were received on May 23, 2024 with

the base bids ranging from $2,197,000 to $2,865,707. The lowest base bid was submitted by Suarez & Munoz Construction, Inc. A summary of the bids is provided as Attachment 3.

Staff reviewed the bid results, checked references and necessary licenses, and recommends that the City Council award the construction contract to Suarez & Munoz Co., Inc. as the lowest responsive and responsible bidder.

To facilitate the approval of contract change orders and avoid construction delays, it is requested that the City Manager or designee be authorized to approve change orders up to the contingency amount of $219,700. The resolution will authorize this change as it relates to the project. Staff expects work to begin in August 2024 and be completed late-spring 2025.

Community Workforce Agreement

On January 11, 2022, the City Council approved a Community Workforce Agreement (CWA) with the Building and Construction Trades Council of Alameda County and its Affiliated Local Unions. The CWA is applicable to public works projects valued at over $1,000,000, ensures that there are no labor issues related to said projects, and bolsters local efforts to connect residents with careers in the building and construction trades. The CWA includes a Local Hire Goal where 20% of all hours on a project are worked by Local Residents, which are defined as individuals that reside within Alameda County or within a 15-mile radius of City limits. The CWA also requires contractors to hire one new apprentice for the first $1,000,000 of construction costs, and an additional new apprentice for every $5,000,000 construction costs, based on the engineer's estimate. Apprentices must work a minimum of 10% of the total craft's work hours, but the CWA allows that apprentices may be deployed to another project to ensure the minimum number of hours are met.

Staff worked with a consultant, Workforce Integrity and Training Solutions, to prepare bid documents and solicit bids for the Forest Park Project that comply with the provisions of the CWA. The provisions include the requirement that responsive bidders include an executed Agreement to be Bound to and by the CWA, and that all subcontractors of the successful bidder also execute the Agreement to be Bound within 14 days after Notice of Award.

California Environmental Quality Act (CEQA)

On May 8, 2012, the City Council adopted Resolution No. 91-12 Adopting a CEQA Addendum for the Project Known as Jordan Ranch 2 Specific to Four Subareas and Adopting a Related Statement of Overriding Considerations, which specifically addressed the construction of Forest Park. No further action related to CEQA is necessary for the Project.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

A courtesy copy of this report was sent to Suarez & Munoz Construction, Inc. The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving the Plans and Specifications and Awarding a Contract to Suarez & Munoz Construction, Inc. for the Forest Park Project, CIP No. PK0322
2) CIP No. PK0322
3) Bid Results
4) Budget Change Form

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE PLANS AND SPECIFICATIONS AND AWARDING A CONTRACT TO SUAREZ AND MUNOZ CONSTRUCTION, INC. FOR THE FOREST PARK PROJECT, CIP NO. PK0322

WHEREAS, on December 6, 2022 the City Council approved the schematic design for the Forest Park Project (Project), formally known as Jordan Ranch Neighborhood Square, located along Central Parkway, Pino Grande Road, Twain Harte Road, and Pandora Way; and

WHEREAS, the design team has completed the plans and specifications for the Project; and

WHEREAS, the City of Dublin did, on May 23, 2024, publicly open, examine, and declare all sealed bids for doing the work described in the approved plans and specifications for the Project, which plans and specifications are hereby expressly referred to for a description of said work and for all particulars relative to the proceedings under the request for bids; and

WHEREAS, said bids were submitted to Staff and Suarez and Munoz Construction, Inc. was determined to be the lowest responsive and responsible bidder for doing said work.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin hereby approves the Plans and Specifications for the Project.

BE IT FURTHER RESOLVED that the City Council of the City of Dublin does hereby award the Contract for the Project to the lowest responsive and responsible bidder, Suarez and Munoz Construction, Inc., at a bid of two million one-hundred and ninety-seven thousand dollars and zero cents ($2,197,000.00), the particulars of which bids are on file in the Office of the Public Works Director.

BE IT FURTHER RESOLVED that the City Council of the City of Dublin does hereby authorize the City Manager or designee to approve the Project contract change orders based on the appropriated funds designated for the Project up to the contingency amount of two-hundred nineteen thousand seven-hundred dollars and zero cents ($219,700.00).

BE IT FURTHER RESOLVED that the City Manager or designee is authorized to execute the Construction Agreement for the Project with Suarez and Munoz Construction, Inc. and make any necessary, non-substantive changes to carry out the intent of this Resolution.

{Signatures on the Following Page}

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

Number – PK0322 **FOREST PARK** **Program – PARKS**

PROJECT DESCRIPTION

This project provides for the planning, design, and construction of a 2.0-acre neighborhood square in the Jordan Ranch Development. The neighborhood square will be designed in accordance with the Neighborhood Square Standards contained in the Parks and Recreation Master Plan.

PROJECT TIMELINE: The planning phase began in Fiscal Year 2021-22 and the conceptual plan was approved by the City Council in December 2022. The project is currently in design and construction will start in 2024.

ANNUAL OPERATING IMPACT: $75,000

2024-2029 CAPITAL IMPROVEMENT PROGRAM

ESTIMATED COSTS	PRIOR YEARS	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	FUTURE YEARS	TOTALS
9100 – Salaries & Benefits	$117,578							$117,578
9200 – Contract Services	$493,940	$25,000						$518,940
9400 – Improvements	$1,904,749	$325,000						$2,229,749
9500 – Miscellaneous	$282,680							$282,680
TOTAL	**$2,798,947**	**$350,000**						**$3,148,947**

FUNDING SOURCE	PRIOR YEARS	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	FUTURE YEARS	TOTALS
4100 – Public Facility Fees	$2,798,947	$100,000						$2,898,947
2215 – Measure BB Sales Tax – Bike & Pedestrian Fund (ACTC)		$250,000						$250,000
TOTAL	**$2,798,947**	**$350,000**						**$3,148,947**

CITY OF DUBLIN

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
BID SUMMARY

Project Name: Forest Park (formerly Jordan Ranch Neighborhood Square)

Project No. : PK0322
Bid Date: May 23,2024

BASE BID				Suarez & Munoz Construction, Inc.		S and H Construction Inc.		Jensen Landscape Contractor LLC	
ITEM	DESCRIPTION	Qty.	UNIT	Unit Cost	Extension	Unit Cost	Extension	Unit Cost	Extension
1	Base Bid Item A - Base Contract Work	1	LS	$1,795,000.00	$1,795,000.00	$1,773,600.00	$1,773,600.00	$2,285,672.00	$2,285,672.00
2	Base Bid Item B - Off-Site Contract Work	1	LS	$208,000.00	$208,000.00	$100,000.00	$100,000.00	$387,783.00	$387,783.00
3	Base Bid Item C - Shade Structures	1	LS	$194,000.00	$194,000.00	$425,000.00	$425,000.00	$192,252.00	$192,252.00
TOTAL					**$2,197,000.00**		$2,298,600.00		$2,865,707.00
				LOW BIDDER					

CITY OF DUBLIN
FISCAL YEAR 2024-25
BUDGET CHANGE FORM

BUDGET INCREASE AMOUNT	
Account	**Amount**
PK0322 Forest Park	
Funding Sources	
pk0322.1001 (35009510.49999) - (General Fund - Transfer In)	350,000
pk0322.2214 (35009510.49999) - (Measure BB - Transfer In)	40,000
Expenses	
pk0322.9400.9401 (Improvements)	$390,000
Transfers Out	
10010010.89101 - (General Fund - Transfer Out)	350,000
22140010.89101 - (Measure BB - Transfer Out)	40,000

REASON FOR BUDGET CHANGE

The 2024-2029 Capital Improvement Program (CIP), total budget for the Forest Park project is $3,148,947. Based on the bid submitted by Suarez & Munoz Construction, Inc and additional construction costs, the projected project budget is approximately $3,540,000, which will require a budget increase of $390,000.

As Presented at the City Council Meeting **7/16/2024**

************Finance Use Only************

Posted By: _____

Agenda Item 5.10

STAFF REPORT

CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project, CIP No. ST0517 - Approval of Plans and Specifications and Award of Contract to FBD Vanguard Construction, Inc.
Prepared by: Oliver Castillo, Assistant Civil Engineer

EXECUTIVE SUMMARY:

The City Council will consider approving the plans and specifications and awarding a construction contract to FBD Vanguard Construction, Inc. for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project. The project will install Rectangular Rapid Flashing Beacons and upgrades to existing curb ramps at the following locations: Amador Valley Boulevard/Burton Street, Central Parkway/Aspen Street, and Grafton Street/Antone Way. The project will also modify the traffic signal at Central Parkway/Hibernia Drive.

STAFF RECOMMENDATION:

Adopt the **Resolution** Approving the Plans and Specifications and Awarding a Contract to FBD Vanguard Construction, Inc. for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project, CIP No. ST0517.

FINANCIAL IMPACT:

The bid submitted by FBD Vanguard Construction, Inc. is $1,511,600. Staff recommends a construction contingency of $150,000 (approximately 10%) to facilitate change orders for unforeseen construction issues, bringing the total potential construction cost to $1,661,600. Sufficient funds are available in the approved budget for CIP No. ST0517.

DESCRIPTION:

The 2024-2029 Capital Improvement Program (CIP) includes the Citywide Bicycle and Pedestrian Improvements Project, CIP No. ST0517 (Attachment 2). The project provides for the planning, design, and construction of improvements to various pedestrian and bicycle facilities throughout the City, including pedestrian/bicycle bridges, annual sidewalk repair, and the Safe Routes to School improvements at various intersections.

The Safe Routes to School portion of the Project will include the installation of Rectangular Rapid Flashing Beacons at the intersections of Amador Valley Boulevard/Burton Street, Central Parkway/Aspen Street, and Grafton Street/Antone Way, existing pedestrian curb ramp upgrades in accordance with the Americans with Disabilities Act (ADA) requirements, and other minor appurtenant improvements. This project will also include a traffic signal modification and curb ramp modifications at the intersection of Central Parkway/Hibernia Drive.

On July 19, 2022, the City Council approved a project funding agreement with Alameda County Transportation Commission (Alameda CTC) (Agreement No. A22-0026) for the construction phase of the Safe Routes to School Project. The agreement allocated $390,000 in Vehicle Registration Fee funds for the construction of the improvements.

Bid Process and Results

The City of Dublin issued a bid package for the Safe Routes to School Project on April 22, 2024. The bid package consisted of 43 base bid items. Three sealed bids were received on May 16, 2024, with the base bids ranging from $1,379,756.50 to $1,578,859.25. The lowest base bid of $1,379,756.50 was submitted by Sposeto Engineering, Inc. A summary of the bids is provided as Attachment 3.

Staff conducted an initial review of the bid results, references, and necessary licenses of the submitted bidders. However, since this project is partially funded by Vehicle Registration Fee funds, Alameda CTC requires all bidders to comply with the Local Business Contract Equity (LBCE) Program. The LBCE Program has the following contract goals:

- For Local Business Enterprise (LBE): 60% for construction contracts
- For Small Local Business Enterprise (SLBE): 20% for construction contracts

The apparent lowest bidder, Sposeto Engineering, Inc., did not meet the construction contract goal for 60% LBE participation under the LBCE Program. Therefore, a Good Faith Efforts (GFE) review was required pursuant to the LBCE Program. Staff provided Alameda CTC with the GFE documentation from all three bidders. The GFE documentation was reviewed and analyzed by Alameda CTC's Contract Equity Consultant, who prepared an initial report that was subsequently reviewed by the Interdisciplinary Review Team (IRT). The three-member IRT included one City staff member and two Alameda CTC staff members, who were nominated by the Alameda CTC Executive Director.

The IRT conducted a GFE review in accordance with the LBCE criteria and determined that Sposeto Engineering, Inc. did not meet the requirements of the LBCE Program for GFE. Therefore,

Sposeto Engineering, Inc.'s bid was deemed non-responsive and resulted in its rejection. The IRT concluded that the second lowest bidder, FBD Vanguard Construction, Inc., met the requirements for the LBCE Program for GFE. Staff recommends that the City Council award the construction contract to FBD Vanguard Construction, Inc. as the lowest responsive and responsible bidder.

To facilitate the approval of contract change orders and avoid construction delays, it is requested that the City Manager or designee be authorized to approve change orders up to the contingency amount of $150,000. The resolution will authorize this change as it relates to the project. Staff expects work to begin in late August 2024 and be completed in early 2025.

Community Workforce Agreement

On January 11, 2022, the City Council approved a Community Workforce Agreement (CWA) with the Building and Construction Trades Council of Alameda County and its Affiliated Local Unions. The CWA is applicable to public works projects valued at over $1,000,000, ensures that there are no labor issues related to said projects, and bolsters local efforts to connect residents with careers in the building and construction trades. The CWA includes a Local Hire Goal where 20% of all hours on a project are worked by Local Residents, which are defined as individuals that reside within Alameda County or within a 15-mile radius of City limits. The CWA also requires contractors to hire one new apprentice for the first $1,000,000 of construction costs, and an additional new apprentice for every $5,000,000 construction costs, based on the engineer's estimate. Apprentices must work a minimum of 10% of the total craft's work hours, but the CWA allows that apprentices may be deployed to another project to ensure the minimum number of hours are met.

Staff worked with its consultant, Workforce Integrity and Training Solutions, to prepare bid documents and solicit bids for the Safe Routes to School Project that comply with the provisions of the CWA. The provisions include the requirement that responsive bidders include an executed Agreement to be Bound to and by the CWA, and that all subcontractors of the successful bidder also execute the Agreement to be Bound within 14 days after Notice of Award.

California Environmental Quality Act (CEQA)

This project is exempt under Section 15301 (Existing Facilities) of the CEQA Guidelines.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

A courtesy copy of this report was sent to FBD Vanguard Construction, Inc. and Alameda County Transportation Commission's Independent Watchdog Committee. The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Approving the Plans and Specifications and Awarding a Contract to FBD Vanguard Construction, Inc. for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School Project, CIP No. ST0517
2) CIP No. ST0517
3) Location Map
4) Bid Results

RESOLUTION NO. XX - 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE PLANS AND SPECIFICATIONS AND AWARDING A CONTRACT TO FBD VANGUARD CONSTRUCTION, INC. FOR THE CITYWIDE BICYCLE AND PEDESTRIAN IMPROVEMENTS – SAFE ROUTES TO SCHOOL PROJECT, CIP NO. ST0517

WHEREAS, the design team has completed the plans and specifications for the Citywide Bicycle and Pedestrian Improvements – Safe Routes to School, CIP No. ST0517, (Project) which includes installation of Rectangular Rapid Flashing Beacons at Amador Valley Boulevard/Burton Street, Central Parkway/Aspen Street, and Grafton Street/Antone Way, existing pedestrian curb ramp upgrades, and other minor appurtenant improvements, as well as. traffic signal modification and curb ramp upgrades at the intersection of Central Parkway/Hibernia Drive; and

WHEREAS, the City of Dublin did, on May 16, 2024, publicly open, examine, and declare all sealed bids for doing the work described in the approved plans and specifications for the Project, which plans and specifications are hereby expressly referred to for a description of said work and for all particulars relative to the proceedings under the request for bids; and

WHEREAS, the low bid from Sposeto Engineering, Inc. was deemed non-responsive due to not meeting the Alameda County Transportation Commission's Local Business Contract Equity Program requirements for Good Faith Efforts; and

WHEREAS, the bid submitted by FBD Vanguard Construction, Inc. met the requirements for the Alameda County Transportation Commission's Local Business Contract Equity Program and was determined to be the lowest, responsive, and responsible bidder for doing said work.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin hereby approves the Plans and Specifications for the Project.

BE IT FURTHER RESOLVED that the City Council of the City of Dublin does hereby award the Contract for the Project to the lowest, responsive, and responsible bidder, FBD Vanguard Construction, Inc. at a base bid of $1,511,600, the particulars of which bids are on file in the Office of the Public Works Director.

BE IT FURTHER RESOLVED that the City Council of the City of Dublin does hereby authorize the City Manager or designee to approve the Project contract change orders based on the appropriated funds designated for the Project up to the contingency amount of $150,000.

BE IT FURTHER RESOLVED that the City Manager or designee is authorized to execute the Construction Agreement for the Project with FBD Vanguard Construction, Inc. and make any necessary non-substantive changes to carry out the intent of this Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

Number – ST0517 CITYWIDE BICYCLE AND PEDESTRIAN IMPROVEMENTS Program – STREETS

PROJECT DESCRIPTION

This project includes planning, design, and construction of improvements to various pedestrian and bicycle facilities throughout the City, including pedestrian/bicycle bridges and annual sidewalk repair. This project includes design and construction of improvements recommended in the updated Bicycle and Pedestrian Plan, which was adopted by the City Council on January 10, 2023, as well as the Safe Routes to School improvements.

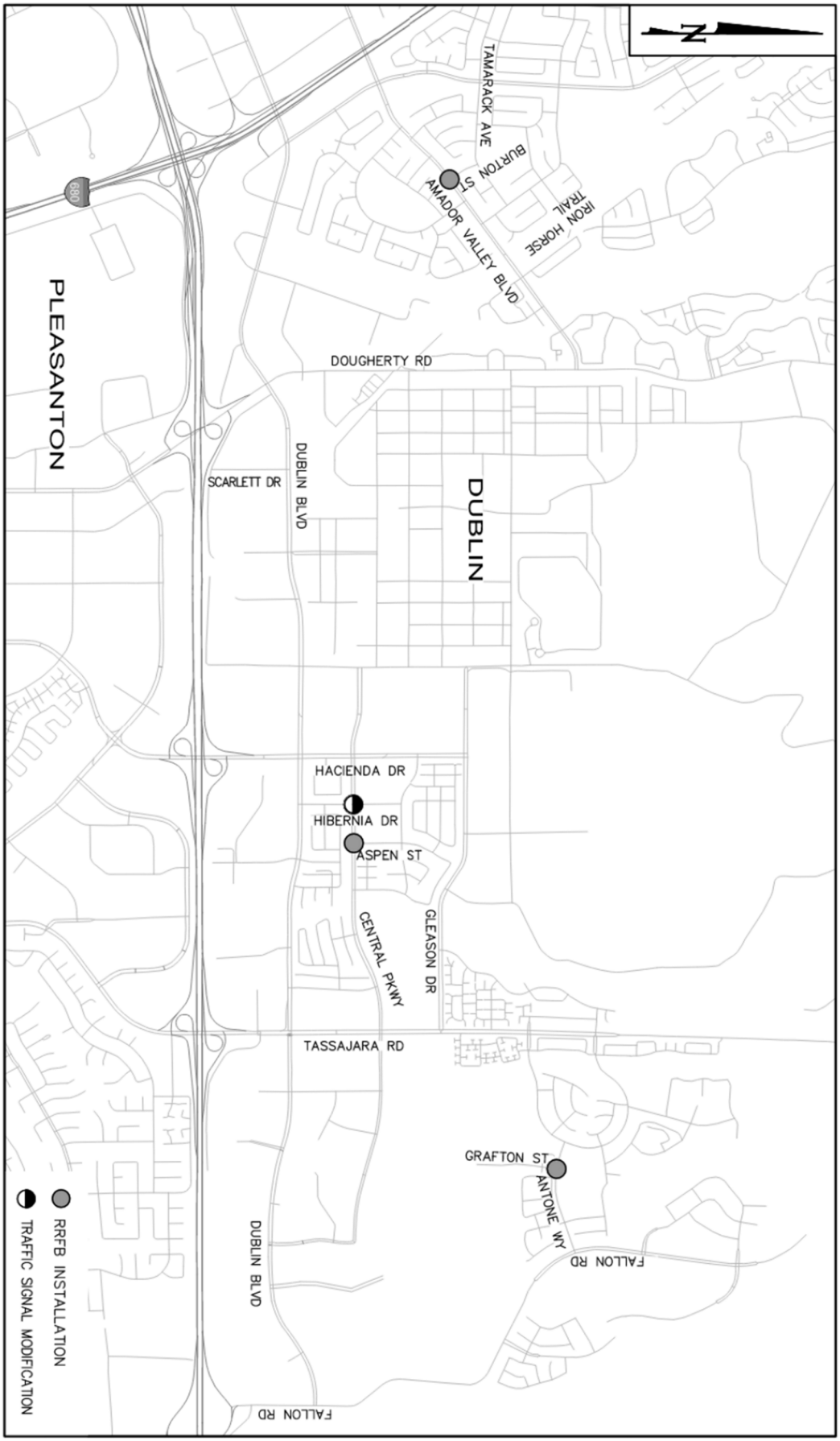
The project also includes an update to the American with Disabilities Act (ADA) Transition Plan and implementation of Public Right-of-way Accessibility Guidelines (PROWAG). The plan update will include a review of City buildings, parks, and rights-of-way.

PROJECT TIMELINE: The Downtown pedestrian crossing improvements on Regional Street is the first project to be constructed. The design is 95% complete, and construction will begin in summer/fall 2024. The Safe Routes to School improvements at the intersections of Central Parkway at Aspen Street and Hibernia Drive, Grafton Street at Antone Way, and Amador Valley Boulevard at Burton Street are anticipated to begin construction in 2024. The ADA Transition Plan update, funded by the General Fund, is anticipated to be completed in 2025.

ANNUAL OPERATING IMPACT: $12,000

		2024-2029 CAPITAL IMPROVEMENT PROGRAM						
ESTIMATED COSTS	PRIOR YEARS	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	FUTURE YEARS	TOTALS
9100 – Salaries & Benefits	$127,372	$50,728	$20,000	$20,000	$20,000	$20,000		$258,100
9200 – Contract Services	$1,314,668	$555,000	$200,000	$200,000	$200,000	$200,000		$2,669,668
9400 – Improvements	$3,173,298	$1,175,000	$525,000	$525,000	$525,000	$525,000		$6,448,298
9500 – Miscellaneous	$40,034	$7,500	$5,000	$5,000	$5,000	$5,000		$67,534
TOTAL	$4,655,372	$1,788,228	$750,000	$750,000	$750,000	$750,000		$9,443,600

	PRIOR YEARS	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	FUTURE YEARS	TOTALS
1001 – General Fund	$858,000	$105,000						$963,000
2203 – Transportation Development Act	$210,000							$210,000
2204 – Measure B Sales Tax - Local Streets Fund (ACTC)	$510,000							$510,000
2205 – Measure B Sales Tax - Bike & Pedestrian Fund (ACTC)	$142,900							$142,900
2214 – Measure BB Sales Tax - Local Streets Fund (ACTC)	$1,471,600	$630,000	$250,000	$250,000	$250,000	$250,000		$3,001,600
2215 – Measure BB Sales Tax - Bike & Pedestrian Fund (ACTC)	$601,872	$698,228	$250,000	$250,000	$250,000	$250,000		$2,400,100
2212 – Vehicle Registration Fee	$726,000							$726,000
2217 – Measure BB Grants	$135,000							$135,000
2220 – Road Maint. & Rehab. Account (RMRA)		$355,000	$250,000	$250,000	$250,000	$250,000		$1,355,000
TOTAL	$4,655,372	$1,788,228	$750,000	$750,000	$750,000	$750,000		$9,443,600



Location Map

CITY OF DUBLIN
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
BID SUMMARY

Project Name: Citywide Bicycle and Pedestrian Improvements - "Safe Routes to School: Crosswalk and Curb Ramp Improvement Projects and Traffic Signal Modification Project

Project No. : ST0517
Bid Date: 5/16/2024, 2:30pm

BASE BID				Sposeto Engineering Inc.		Ray's Electric		FBD Vanguard Construction Inc.	
ITEM	DESCRIPTION	Qty.	UNIT	Unit Cost	Extension	Unit Cost	Extension	Unit Cost	Extension
1	Mobilization (Max 10% of total base bid)	1	LS	$100,000.00	$100,000.00	$127,000.00	$127,000.00	$140,000.00	$140,000.00
2	Traffic Control and Public Convenience (Max 10% of total base bid)	1	LS	$60,000.00	$60,000.00	$110,500.00	$110,500.00	$70,000.00	$70,000.00
3	Water Pollution Control Work	1	LS	$25,000.00	$25,000.00	$25,035.00	$25,035.00	$10,000.00	$10,000.00
4	Potholing	1	LS	$10,000.00	$10,000.00	$44,750.00	$44,750.00	$4,000.00	$4,000.00
5	Clear and Grub	1	LS	$56,000.00	$56,000.00	$30,000.00	$30,000.00	$3,800.00	$3,800.00
6	Roadway Excavation	147	CY	$375.00	$55,125.00	$310.00	$45,570.00	$170.00	$24,990.00
7	0.17' Cold Plan Asphalt Concrete	6	SY	$600.00	$3,600.00	$1,094.00	$6,564.00	$400.00	$2,400.00
8	Remove Concrete (Sidewalk)	4,886	SF	$5.00	$24,430.00	$10.00	$48,860.00	$22.00	$107,492.00
9	Remove Concrete (Curb and Guttter)	633	LF	$22.00	$13,926.00	$23.00	$14,559.00	$18.00	$11,394.00
10	Remove Brick Pavers	490	SF	$5.00	$2,450.00	$12.00	$5,880.00	$10.00	$4,900.00
11	Remove Existing Tree	3	EA	$2,500.00	$7,500.00	$1,000.00	$3,000.00	$2,300.00	$6,900.00
12	Adjust Utility to Grade	4	EA	$275.00	$1,100.00	$1,425.00	$5,700.00	$6,400.00	$25,600.00
13	Reconstruct Type III Sidewalk Underdrain	42	LF	$90.00	$3,780.00	$90.00	$3,780.00	$130.00	$5,460.00
14	Reconstruct Existing Storm Drain Inlet	1	EA	$6,000.00	$6,000.00	$5,850.00	$5,850.00	$9,700.00	$9,700.00
15	Install Storm Drain Inlet	1	EA	$13,000.00	$13,000.00	$7,250.00	$7,250.00	$27,000.00	$27,000.00
16	Hot Mix Asphalt (Type A)	264	TON	$320.00	$84,480.00	$380.00	$100,320.00	$623.00	$164,472.00
17	Minor Concrete (Stamped Concrete)	406	SF	$36.50	$14,819.00	$65.00	$26,390.00	$63.00	$25,578.00
18	Minor Concrete (Sidewalk)	6,086	SF	$24.00	$146,064.00	$31.00	$188,666.00	$28.00	$170,408.00
19	Minor Concrete (Curb and Gutter)	599	LF	$96.00	$57,504.00	$115.00	$68,885.00	$50.00	$29,950.00
20	Minor Concrete (Caltrans Type A1-8 Curb)	134	LF	$68.00	$9,112.00	$80.00	$10,720.00	$148.00	$19,832.00
21	Minor Concrete (4" Retaining Curb)	52	LF	$33.00	$1,716.00	$117.00	$6,084.00	$35.00	$1,820.00
22	Minor Concrete (6" Retaining Curb)	79	LF	$33.00	$2,607.00	$127.00	$10,033.00	$45.00	$3,555.00
23	Minor Concrete (8" Retaining Curb)	22	LF	$33.00	$726.00	$140.00	$3,080.00	$55.00	$1,210.00
24	Install Concrete Pavers	190	SF	$52.00	$9,880.00	$77.00	$14,630.00	$105.00	$19,950.00
25	Detectable Warning Surface	366	SF	$60.00	$21,960.00	$82.00	$30,012.00	$35.00	$12,810.00
26	Native Backfil Compacted	8	CY	$118.00	$944.00	$500.00	$4,000.00	$230.00	$1,840.00
27	Remove Roadside Sign	37	EA	$158.00	$5,846.00	$250.00	$9,250.00	$450.00	$16,650.00
28	Install Roadside Sign	14	EA	$282.00	$3,948.00	$225.00	$3,150.00	$290.00	$4,060.00
29	Remove Post and Foundation for Roadside Sign	9	EA	$158.00	$1,422.00	$550.00	$4,950.00	$540.00	$4,860.00
30	Instal Post and Foundation for Roadside Sign	5	EA	$376.00	$1,880.00	$300.00	$1,500.00	$390.00	$1,950.00
31	Remove Traffic Stripes and Lane Markers	4,160	LF	$8.20	$34,112.00	$6.50	$27,040.00	$8.40	$34,944.00
32	Remove Thermoplastic Pavement Markings	88	SF	$12.50	$1,100.00	$10.00	$880.00	$13.00	$1,144.00
33	Thermoplastic Stripe (12") (White and Yellow)	448	LF	$19.00	$8,512.00	$15.00	$6,720.00	$20.00	$8,960.00
34	Thermoplastic Stripe (24") Yellow	500	LF	$37.60	$18,800.00	$30.00	$15,000.00	$39.00	$19,500.00
35	Thermoplastic Traffic Stripe (Detail 22)	400	LF	$18.80	$7,520.00	$15.00	$6,000.00	$20.00	$8,000.00
36	Thermoplastic Traffic Stripe (Detail 38)	160	LF	$13.20	$2,112.00	$10.50	$1,680.00	$14.00	$2,240.00
37	Thermoplastic Traffic Stripe (Detail 41)	155	LF	$9.80	$1,519.00	$7.75	$1,201.25	$10.00	$1,550.00
38	Thermoplastic Pavement Marking	256	SF	$25.00	$6,400.00	$20.00	$5,120.00	$26.00	$6,656.00
39	Yellow Curb Stripe	75	LF	$7.50	$562.50	$6.00	$450.00	$7.00	$525.00
40	Traffic Signal Modification at Centrail & Hibernia	1	LS	$380,000.00	$380,000.00	$353,000.00	$353,000.00	$339,650.00	$339,650.00

41	RRFB Installation at Central & Aspen	1	LS	$53,600.00	$53,600.00	$62,500.00	$62,500.00	$47,950.00	$47,950.00
42	RRFB Installation at Grafton & Antone	1	LS	$40,200.00	$40,200.00	$42,800.00	$42,800.00	$36,000.00	$36,000.00
43	RRFB Installation at Amador Valley & Burton	1	LS	$80,500.00	$80,500.00	$90,500.00	$90,500.00	$71,900.00	$71,900.00
TOTAL					**$1,379,756.50**		$1,578,859.25		$1,511,600.00
				APPARENT LOW BIDDER				**LOWEST RESPONSIVE & RESPONSIBLE BIDDER**	

Agenda Item 5.11

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) and Amend Section 5.100.090 (Merchandising, Advertising, and Signs – Prohibited Acts) (PLPA-2024-00049)
Prepared by: Gaspare Annibale, Associate Planner & Felicia Escover, Economic Development Manager

EXECUTIVE SUMMARY:

On June 25, 2024, the City Council considered amendments to the Dublin Municipal Code to regulate sidewalk vendors in accordance with SB 946. This includes adding Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses) to establish regulations for sidewalk vendors, and amending Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts) to clarify that the City's general restrictions on selling goods and services in City parks do not apply to sidewalk vendors. On June 25, 2024, the City Council waived the first reading and introduced the Ordinance amendments with an adjustment to the wording of Section 4.50.060(B) that has been incorporated and reflected in Attachment 1. The City Council is now requested to waive the second reading and adopt the proposed Ordinance.

STAFF RECOMMENDATION:

Waive the second reading and adopt the **Ordinance** Approving Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts).

FINANCIAL IMPACT:

The adopted Master Fee Schedule includes a fee for Sidewalk Vending Permits to recover the City's associated administrative costs.

DESCRIPTION:

Senate Bill 946 (SB 946) Sidewalk Vendors decriminalized and limited local regulation of sidewalk vending. The legislation expressly preempts any city regulations other than the time, place, and manner in which sidewalk vending can occur, and ensures that cities only adopt reasonable regulations related to objective health, safety, and welfare concerns. The legislation also prohibits any enforcement other than administrative fines, imposes strict caps on those fines, and requires cities to develop an administrative process for vendors in violation to have their fines reduced to reflect their ability to pay.

The proposed sidewalk vending ordinance establishes minimum requirements for sidewalk vendors to protect pedestrians and customers as it relates to health, safety, or welfare concerns. In developing the ordinance, Staff looked at sidewalk vending ordinances other Tri-Valley cities have adopted, such as the Pleasanton and Danville, and referenced similar regulations where appropriate.

Staff has also prepared companion amendments to Dublin Municipal Code (DMC) Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts) to clarify these regulations do not apply to sidewalk vendors.

On June 25, 2024, the City Council waived the first reading and introduced the Ordinance amendments with an adjustment to the wording of Section 4.50.060(B) that has been incorporated and reflected in the draft Ordinance. Instead of saying “B. The sidewalk vendor permit shall be renewed annually,” the ordinance will say, “B. Sidewalk vendors shall apply for renewal annually.”

ENVIRONMENTAL DETERMINATION:

The California Environmental Quality Act (CEQA), together with State Guidelines and City of Dublin CEQA Guidelines and Procedures, require that certain projects be reviewed for environmental impacts and environmental documents be prepared. The City Council will consider finding the proposed ordinance and amendments to the Dublin Municipal Code exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that the amendments will not have a significant effect on the environment and are not subject to CEQA review.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Ordinance Approving Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts)
2) City Council Staff Report, dated June 25, 2024, Without Attachments

ORDINANCE NO. XX – 24

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING AMENDMENTS TO THE DUBLIN MUNICIPAL CODE TO ADD CHAPTER 4.50 (SIDEWALK VENDING) TO TITLE 4 (REGULATION OF BUSINESSES), AND AMEND SECTION 5.100.090 (MERCHANDISING, ADVERTISING AND SIGNS – PROHIBITED ACTS) (PLPA-2024-00049)

The Dublin City Council does ordain as follows:

SECTION 1. RECITALS

A. The City occasionally initiates amendments to the Dublin Municipal Code (DMC) to clarify, add, or amend certain provisions to ensure that the DMC remains current with federal and state law, internally consistent, simple to understand and implement, and relevant to changes occurring in the community.

B. On September 17, 2018, the Governor approved Senate Bill 946 (SB 946), which decriminalized and limited local regulation of sidewalk vending.

C. SB 946 is intended to promote sidewalk vending as a legitimate economic activity and ensure that cities only adopt reasonable time, place, and manner regulations related to objective health, safety, and welfare concerns.

D. SB 946 only applies to sidewalk vending in public rights-of-way; private rights-of-way are still subject to private and local regulations.

E. The City of Dublin (City) has initiated amendments to the DMC to establish regulations for sidewalk vendors in accordance with the provisions of SB 946. It addresses objective health, safety, and welfare concerns that arise from the use of public right-of-way for vending.

F. The proposed ordinance would add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses) and would require that all sidewalk vendors comply with the operating requirements of the ordinance in which reasonable time, place, and manner regulations have been established related to objective health, safety, and welfare concerns. The regulations are designed to ensure accessibility standards are maintained; the safety of customers, pedestrians, cyclists, and motorists is prioritized; and the proper health and sanitary conditions are upheld.

G. The proposed ordinance would also amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts) to clarify that the City's general restrictions on selling goods and services in City parks do not apply to sidewalk vendors.

H. A Staff Report was submitted to the Dublin City Council on June 25, 2024, recommending approval of the amendments to the DMC.

I. The City Council held a public hearing on the proposed amendments to Dublin Municipal Code Chapter 4.50 (Sidewalk Vending) and Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts) on June 25, 2024, at which time all interested persons had an opportunity to be heard.

J. Proper notice of said ordinance was given in all respects as required by law.

K. The City Council did hear and consider all said reports, recommendations, and testimony herein above set forth and used its independent judgment to evaluate the project.

SECTION 2. FINDINGS

The California Environmental Quality Act (CEQA), together with State Guidelines and City of Dublin CEQA Guidelines and Procedures, require that certain projects be reviewed for environmental impacts and that environmental documents be prepared. The City Council will consider finding the proposed ordinance and amendments to the Dublin Municipal Code exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that the amendments will not have a significant effect on the environment and are not subject to CEQA review.

SECTION 3. ADDITION OF CHAPTER 4.50

Chapter 4.50 is added to Title 4 (Regulation of Businesses) of the Dublin Municipal Code and is to read and be numbered as follows:

Chapter 4.50

SIDEWALK VENDING

Sections:

Article I. General Provisions

4.50.010 Purpose—Authority.
4.50.020 Definitions.
4.50.030 Owner responsibility.
4.50.040 Violations—Penalty.
4.50.050 Ability to pay determination.

Article II. Permit Procedure

4.50.060 Permit—Required.
4.50.070 Application procedure and requirements.
4.50.080 Amendments to permit.
4.50.090 City sidewalk vending permit fee required.
4.50.100 Permit—Issuance or denial.
4.50.110 Permit—Grounds for denial.
4.50.120 Permit—Display requirements.
4.50.130 Revocation or suspension—Reasons.
4.50.135 Notification of revocation.
4.50.140 Appeal procedure.

Article III. Operating Requirements.

4.50.150 Requirements—Sidewalk vending.
4.50.160 Prohibited locations.
4.50.170 Sidewalk vending in parks.

Article I. General Provisions

4.50.010 Purpose - Authority.

The purpose of this Chapter is to establish regulations for sidewalk vendors in accordance with the provisions of SB 946. It aims to address objective health, safety, and welfare concerns that arise from the use of public right-of-way for vending. These concerns include ensuring accessibility standards; prioritizing the safety of pedestrians, cyclists, and motorists; as well as maintaining proper health and sanitary conditions.

4.50.020 Definitions.

Unless the provision or context otherwise requires, the definitions contained herein shall govern the construction of this Chapter.

“Applicant” means any person who applies for a permit as required by this Chapter.

“Certified Farmers’ Market” means a farmers’ market operating in accordance with California Food and Agricultural Code 47004 et seq. in a location approved by the City of Dublin.

“City Sidewalk Vendor Permit” means a permit issued to a sidewalk vendor by the Permit Administrator in accordance with this Chapter.

"Operator" refers to any individual responsible for the management and operation of a sidewalk vending enterprise.

"Owner" encompasses the following individuals or entities:

The sole proprietor of a sole proprietorship engaged in sidewalk vending.

Any general partner affiliated with a general or limited partnership that holds ownership of the sidewalk vending business.

Any person possessing a ten (10) percent or greater ownership stake in a corporation that possesses the sidewalk vending enterprise.

Any individual who is a member of a limited liability company (LLC) that has ownership rights in the sidewalk vending business.

All proprietors or stakeholders of any other type of business association that possesses ownership rights in the sidewalk vending business.

The principal business proprietor or entity that grants authorization for vendor operations within the business.

“Permit Administrator” means the Chief of Police or his/her designee.

“Permittee” refers to any person operating or maintaining a sidewalk vending business.

“Right-of-Way” refers to all public streets, sidewalks, pedestrian paths, landscape areas, and easements, now and hereafter owned by the City.

“Roaming Sidewalk Vendor” means a sidewalk vendor who moves from place to place and stops only to complete a transaction.

“Sidewalk Vendor” means a person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other nonmotorized conveyance, or from one’s person, upon a public sidewalk or other pedestrian path.

“Special Event” means an event sponsored or approved by the City involving the exclusive use of a City street or property including, but not limited to an encroachment permit or special event permit.

“Stationary Sidewalk Vendor” means a sidewalk vendor who vends from a fixed location.

4.50.030 Owner responsibility.

For the purpose of enforcing the requirements of this Chapter, the owner of the sidewalk vending enterprise shall be responsible for the conduct of all employees, independent contractors, or other representatives while such persons are providing services on behalf of the business. The owner of the sidewalk vending enterprise must submit information on his or her operations, including if the sidewalk vendor is an agent of an individual, company, partnership, or corporation and the name and business address of the principal to the Permit Administrator during the permit application process. The Permit Administrator may discipline an owner or operator of the sidewalk vending business for the conduct of all individuals operating on behalf of the business.

4.50.040 Violation - Penalty.

A. Every person vending without a sidewalk vending permit may be subject to an administrative violation punishable by an administrative fine not to exceed:

1.Two hundred fifty dollars ($250) for a first violation.

2. Five hundred dollars ($500) for a second violation within one (1) year of the first violation.

3. One thousand dollars ($1,000) for each additional violation within one (1) year of the first violation.

The Permit Administrator may rescind a permit issued to a sidewalk vendor for the term of that permit upon the fourth violation or subsequent violations.

Upon proof of a valid permit, the administrative fines set forth in Section A shall be reduced to the administrative fines set forth in Section B, respectively.

B. Every person violating the provisions of this Chapter, except as identified in Section 4.50.040.A, is guilty of an administrative violation punishable by an administrative fine not to exceed:

1. One hundred dollars ($100) for a first violation.

2. Two hundred dollars ($200) for a second violation within one year of the first violation.

3. Five hundred dollars ($500) for each additional violation within one (1) year of the first violation.

C. The Permit Administrator may rescind a permit issued to a sidewalk vendor for the term of that permit upon the fourth violation or subsequent violations.

D. Violations of this Chapter are not punishable as infractions or misdemeanors.

E. Failure to pay an administrative fine pursuant to this Chapter is not punishable as an infraction or misdemeanor. Additional financial conditions beyond those authorized in this Chapter shall not be assessed.

4.50.050 Ability-to-pay determination.

Any administrative citation issued under Chapter 4.50 will include instructions regarding the right to request an ability-to-pay determination. If the requestor meets the criteria described in Government Code Section 68632 (a) or (b), the City shall accept, in full satisfaction, twenty percent (20%) of the otherwise applicable fee.

Article II. Permit Procedure

4.50.060 Permit - Required.

A. Only sidewalk vendors with valid sidewalk vending permits issued by the Permit Administrator may vend upon the City's public right-of-way.

B. Sidewalk vendors shall apply for renewal annually.

4.50.070 Application procedure and requirements.

An application for a sidewalk vending permit shall be submitted to the Permit Administrator on forms provided by Dublin Police Services and shall include the permit processing fee established by the City Council as part of the City's Master Fee Schedule. Such forms shall require submission of the following information:

A. The name, address, and telephone number of the business owner and manager and any individuals who will be employed as sidewalk vendors under the permit.

B. A detailed description of the food/merchandise to be sold, a detailed description of the areas in which the sidewalk vendor intends to operate, anticipated hours of operation, and whether the vendor(s) will be roaming or stationary.

C. A copy of a California's driver's license or identification number, an individual taxpayer identification number, social security number, or other state-issued identification card. Such information is not a public record and will remain confidential as required by Government Code Section 51038(c)(4).

D. A copy of a valid California Department of Tax and Fee Administration seller's permit, as required.

E. A copy of a valid mobile food facility permit issued by the Alameda County Department of Environmental Health, as required.

F. Proof of an unexpired business license or proof of current application for business license in the City.

G. An agreement to indemnify the City, its officers and employees, from any liability arising from use of the permit on the public right-of-way.

H. Proof of a policy or policies of comprehensive general liability insurance, in an amount of $1 million, approved by the City, and insuring against any injury, death, loss or damage as a result of wrongful or negligent acts or omissions by the permittee, with an endorsement naming the City as an additional insured. In addition, the permittee is required to carry workers' compensation and automobile coverage sufficient to meet the requirements of the State of California.

I. Confirmation of compliance with all conditions and requirements of this Chapter.

J. Livescan form and fingerprints of the applicant.

K. Such other identification and information as deemed necessary by the Permit Administrator.

4.50.080 Amendments to permit.

A. When information provided in the application changes, the operator shall file an amendment to the permit within three (3) business days. The amendment form shall be accompanied by the fee established by the City's fee schedule.

B. Amendments cannot be used to change goods or merchandise being vended or owners of a sidewalk vending business; new permit applications are required for such changes.

C. A denial of an application to amend a sidewalk vending permit may be appealed as outlined in Section 4.50.140.

4.50.090 City sidewalk vending permit fee required.

No sidewalk vending permit shall be issued until the appropriate fee has been paid. The fee for a city sidewalk vending permit shall be established by the City Council by resolution.

4.50.100 Permit - Issuance or denial.

The Permit Administrator shall, within thirty (30) days after receipt of an application complying with all the provisions of this Chapter, issue a permit or deliver to the applicant, personally or by mail, written notice of denial of the permit, setting forth the reason or reasons for the denial, in accordance with the provisions of Section 4.50.110.

4.50.110 Permit - Grounds for denial.

The Permit Administrator shall deny the permit if he/she finds:

A. That any information contained in or submitted with the application is not true, contains material misrepresentations, or if relevant or material information is omitted from the application; or

B. That the operation as proposed by the applicant would not comply with any provision of this Chapter or any other ordinance or regulation of the City or any statute or regulation of the State of California; or

C. That, for any other reason, the operation as proposed would be detrimental to health, safety, or welfare; in violation of the requirement to maintain sanitary conditions; or in non-compliance with the federal Americans with Disabilities Act of 1990 and other disability access standards.

4.50.120 Permit - Display requirements.

Every sidewalk vendor must display their City-issued sidewalk vending permit on the street-side portion of their pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other non-motorized conveyance in a readily visible location when operating in the public right-of-way.

4.50.130 Revocation or suspension - Reasons.

A. A sidewalk vending permit issued pursuant to this Chapter may be suspended or revoked by the Permit Administrator for any of the following reasons:

1. The permittee provided false information on their application;

2. The permittee has failed to comply with the requirements of this Chapter on four (4) separate days in a twelve (12) month period; or

3. The permittee has conducted their business in a manner which endangers the public health, safety, or welfare.

4.50.135 Notification of revocation.

Revocation of a sidewalk vendor permit shall be served in writing no less than fourteen (14) days before the effective date of the revocation to the address listed on the initial application or to any subsequent address provided to the City by the permittee. Any applicant whose application for a sidewalk vendor permit is denied or whose permit is revoked may appeal such decision to the City Manager or designee pursuant to the provisions of Section 4.50.140.

4.50.140 Appeal procedure.

An applicant or permittee may appeal any action or determination of the Permit Administrator under the provisions of this Chapter to the City Manager pursuant to the provisions of Section 1.04.050.

Article III. Operating Requirements.

4.50.150 Requirements - Sidewalk vending.

A. Operational Requirements. Except as otherwise specifically provided in this Chapter, all of the following operational requirements shall be applicable to all sidewalk vendors located within the City:

1. Ensure sidewalk accessibility by maintaining a 48-inch width unobstructed path, exclusive of the curb.

2. Prevent distractions and promote public welfare by refraining from the following: emitting any loud, unnecessary, and unusual noises consistent with the provisions of Dublin Municipal Code Chapter 5.28; using electrical, flashing, or animated signs; the use of tents, or displaying signage, banners, flags, or balloons that exceed a combined total of four (4) square feet. Any sign shall be attached flush to the sidewalk vending receptacle.

3. Maintain sanitary conditions to protect public health. Sidewalk vendors must have trash, recycling, and compost containers in or on their sidewalk vending receptacle; refrain from emptying trash into public trashcans; and must not leave any location without first picking up, removing, and properly disposing of all trash or refuse from their operation. Additionally, sidewalk vendors must promptly clean up any food, grease, or other substances related to sidewalk vending activities that are discharged on public property.

B. Physical Facility Requirements. Except as otherwise specifically provided in this Chapter, the following physical facility requirements shall be applicable to all sidewalk vendors located within the City:

1. A sidewalk vending permit does not grant an exclusive right to operate in any specific portion of the public right-of-way.

2. Equipment or objects used for sidewalk vending purposes may not be left or maintained in public spaces or in any portion of the public right-of-way from 8:00 p.m. to 9:00 a.m. in commercial areas and 6:00 p.m. to 9:00 a.m. in residential areas. Any equipment or objects left overnight in public spaces or in any portion of the public right-of-way will be considered discarded and may be seized or disposed of by the City.

3. To prevent unintended rolling or slipping, sidewalk vendors are prohibited from operating pushcarts, pedal-driven carts, wagons, or other non-motorized conveyances on public rights-of-way with slopes greater than five (5) percent.

4. Additional Requirements. In residential areas, roaming sidewalk vendors may operate between the hours of 9:00 a.m. and 6:00 p.m.

4.20.160 Prohibited locations.

A. In order to protect pedestrian and vehicular safety and accommodate public street access including parking, traffic, and emergency road access, sidewalk vending shall be prohibited in the following locations:

1. On any sidewalk where the vendor does not leave at least a 48-inch width of unobstructed sidewalk adjacent to a curb. The 48-inch width cannot include curb dimensions.

2. On any sidewalk where there are no legal parking spaces within two hundred (200) feet, with the exception of parks.

3. Within twenty-five (25) feet of any crosswalk or intersection.

4. In any area that blocks or obstructs the visibility of traffic signals or regulatory signs.

5. In any driveway or parking lot access.

6. Within twenty-five (25) feet of any fire hydrant, fire call box, fire department connection, post indicator valves, or utility cabinets or equipment.

7. Within fifty (50) feet of any driveway entrance or exit to the City's Public Safety offices or any fire station.

8. Within fifty (50) feet of any area, structure or facility on which construction is occurring pursuant to a valid building or encroachment permit.

9. Within ten (10) feet of a litter receptacle, public art installation, or bike rack.

10. Within fifty (50) feet of a bus turnout, bus bench, or shelter.

11. Within fifty (50) feet from an outdoor dining area for a restaurant during the operating hours of the restaurant.

12. Within ten (10) feet from the entrance or exit doorway to any building or an automated teller machine.

13. Within five hundred (500) feet of any public or private school grounds prior to 4:00 p.m. on any day when the school is in session.

14. Within five hundred (500) feet of any public or private school grounds during sanctioned events held at the school.

15. Within fifty (50) feet of another sidewalk vendor.

16. On any median strip or landscaped area between the sidewalk and curb.

17. Within two hundred (200) feet of the perimeter of any Certified Farmers' Market or Special Event, during the hours when any such event is permitted. (Pursuant to Gov. Code § 51038(d)(1)).

18. Immediately adjoining a bike lane when there is no other legal parking within two hundred (200) feet.

B. Stationary sidewalk vendors are prohibited from operating in areas that are exclusively residential.

4.50.170 Sidewalk vending in parks.

A. A stationary sidewalk vendor is prohibited from operating in a City park if the City has entered into an exclusive agreement for the sale of food or merchandise by one (1) or more concessionaires for that park.

B. Except as provided in Subsection A above, vending within City parks is allowed only upon or alongside sidewalks or other paved or marked pedestrian pathways. Outside of these aforementioned areas, vending shall not take place on sand, dirt, or parking lots. In addition, vending within City parks shall not be allowed where it would reduce sidewalk access below ADA minimums or within ten (10) feet of a public art installation, public information kiosk, or fountain.

C. In parks, sidewalk vendors shall not approach persons to sell food or merchandise.

D. Sidewalk vendors must comply with park hours.

SECTION 4. AMENDMENT OF SECTION 5.100.090

Section 5.100.090.A (Merchandising, advertising and signs—Prohibited acts) of Title 5 Public Welfare of the Dublin Municipal Code is amended to read as follows:

A. Teach, offer to instruct, sponsor a program or service for a fee, except any regularly licensed concessionaire or independent contractor acting by and under the authority and regulation of the Director;

All other subsections remain unchanged.

SECTION 5. EFFECTIVE DATE

This Ordinance shall take effect thirty (30) days following its final adoption.

SECTION 6. SEVERABILITY

The provisions of this Ordinance are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Ordinance or their applicability to other persons or circumstances.

SECTION 7. POSTING OF ORDINANCE

The City Clerk of the City of Dublin shall cause this Ordinance to be posted in at least three (3) public places in the City of Dublin in accordance with Section 36933 of the Government Code of the State of California.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

Agenda Item 5.11

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: June 25, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Amendments to the Dublin Municipal Code to Add Chapter 4.50 (Sidewalk Vending) and Amend Section 5.100.090 (Merchandising, Advertising, and Signs – Prohibited Acts) (PLPA-2024-00049)
Prepared by: Gaspare Annibale, Associate Planner & Felicia Escover, Economic Development Manager

EXECUTIVE SUMMARY:

The Sidewalk Vendors Act (Senate Bill 946 or SB 946) decriminalized and limited local regulation of sidewalk vending. The legislation is intended to promote sidewalk vending as a legitimate economic activity and ensure that cities only adopt reasonable regulations related to objective health, safety, and welfare concerns. Staff has prepared an ordinance amending the Dublin Municipal Code to regulate sidewalk vendors in accordance with SB 946. This includes adding Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses) to establish regulations for sidewalk vendors, and amending Section 5.100.090 (Merchandising, advertising and signs—Prohibited acts) to clarify that the City's general restrictions on selling goods and services in City parks do not apply to sidewalk vendors. The City Council will consider waiving the first reading and introducing the ordinance amending the Dublin Municipal Code.

STAFF RECOMMENDATION:

Open the public hearing, deliberate, waive the reading, and INTRODUCE the Ordinance Approving Amendments to the Dublin Municipal Code to add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts).

FINANCIAL IMPACT:

The Master Fee Schedule will be updated, under a separate item, to include a proposed fee for Sidewalk Vending Permits.

DESCRIPTION:

Background

Senate Bill 946 (SB 946) Sidewalk Vendors decriminalized and limited local regulation of sidewalk vending. The legislation expressly preempts any city regulations other than the time, place, and manner in which sidewalk vending can occur, and ensures that cities only adopt reasonable regulations related to objective health, safety, and welfare concerns. The legislation also prohibits any enforcement other than administrative fines, imposes strict caps on those fines, and requires cities to develop an administrative process for vendors in violation to have their fines reduced to reflect their ability to pay.

Under State law, a sidewalk vendor is a person who sells "food or merchandise" from any "non-motorized conveyance" upon "a public sidewalk or other pedestrian path." Sidewalk vendors can be stationary or mobile. Sidewalk vending does not, however, include food trucks or other persons selling their wares from motor vehicles or on private property.

Cities have a range of defensible regulations that can be adopted within the legislation's limits such as requiring a Sidewalk Vending Permit. The legislation permits a range of reasonable regulations, including restrictions on hours of operations, location and zone restrictions, tax registration, and compliance with disability access standards. Cities can also require county health permits for food vendors; however, they cannot regulate on the grounds of public animus or concerns for economic competition. The legislation is intended to promote sidewalk vending as a legitimate economic activity and ensure that cities only adopt reasonable regulations related to objective health, safety, and welfare concerns.

The proposed sidewalk vending ordinance establishes minimum requirements for sidewalk vendors to protect pedestrians and customers as it relates to health, safety, or welfare concerns. In developing the ordinance, Staff looked at sidewalk vending ordinances other Tri-Valley cities have adopted, such as the Pleasanton and Danville, and referenced similar regulations where appropriate.

Staff has also prepared companion amendments to Dublin Municipal Code (DMC) Section 5.100.090 (Merchandising, advertising and signs—Prohibited acts) to clarify these regulations do not apply to sidewalk vendors.

Analysis

Proposed Addition of Dublin Municipal Code Chapter 4.50 (Sidewalk Vending)

The proposed amendments to the DMC would add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses) to establish objective standards and regulations that directly relate to health, safety, and welfare, which comply with SB 946. The regulations include the following requirements:

- *Permitting*.
    - All sidewalk vendors would be required to apply for and obtain a Sidewalk Vending Permit from Dublin Police Services. To obtain a permit, an Applicant would be

required to provide:

- Contact information,
- A detailed description of the food/merchandise to be sold,
- Area of operation,
- Anticipated hours of operation,
- Whether the vendor would be roaming or stationary,
- Form of state-issued identification card,
- A valid Mobile Food Facility Permit issued by the County,
- Proof of a business license,
- An agreement to indemnify the City,
- Proof of comprehensive general liability insurance,
- Confirmation of compliance with the regulations,
- Livescan and fingerprint information, and
- Sidewalk Vending Permit fee.

- All sidewalk vendors would be required to display their city-issued Sidewalk Vending Permit on their non-motorized conveyance when in operation.

- *Operating Requirements.*
  - All sidewalk vendors would be required to comply with the operating requirements of the ordinance including:
    - Maintaining sidewalk accessibility,
    - Preventing distractions related to loud noise and displaying certain visual content, and
    - Maintaining sanitary conditions to protect public health.
  - Any equipment used for sidewalk vending purposes would not be allowed to be left or maintained in public spaces or public rights-of-way from 8:00 p.m. to 9:00 a.m. in commercial areas and 6:00 p.m. to 9:00 a.m. in residential areas.
  - To prevent unintended rolling or slipping, sidewalk vendors would be prohibited from operating non-motorized conveyances on public rights-of-way with slopes greater than five percent.
  - In residential areas, roaming sidewalk vendors can operate between the hours of 9:00 a.m. and 6:00 p.m.
  - Restrictions on physical location are contained in Section 4.20.160 of the ordinance to protect pedestrian and vehicular safety and accommodate public street access including parking, traffic, and emergency road access. These regulations are designed to ensure that sidewalks are not blocked, that access to parking and buildings are not obstructed and that safety concerns on the adjoining roads are not created.
  - Stationary sidewalk vendors are prohibited from operating in areas that are exclusively residential.
  - Stationary sidewalk vendors are prohibited from operating in a City park if the City has entered into an exclusive agreement for the sale of food or merchandise by one

or more concessionaires for that park. If the City has not entered into an agreement, then vending within City parks is allowed only on or alongside sidewalks or other paved or marked pedestrian pathways where sidewalk accessibility is maintained. Vendors must comply with park hours and not approach persons to sell food or merchandise.

Proposed Amendments to Dublin Municipal Code Section 5.100.090

Amendments are proposed to DMC Section 5.100.090 (Merchandising, advertising and signs—Prohibited acts) to ensure compliance with SB 946 and to ensure internal consistency within the DMC. The proposed amendments to this Section clarify that the City's general restrictions on selling goods and services in City parks do not apply to Sidewalk Vendors. Attachment 2 provides the changes in redline format where underlined text is proposed to be added language to be added, and text with a ~~strikethrough~~ is proposed to be deleted.

ENVIRONMENTAL DETERMINATION:

The California Environmental Quality Act (CEQA), together with State Guidelines and City of Dublin CEQA Guidelines and Procedures, require that certain projects be reviewed for environmental impacts and environmental documents be prepared. The City Council will consider finding the proposed ordinance and amendments to the Dublin Municipal Code exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that the amendments will not have a significant effect on the environment and are not subject to CEQA review.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

In accordance with State law, a public notice was published in the *East Bay Times* ten days prior to the hearing and posted at several locations throughout the City. The City Council Agenda was posted.

ATTACHMENTS:

1) Ordinance Approving Amendments to the Dublin Municipal Code to add Chapter 4.50 (Sidewalk Vending) to Title 4 (Regulation of Businesses), and Amend Section 5.100.090 (Merchandising, Advertising and Signs—Prohibited Acts)
2) Dublin Municipal Code – Redlined Pages

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Payment Issuance Report and Electronic Funds Transfers
Prepared by: Darlynn Haas, Management Analyst II

EXECUTIVE SUMMARY:

The City Council will receive a listing of payments issued from June 1, 2024 – June 30, 2024, totaling $14,352,606.97.

STAFF RECOMMENDATION:

Receive the report.

FINANCIAL IMPACT:

Summary of Payments Issued

Report Period	June 1, 2024 – June 30, 2024
Total Number of Payments:	306
Total Amount of Payments:	$14,352,606.97

DESCRIPTION:

The Payment Issuance Report (Attachment 1) provides a listing of all payments for the period beginning June 1, 2024, through June 30, 2024. This report is provided in accordance with the policy adopted November 15, 2011, in Resolution No.189-11. The listing of payments has been reviewed in accordance with the policies for processing payments and expenditures.

The City's practice of reporting payments to the City Council after the payments have been made is in compliance with California Government Code Sections 37208 (b) and (c), which allow for an agency to make payments without first being audited by the legislative body, as long as such

payments are: 1) conforming to a budget approved by ordinance or resolution of the legislative body; and 2) presented to the legislative body for ratification and approval in the form of an audited comprehensive annual financial report.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Payment Issuance Report for June 2024

City of Dublin
Payment Issuance Report

Print Date: 7/1/2024

Payments Dated 6/1/2024 through 6/30/2024

Date Issued	Payee	Description	Amount
6/3/2024	A4 PROMOTIONS & INCENTIVES	OFFICE SUPPLIES - ENVELOPES	201.91
6/3/2024	A4 PROMOTIONS & INCENTIVES	WAVE SUPPLIES	1,184.60
6/3/2024	ADMANOR,INC.	WASTE PREVENTION OUTREACH	3,000.00
6/3/2024	AKSHAY ARORA ARORA TENNIS & FITNESS	REC CLASS INSTRUCTOR	8,429.55
6/3/2024	ALAMEDA HEALTH SYSTEM	POLICE INVESTIGATIVE MEDICAL EXAMS	1,274.00
6/3/2024	AMY L. JONES	REC CLASS INSTRUCTOR	288.00
6/3/2024	ANGEL HOUZE CLAY ART C/O JULIE P. KARTONO	REC CLASS INSTRUCTOR	63.00
6/3/2024	BADAWI & ASSOCIATES	FINANCIAL AUDIT SERVICES FOR FY23-24	23,134.50
6/3/2024	BIG O'TIRES #7	POLICE VEHICLE REPAIRS & MAINTENANCE	115.68
6/3/2024	BKF ENGINEERS	TASSAJARA RD GAP CLOSURE PROJECT JAN 2024	10,557.50
6/3/2024	BLAISDELL'S BUSINESS PRODUCTS	OFFICE SUPPLIES MAY 2024	1,339.26
6/3/2024	BPXPRESS	ANNUAL STREET RESURFACING PLAN SETS	452.85
6/3/2024	BSK ASSOCIATES INC.	WALLIS RANCH GEOTECH SRVS FOR SOIL APR2024	3,512.25
6/3/2024	CALEHS ATTN: JOE MOULTON	DESIGNATED UST OPERATOR INSP. SVCS JAN 2024	600.00
6/3/2024	CALLANDER ASSOCIATES INC.	WALLIS RANCH PARK DESIGN SERVICES JAN 2024	4,033.10
6/3/2024	CALLANDER ASSOCIATES INC.	WALLIS RANCH PARK DESIGN SERVICES FEB 2024	5,055.69
6/3/2024	CALLANDER ASSOCIATES INC.	WALLIS RANCH PARK DESIGN SERVICES MAR 2024	13,544.29
6/3/2024	CARBONIC SERVICE	THE WAVE POOL CHEMICALS	318.05
6/3/2024	CASTRO VALLEY PERFORMING ARTS	REC CLASS INSTRUCTOR	468.00
6/3/2024	CDW GOVERNMENT INC	CONFERENCE ROOMS LIGHTWARE MOUNTING	3,739.31
6/3/2024	CITY OF PLEASANTON	BIKE EAST BAY T-SHIRTS 2024	1,218.26
6/3/2024	CONSOLIDATED ENGINEERING	DAC SPECIAL INSPECT & TESTING APR 2024	406.08
6/3/2024	CONSOR NORTH AMERICA, INC.	PERSIMMON DR PEDEST PATH DEC 2023	35,596.25
6/3/2024	COULSON & ASSOCIATES	JORDAN RANCH NEIGHBORHOOD SQUARE JAN 2024	332.50
6/3/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	ENGINEERING SERVICES - PLAN REVIEW JAN 2024	250.00
6/3/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	ENGINEERING SERVICES - PLAN REVIEW DEC 2023	375.00
6/3/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	ENGINEERING SERVICES - PLAN REVIEW AUG 2023	500.00
6/3/2024	DAVID KNUTSEN AND/OR THOMAS KNUTSEN	RETURN ASSET SEIZURE FUND-CASE: D20-00836	1,100.00
6/3/2024	DC ELECTRIC GROUP INC.	TRAFFIC SIGNAL CABINET REPLACEMENT APRIL 2024	29,698.80
6/3/2024	DEPT OF INDUSTRIAL RELATIONS	WAVE - OSHA INSPECTION AND CLASSIFICATION FEE	292.50
6/3/2024	DSRSD	JORDAN RNCH NEIGHBORHD SQ. PLAN REVIEW FEE FEB 2024	2,612.00
6/3/2024	DUBLIN CHEVROLET	POLICE VEHICLE REPAIRS & MAINTENANCE	39.95
6/3/2024	DUSTIN STENE	PETTY CASH WAVE SUMMER SEASON	500.00
6/3/2024	EOA, INC.	EVIRON & SUS DIVISION PLAN REVIEW JAN 2024	405.00
6/3/2024	EOA, INC.	EVIRON & SUS DIVISION PLAN REVIEW FEB 2024	945.00
6/3/2024	EOA, INC.	STORMWATER NPDES IMPLEMENTATION ASSISTANCE JAN 2024	6,121.25
6/3/2024	EOA, INC.	STORMWATER NPDES IMPLEMENTATION ASSIST FEB 2024	8,103.25
6/3/2024	EUROPEAN MOBILE WERKS	POLICE VEHICLE REPAIR & MAINTENANCE	670.19
6/3/2024	FIELDMAN, ROLAPP & ASSOCIATES	FINANCIAL ADVISORY SERVICES - EAST RANCH CFD	4,676.58
6/3/2024	GLOBAL LEADERSHIP INTIATIVES FOR YOUTH	2023 VOLUNTEER RECOGNITION AWARDS	200.00
6/3/2024	GOLDEN STATE FLEET SVCS INC	DPS TOWING SERVICE	425.00
6/3/2024	HEALTHEQUITY, INC.	HEALTHCARE MAY 2024 & COMMUTER JUNE 2024 BENEFIT	601.25
6/3/2024	RETIREE MEDICAL	RETIREE MEDICAL	3,091.35
6/3/2024	JULIE CARDOZA	REC CLASS INSTRUCTOR	650.00
6/3/2024	KIMLEY-HORN AND ASSOC. INC.	SAFE ROUTES TO SCHOOL MARCH 2024	23,880.50
6/3/2024	KIMLEY-HORN AND ASSOC. INC.	DUBLIN BLVD NORTH CANYONS PRKWY EXT PROJ DEC 2023	3,893.58
6/3/2024	LANLOGIC INC.	PHISHING/END USER TRAINING	4,000.00
6/3/2024	LANLOGIC INC.	LANLOGIC WEB PROTECTION	1,050.00
6/3/2024	MAKE ME A PRO SPORTS	REC CLASS INSTRUCTOR	1,328.40
6/3/2024	MERCY & THE MANZ ENTERTAINMENT LLC	LIVE MUSIC PERFORMANCE 6/6/24 FARMER'S MARKET	1,500.00
6/3/2024	NAMRATA BERRY	REC CLASS INSTRUCTOR	172.80
6/3/2024	PAKPOUR CONSULTING GROUP, INC.	INSP. SVCS. SAFE ROUTES TO SCHOOL APR 2024	2,427.50
6/3/2024	PAKPOUR CONSULTING GROUP, INC.	CONSTR. MGMT FALLON SPORTS PARK PH3 MAR 2024	4,083.75
6/3/2024	PARKWAY BODY SHOP	POLICE VEHICLE REPAIRS & MAINTENANCE	2,367.08
6/3/2024	PRIME TIME ENTERTAINMENT	AKI KUMAR LIVE PERFORMANCE - SUMMER CONCERT SERIES	2,000.00

6/3/2024	PRO CYCLES LLC	POLICE VEHICLE REPAIRS & MAINTENANCE	2,458.65
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES PSC MAY 2024	50.36
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - CIVIC - MAY 2023	89.69
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - WAVE - MAY 2023	78.55
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - SENIOR - MAY 2023	77.45
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - SHANNON - MAY 2023	73.30
6/3/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - CORP YARD - MAY 2023	49.71
6/3/2024	QUENCH USA, INC.	WATER SERVICES D073045 JUNE 2024	1,622.62
6/3/2024	REDWOOD TOXICOLOGY LAB. INC.	DPS TOXICOLOGY SERVICES	651.68
6/3/2024	ROBERT HALF	STAFFING SUPPORT - FINANCE DEPT	1,416.00
6/3/2024	RON HSI TRI-VALLEY AIKIDO	REC CLASS INSTRUCTOR	402.00
6/3/2024	SCP DISTRIBUTORS LLC	POOL SAFETY SIGNAGE	45.37
6/3/2024	SELECT IMAGING	PRINTING & MAILING OF BUSINESS LICENSE RENEWALS	8,155.94
6/3/2024	SHADEUSA	WAVE UMBRELLA REPAIRS	2,478.41
6/3/2024	SHALINI REDDY	MILEAGE REIMBURSEMENT - MAY 2024	53.87
6/3/2024	SQUAD SPORTS INC.	REC CLASS INSTRUCTOR	1,042.20
6/3/2024	SURF TO SNOW ENVIRONMENTAL RESOURCE	MRP STORMWATER INSPECTIONS JAN 2024	991.75
6/3/2024	SURF TO SNOW ENVIRONMENTAL RESOURCE	MRP STORMWATER INSPECTIONS FEB 2024	411.00
6/3/2024	SWA GROUP	JORDAN RANCH NEIGHBORHOOD SQ DESIGN MAR 2024	28,423.50
6/3/2024	TOMMY COOK	MILEAGE REIMBURSEMENT MAY 2024	16.88
6/3/2024	TREASURER ALAMEDA COUNTY	ANIMAL CONTROL FY23/24 FIELD AND SHELTER SERVICES	67,153.15
6/3/2024	TREASURER ALAMEDA COUNTY	FY2024 POLICE SERVICES CONTRACT	4,343,315.55
6/3/2024	TREASURER ALAMEDA COUNTY	RETURN ASSET SEIZURE FUND-CASE: D20-00836	4,034.84
6/3/2024	TREASURER ALAMEDA COUNTY GENERAL SERVICES	FUEL APRIL 2024	21,731.16
6/3/2024	UNITED SITE SERVICES OF CA INC	SEPTIC TANK SERVICES JUNE 2024	726.38
6/3/2024	VALERIE DEAM MC GRATH IRISH DANCERS	REC CLASS INSTRUCTOR	1,461.60
6/3/2024	VERTIGIS	ANNUAL GEOCORTEX GIS MAINTENANCE SOFTWARE	6,497.00
6/3/2024	WHITEWATER WEST INDUSTRIES LTD	WAVE SLIDE AND AQUA PLAY STRUCTURE REPAIR SERVICE	59,893.40
6/3/2024	WILLDAN ENERGY SOLUTIONS	BLDG ELECTRIFICATION & CODE ASSISTANCE DEC 2023	7,234.00
6/3/2024	WILLIAM P. WALSH JR	THE SKY KINGS SUMMER CONCERT SERIES 2024	2,500.00
6/3/2024	WING YEE LAM	CPA LICENSE RENEWAL	280.00
6/3/2024	WING YEE LAM	CREDIT CARD READER TEST TRANS. 2/6/24 & 4/4/24	3.00
6/3/2024	WORKFORCE INTEGRITY & TRAINING SOLUTIONS,	WALLIS RANCH PARK MARCH 2024	942.21
6/3/2024	WORKFORCE INTEGRITY & TRAINING SOLUTIONS,	WALLIS RANCH PARK APR 2024	1,833.54
		Payments Issued 6/3/2024 Total:	**4,793,020.12**
6/6/2024	INTERNAL REVENUE SERVICE	FEDERAL WITHHOLDING: PE 5/31/24	79,320.83
		Payments Issued 6/6/2024 Total:	**79,320.83**
6/7/2024	CAL PERS	PERS RETIREMENT PLAN: PE 5/31/24	99,983.83
6/7/2024	EMPLOYMENT DEVELOPMENT DEPT	CA STATE WITHHOLDING: PE 5/31/24	23,996.05
6/7/2024	HEALTHEQUITY, INC.	HEALTHEQUITY: PE 5/31/24	4,828.66
6/7/2024	I C M A 401 PLAN	DEFERRED COMP 401A: PE 5/31/24	1,284.76
6/7/2024	I C M A 457 PLAN	DEFERRED COMP 457: PE 5/31/24	38,437.28
6/7/2024	US BANK - PARS	PARS: PE 5/31/24	5,812.39
		Payments Issued 6/7/2024 Total:	**174,342.97**
6/10/2024	BRADLEY OLSON	MILEAGE REIMBURSEMENT MAY 2024	18.63
6/10/2024	BRADLEY OLSON	MILEAGE REIMBURSEMENT JUNE 2024	27.47
6/10/2024	NICOLE WANZENRIED	MILEAGE REIMBURSEMENT MAY 2024	83.82
6/10/2024	TAYLOR OSMER	MILEAGE REIMBURSEMENT MAY 2024	102.58
6/10/2024	U.S. BANK CORPORATE PMT SYSTEM	PURCHASE CARD STATEMENT MAY 2024	52,343.16
		Payments Issued 6/10/2024 Total:	**52,575.66**
6/11/2024	EMPLOYMENT DEVELOPMENT DEPT	UNEMPLOYMENT INSURANCE REIMB Q3 FY 23-24	78.00
		Payments Issued 6/11/2024 Total:	**78.00**

6/12/2024	AKSHAY ARORA ARORA TENNIS & FITNESS	REC CLASS INSTRUCTOR	30,633.62
6/12/2024	ALPHA MEDIA LLC KKIQ/KUIC/KKKDV	KKIQ WAVE RADIO ADVERTISEMENT AND LIVE EVENTS MAY 2024	1,700.00
6/12/2024	BKF ENGINEERS	PROWAG REVIEW & RECOMMENDATIONS APR 2024	910.00
6/12/2024	BKF ENGINEERS	PROWAG REVIEW & RECOMMENDATIONS MAY 2024	2,590.00
6/12/2024	BLUETOAD, INC.	SUMMER ACTIVITY GUIDE OVERAGES	12.00
6/12/2024	C. OVERAA & CO.	CIVIC CENTER 2ND FLOOR RENOVATION	246,928.12
6/12/2024	CARBONIC SERVICE	THE WAVE POOL CHEMICALS	349.87
6/12/2024	CHARGE POINT, INC.	CHARGEPOINT ANNUAL SERVICE AND MAINT JUN 2024	26,876.35
6/12/2024	CINTAS CORPORATION NO.2	DPS FIRST AID RESTOCK	63.03
6/12/2024	CONSOR NORTH AMERICA, INC.	ENGINEERING SERVICES PLAN REVIEW APRIL 2024	2,844.00
6/12/2024	CONSOR NORTH AMERICA, INC.	BRIDGE & STRUCTURE ASSET INSPECTION TRAINING APR 2024	2,384.50
6/12/2024	DSRSD	SERVICE TO 5/31/2024	229,175.61
6/12/2024	EAST BAY POOL SERVICE, INC.	POOL MAINTENANCE AT THE WAVE - MAY	10,500.00
6/12/2024	ENGIE SERVICES U.S. INC.	SOLAR MAINT. CIVIC, LIBRARY, SHANNON MAY 2024	61,436.00
6/12/2024	ENTERPRISE RENT A CAR EAN SERVICES, LLC	DPS SPECIAL INVESTIGATIVE UNIT	2,382.36
6/12/2024	EOA, INC.	EVIRON & SUS DIVISION PLAN REVIEW DEC 2023	2,489.00
6/12/2024	EVERPRO KIDS	REC CLASS INSTRUCTOR	1,313.40
6/12/2024	GUIDA	ENGINEERING SERVICES PLAN REVIEW MAY 2024	747.24
6/12/2024	HARRELL HARRIS PHOTOGRAPHY	PHOTOGRAPHY SERVICES WAVE SUMMER OPENING	600.00
6/12/2024	JCJCJ, INC	ADOPT A BENCH PROGRAM PLAQUE	736.50
6/12/2024	KIDZ LOVE SOCCER	REC CLASS INSTRUCTOR	3,975.00
6/12/2024	L.N. CURTIS AND SONS	DPS UNIFORMS	42.94
6/12/2024	LANLOGIC INC.	24/7 WAN INTERFACE MONITORING JUNE 2024	637.50
6/12/2024	LANLOGIC INC.	OPEN DNS SOFTWARE JUNE 2024	1,050.00
6/12/2024	LEHR AUTO	DPS EMERGENCY EQUIPMENT & INSTALLATION FOR D22	28,686.18
6/12/2024	LIVERMORE-PLEASANTON UMPIRES ASSOCIATION	OFFICIATING SERVICES FOR PCS SPORTS PROGRAMS	2,540.00
6/12/2024	LYNX TECHNOLOGIES, INC.	GIS CONSULTING SERVICES, APR & MAY 2024	12,225.00
6/12/2024	MAKE ME A PRO SPORTS	REC CLASS INSTRUCTOR	3,471.00
6/12/2024	MCE CORPORATION	MAINTENANCE SERVICES APR 2024	573,002.41
6/12/2024	MINUTEMAN PRESS	PROMOTIONAL POSTCARDS - SENIOR CENTER	365.66
6/12/2024	PAKPOUR CONSULTING GROUP, INC.	ENGINEERING SERVICES PLAN REVIEW FEB 2024	1,092.50
6/12/2024	PARKWAY BODY SHOP	POLICE VEHICLE REPAIRS & MAINTENANCE	3,289.76
6/12/2024	PLEASANTON EVENT RENTALS INC	LINEN CLEANING FOR PCS RENTALS PROGRAM	679.15
6/12/2024	PLEASANTON VIP SENIOR CLUB	SENIOR CENTER HARD ROCK CASINO TRIP	545.00
6/12/2024	PRO CYCLES LLC	POLICE VEHICLE REPAIRS & MAINTENANCE	381.43
6/12/2024	RAJBIIR SINGH RR PIZZA INC	OFF SEASON BIRTHDAY PIZZA - THE WAVE 02/04-04/28	2,097.78
6/12/2024	ROBERT HALF	STAFFING SUPPORT - FINANCE DEPT	2,832.00
6/12/2024	SHAMROCK OFFICE SOLUTIONS, LLC FILE 2399	COPIER SUPPLY AND SERVICE AGREEMENT	2,575.23
6/12/2024	SHAMROCK OFFICE SOLUTIONS, LLC FILE 2399	COPIER SUPPLY TONER CARTIDGE	16.54
6/12/2024	SHUMS CODA ASSOCIATES INC	PLAN REVIEW SERVICES MAY 2024	490.00
6/12/2024	SQUAD SPORTS INC.	REC CLASS INSTRUCTOR	4,285.66
6/12/2024	STARSPORTS	PCS SPORTS EQUIPMENT - SOFTBALLS	2,145.43
6/12/2024	THE SOURCING GROUP, LLC	DPS PROMOTIONAL ITEMS FOR COMMUNITY EVENTS	4,727.34
6/12/2024	TOWNSEND PUBLIC AFFAIRS, INC	GRANT STRATEGY AND WRITING SERVICES	5,000.00
6/12/2024	TYLER TECHNOLOGIES, INC.	ERP SOFTWARE IMPLEMENTATION	11,200.00
6/12/2024	UNIVAR SOLUTIONS	THE WAVE POOL CHEMICALS	1,590.25
6/12/2024	UNUM LIFE INS CO OF AMERICA	LIFE AND AD&D PREMIUM - MAY 2024	12,152.40
6/12/2024	VALERIE DEAM MC GRATH IRISH DANCERS	REC CLASS INSTRUCTOR	1,944.00
6/12/2024	VERIZON WIRELESS	WARRENT SEARCH RETURN CASE #24312768	50.00
6/12/2024	WEE HOOP, INC.	REC CLASS INSTRUCTOR	1,260.00
6/12/2024	WILLDAN HOMELAND SOLUTIONS	ENERGY EFFICIENCY/INFRASTRUCTURE IMPROVEMENTS	537,932.16
6/12/2024	WORLD CUP SOCCER CAMPS CLINICS	REC CLASS INSTRUCTOR	7,318.80
		Payments Issued 6/12/2024 Total:	**1,854,272.72**
6/17/2024	4LEAF INC.	BUILDING INSPECTION AND PLAN REVIEW MAY 2024	63,984.00

6/17/2024	54 ELECTRIC	WAVE SPEAKERS, AMP REPLACE AND REWIRE AND TRAINING	16,577.82
6/17/2024	A4 PROMOTIONS & INCENTIVES	PCS PROMOTIONAL POSTERS	505.49
6/17/2024	A4 PROMOTIONS & INCENTIVES	WAVE SIGNAGE SUPPLIES	574.60
6/17/2024	ADAMSON POLICE PRODUCTS	DPS TECHNICIAN SHIRTS	182.47
6/17/2024	ADITYA T. BABU CLUB V.I.P. VOLLEYBALL	REC CLASS INSTRUCTOR	4,794.00
6/17/2024	ADVANCED INTEGRATED PEST MANAGEMENT	PEST MANAGEMENT MAY 2024	4,228.80
6/17/2024	ADVANCED MOBILITY GROUP	ANNUAL TRAFFIC SIGNAL SYSTEM SUPPORT MARCH 2024	1,387.50
6/17/2024	ADVANCED MOBILITY GROUP	TO4 ALL WAY STOP WARRNT. & CROSSWLK ANALYS. MAR 2024	3,432.50
6/17/2024	ADVANCED MOBILITY GROUP	TRAFFIC SIGNAL SYSTEMS SUPPORT SVCS MAR 2024	647.50
6/17/2024	AKSHAY ARORA ARORA TENNIS & FITNESS	REC CLASS INSTRUCTOR	5,670.00
6/17/2024	ALAMEDA COUNTY LAFCO	ALAMEDA COUNTY LAFCO COST	4,900.00
6/17/2024	AMY'S ENGRAVED SIGNS & AWARDS	NAME PLATE - CODE ENFORMENT OFFICER	183.29
6/17/2024	AT&T - CALNET 3	SERVICE TO WAVE 05/12/24	111.81
6/17/2024	AT&T - CALNET 3	SERVICE TO 800 05/12/2024	0.03
6/17/2024	AT&T - CALNET 3	SERVICE TO SR ALARM 05/12/2024	198.54
6/17/2024	AT&T - CALNET 3	SERVICE TO CIVIC 05/12/2024	111.70
6/17/2024	AT&T - CALNET 3	SERVICE TO LIBRARY 911 5/14/2024	29.12
6/17/2024	AT&T - CALNET 3	SERVICE TO CY 05/14/2024	33.17
6/17/2024	AT&T - CALNET 3	SERVICE TO CY FAX 05/14/2024	29.12
6/17/2024	AT&T - CALNET 3	SERVICE TO PSC FIRE ALARM 05/14/2024	56.69
6/17/2024	AT&T - CALNET 3	SERVICE TO FSP FAX 05/14/2024	56.69
6/17/2024	AT&T - CALNET 3	SERVICE TO FS18 05/14/2024	84.25
6/17/2024	AT&T - CALNET 3	SERVICE TO CY 05/14/2024	234.12
6/17/2024	AT&T - CALNET 3	SERVICE TO BLDG INSP 05/14/2024	29.12
6/17/2024	AT&T - CALNET 3	SERVICE TO ELEVATOR	111.27
6/17/2024	AT&T - CALNET 3	SERVICE TO FS2-3 05/26/2024	341.24
6/17/2024	AT&T - CALNET 3	SERVICE TO SHANNON FAX 05/27/2024	29.12
6/17/2024	AT&T - CALNET 3	SERVICE TO FS16 5/27/2024	56.69
6/17/2024	AT&T - CALNET 3	SERVICE TO CIVIC 05/27/2024	29.12
6/17/2024	AT&T - CALNET 3	CLARK AVE 05/27/2024	29.12
6/17/2024	AT&T - CALNET 3	HERITAGE CENTER BACKUP 05/06/2024	61.69
6/17/2024	AT&T - CALNET 3	SERVICE TO PSC 05/01/2024	111.77
6/17/2024	AT&T - CALNET 3	SERVICE TO CIVIC FIRE ALARM 05/01/2024	56.45
6/17/2024	AT&T - CALNET 3	HERITAGE 9391018979 05/14/2024	29.12
6/17/2024	AT&T - CALNET 3	SHANNON CENTER ALARM 9391063350 05/12/2024	29.12
6/17/2024	AT&T - CALNET 3	SERVICE TO CIVIC FIRE ALARM 06/01/2024	56.69
6/17/2024	AZCO SUPPLY	TRAFFIC COMM MODULE	804.83
6/17/2024	BIG O'TIRES #7	POLICE VEHICLE REPAIRS & MAINTENANCE	701.36
6/17/2024	BIGGS CARDOSA ASSOCIATES, INC.	STRUCTURAL EVALUATION OF THE CIVIC CNTR CLOCKTOWER	4,500.00
6/17/2024	BPXPRESS	BID SETS FOR 2024 CAPE SEAL PROJECT	303.00
6/17/2024	BRINKS, INC.	ARMORED CAR SERVICE JUNE 2024	314.72
6/17/2024	CALED CA ASSN FOR LOCAL ECON DEV	CALED ACE RECERTIFICATION DUES	150.00
6/17/2024	CALEHS ATTN: JOE MOULTON	LIBRARY SPCC PLAN / TRAINING JUNE 2024	3,100.00
6/17/2024	CALIFORNIA SPIRIT ELITE, INC.	REC CLASS INSTRUCTOR	700.00
6/17/2024	CALLANDER ASSOCIATES INC.	WALLIS RANCH PARK DESIGN SERVICES APR 2024	4,950.47
6/17/2024	CARBONIC SERVICE	THE WAVE POOL CHEMICALS	325.82
6/17/2024	CASTRO VALLEY PERFORMING ARTS	INSTRUCTOR SERVICES AGREEMENT	897.00
6/17/2024	CATHERYN M GRIER	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	CDW GOVERNMENT INC	SOLARWIND LICENSE UPGRADE	1,715.52
6/17/2024	CHABOT-LAS POSITAS COLLEGE DST	FY 23-24 HUMAN SERVICES GRANT - PATHWAYS	15,795.00
6/17/2024	CHABOT-LAS POSITAS COLLEGE DST	FY 23-24 HUMAN SERVICES GRANT - VITA SERVICE	15,795.00
6/17/2024	CHRISTINE PETIT	REC CLASS INSTRUCTOR	715.20
6/17/2024	CHS CONSULTING GROUP	PARKING DEMAND ASSESSMENT FOR DOWNTOWN DUBLIN	8,469.00
6/17/2024	CITYSERVE OF THE TRI-VALLEY	FY 23-24 HUMAN SERVICES GRANT -HOMELESSNESS	12,397.50
6/17/2024	CITYSERVE OF THE TRI-VALLEY	FY 23-24 HUMAN SERVICES GRANT - SENIOR STABILIZATION	8,022.50
6/17/2024	CODE FOR FUN	REC CLASS INSTRUCTOR	598.50

6/17/2024	COMCAST	COUNCIL AV ROOM BUSINESS CABLE 5/18-6/17/2024	99.16
6/17/2024	CONSOR NORTH AMERICA, INC.	KOOPMAN CANYON CREEK CHANNEL AND BANK REPAIR APR 2024	9,102.75
6/17/2024	COUNTY OF ALAMEDA OFFICE OF THE ASSESSOR	ASSESSOR MAP UPDATES	12.00
6/17/2024	CPS HR CONSULTING	TRAINING ADMIN RETREAT	3,825.00
6/17/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	MARTIN CANYON CREEK SILVERGATE DR FEB 2024	8,552.00
6/17/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	PLANNING & PRELIMINARY ENG VILLAGE PKWY FEB 2024	2,737.50
6/17/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	STREET STUDY -DUBLIN BL. MARCH 2024	1,036.00
6/17/2024	CSW/STUBER-STROEH ENGINEERING GROUP, INC.	STREET STUDY -DUBLIN BL. APR 2024	2,137.00
6/17/2024	CUBIC ITS, INC.	FY24/25 ATMS AND SYNCHRO GREEN MAINT. MAY2024	25,600.00
6/17/2024	DANIEL E. KEEN	CITY MANAGER EVALUATION	10,700.00
6/17/2024	DANIEL S COLLEY	PCS COMMISSION 5/20/24	50.00
6/17/2024	DELTA DENTAL OF CALIFORNIA	DELTA DENTAL PREMIUM - MAY 2024	13,430.62
6/17/2024	DEPARTMENT OF JUSTICE ACCTNG OFFICE-	LIVESCAN FEES	740.00
6/17/2024	DREAM RIDE ELEVATOR	ELEVATOR MAINTENANCE MAY 2024	516.00
6/17/2024	EVERYTHING GROWS INTERIOR LANDSCAPING	INTERIOR PLANT MAINTENANCE MAY2024	372.81
6/17/2024	FASTSIGNS	BRAY COMMUNITY ROOM LETTERING	276.15
6/17/2024	FELICIA ESCOVER	CALED CONF 2024 EMP REIMBURSEMENT	24.78
6/17/2024	FIELDMAN, ROLAPP & ASSOCIATES	DUBLIN BOULEVARD EXTENSION FUNDING PLAN	3,654.00
6/17/2024	GTL LEASING, LLC	HYDROGEN FUEL CYLINDERS LEASE MAR 2024	6,660.00
6/17/2024	GTL LEASING, LLC	HYDROGEN FUEL CYLINDERS LEASE DEC 2023	6,660.00
6/17/2024	GTL LEASING, LLC	HYDROGEN FUEL CYLINDERS LEASE APR 2024	1,332.00
6/17/2024	GURUS EDUCATION EAST BAY	REC CLASS INSTRUCTOR	2,460.07
6/17/2024	HALEY & ALDRICH, INC	STAFF AUGMENTATION JULY 2023	181.25
6/17/2024	HALEY & ALDRICH, INC	STAFF AUGMENTATION JAN 2024	2,725.00
6/17/2024	HALEY & ALDRICH, INC	STAFF AUGMENTATION APRIL 2024	1,887.50
6/17/2024	HALEY & ALDRICH, INC	STAFF AUGMENTATION MARCH 2024	3,237.50
6/17/2024	HAPPY LITES, LLC	CIVIC CENTER PERMANENT LED LIGHTS	39,512.00
6/17/2024	HD SUPPLY CONST & INDUSTRIAL	POWER CORDS FOR POWER SHUTDOWN	107.04
6/17/2024	HINDERLITER, DE LLAMAS & ASSOC	SALES TAX AUDIT CONSULTING (APRIL - JUNE 2024)	4,628.45
6/17/2024	IMAGE SALES, INC.	CITY BADGE ACCESS CARDS	599.58
6/17/2024	INCREDIFLIX, INC	REC CLASS INSTRUCTOR	5,505.00
6/17/2024	INTERACTIVE DATA, LLC	DPS SOCIAL MEDICA SEARCH SOFTWARE - MAY 2024	580.50
6/17/2024	IVAN SAN PEDRO	MILEAGE REIMBURSEMENT MAY 2024	54.00
6/17/2024	KEYSER MARSTON ASSOCIATES, INC	REAL ESTATE CONSULTING FISCAL IMPACT ANALYSIS APRIL/MAY	2,440.00
6/17/2024	KIDZ LOVE SOCCER	REC CLASS INSTRUCTOR	4,485.00
6/17/2024	KIMLEY-HORN AND ASSOC. INC.	SAFE ROUTES TO SCHOOL APRIL 2024	12,039.19
6/17/2024	KIMLEY-HORN AND ASSOC. INC.	DESIGN SERVICES - SLIDES REPAIR MAR 2024	30,113.76
6/17/2024	KIMLEY-HORN AND ASSOC. INC.	DESIGN SERVICES - SLIDES REPAIR APR 2024	21,011.00
6/17/2024	KINDERMUSIK W/ MS LINDSAY & FRIENDS, INC.	REC CLASS INSTRUCTOR	2,074.80
6/17/2024	KITTELSON & ASSOCIATES, INC.	BIKE SHARE PROGRAM ANALYS. & SUPPORT APR 2024	780.00
6/17/2024	LANGUAGE LINE SERVICES	LANGUAGE LINE SERVICES FOR MAY 2024	32.96
6/17/2024	MARK THOMAS & COMPANY, INC.	IRON HORSE TRAIL CROSSING DESIGN SVCS APR 2024	781.36
6/17/2024	MATTHEW AINI	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	MICHAEL BAKER INT'L, INC.	AFFORDABLE RENTAL HOUSING ASSISTANCE MAY 2024	2,465.00
6/17/2024	MINUTEMAN PRESS	2024 SLURRY SEAL NOTICES	1,064.63
6/17/2024	MNS ENGINEERS, INC.	IRON HORSE TRAIL BRIDGE AT DUBLIN BLVD FEB 2024	20,627.69
6/17/2024	NICHOLAS OCHOA	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	NICHOLS CONSULTING ENGINEERS, CHTD	DESIGN SVCS-IRON HORSE NATURE PARK APR 2024	11,972.70
6/17/2024	NOOR KAUR DHARNI	PAYROLL CHECK REPLACEMENT	51.13
6/17/2024	NOVANI, LLC.	ANNL MAINT SUPPT FOR TRAFFIC SIGNAL SERVER NET APR 2024	1,002.13
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	SAFE ROUTES TO SCHOOL MAY 2024	3,670.00
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	INSP SERVICES FOR REGIONAL ST CROSSWALK MAY 2024	2,965.00
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	CONSTRUCTION MGMT-DON BIDDLE COMM PARK APR 2024	5,640.00
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	CONSTRUCTION MGMT-DON BIDDLE COMM PARK MAY 2024	8,400.00
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	EXT. PAINTING CITY FACILITIES CONSTR. MAY 2024	690.00
6/17/2024	PAKPOUR CONSULTING GROUP, INC.	IHT BRIDGE PROJECT MANAGEMENT MAY 2024	10,290.00

6/17/2024	PARKWAY BODY SHOP	POLICE VEHICLE REPAIRS & MAINTENANCE	2,264.58
6/17/2024	PG&E	IRRIGATION SERVICE TO 05/01/2024	289.80
6/17/2024	PG&E	6196 HORIZON PKWY M DONBIDDLE 05/15/2024	775.68
6/17/2024	PG&E	LS2-A EAST DUBLIN 05/15/2024	21,753.82
6/17/2024	PG&E	B6 SERVICE TO FSP 05/06/2024	6,926.63
6/17/2024	PG&E	B10S SERVICE TO EGP 05/29/2024	4,076.14
6/17/2024	PG&E	VAR PARK IRRIGATION 05/07/2024	3,577.82
6/17/2024	PG&E	B6 SERVICE TO BRAY CMMN 05/12/2024	113.33
6/17/2024	PG&E	B1 ART LIGHT 7401 DUBLIN BLVD 05/01/2024	298.75
6/17/2024	PG&E	SERVICE TO PSC 05/14/2024	870.05
6/17/2024	PG&E	A6 SERVICE TO FS17 05/06/2024	277.24
6/17/2024	PG&E	TC1 SERVICE TO DB 05/06/2024	108.27
6/17/2024	PG&E	TC1 SERVICE TO TASSAJARA 05/09/2024	131.78
6/17/2024	PG&E	SERVICE TO VARIOUS TC 04/12/2024	11,682.95
6/17/2024	PG&E	TC1 SERVICE TO FALLON 05/13/2024	154.18
6/17/2024	PG&E	TC1 SERVICE TO 3544 DB 05/13/2024	142.32
6/17/2024	PG&E	B1 SERVICE TO VARIOUS 1997-1 05/12/2024	37.56
6/17/2024	PG&E	LS2-A SERVICE TO ARN & MART 05/15/2024	104.29
6/17/2024	PG&E	LS2-A SERVICE TO CENTRAL 05/15/2024	4.87
6/17/2024	PG&E	LS2-A SERVICE TO EAST DUBLIN 04/16/2024	14,960.33
6/17/2024	PG&E	SERVICE TO SR CTR 05/12/2024	1,657.30
6/17/2024	PG&E	SERVICE TO WAVE 5/06/2024	26,550.98
6/17/2024	PG&E	LS2-A SERVICE TO AVELLINA 05/13/2024	186.03
6/17/2024	PG&E	SERVICE TO PSC 05/14/2024	4,230.36
6/17/2024	PG&E	A6 SERVICE TO FS18 05/12/2024	398.02
6/17/2024	PG&E	B6 SERVICE TO LIBRARY 04/30/2024	2,294.54
6/17/2024	PLAN JPA	GENERAL LIABILITY CLAIMS - APRIL 2024	67.50
6/17/2024	PLEASANTON VIP SENIOR CLUB	CHINATOWN WALKING TOUR - SENIOR CENTER	945.00
6/17/2024	PRISCILLA A BARTON	REC CLASS INSTRUCTOR	675.00
6/17/2024	QUADIENT FINANCE USA, INC.	POSTAGE FEES FOR MAY 7900 0444 5825 3931	4,506.03
6/17/2024	RENATA FLECCHIA TYLER	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	ROBERT FERGUSON ROB'S SKATE ACADEMY	REC CLASS INSTRUCTOR	567.00
6/17/2024	RRM DESIGN GROUP, A CA CORP	ENGINEERING SERVICES - PLAN REVIEW FEB 2024	2,631.00
6/17/2024	RRM DESIGN GROUP, A CA CORP	ENGINEERING SERVICES - PLAN REVIEW MARCH 2024	1,373.50
6/17/2024	RRM DESIGN GROUP, A CA CORP	LANDSCAPE PLAN CHECK & INSPECTIONS MAY 2024	3,368.25
6/17/2024	RROOAR	REC CLASS INSTRUCTOR	2,908.80
6/17/2024	SELECT IMAGING	NAME PLATE & BADGE - MAYOR	104.88
6/17/2024	SHIR MARTIAL ARTS EMPOWER MARTIAL ARTS	REC CLASS INSTRUCTOR	250.60
6/17/2024	SIGN SOURCE OF CHARLESTON LLC	SIGNAGE FOR THE WAVE	438.75
6/17/2024	SIMPLER SYSTEMS, INC	SIMPLER SOFTWARE LICENSING SUPPORT	1,500.00
6/17/2024	SQUAD SPORTS INC.	REC CLASS INSTRUCTOR	1,720.80
6/17/2024	STANFORD HEALTH -VALLEYCARE OCCUPATIONAL	MEDICAL TEST FEES	333.00
6/17/2024	STEPHEN WRIGHT	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	SWINERTON MANAGEMENT AND CONSULTING	PLAN/CONSTR REVIEW CULTURAL ARTS CENTER APR 2024	73,306.00
6/17/2024	THE CITIES GROUP A JOINT POWERS AUTHORITY	WORKERS' COMP ASSESSMENT	672.37
6/17/2024	THE SOURCING GROUP, LLC	DPS PROMOTIONAL ITEMS FOR COMMUNITY EVENTS	508.49
6/17/2024	T-MOBILE USA, INC.	CELL PHONE SERVICES THROUGH 05/20/2024	667.31
6/17/2024	TRI-VALLEY JANITORIAL INC.	JANITORIAL ADDITIONAL SERVICES APRIL 2024	7,987.00
6/17/2024	TRI-VALLEY JANITORIAL INC.	JANITORIAL SUPPLIES APRIL 2024	5,273.93
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING CIVIC MAY 2024	1,390.02
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING LIBRARY MAY 2024	2,669.34
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING SENIOR MAY 2024	720.17
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING SHANNON MAY 2024	1,244.25
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING HERITAGE MAY 2024	98.00
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING WAVE MAY 2024	736.42
6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING CIVIC MAY 2024	1,308.00

6/17/2024	UNIVERSAL BUILDING SERVICES & SUPPLY CO.	WINDOW & CARPET CLEANING WAVE MAY 2024	1,744.00
6/17/2024	VANESSA MEDVE	REC CLASS INSTRUCTOR	1,947.00
6/17/2024	VANESSA THOMAS	REC CLASS INSTRUCTOR	500.00
6/17/2024	VERIZON WIRELESS	DATA PLAN FOR LICENSE PLATE READERS	2,515.88
6/17/2024	VISION SERVICE PLAN - (CA)	VISION INSURANCE PREMIUM - MAY 2024	2,161.15
6/17/2024	WAHIDA I. RASHID	PLANNING COMMISSION 6/11/2024	50.00
6/17/2024	WARREN PAYLADO	REC CLASS INSTRUCTOR	1,775.40
6/17/2024	WEE HOOP, INC.	REC CLASS INSTRUCTOR	2,256.00
6/17/2024	WORKFORCE INTEGRITY & TRAINING SOLUTIONS,	IRON HORSE NATURE PARK-CWA ADMIN APR 2024	1,417.67
6/17/2024	WORKFORCE INTEGRITY & TRAINING SOLUTIONS,	CWA COMPLIANCE FOR DAC APR 2024	2,271.58
6/17/2024	WORKFORCE INTEGRITY & TRAINING SOLUTIONS,	CWA COMPLIANCE FOR DAC MAY 2024	1,811.88
6/17/2024	WORLD CUP SOCCER CAMPS CLINICS	REC CLASS INSTRUCTOR	2,177.26
		Payments Issued 6/17/2024 Total:	**733,548.01**
6/20/2024	CAL PERS	PERS RETIREMENT PLAN: PE 6/14/24	101,973.10
6/20/2024	INTERNAL REVENUE SERVICE	FEDERAL WITHHOLDING: PE 6/14/24	83,316.98
		Payments Issued 6/20/2024 Total:	**185,290.08**
6/21/2024	EMPLOYMENT DEVELOPMENT DEPT	CA STATE WITHHOLDING: PE 6/14/24	24,883.55
		Payments Issued 6/21/2024 Total:	**24,883.55**
6/25/2024	ALAMEDA COUNTY CLERK	2024 DUBLIN TREE RESTORATION GRANT CLERK FEE	50.00
6/25/2024	ALAMEDA COUNTY FIRE DEPARTMENT ATTN:	FIRE SERVICES FY23-24 MAR 2024	1,628,632.16
6/25/2024	ALL CITY MANAGEMENT SVCS INC	CROSSING GUARD SERVICES 5/26/24-6/8/24	7,902.58
6/25/2024	ALL CITY MANAGEMENT SVCS INC	CROSSING GUARD SERVICES SUMMER SCHOOL 5/26/24-6/8/24	218.56
6/25/2024	ALLISON KELLY PASCHAL-HUNTER	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	ANGEL HOUZE CLAY ART C/O JULIE P. KARTONO	REC CLASS INSTRUCTOR	1,200.00
6/25/2024	AZCO SUPPLY	TRAFFIC SIGNAL CONTROLLERS JUNE 2024	20,958.53
6/25/2024	BAY AREA NEWS GROUP EAST BAY	LEGAL NOTICE MAY 2024	2,100.05
6/25/2024	BELES & BELES, LLP	RETURN ASSET SEIZURE - D21-01168	15,658.00
6/25/2024	BIG O'TIRES #7	POLICE VEHICLE REPAIRS & MAINTENANCE	233.95
6/25/2024	BPXPRESS	CAMP PARKS SIGN PROJECT	676.85
6/25/2024	CALIFORNIA BUSINESS TECHNOLOGY, INC.	NAVIGATOR PROGRAM CONSULTING SERVICES	2,750.00
6/25/2024	CARBONIC SERVICE	THE WAVE POOL CHEMICALS	286.97
6/25/2024	CASTRO VALLEY PERFORMING ARTS	REC CLASS INSTRUCTOR	1,255.80
6/25/2024	CENTRO LEGAL	FY 23-24 HUMAN SERVICES GRANT	2,145.27
6/25/2024	CINTAS CORPORATION NO.2	DPS FIRST AID RESTOCK	72.91
6/25/2024	COMMUNITY RESOURCES FOR INDEPENDENT	FY 23-24 HUMAN SERVICES GRANT	3,198.51
6/25/2024	CONTRA COSTA CO DA'S OFFICE	RETURN ASSET SEIZURE - D21-01168	44,839.71
6/25/2024	DARREN PHILLIPS	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	DELL MARKETING L.P. C/O DELL USA L.P.	DPS DESKTOP SETUP	4,014.66
6/25/2024	DENALECT ALARM COMPANY	QUARTERLY ALARM CHARGE	363.00
6/25/2024	EUROPEAN MOBILE WERKS	POLICE VEHICLE REPAIR & MAINTENANCE	1,177.00
6/25/2024	FRANCISCO & ASSOCIATES, INC.	CFD 2015-1 AUDIT SERVICES JUN 2024	13,505.00
6/25/2024	GINA MARIE GARCIA-GABRIELL	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	GOLDEN STATE FLEET SVCS INC	DPS TOWING SERVICE	125.00
6/25/2024	HARRELL HARRIS PHOTOGRAPHY	2024 SUMMER CAMP PHOTOGRAPHY SERVICES	1,200.00
6/25/2024	HDL COREN & CONE	PROPERTY TAX CONSULTING SERVICES APR-JUN 2024	1,997.93
6/25/2024	HEALTHEQUITY, INC.	HEALTHEQUITY: PE 6/14/24	4,828.66
6/25/2024	I C M A 401 PLAN	DEFERRED COMP 401A: PE 6/14/24	1,284.76
6/25/2024	I C M A 457 PLAN	DEFERRED COMP 457: PE 6/14/24	35,314.24
6/25/2024	IRON MOUNTAIN	POLICE RECORDS STORAGE	372.67
6/25/2024	JOY LIU	FAMILY CAMPOUT PHOTOGRAPHY AND VIDEOGRAPHY	360.00
6/25/2024	JULIA H. TOMTANIA	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	KIMLEY-HORN AND ASSOC. INC.	DOWNTOWN PUBLIC ART PRE-DESIGN	510.00
6/25/2024	LANLOGIC INC.	INSTALLATION & CABLING CIVIC AND SHANNON CENTER	25,088.50

6/25/2024	LANLOGIC INC.	WIFI ACCESS POINT INSTALLATION	27,361.36
6/25/2024	LSA ASSOCIATES INC.	CEQA DOCUMENT PREP FOR DUBLIN FALLON 580 PROJECT	102.50
6/25/2024	M-GROUP	PLANNING SERVICES - BOULEVARD PH 1-5	3,070.00
6/25/2024	MINUTEMAN PRESS	BANNER FOR DAC	324.57
6/25/2024	OPEN HEART KITCHEN	FY 2023-24 HUMAN SERVICES GRANT	7,509.01
6/25/2024	PARTNERS FOR CHANGE TRI-VALLEY	FY 2023-24 HUMAN SERVICES GRANT	2,296.00
6/25/2024	PLEASANTON EVENT RENTALS INC	LINEN CLEANING FOR PCS RENTALS PROGRAM	245.80
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - PSC JUNE 2024	50.36
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - CIVIC JUNE 2024	89.69
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - WAVE JUNE 2024	78.55
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - SENIOR JUNE 2024	77.45
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - SHANNON JUNE 2024	73.30
6/25/2024	PRUDENTIAL OVERALL SUPPLY	MAT SERVICES - CORP YARD JUNE 2024	49.71
6/25/2024	RAYNE OF SAN JOSE	WATER SOFTENER SERVICES FS16 JUNE 2024	236.90
6/25/2024	RAYNE OF SAN JOSE	WATER SOFTENER SERVICES FS17 JUNE 2024	259.60
6/25/2024	RAYNE OF SAN JOSE	WATER SOFTENER SERVICES FS18 JUNE 2024	204.30
6/25/2024	REDWOOD PUBLIC LAW, LLP	FOR PROFESSIONAL SERVICES RENDERED THROUGH APR 24	45,084.45
6/25/2024	REDWOOD TOXICOLOGY LAB. INC.	DPS - TOXICOLOGY SERVICES	1,205.70
6/25/2024	S & S WORLDWIDE INC	AFTER SCHOOL RECREATION SUPPLIES	2,608.03
6/25/2024	SELECT IMAGING	NAMETAG FOR PARKS COMMISSION	20.56
6/25/2024	SELECT IMAGING	WARNING SIGNS FOR FIREWORKS BOOTHS	113.39
6/25/2024	SELECT IMAGING	CODE ENFORCEMENT SHIRTS AND JACKET	173.73
6/25/2024	SHWETA AGRAWAL	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	SIERRA DISPLAY, INC.	CHANGE OUT BANNERS TO SUMMER FUN	546.00
6/25/2024	SIERRA DISPLAY, INC.	INSTALL MILITARY BANNERS	702.00
6/25/2024	SMART WAVE TECHNOLOGIES, LLC	DOWNTOWN WI-FI ANNUAL SUPPORT	14,036.00
6/25/2024	SPECTRUM COMMUNITY SVCS INC.	FY 23-24 HUMAN SERVICES GRANT	2,905.52
6/25/2024	SQUAD SPORTS INC.	REC CLASS INSTRUCTOR	4,158.60
6/25/2024	THE SOURCING GROUP, LLC	PCS DEPARTMENT APPAREL - UNIFORMS 23/24	2,442.80
6/25/2024	TIMEA IHAROSI	HERITAGE AND CULTURAL ARTS COMMISSION 06/13/24	50.00
6/25/2024	TRB AND ASSOCIATES, INC.	PLAN REVIEW & INSPECTION SERVICES FOR MAY 2024	38,186.00
6/25/2024	TREASURER ALAMEDA COUNTY	FY2024 POLICE SERVICES CONTRACT	4,381,263.14
6/25/2024	TRI-VALLEY COMMUNITY TV	RECORD/TELEVISE CITY COUNCIL & PLNG COMM MTGS	1,249.83
6/25/2024	TRI-VALLEY HAVEN FOR WOMEN	FY 23-24 HUMAN SERVICES GRANT	14,399.41
6/25/2024	TRI-VALLEY JANITORIAL INC.	JANITORIAL SRVCES & SUPPLIES - CAMP PARKS JUNE 2024	32,069.31
6/25/2024	TRI-VALLEY JANITORIAL INC.	JANITORIAL SERVICES JUNE 2024	22,884.36
6/25/2024	US BANK - PARS	PARS: PE 6/14/24	10,096.43
6/25/2024	VERIZON WIRELESS	WARRENT SEARCH RETURN CASE #24359225	50.00
6/25/2024	WC3-WEST COAST CODE CONSULTANT	BUILDING PLAN REVIEW FOR MAY 2024	12,029.00
6/25/2024	WORLD CUP SOCCER CAMPS CLINICS	REC CLASS INSTRUCTOR	4,400.40
		Payments Issued 6/25/2024 Total:	**6,455,275.03**

Grand Total for Payments Dated 6/1/2024 through 6/30/2024: **14,352,606.97**

Total Number of Payments Issued: 306

Agenda Item 6.1

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Dublin Fallon 580 Project (PLPA-2023-00033)
Prepared by: Crystal De Castro, Senior Planner and Hazel Wetherford, Deputy City Manager

EXECUTIVE SUMMARY:

The City Council will consider a request by GH PacVest, LLC for the Dublin Fallon 580 Project. The proposal includes eliminating the Public/Semi-Public land use designation, converting 42.6 acres designated Open Space to Parks/Public-Recreation, establishing development standards for the future development of 238 residential units and up to 3,299,670 square feet of commercial/campus office use, and subdividing the 192-acre site into 11 parcels. Requested approvals include a General Plan and EDSP Amendment, Planned Development Zoning Stage 1 Development Plan Amendment, Stage 2 Development Plan for the residential use, Vesting Tentative Tract Map 8663, 8666, and 8667, and a Development Agreement. The City Council will also consider an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports.

STAFF RECOMMENDATION:

Conduct a public hearing, deliberate, and:

1) Adopt a Resolution Adopting an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports and Adopting General Plan and Eastern Dublin Specific Plan Amendments to Eliminate the 2.5-Acre Public/Semi-Public Land Use Designation and to Convert Approximately 42.6 Acres of Open Space to the Parks/Public Recreation Land Use Designation;
2) Waive the reading and INTRODUCE the Ordinance Amending the Zoning Map and Approving Amendments to the Planned Development Zoning Stage 1 Development Plan Ordinance No. 32-05 and a Stage 2 Development Plan for 13.7-Acres of Medium-High Density Residential for the Dublin Fallon 580 Project;
3) Adopt a Resolution Approving the Vesting Tentative Tract Maps for the Dublin Fallon 580 Project; and
4) Waive the reading and INTRODUCE the Ordinance Approving a Development Agreement Between the City of Dublin and GH PacVest, LLC Related to the Dublin Fallon 580 Project.

FINANCIAL IMPACT:

All costs associated with the processing of this application are paid for by the applicant.

DESCRIPTION:

Background

The Dublin Fallon 580 property is located within the Fallon Village area in the Eastern Dublin Specific Plan (EDSP). The property extends north of I-580 to Jordan Ranch, east from Fallon Road to just beyond Croak Road. The project site has a band of low-lying hills along the upper third of the site and slopes down to I-580 where the property is generally flat. No grading has occurred to date and there are no existing structures. The site is generally surrounded by existing and future residential uses and Cottonwood Creek School to the north, commercial to the west and future residential, commercial, and industrial uses to the east as shown in Figure 1 and Table 1 below.

Figure 1. Location Map

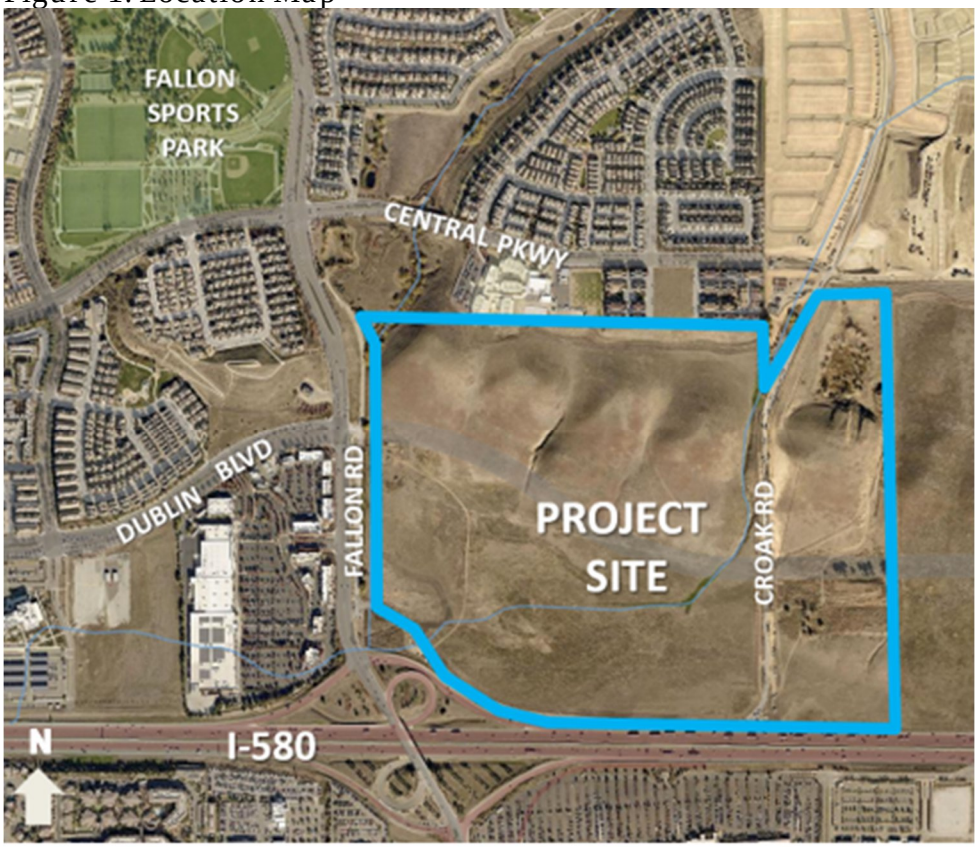
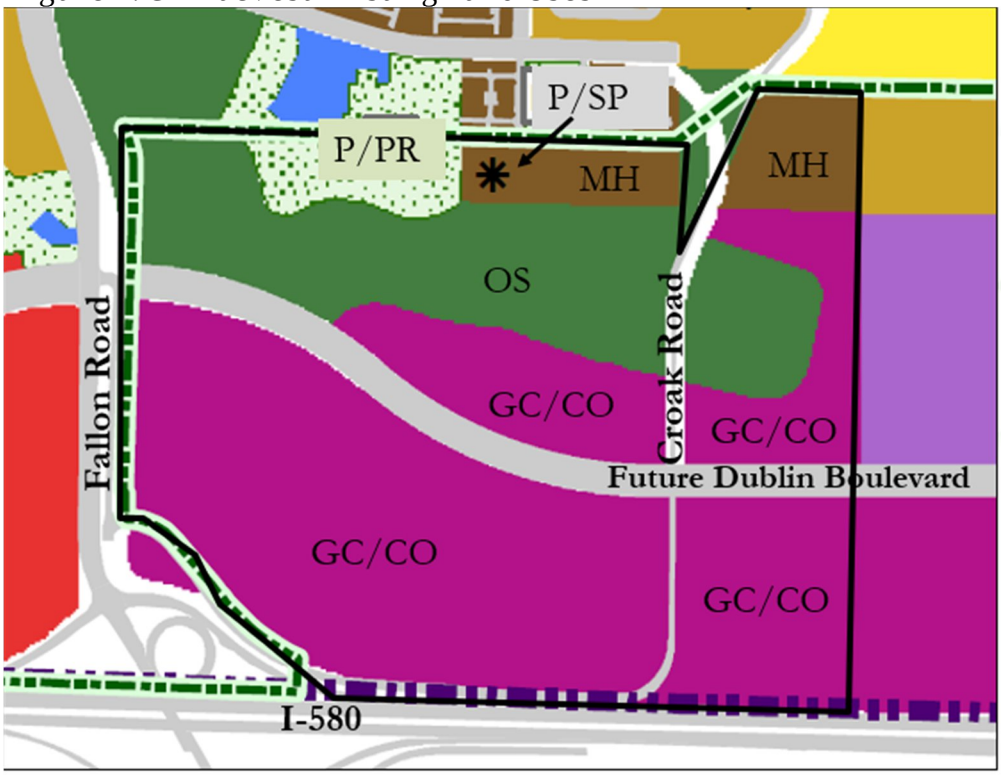


Table 1. Surrounding Uses

Location	Zoning	General Plan Land Use	Current Use of Property
North	Planned Development (PD)	Medium High Density Residential Public/Semi-Public Parks/Public Recreation	Townhomes, Future Neighborhood Square, Cottonwood Creek Park and Cottonwood Creek School
South	--	--	I-580/City of Pleasanton
East	PD	Medium-Density Residential Industrial Park General Commercial/Campus Office	Vacant Land
West	PD	Medium Density Residential Parks/Public Recreation Public/Semi-Public General Commercial	Irongate Neighborhood, Sunrise Nature Park, DSRSD Utility, Falllon Gateway Shopping Center

The project site has General Plan and EDSP land use designations of Medium-High Density Residential, General Commercial/Campus Office, Park/Public Recreation, Open Space, and Public/Semi-Public as shown in Figure 2 below.

Figure 2. GH PacVest Existing Land Uses



On May 18, 2021, the City Council approved a Fallon East Economic Development Zone (EDZ) and

incentives package for properties east of Fallon Road along the Dublin Boulevard Extension, including the project site. The EDZ encourages investments in targeted industry sectors prioritized by the City Council, including "Med-Tech" and "Bio-Tech" companies and startups.

On September 5, 2023, the City Council adopted Resolution No. 101-23, approving the initiation of a General Plan Amendment Study to evaluate eliminating the 2.5-acre Public/Semi-Public land use designation and converting the Open Space land use designation to Parks/Public Recreation and proposed Development Agreement Deal Terms.

Proposed Project

The Applicant has requested approval of the following:

- An amendment to the General Plan and Eastern Dublin Specific Plan to eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated as Open Space to Parks/Public Recreation.
- An amendment to an existing Planned Development Zoning Stage 1 Development Plan for the future development of 238 residential units and approximately 3,299,670 square feet of commercial/campus office use.
- A Stage 2 Development Plan to establish development regulations for the residential use.
- Vesting Tentative Tract Map Nos. 8663, 8666, and 8667 to subdivide the 192-acre site into 11 parcels to accommodate proposed residential, commercial/campus office, parks, and open space use.
- A Development Agreement.

There is no development proposed at this time. A Site Development Review Permit is required for any future development with approval by the Planning Commission at a public hearing. Table 2 provides a comparison of existing and proposed land use designations and proposed development densities.

Table 2. EDSP Existing and Proposed Land Use Designations and Densities

	Existing		*Proposed*	
Land Use Designation	Gross Acres[1]	*Density Range*	Gross Acres[1]	*Density*
Medium-High Density Residential	13.7	14.1-25 du/ac (193-342 units)	13.7	17.4 du/ac (238 units)
General Commercial/Campus Office	126.3	.20-.80 FAR (1,101,196 - 4,404,787 SF)	126.25	.20-.80 FAR (1,101,196 - 4,404,787 SF)[2]
Parks/Public Recreation (Community Park)	7.2		7.22	
Parks/Public Recreation (Nature Community Park)	--		42.59	
Open Space	44.9		2.28	
Public/Semi-Public[3]	2.5	30 du/ac (74 units)	0	
Total	192.1[1]		192.04	

[1]Acreages from prior General Plan, Specific Plan, and PD1 approvals were based on assumed boundary limits. Proposed Acreages reflected in this application have been updated to match resolved boundary survey data dated January 2017. [Note the discrepancy in total acreages]
[2]The Addendum to the Final Environmental Impact Report for this proposed project studied a development capacity of 0.6 Floor Area Ratio (FAR) (3,299,670 SF).
[3]The Public/Semi-Public is an overlay designation and does not add to the total acres.

It is important to note that the proposed project is not increasing the amount of allowable residential units or commercial square footage from what was previously identified for this area under the General Plan and Eastern Dublin Specific Plan.

Analysis

General Plan and Eastern Dublin Specific Plan Amendments
On September 5, 2023, the City Council authorized the initiation of a General Plan and Eastern Dublin Specific Plan Amendment Study (Resolution 101-23) to eliminate the 2.5-acre Public/Semi-Public land use designation and convert approximately 42.6 acres of Open Space to Park/Public Recreation on the project site. The following is a discussion of those proposed amendments.

Public/Semi-Public Land Use
The Fallon Village project originally envisioned a mixed-use commercial area along Central Parkway, known as the Fallon Village Center. This commercial area was to be supported by a mix of commercial, Semi-Public, and residential uses. The General Plan and EDSP assigned a 2.5-acre Semi-Public land use overlay on the Medium-High Density residential site adjacent to Cottonwood

Creek Park and School. The final location of this site was to be determined at the time of the Planned Development Zoning Stage 2 Development Plan. On June 15, 2021, the City Council adopted a General Plan and EDSP Amendment to change the land use designation of the 2.5 acres of this property from Semi-Public to Public/Semi-Public. This amendment allowed a broader range of uses, including the potential for affordable housing development by a non-profit entity.

However, the plan for the Fallon Village Center has changed over time and no longer includes a commercial component. The Public/Semi-Public use in this area has been achieved through designating the site for the Cottonwood Creek School; therefore, the Applicant proposes to eliminate the Public/Semi-Public land use enabling more flexibility regarding the product type proposed on the Medium-High Density Residential site. While this would not increase the overall number of units on the site, it would enable them to spread those units across a larger area, resulting in a lower density product type.

Housing Element

The 2023-2031 Housing Element identifies this site as an opportunity site that can accommodate 74 lower-income affordable units. The "No Net Loss" law prevents local governments from downzoning or eliminating opportunity sites after adopting their Housing Element without finding alternative sites within the City that can accommodate those units. The City is in coordination with the Alameda County Surplus Property Authority to support development at the Dublin Transit Center which includes a site that is already identified as an opportunity site in the Housing Element (Assessor Parcel Number 986-0034-012-00). This site has a surplus of units that can serve as an opportunity site to accommodate these 74 units. A finding in support of locating these units at the Transit Center is included in Attachment 1.

Open Space to Parks/Public Recreation

The City identified a parkland deficit of approximately 50 acres resulting from new population data from the US Census and Housing Element. The majority of this deficit is in the nature community parkland category. On September 5, 2023, the City Council amended the Dublin Municipal Code (Ordinance 05-23) to shift parkland dedication categories from Community Parkland to Nature Community Parkland to address the City's deficit with the addition of nature parks.

The proposed conversion of Open Space to Parks/Public Recreation helps address the City's parkland deficit by providing an additional 42.6+/- acres of Nature Community Parkland. The site will accommodate a future nature park designed for low impact use with hiking and walking trails. As part of the proposed Development Agreement deal terms, Staff has negotiated with the Applicant to dedicate this land to the City to address the City's parkland deficit.

The draft City Council resolution approving the General Plan Amendment (GPA) and EDSP Amendment (EDSPA) is included as Attachment 1.

Planned Development Zoning

The project site has existing Planned Development Zoning (Ordinance No. 32-05) with a Stage 1 Development Plan and a Stage 2 Development Plan (Ordinance 13-08). Among other things, the Stage 1 Development Plan established the specific residential, commercial, and campus office uses

that are permitted by right, conditionally permitted, and prohibited as well as the overall allowed development density and intensity. The proposed project includes an amendment to the existing Stage 1 Development Plan and approval of a Stage 2 Development Plan for the residential portion of the project.

The proposed amendment to the Stage 1 Development Plan is limited to amending the land use designations to be consistent with the proposed GPA/EDSPA, design standards for retaining walls and street sections, and updating the development assumptions for the General Commercial/Campus Office area. No other changes to the Stage 1 Development Plan are proposed.

The Stage 2 Development Plan builds off the existing Stage 1 Development Plan and includes development regulations (i.e. setbacks, height, parking, etc.), architectural and landscape standards, inclusionary housing requirements, and a conceptual site plan for the residential area. An overview of the Stage 2 Development Plan, including the Site Plan (Figure 3), is provided below.

The draft Ordinance providing details of the amendments to the Stage 1 Development Plan and the proposed Stage 2 Development Plan is included as Attachment 2.

Figure 3. Planned Development Stage 2 Site Plan



Residential Development Standards

The Stage 1 Development Plan includes development standards for the Medium-High Density Residential areas and allows them to be modified through a Stage 2 Development Plan. New development standards are proposed for the Medium-High Density Residential area supporting multi-family residences of various sizes and styles. The proposed Residential Development Standards are provided in Table 3 below. A complete list of all development standards is included in the proposed Planned Development Ordinance in Attachment 2.

Table 3. Residential Development Standards

Criteria	Medium-High Density
Product Type	Attached Product, Townhome, Condominium
Maximum Building Height(4)(12)	40'
Maximum Stories	3
Minimum Setbacks (1)(2)(4)(6)	
Front setback-Porch/Living to right of way (ROW)	5'
Rear Setback-garage to back of curb property line (P/L)	3'
Rear setback-balcony/deck to back of curb P/L (2nd/3rd story)	0.5’
Side setback-Bldg end to ROW or P/L	4’
Minimum Building Separation (2)(3)(4)	
Bldg. to Bldg.-Paseo (Front)	18.5’
Bldg. to Bldg.-End	10’
Bldg. to Bldg.-Garage (Rear)	30’
Minimum Drive Aisle-with Aerial Fire Access	26’
Minimum Drive Aisle-No Aerial Fire Access	22’
Parking Spaces Required Per Home (11)	2 covered, plus 1 guest parking space for 95% of the units
Minimum Usable Private Open Space (SF) (7)	60 S.F. of private outdoor balcony, deck, patio space with 6’ minimum dimension

Notes:

(1) Setbacks measured from property line or as otherwise noted.

(2) See following “Typical Plotting Concept” exhibits for graphic depiction of above standards.

(3) Items such as, but not limited to air conditioning condensers, porches, chimneys, bay windows, retaining walls less than 4' in height, media centers, etc. may encroach 2' into the required setback of one side yard, provided a minimum of a 3' flat and level area is maintained for access around the house.

(4) Setbacks are subject to Building Code requirements for access.

(5) Maximum height of a front yard courtyard wall shall be 30" maximum (solid wall) or 42" maximum (transparent/fence).

(6) Patios / Private outdoor open space may encroach into the Front or Side Setback by up to 3’.

(7) Retaining walls up to 4' high may be used to create a level usable area. Retaining walls in excess of 4' to create usable area are subject to review and approval of the Community Development Director. Retaining walls over 30" in height are subject to safety criteria as determined by the Building Official.

(8) Curbside parking may be counted toward required number of guest spaces. Two covered side-by-side spots shall be provided. Tandem spaces may not be utilized to meet the parking requirement.

(9) Accessory Structure Setbacks will follow the City of Dublin Zoning Ordinance, Chapter 8.40: Accessory Structures and Uses Regulations.

(10) A low wall (30" or less) may encroach into the site line area. No solid structure above 30" shall be allowed; porch columns excluded.

(11) Adjustments to the parking requirements shall be subject to Dublin Municipal Code 8.76.05.
(12) Refer to Dublin Municipal Code 8.36.110 for height exceptions.

Architectural and Landscape Guidelines
The architectural and landscape guidelines provided in the Stage 2 Development Plan provide the framework for future Site Development Review Permits. The architectural and landscape guidelines are based on the Design Guidelines and Master Neighborhood Landscaping Plan in the Stage 1 Development Plan and aim to promote well designed and attractive development.

The proposed architectural guidelines for the residential area focus on the following proposed architectural styles: Traditional Farmhouse, Modern Farmhouse, Contemporary, Contemporary Spanish, and Modern French Country. The residential guidelines seek to develop an interesting mix of plans and elevation styles and to ensure balanced and varied streetscapes. To achieve this, requirements for varied elevations, colors, and massing are included as well as criteria for building form and articulation, roof, window, and door details, garage design and placement, and building materials and finishes. The architectural guidelines are included as Attachment 3.

The proposed landscape guidelines are intended to complement and enhance project architecture throughout the development. The emphasis for the Dublin Fallon 580 property is to create a well-designed development through choices and arrangement of materials, colors, and textures. The overall landscape theme provides vibrant, flowering plant material that complements architecture and provides seasonal color while encouraging pedestrian access and connectivity to and from adjacent uses and activities. The landscape design guidelines are included as Attachment 4.

Inclusionary Zoning Regulations
The Zoning Ordinance requires the Planned Development Zoning address the provisions for inclusionary housing. The proposed Stage 2 Development Plan requires the future residential project to comply with the then current Inclusionary Zoning Regulations, as does the Development Agreement. The draft Ordinance adopting the Planned Development Zoning Stage 1 Development Plan Amendment and Stage 2 Development Plan is included as Attachment 2.

Vesting Tentative Tract Maps
The proposed project includes a request for Vesting Tentative Tract Map Nos. 8663, 8666, and 8667. Map No. 8663 would subdivide the 192-acre project site into 11 parcels, while Vesting Tentative Tract Map Nos. 8666 (Parcel 7) and 8667 (Parcel 8) would create the residential parcels, as shown in Table 4 below:

Table 4. Overview of Parcels

Parcel	Parcel Size (acres) [1]	Land Use	Proposed use
1	74.1	General Commercial/Campus Office	Commercial/Office
2	17.43	General Commercial/Campus Office	Commercial/Office
3	20.16	General Commercial/Campus	Commercial/Office

Parcel	Parcel Size (acres) [1]	Land Use	Proposed use
		Office	
4	33.40	Park/Public Recreation	Nature Community Park
5	7.22	Park/Public Recreation	Community Park
6	9.19	Park/Public Recreation	Nature Community Park
7	6.50	Medium-High Density Residential	Residential
8	7.22	Medium-High Density Residential	Residential
9	12.30	General Commercial/Campus Office	Commercial/Office
10	2.28	Open Space	Water Quality Facility for Residential Parcel
11	1.95	General Commercial/Campus Office	Water Quality Facility for Residential Parcel

[1] The acreages from EDSP were based on assumed boundary limits. Proposed acreages reflected in this application have been updated to match resolved boundary survey data.

Access to the site is currently provided from Croak Road through Central Parkway. Once developed, primary access to the northern portion proposed for residential will be accessed through private streets from Central Parkway and the southern portion proposed for commercial/office will be accessed via the future Dublin Boulevard Extension. As part of the proposed map, a portion of the property would be dedicated for the future extension of Dublin Boulevard located north of Parcel 1 and 3. The dedication includes up to 200+/- feet of right-of-way plus a 10-foot public service easement on both the north and south side of the road, consistent with the proposed roadway improvement plans. The applicant would dedicate right of way and provide public street improvements on Pandora Way and Central Parkway to serve the residential developments. The Applicant is required to provide a 12-foot-wide access road to the Nature Community Park from Parcel 10 and Parcel 11 for City maintenance purposes. The Vesting Tentative Tract Maps and associated details are included as Attachment 6.

Development Agreement

The Applicant has requested approval of a Development Agreement for the project. The Development Agreement would provide security to the Applicant that the City will not change its zoning and other laws applicable to the project for a stated period of time. Additionally, it is a mechanism for the City to obtain commitments from the Applicant that the City might not otherwise be able to obtain. The main points are highlighted below:

- *Project Grading*

  To accommodate the grading necessary on the property for future development, the Applicant/Property Owner can grade the entirety of the parcel prior to the construction of the Dublin Boulevard Extension. If grading has not commenced prior to the construction of the Dublin Boulevard Extension, a slope easement adjacent to the Dublin Boulevard

frontage shall be dedicated.

- *Affordable Housing*

  The Applicant/Property Owner is required to satisfy its affordable housing obligation through compliance with the City's current Inclusionary Zoning Regulations (Chapter 8.68 of the Dublin Municipal Code).

- *Dublin Boulevard Right-of-Way Dedications*

  The Applicant/Property Owner is required to dedicate land to support the Dublin Boulevard Extension no later than three years from the approval date of the Vesting Tentative Tract Map. As part of the Dublin Boulevard Extension project, the City agrees to design and construct a dedicated intersection into the project and in turn the Applicant/Property Owner agrees to reimburse the City for the direct design and paving costs.

- *Community Facilities District for Service and Maintenance of Public Improvements*

  The Applicant/Property Owner is required to cooperate with the formation of a *Community Facilities District* (CFD) for the purpose of financing the services and maintenance of public facilities/improvements constructed by the Applicant/Property Owner. Public facilities/improvements include all public streets (including storm drain systems, streetlights, and other street appurtenances) within Parcels 7 and 8 (future residential tracts), as shown on the Vesting Tentative Tract Map 8663, 8666, and 8667.

- *Eastern Dublin Transportation Impact Fee Credits*

  The Development Agreement restricts the Applicant/Property Owner from using or applying any Eastern Dublin Transportation Impact Fee (EDTIF) credits that they have purchased or transferred from any other credit-holder to satisfy the Developer's EDTIF obligations.

- *Dublin Boulevard Extension Project Mitigation*

  The Applicant/Property Owner is required to work with the City of Dublin to mitigate direct impacts on special status species in the areas south of the future Dublin Boulevard Extension project.

- *Nature Community Parkland*

  The Applicant/Property Owner is required to dedicate approximately 42.6 acres of Open Space to the City for a cost of $653,400 per acre. Should the City Council approve the conversion of the Open Space land use designation to Parks/Public Recreation, the land will then serve as a Nature Community Park with hiking and walking trails. This action will help address the City's parkland deficit.

- *Public Improvements*

  The Applicant/Property Owner is required to complete transportation improvements, including improvements to Fallon Road, Croak Road, and the construction of new internal public and private streets.

The draft Ordinance approving the Development Agreement is included as Attachment 7 with the

Development Agreement itself as Attachment 8.

Consistency with the General Plan, Specific Plan and Zoning Ordinance

The proposed project is consistent with the City of Dublin General Plan and EDSP as proposed to be amended, and the Dublin Zoning Ordinance because the proposed zoning and land division will allow for the implementation of Parks, Open Space, Medium-High Density Residential, and General Commercial/Campus Office land uses within the project area, which has been designated for such uses.

Airport Influence Area (AIA)/Overlay Zoning District

The project site is located within the AIA/Overlay Zoning District and Airport Safety Zone 6 as provided in Chapter 8.35 of the Dublin Municipal Code. This area is designated as an area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The AIA is a designation by the Alameda County Airport Land Use Commission.

All permitted and conditionally permitted uses set forth in a Planned Development Zoning District that was adopted and in effect prior to August 2012 are considered to be "Existing Land Uses" pursuant to the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP). The Alameda County Airport Land Use Commission has no authority over existing land uses unless changes to an existing land use results in an increase of nonconformity with ALUCP policies. The proposed amendment to the General Plan and EDSP includes eliminating the 2.5-acre Public/Semi-Public land use designation and converting 42.60 +/- acres of Open Space to Parks/Public Recreation. The Livermore Municipal Airport ALUCP allows Recreational Land Uses in Safety Zone 6 with no limit to intensity (people/acre). Therefore, the change in land use would be consistent with the ALUCP.

Local Transportation Analysis

The City of Dublin Transportation Impact Analysis (TIA) Guidelines require a Local Transportation Analysis (LTA) for all General Plan Amendments to evaluate potential impacts on the circulation network focusing primarily on local access and circulation in proximity to a project site. Per the TIA Guidelines, this analysis is required for conditions of approval and is outside the CEQA review process. Although the requested entitlements do not allow for the inclusion of conditions of approval for the commercial/office portion of the project, an LTA was completed to evaluate ultimate build out. The recommended improvements include a left turn lane at the northbound and westbound Dublin Boulevard/Fallon Road intersection and adjusting signal timing and cycle lengths at four intersections as outlined in the LTA. These improvements will be considered with future Site Development Review Permit(s). The LTA is included as Attachment 9 with the Appendices available for review on the City's Development Activity webpage under the Dublin Fallon 580 Project: https://dublin-development.icitywork.com/.

ENVIRONMENTAL DETERMINATION:

The California Environmental Quality Act (CEQA), together with State Guidelines and City of Dublin CEQA Guidelines and Procedures require that certain projects be reviewed for environmental impacts and that environmental documents be prepared. Prior CEQA analysis for

the project area includes: 1) the East Dublin General Plan and Specific Plan Environmental Impact Report (EIR) (1993), 2) the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002), and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs." Pursuant to CEQA Guidelines and using the City's Initial Study Checklist, the City assessed whether any further environmental review is required for the proposed project and determined that an Addendum to the EDSP EIRs is the appropriate CEQA review. The Addendum is included as Attachment 10.

The General Commercial/Campus Office land use designation includes a FAR range of 0.20 to 0.80. The previous environmental documents studied the potential impacts of development at an intensity of 0.28 FAR. An updated CEQA analysis was conducted with this project to include analysis of the potential impacts of development at an intensity of 0.6 FAR. The analysis found the 0.6 FAR to be consistent with the anticipated impacts (e.g., traffic and air emissions) in the previous EDSP EIRs.

PLANNING COMMISSION REVIEW:

The Planning Commission held a public hearing on June 11, 2024. Five individuals provided public comment, two individuals in support of the project and three individuals against the project. In addition, the Planning Commission received five written comments (Attachment 11). The Planning Commission adopted Resolution No. 24-05 unanimously recommending the City Council approve the project (Attachment 12). The Planning Commission also recommended the City Council consider removing the Contemporary architectural style from the Planned Development Residential Guidelines because they felt it was not consistent with the surrounding development.

The City and the City's CEQA and Traffic consultants prepared responses to the CEQA and traffic-related comments received from the two primary written comment letters, which is included as Attachment 13. Additionally, the applicant elected to also provide a response to the comment letters, which is included as Attachment 14.

PUBLIC OUTREACH:

Three City-led Community Meetings were held on March 27, March 28, and April 3, 2024, to provide Dublin residents with information about the proposed Dublin Fallon 580 Project. In addition to Staff and the Applicant, nine residents attended the meeting on March 27; 33 residents attended on March 28; and eight residents attended on April 3. Staff provided a presentation that included an overview of the City's development review process and the proposed project. Questions were asked about affordable housing, traffic impacts, rodent control, off-site wetland mitigation, views, use of union labor, and the proposed Nature Community Park.

STRATEGIC PLAN INITIATIVE:

Strategy 1: Economic Development, Small Business Support, and Downtown Dublin
Strategic Objective 1C: Continue supporting the Fallon-East Economic Development Zone and associated agreements that effectuate the construction of the Dublin Blvd. Extension.

NOTICING REQUIREMENTS:

In accordance with State law, a Public Notice was mailed to all property owners and occupants within 300 feet of the subject property. A Public Notice was also published in the *East Bay Times* and posted at several locations throughout the City. To date, the City has received some written comment on the project for this City Council hearing (Attachment 15). A Planning Application sign was posted on the project site and the project was also included on the City's Development Projects webpage. A copy of this Staff Report was posted on the City's website and provided to the Applicant.

ATTACHMENTS:

1) Adopting an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports and Adopting General Plan and Eastern Dublin Specific Plan Amendments to Eliminate the 2.5-Acre Public/Semi-Public Land Use Designation and to Convert Approximately 42.6 Acres of Open Space to the Parks/Public Recreation Land Use Designation
2) Ordinance Amending the Zoning Map and Approving Amendments to the Planned Development Zoning Stage 1 Development Plan Ordinance No. 32-05 and a Stage 2 Development Plan for 13.7-Acres of Medium-High Density Residential for the Dublin Fallon 580 Project
3) Exhibit A to the Ordinance - Architectural Design Guidelines
4) Exhibit B to the Ordinance - Landscape Design Guidelines
5) Resolution Approving the Vesting Tentative Maps for the Dublin Fallon 580 Project
6) Exhibit A to the Resolution - Vesting Tentative Tract Maps
7) Ordinance Approving a Development Agreement Between the City of Dublin and GH PacVest, LLC Related to the Dublin Fallon 580 Project
8) Exhibit A to the Ordinance - Development Agreement
9) Local Transportation Analysis
10) CEQA Analysis in Support of the Addendum to the Eastern Dublin Specific Plan EIR
11) Planning Commission Public Comment Letters Received
12) Planning Commission Resolution No. 24-05
13) City response to CEQA and Traffic Impact Analysis comments
14) GH PacVest response to the CEQA and Traffic Impact Analysis comments
15) City Council Public Comment Letters

RESOLUTION NO. xx-24

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**ADOPTING AN ADDENDUM TO THE EASTERN DUBLIN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORTS AND ADOPTING GENERAL PLAN AND EASTERN DUBLIN SPECIFIC PLAN AMENDMENTS TO ELIMINATE THE 2.5-ACRE PUBLIC/SEMI-PUBLIC LAND USE DESIGNATION AND TO CONVERT APPROXIMATELY 42.6 ACRES OF OPEN SPACE TO THE PARKS/PUBLIC RECREATION LAND USE DESIGNATION (PLPA-2023-00033)
(APNS 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, 985-0027-005-00)**

WHEREAS, the Property Owner, GH PacVest LLC, is requesting approval of General Plan and Eastern Dublin Specific Plan amendments, an amendment to the existing Planned Development (PD) Zoning Stage 1 Development Plan, approval of a Stage 2 Development Plan for the residential use, Vesting Tentative Map Nos. 8663, 8666, and 8667, and a Development Agreement for the Dublin Fallon 580 Project; and

WHEREAS, the proposed project would eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated Open Space to Parks/Public-Recreation, establish development standards for the future development of 238 residential units and approximately 3,299,670 square feet of commercial/campus office use. The 192-acre site would be subdivided into 11 parcels. These planning and implementing actions are collectively known as the "Dublin Fallon 580 Project" or the "Project"; and

WHEREAS, the 192-acre site is located east of Fallon Road, north of I-580, and along the future Dublin Boulevard Extension; and

WHEREAS, the existing General Plan and Eastern Dublin Specific Plan land use designations are Medium High Density, General Commercial/Campus Office, Parks/Public Recreation, Open Space, and Public Semi Public; and

WHEREAS, on September 5, 2023, the City Council approved the initiation of a General Plan Amendment Study to evaluate 1) eliminating the "floating" 2.5-acre Public/Semi-Public land use designation and 2) converting approximately 42.6 acres Open Space land use designation to Parks/Public Recreation on the Project site; and

WHEREAS, the 2.5-acre Public/Semi-Public land use designation is an opportunity site that would accommodate 74 lower-income units subject to the "No Net Loss" provision in the 2023-2031 Housing Element; and

WHEREAS, Transit Center Site E-2 (APN 986-0034-012-00), identified in the 2023-2031 Housing Element, serves as an alternative opportunity site to accommodate the 74 lower-income units; and

WHEREAS, the conversion of approximately 42.6 acres to Parks/Public Recreation will accommodate a future Natural Community Park and address the City's parkland deficit; and

WHEREAS, the California Environmental Quality Act (CEQA), together with the CEQA Guidelines and City of Dublin CEQA Guidelines and Procedures, require that certain projects be

reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, prior CEQA analysis for the Project area includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report (EIR) (1993), 2) the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002), and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs;" and

WHEREAS, in compliance with CEQA, the City prepared a CEQA Addendum for the Project (the "Addendum"), incorporated by reference. The Addendum reflects the City's independent judgment and analysis of the potential environmental impacts of the development potential of the Project, and concludes that the Project would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the EDSP EIRs and no other CEQA standards for supplemental review are met; and

WHEREAS, consistent with Section 65352.3 of the California Government Code, the City obtained a contact list of local Native American tribes from the Native American Heritage Commission and notified the tribes on the contact list of the opportunity to consult with the City on the proposed General Plan Amendment. None of the contacted tribes requested a consultation within the 90-day statutory consultation period and no further action is required under section 65352.3; and

WHEREAS, on June 11, 2024, the Dublin Planning Commission held a properly noticed public hearing to consider the proposed project, including the Addendum to the EDSP EIRs referenced above, before taking action on the Project, and the Planning Commission did further hear and consider all said reports, recommendations, and testimony hereinabove as set forth and recommended approval by the City Council; and

WHEREAS, a Staff Report, dated July 16, 2024, and incorporated herein by reference, described and analyzed the Project for City Council including the following: 1) the General Plan Amendment/Easten Dublin Specific Plan Amendment, 2) the Planned Development Zoning District with Stage 1 and Stage 2 Development Plan, 3) the Vesting Tentative Tract Maps, 4) a Development Agreement, and 5) a CEQA Addendum; and

WHEREAS, the City Council held a properly noticed public hearing on the Project, including: 1) the proposed Addendum to the Eastern Dublin Specific Plan Environmental Impact Report; 2) the General Plan Amendment/Eastern Dublin Specific Plan Amendment; 3) the Planned Development Zoning with a Stage 1 Development Plan Amendment and Stage 2 Development Plan; 4) Vesting Tentative Tract Maps; and 5) a Development Agreement, on July 16, 2024, at which time all interested parties had the opportunity to be heard; and

WHEREAS, on July 16, 2024 the City Council considered the Addendum and all above-referenced reports, recommendations, and testimony to evaluate the Project.

NOW, THEREFORE, BE IT RESOLVED that the foregoing recitals are true and correct and made a part of this Resolution.

BE IT FURTHER RESOLVED that the City Council finds that the General Plan and Eastern Dublin Specific Plan Amendments, as set forth below, are in the public interest, will promote general health, safety and welfare, and that the General Plan as amended will remain internally consistent. The proposed Project is consistent with the guiding and implementing policies of the

General Plan in each of the Elements and will allow for a mixed-use development consisting of both residential and commercial/offices uses. The General Plan and Eastern Dublin Specific Plan Amendments noted below will ensure that the implementation of the proposed Project is in compliance with the General Plan and that each Element within the General Plan is internally consistent.

NOW BE IT FURTHER RESOLVED that the City Council finds the elimination of the Public/Semi Public land use is in accordance with Government Code Section 65863 (No Net Loss):

A. The reduction is consistent with the adopted General Plan, including the Housing Element.

Consistent with Goal A and Policy 5 of the Housing Element, the City has forecasted for existing and projected housing needs and developed a buffer, by identifying alternative sites within the City, above household projections to meet existing and project needs. The Project would not reduce the amount of low-income units because an alternative site has been identified. Transit Center Site E-2 (APN 986-0034-012-00) is identified as an alternative site for the 74 low-income units and is in close proximity to the Dublin/Pleasanton BART station and within walking or cycling distance to places of employment, commerce, recreation, and services. The project would be in conformance with the following Housing Element Goal and Policy:

Goal A: Expand housing choice and multi-modal transportation opportunities for existing and future Dublin.

Policy A.5: Promote affordable housing opportunities adjacent to public transportation and within walking or cycling distance to places of employment, commerce, recreation, and services.

B. *The remaining sites identified in the Housing Element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.*

While the 2023-2031 Housing Element allocated 74 low-income units on the Project site, the City has identified an alternative site to relocate these units to accommodate the Total Regional Housing Needs Allocation (RHNA). The City is in coordination with the Alameda County Surplus Property Authority to support development on surplus property at the Dublin Transit Center. This site, Transit Center Site E-2, has a surplus of units that can serve as an opportunity site to accommodate these 74 units. The site has a General Plan land use designation of Campus Office/High Density Residential and Planned Development Zoning that allows for Multi-Family Residential Use with an average density of 66 units per acre. As identified in the Housing Element Site Table D-9: City of Dublin 6th Cycle Housing Element Candidate Sites, Transit Center Site E-2 (APN 986-0034-012-00) has a capacity of 493 units, of which 247 units are currently allocated to lower income households and 246 units to above moderate households. As provided in the table below, this alternative site can accommodate the 74 units and is adequate to meet the requirements of Section 65583.2 and 6558 and is consistent with the City's projected needs for low-income households for the 2023-2031 Planning period.

Alternative Site: Dublin Transit Center Site E-2

Site APN	General Plan	Acres	Net Potential Units	Low-Income Units	Mod-Income Units	Above Mod-Income units
986-0034-012-00	Campus Office/High Density Residential	7.5	493	321	0	172

BE IT FURTHER RESOLVED that the City Council herby adopts the following amendments to the General Plan:

Figure 1-1 (Dublin General Plan Land Use Map) shall be amended to eliminate the 2.5-acre Public/Semi Public land use designation and convert approximately 42.6 acres of Open Space (OS) land use designation to Parks/Public Recreation (P/PR) for the project site as shown on the proposed land use map and modifications to the footnote as shown below:



The location of the Public/Semi-Public sites on the East Ranch (formerly Croak) property of Fallon Village will be determined at the time of the Stage 2 Development Plan approval. The size of the sites will be 2.0 net acres on the East Ranch property.

Table 2.2 (Land Use Development Potential: Eastern Extended Planning Area) shall be amended to reflect the change in land uses and shall read as follows:

Table 2.2 | **LAND USE DEVELOPMENT POTENTIAL: EASTERN EXTENDED PLANNING AREA**

CLASSIFICATION	ACRES	INTENSITY	UNITS	FACTOR	YIELD
RESIDENTIAL	**Acres**	**Dwelling Units/Acre**	**Dwelling Units**	**Persons/ Dwelling Unit**	**Population**
High Density	52.94	25.1+	1,328+	2.99	3,971+
Campus Office/ High Density	13.92	25.1+	715	2.99	2,138

Medium-High Density	153 .61	14 .1-25 .0	2,165-3,840	2 .99	6,473-11,482
Medium-High Density and Retail/ Office	0	14 .1-25 .0	0	2 .99	0
Medium Density	418 .1	6 .1-14 .0	2,550-5,853	2 .99	7,625-17,500
Single Family	725	0 .9-6 .0	652-4,350	2 .99	1,949-13,007
Estate Residential	30 .5	0 .01-0 .8	0-24	2 .99	0-72
Rural Residential/ Agriculture	329 .8	0 .01	3	2 .7	9
TOTAL:	**1,723.87**		**7,413-16,113+**		**22,165-48,179+**

COMMERCIAL	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
General Commercial	194 .85	.20- .60	1 .6-5 .0	510	3,328-9,985
General Commercial/ Campus Office	168 .57	.20- .80	1 .46-5 .87	385	3,814-15,258
Mixed Use	0	.30-1 .00	0	490	0
Mixed Use 2/ Campus Office	22 .9	.45 max	.45	260	1,731
Neighborhood Commercial	0	.25- .60	0	490	0
Industrial Park	56 .4	.35 max	.86	590	1,458
Industrial Park/ Campus Office	0	.25- .35	0	425	0
Campus Office	123 .66	.25- .80	1 .35-4 .31	260	5,179-16,574
Campus Office/ High Density	13 .92[1]	.25- .80	.15- .49	260	583-1,866
Medical Campus	42 .88	.25- .80	.46-4 .49	260	1,796-5,747
Medical Campus/ Commercial	15 .85	.25- .80	.17- .41	510	338-812
TOTAL:	**625.11**		**6.5-21.88**		**18,227-53,431**

PUBLIC/SEMI-PUBLIC/OPEN SPACE	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Public/Semi-Public	96.96	.50 max	2 .11	590	3,579
Semi-Public	2 .09	.50 max	.045	590	77
	Acres		**Number**		

Parks/Public Recreation	250				
Regional Parks	1.2		1		
Open Space	656.96				
Schools	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Elementary School	38	.50 max	1 .06	590	1,797
Middle School	27 .8	.50 max	.61	590	1,034
High School	23 .46		.51	590	866
TOTAL:	**1,098.97**		**5.87**		**7,445**

	Acres	Dwelling Units	Population	Square Feet (millions)	Jobs
GRAND TOTAL:	**3,447.95**	**6,698-15,398+**	**18,089-41,578+**	**12.37-27.74**	**25,673-60,876**
1 Not included in Total as it is already accounted for under the Residential classification.					

Figure 3-1 (Dublin General Plan Parks and Open Space Map) shall be amended to add the new future park designation as shown on the proposed land use map.

BE IT FURTHER RESOLVED that the City Council hereby adopts the following amendments to the Eastern Dublin Specific Plan:

Figure 4.1 (Land Use Map) shall be amended to remove the land use designation Public/Semi-Public from the GH PacVest (formerly Chen) property as follows: Note: The Natural Community Park shall be located on Parcel 4 and Parcel 6.

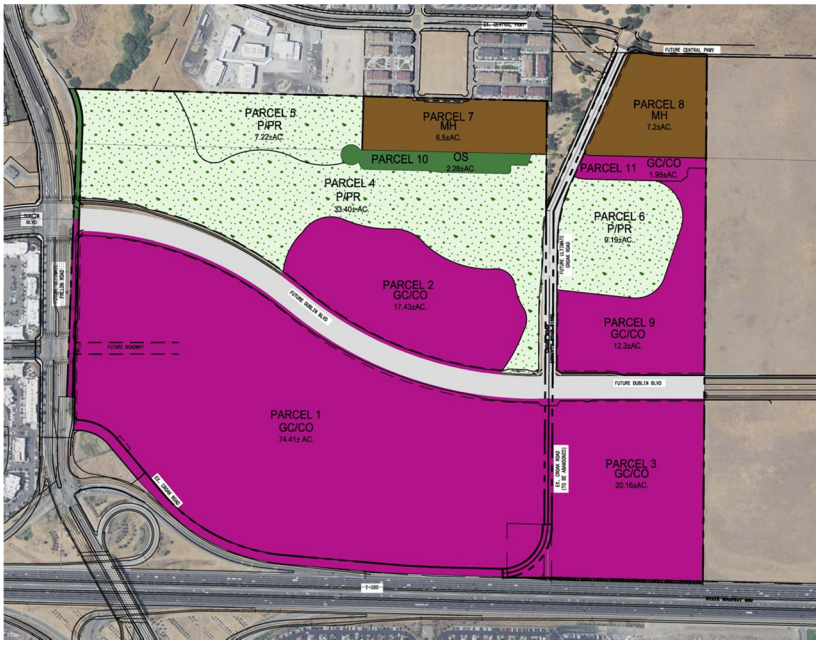


Table 4.1 (Eastern Dublin Specific Plan Land Use Summary) shall be amended to reflect the change in land area for Public/Semi Public, Parks, and Open Space and shall read as follows with no modifications to the footnotes:

TABLE 4.1
EASTERN DUBLIN SPECIFIC PLAN
LAND USE SUMMARY
(Amendment Reso# 66-03, 47-04, 223-05, 58-07, 37-08, 210-08, 176-09, 76-10, 55-12, 92-12, 210-12, 198-13, 159-14, 101-15, 165-15, 151-16, 85-21, 14-22, 133-22, 136-22 and xx-24)

Land Use Description	LAND AREA	DENSITY	YIELD
COMMERCIAL/INDUSTRIAL			
General Commercial	252.55 acres	.25-.35 FAR	2.746 MSF
General Commercial/Campus Office****	160.37 acres	.28-.60 FAR	4.191 MSF
Industrial Park*	61.3 acres	.25-.28 FAR	.747 MSF
Neighborhood Commercial	0 acres	.30-.35 FAR	.0 MSF
Mixed Use	0 acres	.30-1.0 FAR	.005 MSF
Mixed Use 2/Campus Office****	25.33 acres	.45 FAR	.497 MSF
Campus Office	80.36 acres	.35-.75 FAR	1.575 MSF
Campus Office/High Density	13.92 acres (4)	.35-.75 FAR	.265 MSF
Medical Campus	42.88 acres	.25-.80 FAR	.950 MSF
Medical Campus/Commercial	15.85 acres	.25-.60 FAR	.250 MSF
Subtotal	**652.56 acres**		**11.226 MSF**
RESIDENTIAL			
High Density	55.54 acres	35 du/ac	1,943 du
Campus Office/High Density	13.92 acres	66 du/ac	715 du
Medium High Density	169.31 acres	20 du/ac	3,386 du
Medium Density**	505.41 acres (1)	10 du/ac	5,054 du
Single Family***	947.25 acres	4 du/ac	3,789 du (3)
Estate Residential	30.4 acres	0.13 du/ac	4 du
Rural Residential/Agric.	539.55 acres	.01 du/ac	5 du
Mixed Use	0 acres	15du/ac	115 du
Subtotal	**2,261.38 acres**		**15,011 du**
PUBLIC/SEMI-PUBLIC			
Public/Semi-Public	96.96 acres	.24 FAR	1.01 MSF
Semi-Public	2.09 acres	.25 FAR	.03 MSF
Subtotal	**99.05 acres**		**1.04 MSF**
SCHOOLS			
Elementary School	55.8 acres (2)		5 schools

Junior High School	21.3 acres		1 school
High School	23.46 acres		1 school
Subtotal	**100.56 acres**		
PARKS AND OPEN SPACE			
City Park	56.3 acres		1 park
Community Park	93.3 acres		3 parks
Neighborhood Park	50.9 acres		7 parks
Neighborhood Square	19.2 acres		7 parks
Natural Community Park	53.0 acres		2 parks
Subtotal	**272.7 acres**		**20 parks**
Open Space	641.46 acres		
TOTAL LAND AREA	**4,027.71 acres**		

Table 4.2 (Population and Employment Summary) shall be amended to read as follows to reflect the change for Public/Semi Public with no modifications to the footnotes:

TABLE 4.2
EASTERN DUBLIN SPECIFIC PLAN
POPULATION AND EMPLOYMENT SUMMARY
(Amended Per Resolution No. 47-04, 223-05, 58-07, 37-08, 176-09, 76-10, 55-12, 92-12, 210-12, 198-13, 159-14, 165-15, 151-16, 85-21, 14-22, 133-22 and 136-22 and xx-24)

Land Use Designation	Development	Sq Ft/Employees	Persons/du	Population
Commercial				
Industrial Park	.747 MSF	590		1,266
General Commercial/Campus Office*	1.956 MSF	385		5,081
General Commercial	2.746 MSF	510		5,384
Neighborhood Commercial	.0 MSF	490		0
Mixed Use**	0 MSF	490		0
Mixed Use 2/Campus Office****	.497 MSF	260		1,910
Campus Office	1.840 MSF	260		7,077
Campus Office/High Density	.265 MSF	260		1,019
Medical Campus	.950	260		3,654
Medical Campus/ Commercial	.250	510		490
Public/Semi Public	1.01 MSF	590		1,711
Semi-Public	0.03 MSF	590		51
TOTAL:	**10.291 MSF**			**27,577**

Residential				
High Density	1,943 du		2.99	5,810
Campus Office/High Density	715 du		2.99	2,138
Medium High Density	3,386 du		2.99	10,124
Medium Density	5,054 du		2.99	15,111
Single Family***(1)	3,789 du		2.99	11,329
Estate Residential	4 du		2.99	12
Mixed Use**	0		2.99	0
Rural Residential/Agric.	5 du		2.99	16,5
TOTAL:	**14,896**			**44,539**

Table 4.7 (Fallon Gateway Subarea Development Potential) shall be amended to reflect the development potential for the General Commercial/Campus Office land use designation and shall read as follows with modifications to the footnote as shown below:

Table 4.7
FALLON GATEWAY
SUBAREA DEVELOPMENT POTENTIAL[1]

Designation	**Acres**	**Density**	**Development Potential**
General Commercial	47.85	.25 FAR	521,087
General Commercial/Campus Office	146.05	.28 - .60 FAR	1,781,343- 3,299,670
Medical Campus	42.88	.51 FAR	950,000
Industrial Park	61.3	.28 FAR	747,664
Total	**298.08**	**---**	**4,000,094 – 7,299,764**
Natural Community Park	42.6	--	--
Open Space	2.28	--	--
Park/Open Space Total	**44.88**		

[1]*In 2006, the Fallon Village amendment expanded the Fallon Gateway Subarea to the west and north to encompass the entire GH PacVest property (as the Dublin Blvd. alignment had shifted north) except for the areas designated as Community Park and Medium High Density Residential. Additionally, the areas of the GH PacVest, Righetti and Branaugh properties within the Livermore Airport Protection Area (formerly the Industrial subarea) were added to the Fallon Gateway Subarea. See Figure 4.2. Medical Campus 42.88 .51 FAR .950 msf*

Table 4.9 (Fallon Village Center Subarea Development Potential) shall be amended to reflect the change for the Medium-High Density designation and shall read as follows with no modifications to the footnote as shown below:

Table 4.9 FALLON VILLAGE CENTER SUBAREA DEVELOPMENT POTENTIAL (Amended per Resolution No. 92-12, 165-15, 85-21 and xx-24)			
Designation	**Acres**	**Density**	**Development Potential**
Medium Density Residential	38.43[1]	20 du/ac	384 du
Medium High Density Residential	13.33	20 du/ac	267 du
Residential Subtotal	**52.13**	**--**	**651 du**
Neighborhood Square	2.0	--	1 park
Community Park	13.5	--	1 park
Open Space	3.6	--	--
Park/Open Space Total			**1 community park 1 neighborhood square**
Public/Semi Public	5.7	--	
Semi-Public	0	--	
Total		**---**	**651 du**

Appendix 4 Land Use Summary by Land Owners "#21 GH PacVest (formerly Chen)", "#23 GH PacVest (formerly Chen)", "#29 GH PacVest (formerly EBJ"), and "#30 GH PacVest (formerly Pleasanton Ranch)" shall be amended to read as follows:

APPENDIX 4 EASTERN DUBLIN SPECIFIC PLAN LAND USE SUMMARY BY LAND OWNERS				
Owner/Land Use Category	**Acres**	**Density**	**Square Feet**	**Units**
#21 GH PACVEST (FORMERLY CHEN)				
Medium High Density Residential	6.5	20		130
General Commercial / Campus Office	90.74	0.6	2,371,580	
Community Park	7.2			
Natural Community Park	33.4			
Open Space	2.28		-	
Total	**140.12**		**2,371,580**	**130**
#22 GH PACVEST (FORMERLY ANDERSON)				
Medium-High Density Residential	7.2	20		144
General Commercial / Campus Office	34.01	0.6	888,885	
Natural Community Park	9.19			

Total	**50.4**		**888,885**	**144**

Owner/Land Use Category	Acres	Density	Square Feet	Units
#29 GH PACVEST (FORMERLY EBJ Partners)				
General Commercial / Campus Office	1.1	0.6	28,750	
Total	**1.1**		**28,750**	
#30 GH PACVEST (FORMERLY PLEASANTON RANCH)				
General Commercial / Campus Office	.4	0.6	10,454	
Total	**.4**		**10,454**	

PASSED, APPROVED, AND ADOPTED this 16th day of July, 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

ORDINANCE NO. XX – 24

AMENDING THE ZONING MAP AND APPROVING AMENDMENTS TO THE PLANNED DEVELOPMENT ZONING STAGE 1 PLANNED DEVELOPMENT PLAN ORDINANCE NO. 32-05 AND A STAGE 2 DEVELOPMENT PLAN FOR 13.7-ACRES OF MEDIUM-HIGH DENSITY RESIDENTIAL FOR THE DUBLIN FALLON 580 PROJECT
PLPA-2023-00033
(APNs 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, 985-0027-005-00)

The Dublin City Council does ordain as follows:

SECTION 1. RECITALS

A. The Property Owner, GH PacVest LLC, is requesting approval of a Planned Development Zoning Stage 1 Development Plan Amendment (Ordinance 32-05) and a Stage 2 Development Plan. The proposed project includes up to 238 residential units within 13.7 acres designated Medium High Density Residential, approximately 3,299,670 square feet of commercial/office uses on 126 acres designated General Commercial/Campus Office. Requested approvals include a General Plan and Eastern Dublin Specific Plan Amendment, Planned Development Stage 1 Development Plan Amendment (Ordinance No. 32-05) and a Stage 2 Development Plan for the residential parcels, Vesting Tentative Tract Map Nos. 8663, 8666, and 8667, and a Development Agreement. These planning and implementing actions are collectively known as the "Dublin Fallon 580 Project" or the "Project."

B. The project site is approximately 126 acres generally bounded by Jordan Ranch and Francis Ranch to the north, the vacant Righetti property to the east, Fallon Road to the west and Interstate 580 (I-580) to the south.

C. This Ordinance adopts an amendment to the Stage 1 Development Plan (Ordinance 32-05) as it applies to the project area (APNs 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, 985-0027-005-00) and a Stage 2 Development Plan for 13.7-acres of Medium High Density Residential within the Dublin Fallon 580 Project and located south of Jordan Ranch and east and west of Croak Road (APNs 985-0027-002-00 and 905-0001-006-03).

E. This Ordinance shall supersede Ordinance No. 13-08, adopted by the City Council on March 18, 2008, for an amended Stage 1 Development Plan and Stage 2 Development Plan for the 7-acre residential portion of the GH PacVest property (formerly Anderson) located east of Croak Road which, among other approvals established the regulations for the use, development, improvement, and maintenance pursuant to Chapter 8.32 of the Dublin Zoning Ordinance (APN 905-0001-006-03).

F. The California Environmental Quality Act (CEQA) together with CEQA Guidelines and City of Dublin CEQA Guidelines and Procedures require that certain project be reviewed for environmental impacts and that environmental documents be prepared.

G. Prior CEQA analysis for the Project area includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan EIR (1993); 2) the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002); and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs." Pursuant to the requirements of the CEQA, the City prepared an Addendum for the Project, which reflected the City's independent judgment and analysis

of the potential environmental impacts of the Project and concludes that the Project would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the EDSP EIRs and no other CEQA standards for supplemental review are met.

G. Following a properly noticed public hearing on June 11, 2024, the Planning Commission adopted Resolution No. 24-05, recommending approval of the Addendum and the Dublin Fallon 580 Project, and approve General Plan and Eastern Dublin Specific Plan Amendments, Planned Development Zoning Stage 1 Development Plan Amendments and a Stage 2 Development Plan, Vesting Tentative Tract Maps, and a Development Agreement for the Dublin Fallon 580 Project, which Resolution is incorporated herein by reference and available for review at City Hall during normal business hours.

H. A Staff Report dated July 16, 2024, and incorporated herein by reference, described and analyzed the Project, including the Planned Development Zoning Stage 1 Development Plan Amendment and Stage 2 Development Plan, for the City Council.

I. The City Council considered the Addendum to the EDSP EIRs, and all above referenced reports, recommendations, and testimony at a properly noticed public hearing prior to taking action on the Project.

J. On July 16, 2024, the City Council adopted Resolution No. xx-24 adopting the CEQA Addendum and approving a General Plan and Eastern Dublin Specific Plan Amendment, which Resolution is incorporated herein by reference and available for review at City Hall during normal business hours.

SECTION 2: FINDINGS

A. Pursuant to Section 8.32.070 of the Dublin Municipal Code, the City Council finds as follows:

1. *The proposed Planned Development Zoning District meets the purpose and intent of Chapter 8.32 in that* 1) it provides maximum flexibility and diversification in the development of property; 2) maintains consistency with, and implements the provisions of, the Dublin General Plan and the Eastern Dublin Specific Plan; 3) protects the integrity and character of both residential and non-residential areas of the City; 4) encourages efficient use of land for preservation of sensitive environmental areas such as open space areas and topographic features; 5) provides for effective development of public facilities and services for the site; 6) encourages use of design features to achieve development that is compatible with the area; and 7) allows for creative and imaginative design that will promote amenities beyond those expected in conventional developments.

2. *Development under the Planned District Development would be harmonious and compatible with existing and potential development in surrounding areas in that* 1) the proposed project is located within the Fallon Village Stage 1 Development Plan area which has a mix of residential, commercial and industrial areas; 2) the project's residential area will be consistent the planned residential projects, including Francis Ranch to the north and medium density residential land use to the east and 3) the future industrial area to the east are envisioned to be developed with similar and compatible uses.

Pursuant to Sections 8.120.050.A and B of the Dublin Municipal Code, the City Council finds as follows:

1. *The proposed amendment would be harmonious and compatible with existing and potential development in surrounding areas in that* 1) the proposed project is located within the Fallon Village Stage 1 Development Plan area which has a mix of residential, commercial and industrial areas; 2) the project's residential area will be consistent with the planned residential projects, including Francis Ranch to the north and medium density residential land use to the east; and 3) the future industrial area to the east are envisioned to be developed with similar and compatible uses.

2. *The subject site is physically suitable for the type, intensity of the zoning district being proposed in that* the proposed density and development standards in the proposed zoning is consistent with the existing Stage 1 Development Plan and existing and proposed land use designations in the General Plan and Eastern Dublin Specific Plan.

3. *The proposed amendment will not adversely affect the health or safety of persons residing or working in the vicinity, or be detrimental to the public health, safety and welfare in that* 1) the proposed amendment addresses the planned design of the Dublin Boulevard extension and provides for a FAR for general commercial/campus offices uses consistent with the General Plan and Eastern Dublin Specific Plan and 2) the commercial/office area to the east is envisioned to be developed with similar and compatible uses.

4. *The proposed amendment is consistent with the Dublin General Plan and the Eastern Dublin Specific Plan in that* the proposed land uses and densities are consistent with land use designations in the General Plan and Eastern Dublin Specific Plan as amended.

B. Pursuant to Ordinance No. 32-05 (Section 3.2.A.3), the City Council makes the following findings regarding the amendments to the Stage 1 Development Plan as follows:

1. The proposed use and development is consistent with the General Plan, Eastern Dublin Specific Plan and Zoning Ordinance.

2. The proposed development is consistent with Stage 1 and 2 design guidelines.

3. Appropriate transitions are developed between projects where an industrial use is adjacent to a different use. These transitions can be created through careful design of landscaping, consideration of the relationship of the uses to buildings on surrounding sites, building and circulation layout, and setbacks.

4. The size, scale and intensity of development do not conflict with the character of the district and adjacent land uses.

5. Adequate space, light, and air along with visual and acoustical privacy are provided.

6. No excessive noise, illumination, unsightliness, odor, smoke, and other objectionable influences are generated.

7. On and off-site vehicular and pedestrian linkages and circulation are functional and minimize barriers.

8. Streetscapes and parking lots are varied, create visual interest and are pedestrian friendly.

9. The development provides access to public transit and services.

10. Adequate on-site parking, including the ability to participate in shared parking, is provided.

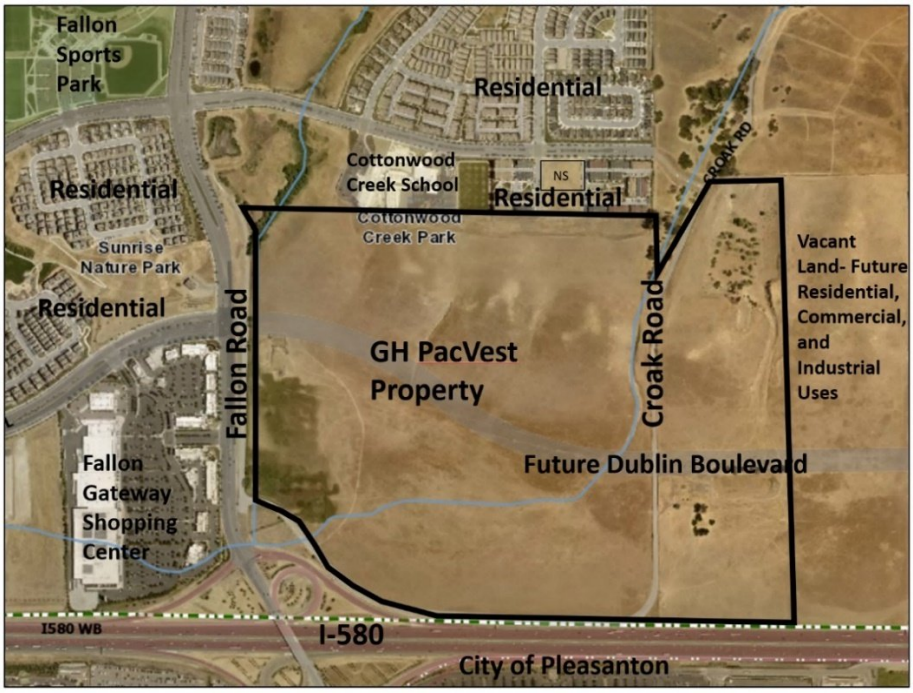
11. Where possible, certain elements should be coordinated and shared, including access drives; internal circulation; perimeter open space and landscape buffers; service, loading, and refuse locations; and drainage, detention, and water quality facilities.

SECTION 3. ZONING MAP AMENDMENT

Pursuant to Chapter 8.32, Title 8 of the City of Dublin Municipal Code the City of Dublin Zoning Map is amended to rezone the property described below to a Planned Development Zoning District:

Approximately 192-acres located south of Jordan Ranch, north of I-580, east of Fallon Road, and just beyond Croak Road (APNs 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, 985-0027-005-00 (the "Property")

A map of the rezoning area with a related Stage 2 Development Plan for the Medium- High Density Residential is shown below:



SECTION 4. AMENDMENTS TO THE OF STAGE 1 DEVELOPMENT PLAN ORDINANCE NO. 32-05

Fallon Village Stage 1 Development Plan

On December 20, 2005, the City Council approved a Stage 1 Development Plan for the 1,134-acre Fallon Village Project (Ordinance 32-05), pursuant to Chapter 8.32 of the Dublin Zoning Ordinance. The Planned Development Stage 1 Development Plan for the Fallon Village Project is amended as shown below. All other provisions of Ordinance 32-05 remain unchanged.

1. **Statement of Proposed Uses.** The statement of proposed uses shall amend PD-Parks with the addition of Natural Community Park as a permitted use and PD-Public/Semi-Public to remove reference to the location of the Public/Semi-Public on the GH PacVest property within the Fallon Village Center as follows:

   PD-Park
   Intent. Community and neighborhood open space and recreational area, both active and passive.

   Permitted Uses
   Community Park
   Neighborhood Park
   Neighborhood Square
   Natural Community Park
   Recreational and educational facility
   Trail staging area
   Similar and related uses as determined by the Community Development Director

   PD-Public/Semi-Public
   Intent. Identifies areas where institutional or community facilities uses are anticipated. The exact location of parcels with a Public/Semi-Public designation shall be determined at Stage 2. The Public/Semi-Public parcels on the Francis Ranch (formerly Croak/East Ranch) properties (net 2.0-acres) shall be located within the Fallon Village Center.

2. **Development Regulations.** Amend Development Regulations for PD-General/Campus Office, and PD-industrial Park projects in Fallon Village to reflect the mix of uses for the GH PacVest property as follows:

   A. PD-General Commercial/Campus Office, and PD-Industrial Park

   1. Development Standards

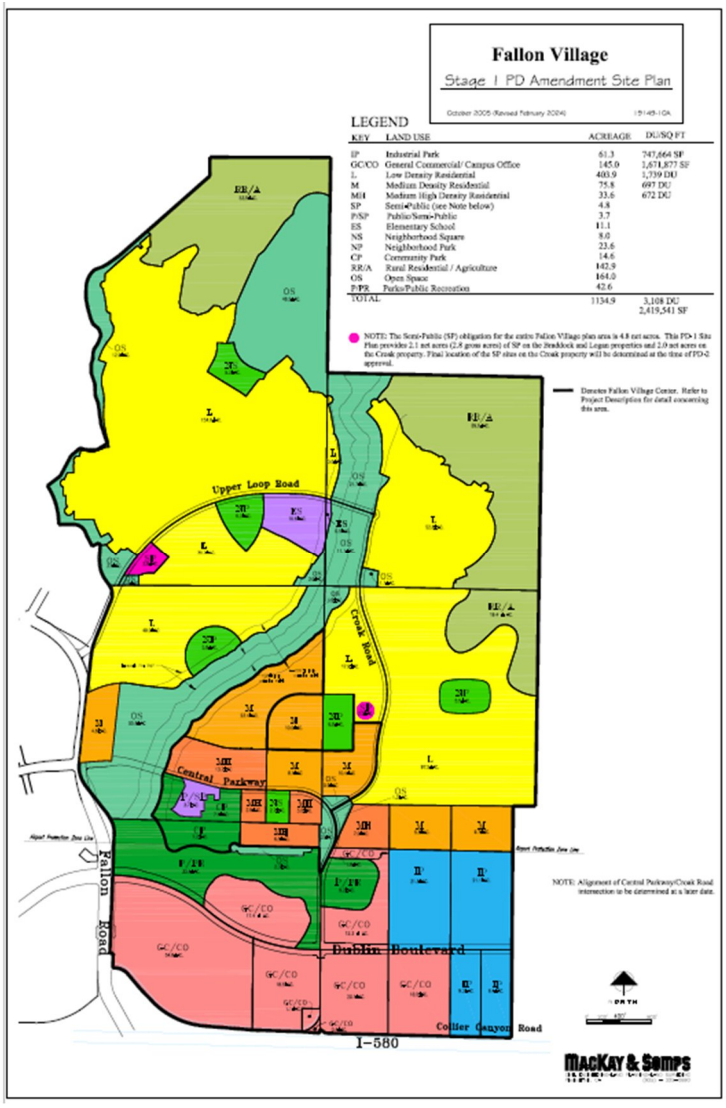
   b. Each property owner shall develop their General Commercial/Campus Office parcel with a mix of land uses consistent with the assumptions made in their respective traffic studies as follows:

<table>
<tr><th>Property</th><th>Traffic Study</th><th colspan="3">Traffic Assumption Summary</th></tr>
<tr><td rowspan="5">GH PacVest</td><td rowspan="5">Dublin Fallon 580 Local Transportation Analysis dated March 2024 (Kittelson)</td><td>ITE Land Use</td><td>Unit Amount</td><td>Weekday ADT</td></tr>
<tr><td>Advanced Manufacturing</td><td>2888.4 KSF</td><td>13,720</td></tr>
<tr><td>Hotel</td><td>314 rooms</td><td>2,509</td></tr>
<tr><td>Retail</td><td>100 KSF</td><td>3,701</td></tr>
<tr><td>Office</td><td>100 KSF</td><td>1,084</td></tr>
<tr><td>Righetti</td><td>Fallon Village Traffic Study dated August 2005</td><td colspan="3">The Traffic Study assumed development would consist of 70% commercial and 30% office.</td></tr>
</table>

This mix of commercial and office uses may be modified as long as the traffic impacts for each parcel remain consistent with the assumptions made in the Traffic Study.

3. **Stage 1 Site Plan.** Amend the Stage 1 Site Plan as shown in Figure 1, to replace Exhibit A of Ordinance 32-05 in its entirety to accurately reflect the changes in the land use designations for Fallon Village.

Figure 1. Stage 1 Site Plan



4. **Stage 1 Design Guidelines.** Amend Exhibit B in Ordinance 32-05 as follows: Retaining Walls (p. 56-58). Details on retaining walls for the GH PacVest Properties shall be as shown on the approved tentative maps for the respective residential developments.

5. **Site area, proposed densities.** The Table in Section 5 (site area, proposed densities) of Ordinance 32-05 is amended to accurately reflect the changes to the land use designations for Fallon Village (no changes to the footnotes):

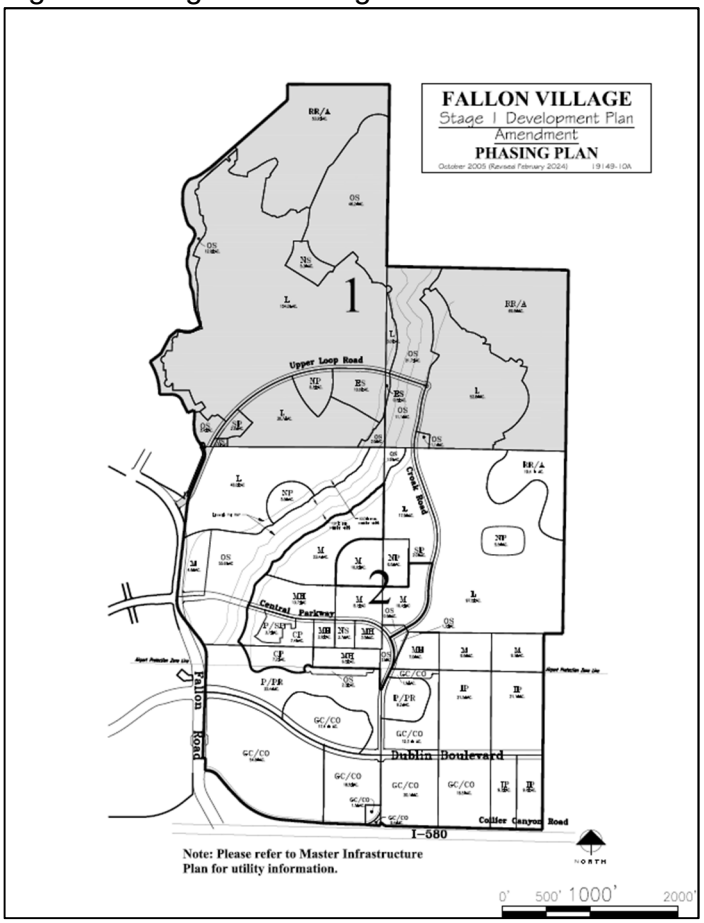
Land Use	***Acreage***	***Density***
Single Family Residential	403.6 acres	0-6.0 units/acre
Medium Density Residential	60.1 acres	6.1-14.0 units/acre

Medium High Density Residential	23.8 acres	14.1-25.0 units/acre
Rural Residential/Agriculture	142.9 acres	1 unit/100 acres
Mixed Use	6.4 acres	0.3-1.00 FAR
General Commercial/ Campus Office	144.3 acres	0.20-0.80 FAR
Industrial Park	61.3 acres	0.35 / 0.40 FAR[1]
Community Park	18.3 acres	--
Neighborhood Park	23.6 acres	--
Neighborhood Square	8.0 acres	--
Natural Community Park	42.6 acres	--
Open Space	168.6 acres	--
Elementary School	21.1 acres	--
Semi-Public	4.1 acres	0.50 FAR
Public/Semi-Public	2.0 acres	0.50 FAR

[1]The maximum FAR for warehousing uses is 0.40 for the Branaugh Property only. For all other uses and parcels, the maximum FAR is 0.35.

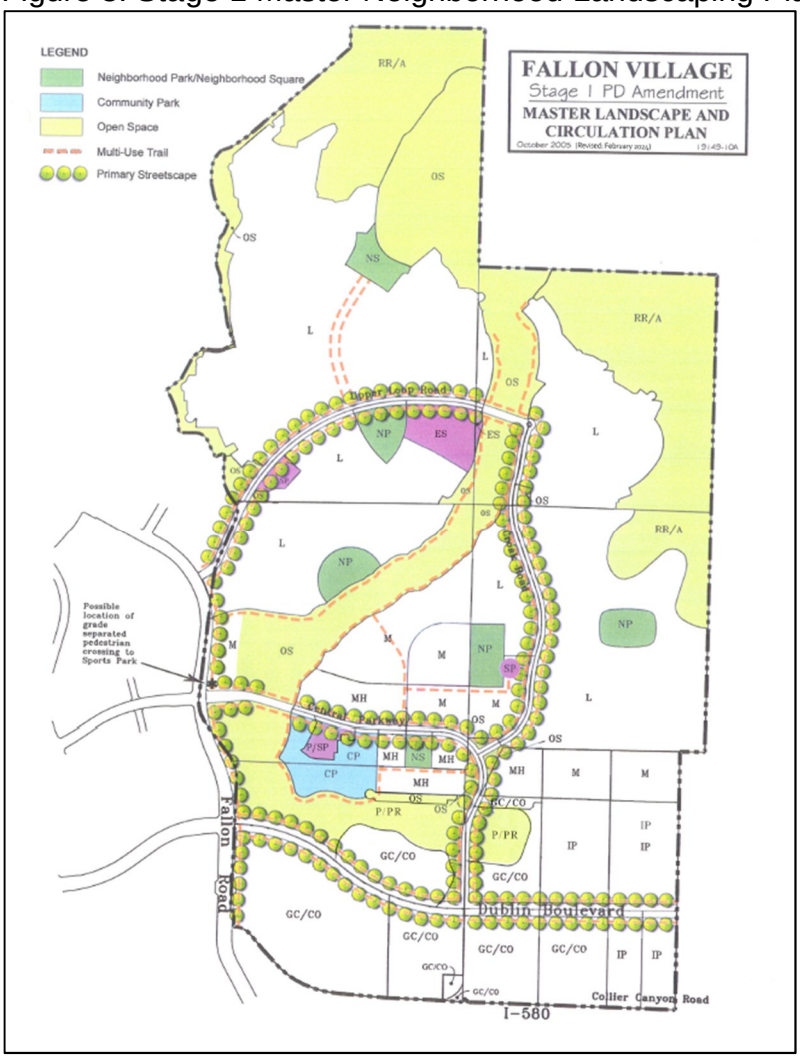
6. **Phasing Plan.** Amend the Stage 1 Phasing Plan as shown in Figure 2, to replace Exhibit C of Ordinance 32-05 in its entirety to accurately reflect the land use designations for Fallon Village.

Figure 2. Stage 1 Phasing Plan



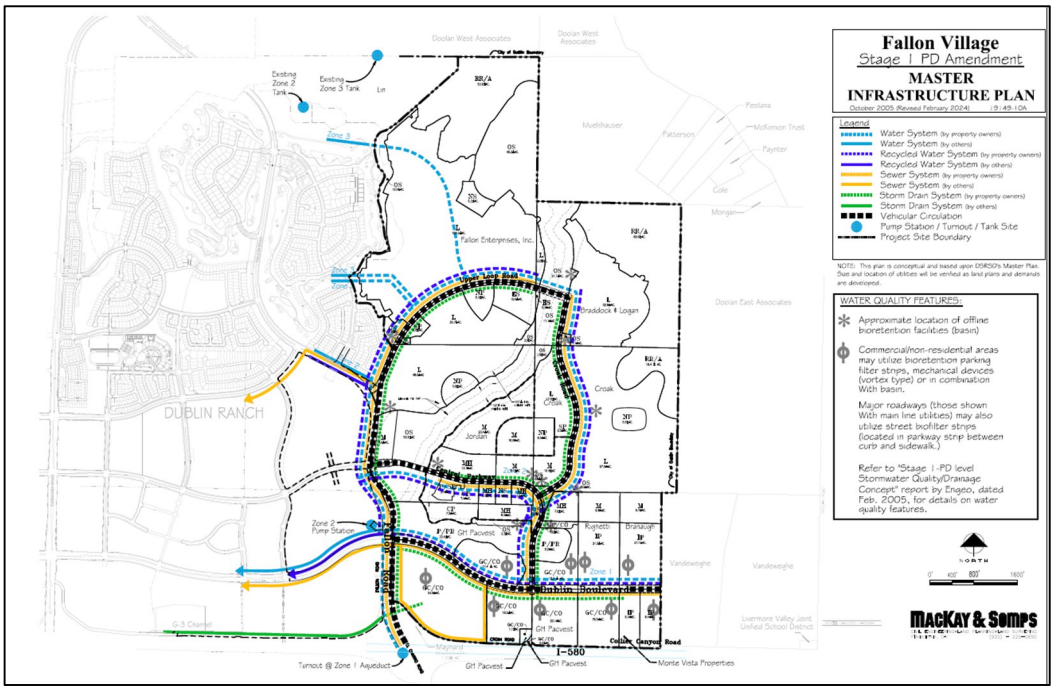
7. **Master Neighborhood Landscaping Plan.** Amend the Stage 1 Master Neighborhood Landscaping Plan as shown in Figure 3, to replace Exhibit D of Ordinance 32-05 in its entirety to accurately reflect the changes to land use designations for Fallon Village.

Figure 3. Stage 1 Master Neighborhood Landscaping Plan



8. **Master Infrastructure Plan.** Amend the Stage 1 Master Infrastructure Plan as shown in Figure 4, to replace Exhibit F in Ordinance 32-05 in its entirety to accurately reflect the changes to land use designation for Fallon Village.

Figure 4. Master Infrastructure Plan



9. **Street Sections.** Amend Exhibit G in Ordinance 32-05 as follows: Street sections for GH PacVest Properties shall be as shown on the approved tentative maps for the respective developments.

SECTION 5. APPROVAL OF STAGE 2 DEVELOPMENT PLAN

The regulations for the use, development, improvement, and maintenance of the Property are set forth in the following Stage 2 Development Plan for the 13.7-acre portion of the GH PacVest area (APNs 985-0027-002-00 and 905-0001-006-03), which is hereby approved. Any amendments to the Stage 2 Development Plan shall be in accordance with Section 8.32.080 of the Dublin Municipal Code or its successors. This Stage 2 Development Plan supersedes and replaces Ordinance 13-08 in its entirety.

Stage 2 Development Plan

The following is a Stage 2 Development Plan pursuant to Chapter 8.32 of the Dublin Zoning Ordinance. This Development Plan meets all the requirements of a Stage 2 Development Plan and is adopted as part of the PD-Planned Development rezoning for the Dublin Fallon 580 Medium-High Density Residential (PLPA-2023-00033).

The PD-Planned Development District and this Stage 2 Development Plan provides flexibility to encourage innovative development while ensuring that the goals, policies, and action programs of the General Plan and provisions of Chapter 8.32 of the Zoning Ordinance are satisfied.

1. **Statement of compatibility with the Stage 1 Development Plan.** The Dublin Fallon 580 Residential Stage 2 Development Plan is consistent with the Stage 1 Development Plan for the Fallon Village Project area (Ordinance No. 32-05), as amended in Section 4 above.

2. **Statement of Uses.** Permitted, conditional, accessory and temporary uses are allowed as set forth in the Stage 1 Planned Development for Fallon Village in Ordinance No. 32-05 as amended, which is incorporated herein by reference.

3. **Stage 2 Site Plan.** The following Stage 2 Site Plan is conceptual. Final site design shall be determined by the Site Development Review Permit.



4. **Site Area, Proposed Densities.**

Land Use	Size (Gross Acres)	Units	Density (du/ac)
Parcel 7 -Tract 8666 Medium-High Density Residential	6.5	128	19.7
Parcel 8- Tract 8667 Medium-High Density Residential	7.2	110	15.3
Total	**13.7**	**238**	**17.4**

5. **Development Regulations.**

Residential Development Standards

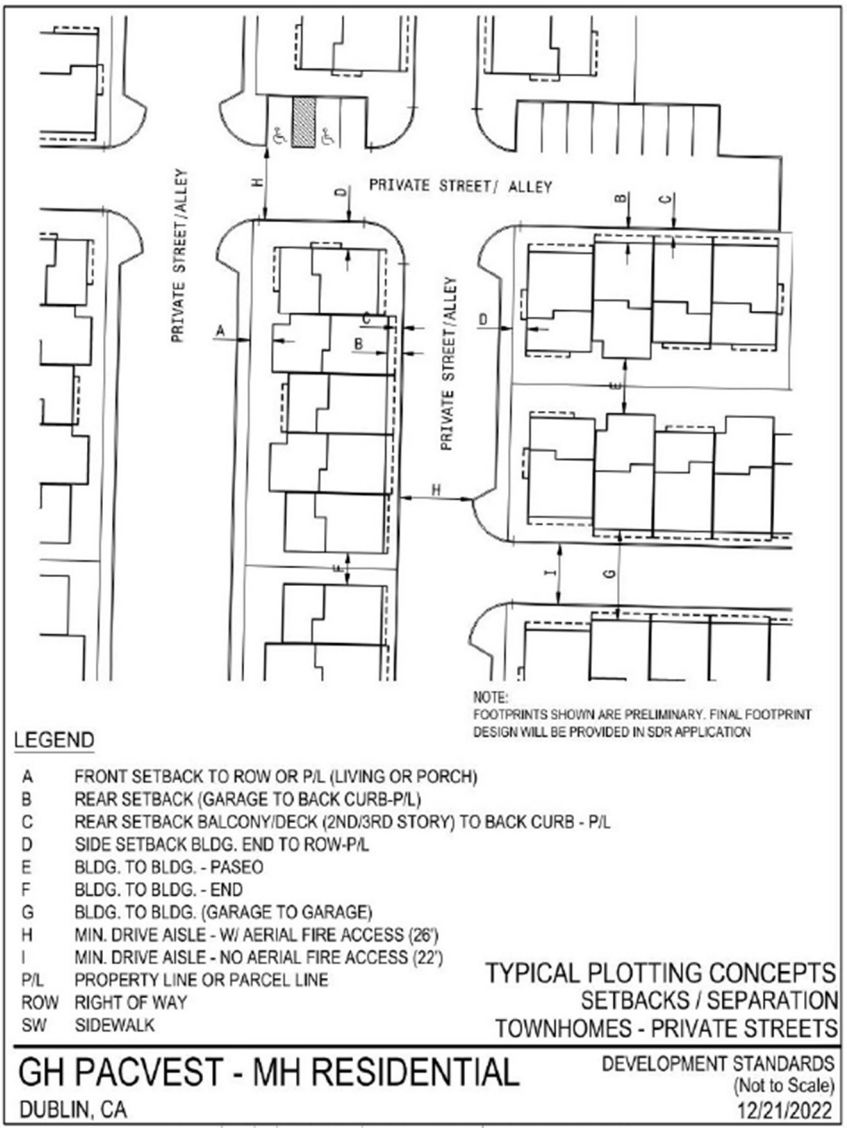
CRITERIA	Medium High Density
Product Type	Attached Product, Townhome, Condominium

Maximum Building Height[4][12]	40'
Maximum Stories	3
Minimum Setbacks [1][2][4][6]	
Front setback- Porch/ Living to ROW	5'
Rear Setback- garage to back of curb P/L	3'
Rear setback-balcony/deck to back of curb P/L (2nd/3rd story)	0.5’
Side setback- Bldg end to ROW or P/L	4’
Minimum Building Separation [2][3][4]	
Bldg. to Bldg.- Paseo (Front)	18.5’
Bldg. to Bldg.- End	10’
Bldg. to Bldg.- Garage (Rear)	30’
Minimum Drive Aisle- with Aerial Fire Access	26’
Minimum Drive Aisle- No Aerial Fire Access	22’
Parking Spaces Required Per Home [11]	2 covered plus 1 guest parking space for95% of the units.
Minimum Usable Private Open Space (SF) [7]	60 S.F of private outdoor balcony, deck, patio space with 6’ minimum dimension

Notes:

(1) Setbacks measured from property line or as otherwise noted.
(2) See following “Typical Plotting Concept” exhibits for graphic depiction of above standards
(3) Items such as, but not limited to air conditioning condensers, porches, chimneys, bay windows, retaining walls less than 4' in height, media centers, etc. may encroach 2' into the required setback of one side yard, provided a minimum of a 3' flat and level area is maintained for access around the house.
(4) Setbacks are subject to Building Code requirements for access.
(5) Maximum height of a front yard courtyard wall shall be 30" maximum (solid wall) or 42" maximum (transparent/fence)
(6) Patios / Private outdoor open space may encroach into the Front or Side Setback by up to 3’
(7) Retaining walls up to 4' high may be used to create a level usable area. Retaining walls in excess of 4' to create usable area are subject to review and approval of the Community Development Director. Retaining walls over 30" in height are subject to safety criteria as determined by the Building Official.
(8) Curbside parking may be counted toward required number of guest spaces. 2 covered side-by-side spots shall be provided. Tandem spaces may not be utilized to meet the parking requirement.
(9) Accessory Structure Setbacks will follow the City Dublin Zoning Ordinance, Chapter 8.40: Accessory Structures and Uses Regulations
(10) A low wall (30" or less) may encroach into the site line area. No solid structure above 30" shall be allowed; porch columns excluded.
(11) Adjustments to the parking requirements shall be subject to Dublin Municipal Code 8.76.05.
(12) Refer to Dublin Municipal Code Ch 8.36.110 for height exceptions.

Typical Plotting Concepts



6. **Architectural Design Guidelines.** Please refer to **Exhibit A.**

7. **Preliminary Landscape Plan.** Please refer to **Exhibit B.**

8. **Inclusionary Zoning Regulations.** The project shall comply with the Inclusionary Zoning Regulations (Chapter 8.68) for the provision of affordable housing unless otherwise defined by the Development Agreement.

9. **Public Art.** The project shall comply with Public Art Program Contribution (Chapter 8.58) and either make a contribution for or provide public art in accordance with the Dublin Municipal Code.

10. **Applicable Requirements of the Dublin Zoning Ordinance.** Except as specifically provided in this Stage 2 Development Plan and the Stage 1 Development Plan (Ordinance No. 32-05),

the use, development, improvement and maintenance of the Property shall be governed by the provision of the Dublin Zoning Ordinance pursuant to 8.32.060C or its successor. The closest comparable zoning district is as follows:

Residential:
R-M Multi-Family Residential District

General Commercial/Campus Office:
C-2 General Commercial District and M-P Industrial Park Zoning District, whichever is least restrictive.

SECTION 5. POSTING OF ORDINANCE

The City Clerk of the City of Dublin shall cause this Ordinance to be posted in at least three (3) public spaces in the City of Dublin in accordance with Section 36933 of the Government Code of the State of California.

SECTION 6. EFFECTIVE DATE

This Ordinance shall take effect thirty (30) days following its adoption.

PASSED AND ADOPTED BY the City Council of the City of Dublin, on this ___ day of _____, 2024 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

DUBLIN FALLON 580

ARCHITECTURAL DESIGN GUIDELINES

DUBLIN, CA
FEBRUARY 2024

GH Pacvest, LLC

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Introduction

Purpose and Objective

The Architectural Guidelines provides the architecture framework for future development within Dublin Fallon 580 with the goal of high-quality designed homes. These guidelines and the graphic representations contained herein are for conceptual purposes only. Guidelines with the term “shall” are required and to be implemented; guidelines with the term “should” are highly recommended. The Architectural Guidelines are organized into two sections: B. Architectural Components, and C. Architectural Styles. These guidelines are to be used with the Development Standards for the project, which dictate height, open space and setback requirements.



Exhibit 1.1: GH Pacvest Site Context Map

N.T.S.

Architectural Components

The public realm architecture is comprised of building and design components that include: Building Façades, Roofs and Roof Decks, Garages, Architectural Details, and Materials and Colors. When appropriately designed, these components can create visually interesting streetscapes and human scale environments. This section of the Architectural Design Guidelines covers architectural components and addresses Universal Design and Accessory Dwelling Units.

Building Façades

Building Façades constitute all vertical sides of the building: front, sides, and rear that, together with the roof, creates a building's mass and scale. A building's mass and scale directly impact the overall streetscape of a neighborhood. To encourage a pedestrian friendly environment and visually interesting streetscape, the following guidelines are encouraged:

- Stagger wall planes in the horizontal and/or vertical plane, where appropriate, to break up the elevation to avoid large building massing.
- Provide projections and recesses in building elevations appropriate to the architectural style to create shadow and depth.
- Use balconies to create plane breaks in the building elevations.
- Buildings shall be designed with "4-sided" architecture to create high-quality homes that are human-scale and enhance the public realm.
- Buildings shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap as appropriate to the building style.



Staggered wall planes



Use balconies to create plane breaks in the building elevations.



Variation in roof forms



Roof deck



Landscaping in between garage doors

Roofs and Roof Decks

The building roof provides an important function to the home and to shaping the skyline and a building's overall form.

- Variation of roof forms are encouraged to allow for the creation of an interesting roofscape and streetscape.
- Roof forms can include, but are not limited to, gable, shed, and hip. Flat roofs may be allowed under the Contemporary and Contemporary Spanish architectural styles, especially when roof decks are part of the building design.
- Roof material and color shall complement the architectural style of the home.
- Roof decks, if implemented, should be designed as an integral part of the overall building design, consider solar panel requirements, have adequate railings for safety and privacy, and offer adequate private open space for residents.

Garages

Garages provide a sheltered space for vehicles and, when thoughtfully placed and designed, will de-emphasize the vehicle and can add to the articulation of the overall building form.

- Alley-load buildings with garage in the alley are encouraged to promote a walkable pedestrian streetscape.
- Garage door recesses into surrounding wall planes, and/or with 2nd floor above cantilevered are encouraged to help de-emphasize the garage door.
- Garage door windowlites are allowed and should be appropriate to the architectural style of the home.
- To soften alleyways with many garage doors, appropriate landscaping (i.e. small hedges, climbing trellis, etc.) in between garage doors is encouraged.

Architectural Details

The Architectural Details of a building help complete the design vision and can mean the difference between a welcoming street scene with appeal and one that may be non-inviting and bland. This section includes guidelines for the following Architectural Details: entryways, windows and doors, exterior lighting, gutters and down spouts, building addresses, and mechanical equipment.

Entryways

- Entryways present the threshold between public and private spaces and are a focal point to the building façade. The following elements are encouraged to be used to articulate the entryway as a focal point: Porch, Trellis, Portico, and Recessed Entryway.
- Where entryways face a paseo, there shall be a walkway, 4' wide minimum, connecting the entryway to the paseo.
- Where entryways face a street, there shall be a walkway, 4' wide minimum, connecting the entryway to the sidewalk.

Windows and Doors

- Window and door design and their trim elements shall be consistent with the overall architectural style of the building.
- Window shutters, when used, shall be the same size and shape as the window opening they appear to shutter.
- Window frames shall be appropriately colored to match or complement the house or trim colors for each color scheme.

Exterior Lighting

- Exterior lighting shall adhere to standards and regulations in Dublin Municipal Code 7.32.270: Building Security, Section (D) Lighting.
- All building-mounted and site lighting fixtures shall be fully shielded and utilize colors and finishes to complement the building's architectural style.

Gutters and Downspouts

- Gutters and downspouts shall be integrated into the overall building design in regards to location and color.



A walkway connecting the entryway to the paseo



Window designs and trim elements



Window shutters proportional to the window opening



Example of well screened Mechnical Equipment on ground level



Buildings facing across a street use different color schemes for street scene variation

Building Addresses

- Building address numbers should be of a clear typeface appropriate to building style.
- Lighting and visibility of building addresses should adhere to the regulations in Dublin Municipal Code 7.32.120: Address Illumination.

Mechanical Equipment

- Mechanical equipment located on the ground shall be screened from view from the public to maintain a pedestrian friendly street scene. Screening can be landscape and/or a fencing screen.
- Mechanical equipment located in cabinets and/or on the wall shall be appropriately screened with doors that are integrated into the overall building design and/or landscaping that will not obscure access to the equipment per utility company standards.
- Any rooftop equipment shall be integrated into the overall building design and screened from public views.

Materials and Colors

The Materials and Colors of a building have a direct impact on the streetscape and overall neighborhood. The following guidelines are to be referenced with the materials allowed for each architectural style.

- Materials and colors shall be of high-quality and durable, weather well, and reflect the home's architectural style.
- Material and color blocking shall not terminate at outside corners and shall wrap to appropriate transition points of the building façade.
- Materials and colors at the base of buildings should continue to where the building meets grade so the building is well seated into the street, avoiding a "floating" look.

Universal Design

The proposed buildings will adhere to the Universal Design Guidelines as outlined in Dublin Municipal Code Chapter 7.90: Universal Design.

Accessory Dwelling Units

Accessory Dwelling Units proposed in Dublin Fallon 580 will adhere to the standards and regulations as outlined in Dublin Municipal Code Chapter 8.80: Accessory Dwelling Unit Regulations.

C

Architectural Styles

The architectural styles of Dublin Fallon 580 draw from the project site's setting of rolling hills and its relationship to the surrounding area and existing residential neighborhoods. The following five architectural styles identified for Dublin Fallon 580 are a mixture of traditional and contemporary styles offering variation.

- Traditional Farmhouse
- Modern Farmhouse
- Contemporary
- Contemporary Spanish
- Modern French Country

Traditional Farmhouse

	MINIMUM CHARACTERISTICS	SUGGESTED ENHANCEMENTS
Roof Form	• Gable Roof Forms • 3:12 to 8:12 Pitch • 12” to 18” deep Eaves • 6” to 12” deep Rakes	• Shed Accent Roofs
Roof Materials	• Dimensional Composition Shingle Roofing and/or Standing Seam Metal Roofing	
Exterior Finish	• Board and Batten Siding • Lap Siding with 6 to 8 inch Exposure • Stucco Finish	• Brick or Stone Veneer
Windows and Doors	• Single Hung and Casement Windows • Accent Painted Entry Doors • Panelized or Carriage House Sectional Garage Doors	• Fixed Accent Windows
Trims and Accents	• Wood trim, Fiber Cement Trim, and/or High Density Foam with precast finish or smooth stucco finish	• Wood Brackets or Kickers • Wood Porch Posts • Wood Railings • Decorative false vents in gable ends • Trim same color as adjacent body color







Modern Farmhouse

	MINIMUM CHARACTERISTICS	SUGGESTED ENHANCEMENTS
Roof Form	• Gable Roof Forms • 3:12 to 6:12 Pitch • 6” to 12” deep Eaves • 0” to 6” deep Rakes	• Shed Accent Roofs
Roof Materials	• Dimensional Composition Shingle Roofing and/or Standing Seam Metal Roofing	
Exterior Finish	• Lap Siding • Stucco Finish • Board and Batten Accent Siding	• Brick and/or Stone Veneer
Windows and Doors	• Single Hung and Casement Windows • Accent Painted Entry Doors • Panelized or carriage house sectional Garage Doors	• Fixed Accent Windows
Trims and Accents	• Wood trim, Fiber Cement Trim, and/or High Density Foam with precast finish or smooth stucco finish	• Wood brackets or Kickers • Wood Porch Posts • Metal Railings • Metal Awnings over windows or doors • Trim same color as adjacent body color







Contemporary

	MINIMUM CHARACTERISTICS	SUGGESTED ENHANCEMENTS
Roof Form	• One primary roof form • Secondary roof forms, and/or dormers smaller than primaryroof form • Gable, Shed or Flat roofs • 0”-18” Eaves • 0”-18” Rakes	
Roof Materials	• Dimensional composition roof shingles • Flat Concrete Roof Tiles	• Standing Seam metal roof
Exterior Finish	• Horizontal Lap Siding with 4”-8” exposure • Horizontal or Vertical T&G Siding • Metal siding • Stucco, smooth or fine dash finish	• Brick or Stone Veneer
Windows and Doors	• Single Hung Windows • Casement Windows • Slider Windows • Square or Rectangular Windows • Flat garage doors (no panels) or rectangular recessed panels (no bevels encouraged)	• Flush entry doors with no panels. Any glazing to be square or rectangular • Awning Accent Windows
Trims and Accents	• Recessed windows or enhanced window trims	• Rectangular, Square or Round columns and pilasters – minimum of 4” width in any direction





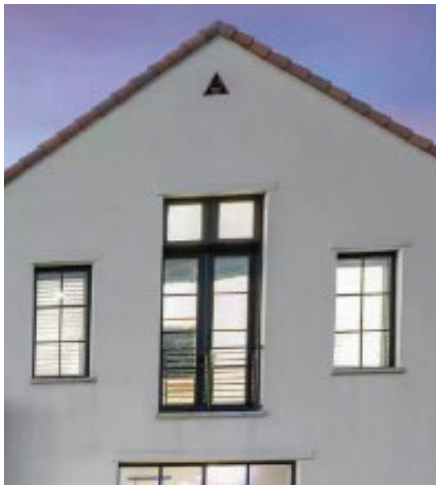


Contemporary Spanish

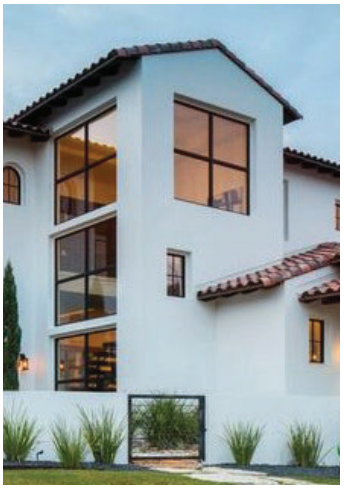
	MINIMUM CHARACTERISTICS	SUGGESTED ENHANCEMENTS
Roof Form	• Gable Roof and/or Hipped Roof • 4:12 - 6:12 Roof Pitches	• Limited Flat Roof Areas

Roof Materials	• Clay or Concrete Roof Tiles, one of the following shapes
	  • Barrel Roof Tile
	  • Flat Concrete
	  • S-shaped Concrete
		• Standing Seam metal Accent Roof Areas

Exterior Finish	• Predominately Stucco	• Horizontal Lap Siding • Tongue and Groove Siding • Stone or Brick Veneer • Tile Accents
Windows and Doors	• Single Hung Windows • Casement Windows • Slider Windows • Contemporary Paneled front doors (no beveled panels) • Flat garage doors (no panels) or rectangular recessed panels (no bevels encouraged)	• Fixed Accent Windows • Solid, Flat Front Doors
Trims and Accents	• Recessed windows or enhanced window trims	• Metal Railings • Wood Railings • Decorative Metal Details • False Tiles Vents







Modern French Country

	MINIMUM CHARACTERISTICS	SUGGESTED ENHANCEMENTS
Roof Form	• Gable Roof • 4:12 - 7:12 Roof Pitches	• Hipped Roof accents, 4:12 - 7:12 roof pitches • Limited Flat Roof Areas
Roof Materials	• Dimensional Roof Shingles and/or Flat Concrete Tile	• Standing Seam Metal Accent Roof Areas
Exterior Finish	• Predominately Stucco	• Horizontal Lap Siding • Tongue and Groove Siding • Stone or Brick Veneer
Windows and Doors	• Single Hung Windows • Casement Windows • Slider Windows • Contemporary Paneled Front Doors (no beveled panels) • Flat garage doors (no panels) or rectangular recessed panels (no bevels encouraged)	• Fixed Accent Windows • Solid, flat front doors
Trims and Accents	• Recessed windows or enhanced window trims	• Metal Railings • Wood Railings • Decorative Metal Details • False tile vents







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CONCEPT

The Dublin Fallon 580 property comprises of 13.66 acres designated for high-density multi-family residential use (Parcels 7 and 8, depicted below with pedestrian circulation and bicycle connections). The selection and arrangement of materials, colors, and textures will create a unified community aesthetic. The overarching landscape theme will feature vibrant, blossoming plant life, complemented by evergreen planting that harmonizes with the architecture and encourages pedestrian access and connectivity both within the community and to neighboring areas.

Each entrance to the neighborhoods will have its own enhanced character while still fitting in with the surrounding community. The proposed landscaping will contribute to a strong visual identity. Within the residential community, the internal streets and sidewalks will be adorned with various street trees, strategically positioned to maximize solar exposure. Additionally, low-growing flowering groundcover will enhance pedestrian connections to the public sidewalks.

DESIGN PRINCIPLES

- Create an aesthetically pleasing site by carefully selecting and arranging materials, colors, and textures that harmonize with the natural open space.
- Offer outdoor amenities to residents, including shaded paseos and outdoor seating areas.
- Promote a unified neighborhood identity through distinctive entry branding and consistent site elements.
- Establish a cohesive and inviting atmosphere at night by implementing street lighting throughout the neighborhood, ensuring safety, aesthetics, and a sense of continuity.



Pedestrian circulation

STREETS AND ENTRIES

Neighborhood Streets

The neighborhood streets will be carefully designed to create a well-organized layout that guides both vehicles and pedestrians throughout the community. Landscaping will be incorporated along the streets to create an attractive street scene. Textured paving materials like stamped asphalt, stamped concrete, or pavers can be used in crosswalks to visually enhance the pedestrian pathways.

The selection of street trees will be coordinated with utilities and street lights to create a continuous canopy of trees along the streets. Additional trees will be strategically placed in irregular patterns, and screening trees will be positioned near building ends to soften the architectural features. A tiered approach will be employed, incorporating low-growing groundcover, intermediate shrubs, and background shrubs to provide a diverse landscape with seasonal colors and textural contrast. Please refer to the plant palette for suggested species and required sizes.

Neighborhood Entries

To emphasize the arrival and unique character of the community, incorporate distinctive plantings or monuments at entry points. Ensure that the design of these features aligns with the architectural style of the surroundings.

Croak Road

The sloped edge along Croak Road should continue the character of the valley and have a natural and California landscape. It should include grasses, native plants, trees and low-lying groundcovers. The east side of Croak Road is a gentle hillside, shown below.

Open Space Interface Roads

Streets along the open space should have a rural and lightly landscaped edge that allows for views of the valley. The opposite site should provide street trees and a variety of planting.



Croak Road Hillside Condition
Scale: N.T.S.



Entry monument with thematic landscaping



Street trees in parkway strips or front yard planting areas

COMMON LANDSCAPE AREAS

Paseos

Paseos are designated pedestrian walkways within the community, offering a pleasant and convenient means of getting around without interference from vehicles. It is essential to adorn the paseos with carefully selected plantings that enhance the visual appeal and provide an enjoyable walking experience. Additionally, incorporating seating areas, fountains, or sculptures along the paseos can further enhance the overall ambiance. The paseos should seamlessly integrate into the overall design of the residential development.

Alleyways

By strategically considering their placement and design, garages can be integrated into the landscape in a way that minimizes their visual prominence and enhances the overall landscape experience. Introducing suitable plantings such as small hedges or climbing trellises between garage doors can soften the appearance of alleyways.

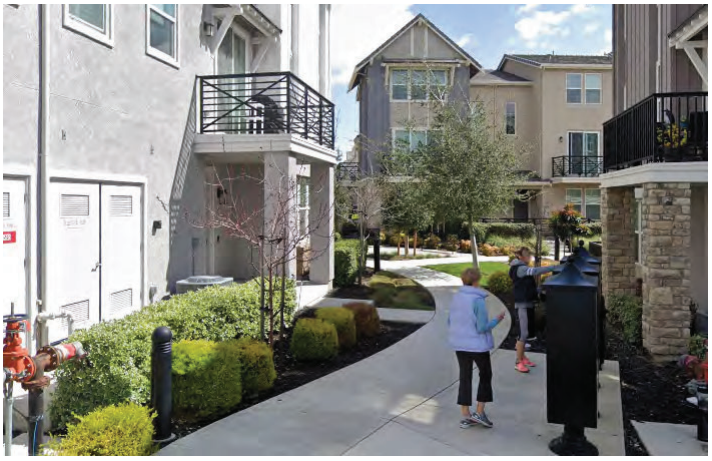
To safeguard the landscaping from interference by vehicles or pedestrians, raised planting surfaces, depressed walkways, or curbs should be employed. Concrete mow-strips should separate turf and shrub areas, creating a connected network of pathways, and incorporating focal elements along sight lines.

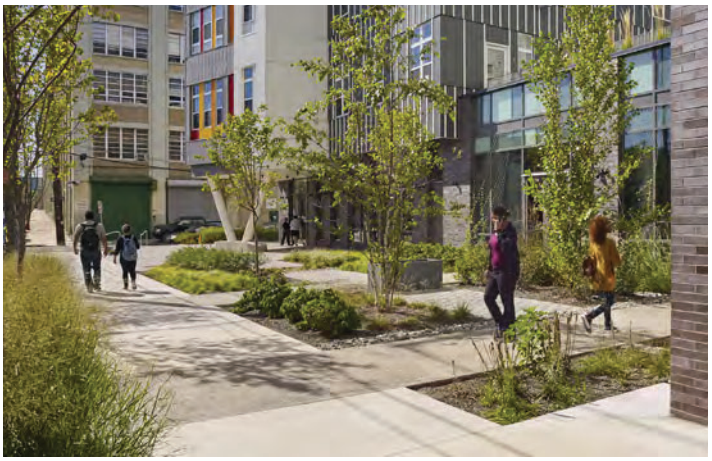




Landscaping between garage doors





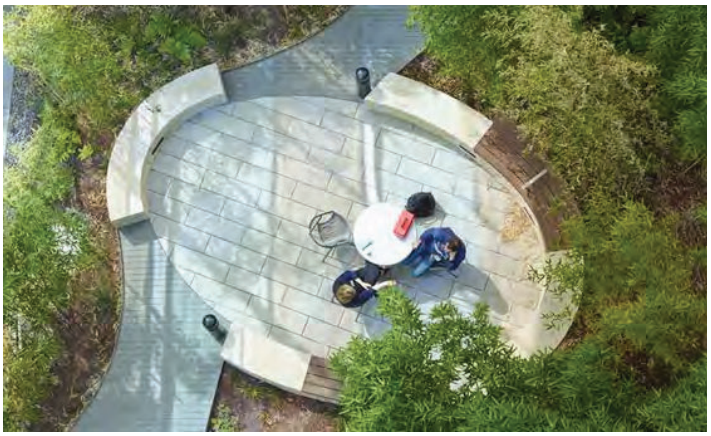


Neighborhood paseos

POCKET PARKS

Pocket parks are small green spaces nestled into the fabric of an urban neighborhood that provide public space for social engagement, relaxation, and exercise. Pocket parks typically feature seating opportunities, aesthetic landscaping, and other amenities that improve the physical and psychological well-being of local residents. Pocket parks often fill irregularly shaped or underutilized lots and can serve as focal points of activity and interest for the surrounding population.

Pocket parks also offer convenient points of access for emergency vehicles by connecting the inner community zone to the external arterial roads. This is achieved through the strategic placement of durable and weather-resistant hardscape materials that can support heavy vehicles, for example, a full-sized fire engine. Hardscape treatments such as decorative pavers provide a unique plaza experience for visitors while ensuring safety and efficiency for emergency responders.







Pocket parks

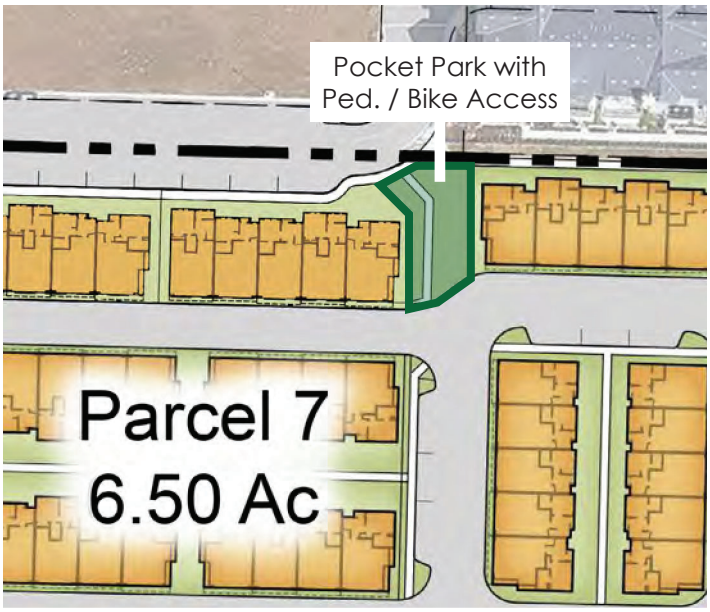
Parcel 7

There is an opportunity for a pocket park within Parcel 7. This common green space would directly serve the adjacent residential buildings and provide a key connection to to the existing developement and park. In addition to an open area for social gathering, the pocket park would feature a pedestrian and bicycle connection to the Neighborhood Square park to the north, a green landscaped perimeter, and outdoor site elements such as benches and lighting.

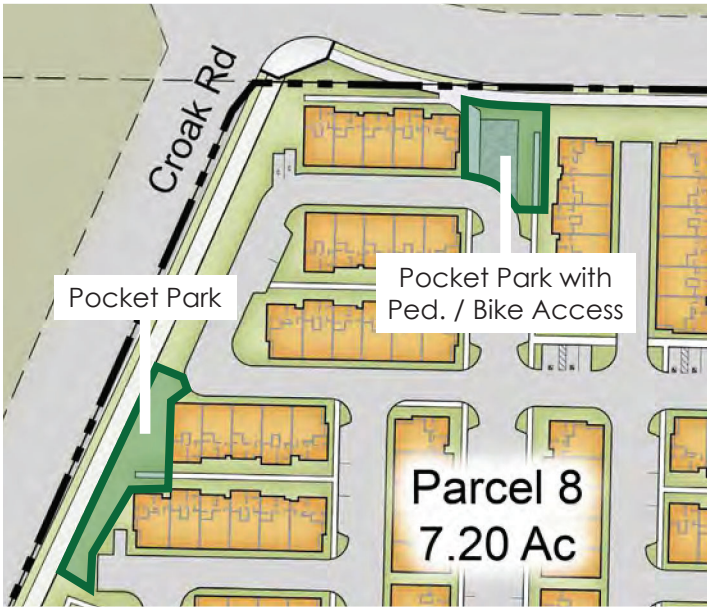
Parcel 8

There is an opportunity for a pocket park in the northern area within Parcel 8. This common green space would directly serve the adjacent 5-plex residential building and provide a key connection to Central Parkway. In addition to an open area for social gathering, the pocket park would feature a pedestrian and bicycle connection to East Ranch, a green landscaped perimeter, and outdoor site elements such as benches and lighting.

There is an additional pocket park opportunity along the western edge of Parcel 8 with frontage to Croak Road. This area may potentially offer additional common space and seating opportunities to improve quality of life and community cohesion. This location could provide direct pedestrian and bicycle access to the sidewalk and supplement neighborhood connections to the surrounding circulation network.



Parcel 7 pocket park opportunity area



Parcel 8 pocket park opportunity areas

OUTDOOR SITE ELEMENTS

Street Lighting

All street lighting in the residential neighborhood will conform to approved City standards. Street lighting is used for both decoration as well as marking special pathways and landmarks.

Model: The Lumec L60 LED Hexagonal Lantern series on 18.5' tall post is recommended, to match the current City's standard.

Mailbox

Clustered mailbox will be used. The mailbox location/ model shall be reviewed and approved by USPS.

Signage

Signage shall conform to City ordinances.

Perimeter Fence

For security reasons, it may be necessary to install a fence around the property. To enhance the visual appeal, it is recommended to incorporate landscaping elements such as climbing vines and tall hedges adjacent to the fence. Gates should be included in walls or fences as needed to ensure emergency or maintenance access.



Street Lighting
Scale: N.T.S.

Benches and Trash Receptacles

Benches and trash receptacles should be placed strategically to ensure visitor convenience. The model of bench and trash receptacle should be consistent throughout the neighborhood.

Bike Parking

Bicycle racks play a crucial role in promoting sustainable and active transportation. Provide bicycle parking, where feasible, to support intermodal travel for residents.



Perimeter fence





Benches and trash receptacles



Bicycle parking

FENCES AND WALLS

The landscape system encompasses community theme walls, fencing, and front yard planting. Each element of the landscape is carefully designed to reflect the unique character and exceptional quality of the community.

Typically, fences will be positioned away from the view triangles at intersections to ensure visibility and safety. Where necessary, breaks in the fence, removable sections, or gates will be incorporated to allow for maintenance access to adjacent utilities, such as water quality basins.

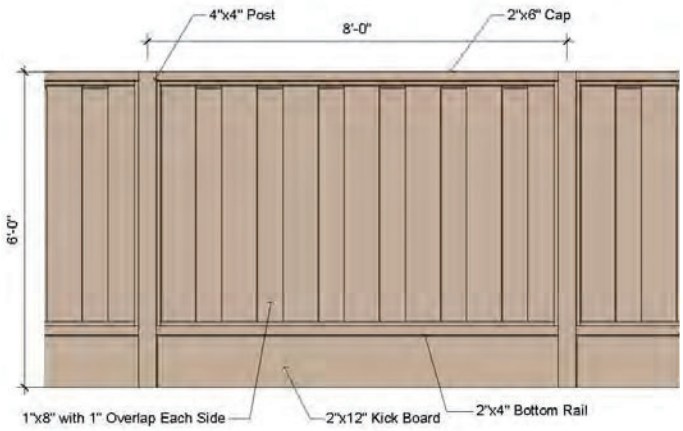
Good Neighbor Fence - The good neighbor fence should be located between lots. The design is a vertical board wood fence, 6' tall with caps and fascia boards. Wood 4x4 posts are located at a minimum of 8' on center.

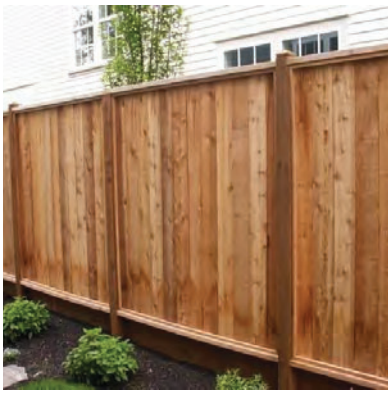
Lattice Top Fence - This fence should be used parallel to the front of the home. Where side yards abut a residential street, the lattice fence will also be used. Where the fence is adjacent to the street, a 3 foot landscape buffer, at a minimum, is provided between the walkway and fence.

Open Space Interface Fence - This fence should be utilized along the wildfire buffer lots where they abut open space. The fence should not exceed 4 feet in height.

Concrete Split Rail Fence - This fence is utilized in the landscape along the southern sidewalks of street B serving as a thematic element to keep pedestrians out of water quality basins.

CMU Block Wall - Use split face CMU block wall where needed to retain throughout the community. Tree plantings for screening on the retaining wall slope are discussed in the following section.





Good Neighbor Fence

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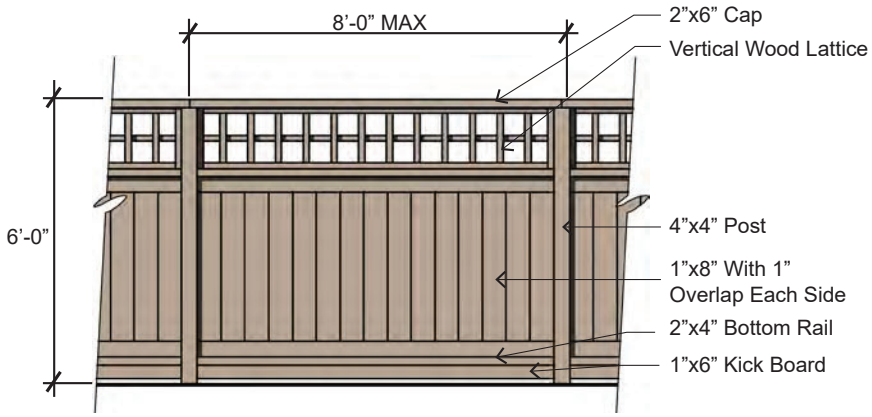



Lattice Top Fence

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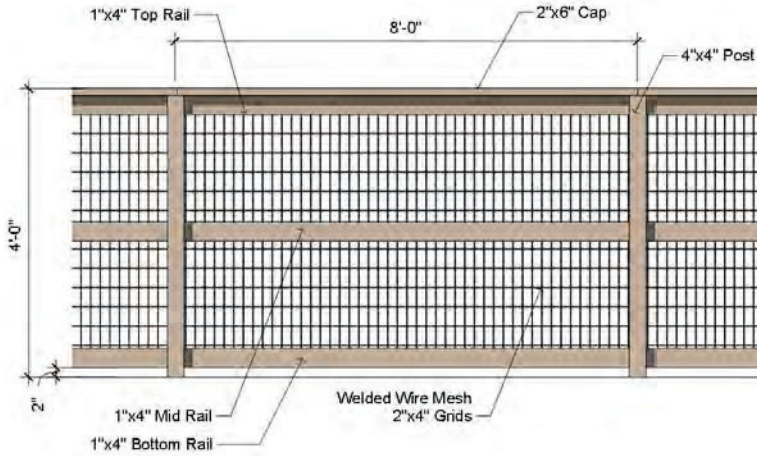



Open Space Interface Fence

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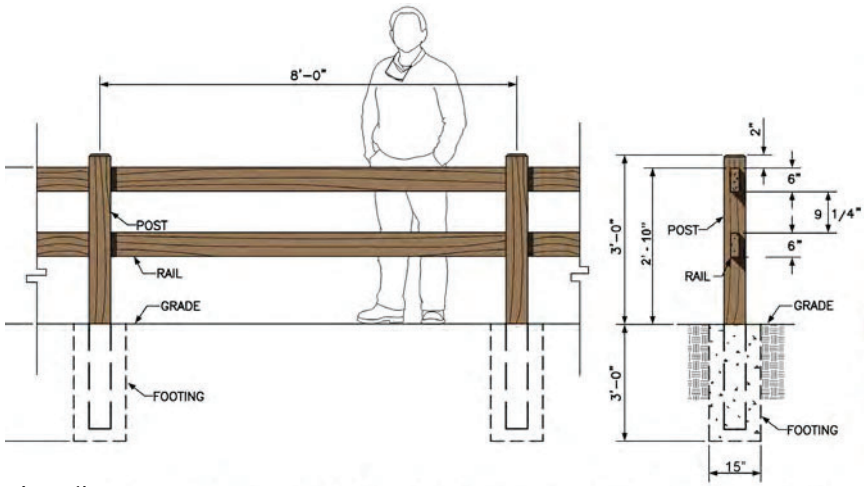



Concrete Split Rail Fence

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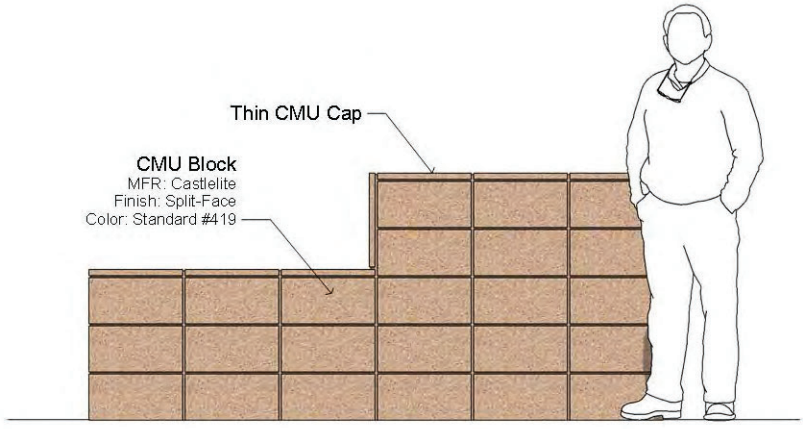




CMU Retaining Wall

Scale: N.T.S.

PLANTING DESIGN

The landscaping should elevate the overall quality of the neighborhood by framing and softening the look of structures, delineating site functions, and providing screening and buffering from adjacent uses. Whenever feasible, landscaped areas should follow a three-tiered planting approach: 1) trees, taking into account the available planting space; 2) shrubs; and 3) grasses, ground covers, and vines. Utilize tree patterns and structure to emphasize entries, create edges, provide privacy, and itnegrate open space. This ensures a visually appealing landscape design. This is not an exhaustive list and development plans may include others that appropriate for the project and microclimate.

Plant material should be selected appropriately for location and microclimate. Provide a combination of evergreen, deciduous and flowering trees. A variety of flowering, variegated, and evergreen shrubs should be mixed to maintain visual interest and seasonal diversity.

Emphasis will be placed on the use of low-water, climate-adapted, and deer-resistant plant materials. Plants should be selected and spaced appropriately for their mature size to ensure healthy growth and to reduce trimming and shearing. Micro-climates, soil conditions, and irrigation water quality must be considered in plant selection. Plants with similar watering needs should be planted together to prevent under or over watering.

PLANTING LIST - TREES

Street Trees

BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD
Acer rubrum 'Armstrong'	Red Maple	60'	15'
Celtis sinensis	Chinese Hackberry	40'	40'
Koelreuteria paniculata	Goldenrain Tree	30'	35'
Lagerstroemia indica	Crape Myrtle	25'	25'
Pistacia chinensis 'Keith Davey'	Chinese Pistache	40'	40'
Platanus x *acerifolia* 'Yarwood'	London Plane Tree	60'	35'
Prunus x *yedoensis* 'Akebono'	Yoshino Cherry	25'	25'
Quercus agrifolia	Coast Live Oak	50'	50'
Tilia cordata 'Greenspire'	Greenspire Little Leaf Linden	40'	30'
Ulmus parvifolia	Chinese Elm	60'	50'
Zelkova serrata	Japanese Zelkova	50'	50'



Quercus agrifolia



Tilia cordata 'Greenspire'



Ulmus parvifolia



Zelkova serrata

Accent Trees

BOTANICAL NAME	COMMON NAME	SPACING
Acer buergerianum	Triden Maple	20' O.C.
Acer palmatum	Japanese maple	20' O.C.
Arbutus 'Marina'	Strawberry Tree	30' O.C.
Cercis canadensis	Eastern Redbud	20' O.C.
Chitalpa tashkentensis	Chitalpa	25' O.C.
Citrus spp.	Citrus	15' O.C.
Cotinus coggygria	Smoke Tree	25' O.C.
Ginkgo biloba	Maidenhair Tree	25' O.C.
Lagerstroemia indica	Crape Myrtle	25' O.C.
Laurus nobilis	Sweet Bay	25' O.C.
Prunus sargentii	Sargent Cherry	25' O.C.



Chitalpa tashkentensis

Enhanced Open Space Trees

BOTANICAL NAME	COMMON NAME	SPACING
Aesculus californica	California Buckeye	25' O.C.
Arctostaphylos 'Dr Hurd'	Manzanita	15' O.C.
Cercis occidentalis	Western Redbud	20' O.C.
Geijera parviflora	Australian Willow	20' O.C.
Gleditsia triacanthos	Honey Locust	30' O.C.
Platanus racemosa	California Sycamore	40' O.C.
Quercus agrifolia	Coast Live Oak	50' O.C.
Quercus robur fastigiata	English Oak	15' O.C.
Quercus suber	Cork Oak	50' O.C.
Schinus molle	California Pepper Tree	50' O.C.
Umbellularia californica	California Bay	50' O.C.



Quercus suber



Geijera parviflora

Residential Screening Trees

BOTANICAL NAME	COMMON NAME	SPACING
Carpinus betulus	European Hornbeam	20' O.C.
Garrya elliptica	Silk Tassel Tree	15' O.C.
Magnolia grandiflora 'Little Gem'	Southern Magnolia	20' O.C.
Metrosideros excelsa	New Zealand Christmas Tree	25' O.C.
Nyssa sylvatica	Sour Gum	20' O.C.
Prunus caroliniana	Carolina Laurel Cherry	20' O.C.
Pseudotsuga menziesii	Douglas Fir	20' O.C.
Rhamnus alaternus	Italian Buckthorn	15' O.C.
Rhus lancea	African Sumac	25' O.C.



Carpinus betulus



Nyssa sylvatica

Retaining Wall Trees

The sloped planting area at the retaining wall at Parcel 7 should feature two rows of trees to provide screening. These should be triangulated with a spacing of 35 feet on center between trees and rows. The first row of trees should be offset 15 feet from the retaining wall. At the north end of the wall, only one row of trees should be planted given the limited space.

BOTANICAL NAME	COMMON NAME	BOX SIZE	HEIGHT	SPACING	WALL OFFSET
Ulmus parvifolia 'Emer II'	Allee Lacebark Elm	36 inches	40 feet	35 feet	15 feet



Ulmus parvifolia 'Emer II'

PLANTING LIST - SHRUBS

Accent Shrubs

BOTANICAL NAME	COMMON NAME	SPACING
Agave spp.	Agave	18" O.C.
Aloe striata	Carol Aloe	18" O.C.
Anigozanthos spp.	Kangaroo Paw	36" O.C.
Bulbine frutescens	Stalked Bulbine	36" O.C.
Coreopsis spp.	Coreopsis	24" O.C.
Dasylirion wheeleri	Spoon Yucca	48" O.C.
Dianella tasmanica	Tasman Flax Lily	30" O.C.
Hemerocallis	Day Lily	36" O.C.
Hesperaloe parviflora	Red Yucca	30" O.C.
Heuchera spp.	Coral Bells	24" O.C.
Iris douglasiona	Pacific Coast Iris	18" O.C.
Kniphofia uvaria	Red Hot Poker	30" O.C.
Lantana spp.	Lantana	48" O.C.
Liriope muscari	Lily Turf	24" O.C.
Penstemon spp.	Penstemon	36" O.C.
Teucrium chamaedrys	Germander	24" O.C.
Verbena	Verbena	24" O.C.


Bulbine frutescens


Lantana spp.


Penstemon


Teucrium chamadrys

Tall Shrubs

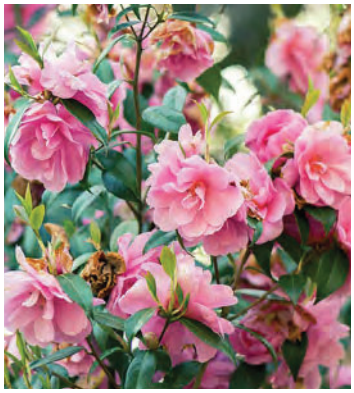
BOTANICAL NAME	COMMON NAME	SPACING
Abelia spp.	Abelia	36″ O.C.
Arbutus unedo 'Compacta'	Compact Strawberry Bush	48″ O.C.
Arctostaphylos spp.	Manzanita	96″ O.C.
Buddleia davidii	Butterfly Bush	60″ O.C.
Carpenteria californica	Bush Anemore	60″ O.C.
Dodonaea viscosa	Hopseed Bush	60″ O.C.
Euonymus japonica	Spindle Tree	60″ O.C.
Feijoa sellowiana	Pineapple Guava	120″ O.C.
Lavatera maritima	Tree Mallow	84″ O.C.
Ligustrum J. 'Texanum'	Waxleaf Privet	72″ O.C.
Loropetalum chinensis	Chinese Fringe Flower	72″ O.C.
Myrica californica	Wax Myrtle	15' O.C.
Myrsine africana	African Boxwood	60″ O.C.
Prostanthera ovalifolia	Mint Bush	84″ O.C.
Rhamnus californica	Coffeeberry	72″ O.C.
Ribes spp.	Currant	72″ O.C.



Arctostaphylos spp.



Anigozanthos



Camellia japonica



Lavatera maritima

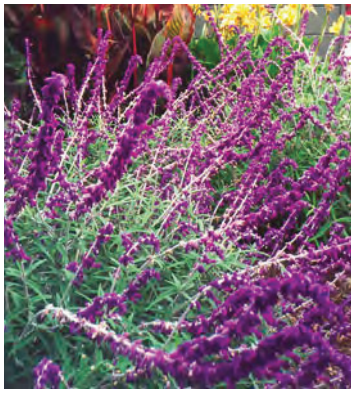
Medium Shrubs

BOTANICAL NAME	COMMON NAME	SPACING
Asparagus densiflorus 'Myers'	Foxtail Fern	36" O.C.
Callistemon 'Little John'	Dwarf Cottlebrush	36" O.C.
Cistus spp.	Rock Rose	48" O.C.
Coleonema spp.	Breath of Heaven	48" O.C.
Dietes spp.	Fortnight Lily	36" O.C.
Epilobium canum	California Fuchsia	30" O.C.
Escallonia 'Jubilee'	Escallonia	60" O.C.
Euphorbia rigida	Silver Spurge	36" O.C.
Grevillea 'Noelii'	Grevillea	36" O.C.
Myrtus communis 'Compacta'	Dwarf Myrtle	30" O.C.
Nandina spp.	Nandina/Heavenly Bamboo	30" O.C.
Nepeta x *faassenii*	Catmint	30" O.C.
Nephrolepis cordifolia 'California'	California Fern	48" O.C.
Olea europaea 'Montra'	Little Olive	72" O.C.
Perovskia atriplicifolia	Russian Sage	36" O.C.
Phormium tenax	New Zealand Flax	48" O.C.
Pittosporum tobira	Dwarf Mock Orange	60" O.C.
Rhaphiolepsis indica	Indian Hawthorn	72" O.C.
Salvia spp.	Sage	48" O.C.
Teucrium fructicans	Bush Germander	48" O.C.
Sedum spp.	Stonecrop	24" O.C.
Viburnum tinus compacta	Viburnum	48" O.C.
Westringia fruticosa 'Mundi'	Coast Rosemary	36" O.C.


Dietes spp.


Teucrium fruticans


Olea europaea 'Montra'


Salvia spp.

PLANTING LIST - GRASSES

BOTANICAL NAME	COMMON NAME	SPACING
Bouteloua gracilis	Blue Grama Grass	30" O.C.
Calamagrostis 'Karl Foerster'	Feather Reed Grasses	36" O.C.
Carex spp.	Sedge	24" O.C.
Chondropetalum tectorum	Small Cape Rush	36" O.C.
Festuca californica	California Fescue	24" O.C.
Juncus patens	California Gray Rush	24" O.C.
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	48" O.C.
Lomandra longifolia	Dwarf Mat Rush	36" O.C.
Muhlenbergia rigens	Meadow Muhly	36" O.C.
Pennisetum alopecuroides	Dwarf Fountain Grass	30" O.C.
Pennisetum setaceum 'Rubrum'	Red Fountain Grass	30" O.C.



Festuca californica



Juncus patens



Lomandra longifolia

PLANTING LIST - VINES

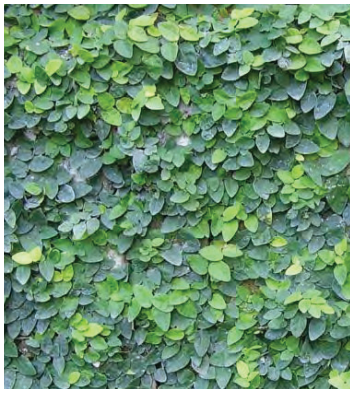
BOTANICAL NAME	COMMON NAME	SPREAD
Bougainvillea spp.	Bougainvillea	20'
Ficus pumila	Creeping Fig	30'
Hardenbergia violacea	Purple Vine Lilac	10'
Jasminum spp.	Jasmine	20'
Lonicera japonica	Honeysuckle	20'
Parthenocissus quinquefolia	Virginia Creeper	30'
Solanum laxum	Potato Vine	25'
Wisteria sinensis	Chinese Wisteria	15'



Bougainvillea spp.



Hardenbergia violacea



Ficus pumila



Muhlenbergia rigens

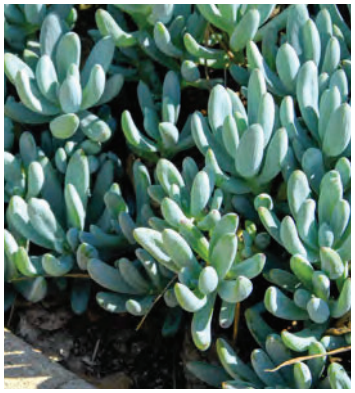
PLANTING LIST - GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SPACING
Acacia redolens	Acacia	10' O.C.
Achillea millefolium	Yarrow	30" O.C.
Baccharis pilularis	Coyote Brush	72" O.C.
Ceanothus griseus	California Lilac	60" O.C.
Coprosoma kirkii 'Verde Vista'	Prostate Mirror Plant	60" O.C.
Dymondia margaretae	Silver Carpet	36" O.C.
Erigeron glaucus 'Sea Breeze'	Seaside Daisy	36" O.C.
Erigeron karvinskianus	Santa Barbara Daisy	36" O.C.
Gazania spp.	Gazania	24" O.C.
Geranium spp.	Hardy Scented Geramium	24" O.C.
Juniperus spp.	Juniper	60" O.C.
Limonium perezii	Sea Lavender	24" O.C.
Mimulus x 'Jelly Bean Orange'	Sticky Monkey Flower	48" O.C.
Myoporum parvifolium 'Pink'	Myoporum 'Pink'	72" O.C.
Pelargonium peltatum	Ivy Geramium	48" O.C.
Oenothera speciosa 'Childsii'	Mexican Evening Primrose	36" O.C.
Osteospermum fruticosum	African Daisy	60" O.C.
Rosa 'Carpet Rose'	Carpet Rose	48" O.C.
Rosmarinus officinalis 'Huntington Carpet'	Rosemary	60" O.C.
Senecio serpens	Blue Chalk Sticks	24" O.C.
Stachys byzantina	Lamb's Ears	24" O.C.


Stachys byzantina


Rosmarinus officinalus


Myoporum parvifolium 'Pink'


Senecio serpens

PLANTING LIST - STORMWATER TREATMENT AREAS

Plants play an important role in the function of landscape-based stormwater treatment measures. All species listed are included in the Alameda Countywide Clean Water Program Guidebook and are suitable for stormwater treatment measures.

Trees in Stormwater Treatment Areas

BOTANICAL NAME	COMMON NAME	SPACING
Aesculus californica	Buckeye	25' O.C.
Arbutus unedo	Strawberry Tree	25' O.C.
Nyssa sylvatica	Sour Gum	25' O.C.
Quercus agrifolia	Coast Live Oak	50' O.C.
Platanus racemosa	Calfornia Sycamore	40' O.C.
Ulmus propinqua 'JFS-Bieberich'	Emerald Sunshine Elm	25' O.C.



Baccharis pilularis 'Twin Peaks'

Shrubs & Grasses in Stormwater Treatment Areas

BOTANICAL NAME	COMMON NAME	SPACING
Achillea millefolium	Common Yarrow	30" O.C.
Baccharis pilularis 'Twin Peaks'	Coyote Brush Prostrate	72" O.C.
Carex pansa	California Meadow Sedge	18" O.C.
Chondropetalum tectorum	Cape Rush	36" O.C.
Eriogonum fasciculatum	Flattop Buckwheat	36" O.C.
Juncus patens	Blue Rush	24" O.C.
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	48" O.C.
Limonium californicum	Marsh Rosemary	24" O.C.
Muhlenbergia rigens	Deergrass	36" O.C.
Nasella pulchra	Purple Needlegrass	30" O.C.
Salvia clevelandii	Cleveland Sage	48" O.C.
Epilobium densiflorum	Dense Spike Primrose	30" O.C.



Juncus patens



Epilobium densiflorum

CONCEPT

The Dublin Fallon 580 property comprises of 13.66 acres designated for high-density multi-family residential use (Parcels 7 and 8, depicted below with pedestrian circulation and bicycle connections). The selection and arrangement of materials, colors, and textures will create a unified community aesthetic. The overarching landscape theme will feature vibrant, blossoming plant life, complemented by evergreen planting that harmonizes with the architecture and encourages pedestrian access and connectivity both within the community and to neighboring areas.

Each entrance to the neighborhoods will have its own enhanced character while still fitting in with the surrounding community. The proposed landscaping will contribute to a strong visual identity. Within the residential community, the internal streets and sidewalks will be adorned with various street trees, strategically positioned to maximize solar exposure. Additionally, low-growing flowering groundcover will enhance pedestrian connections to the public sidewalks.

DESIGN PRINCIPLES

- Create an aesthetically pleasing site by carefully selecting and arranging materials, colors, and textures that harmonize with the natural open space.
- Offer outdoor amenities to residents, including shaded paseos and outdoor seating areas.
- Promote a unified neighborhood identity through distinctive entry branding and consistent site elements.
- Establish a cohesive and inviting atmosphere at night by implementing street lighting throughout the neighborhood, ensuring safety, aesthetics, and a sense of continuity.



Pedestrian circulation

STREETS AND ENTRIES

Neighborhood Streets

The neighborhood streets will be carefully designed to create a well-organized layout that guides both vehicles and pedestrians throughout the community. Landscaping will be incorporated along the streets to create an attractive street scene. Textured paving materials like stamped asphalt, stamped concrete, or pavers can be used in crosswalks to visually enhance the pedestrian pathways.

The selection of street trees will be coordinated with utilities and street lights to create a continuous canopy of trees along the streets. Additional trees will be strategically placed in irregular patterns, and screening trees will be positioned near building ends to soften the architectural features. A tiered approach will be employed, incorporating low-growing groundcover, intermediate shrubs, and background shrubs to provide a diverse landscape with seasonal colors and textural contrast. Please refer to the plant palette for suggested species and required sizes.

Neighborhood Entries

To emphasize the arrival and unique character of the community, incorporate distinctive plantings or monuments at entry points. Ensure that the design of these features aligns with the architectural style of the surroundings.

Croak Road

The sloped edge along Croak Road should continue the character of the valley and have a natural and California landscape. It should include grasses, native plants, trees and low-lying groundcovers. The east side of Croak Road is a gentle hillside, shown below.

Open Space Interface Roads

Streets along the open space should have a rural and lightly landscaped edge that allows for views of the valley. The opposite site should provide street trees and a variety of planting.



Croak Road Hillside Condition
Scale: N.T.S.



Entry monument with thematic landscaping



Street trees in parkway strips or front yard planting areas

COMMON LANDSCAPE AREAS

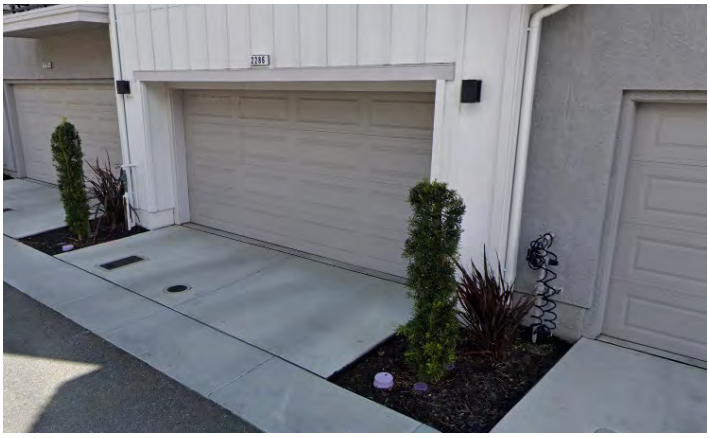
Paseos

Paseos are designated pedestrian walkways within the community, offering a pleasant and convenient means of getting around without interference from vehicles. It is essential to adorn the paseos with carefully selected plantings that enhance the visual appeal and provide an enjoyable walking experience. Additionally, incorporating seating areas, fountains, or sculptures along the paseos can further enhance the overall ambiance. The paseos should seamlessly integrate into the overall design of the residential development.

Alleyways

By strategically considering their placement and design, garages can be integrated into the landscape in a way that minimizes their visual prominence and enhances the overall landscape experience. Introducing suitable plantings such as small hedges or climbing trellises between garage doors can soften the appearance of alleyways.

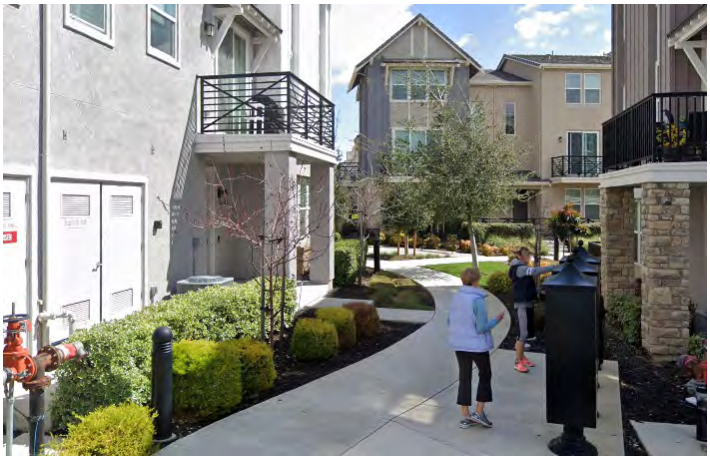
To safeguard the landscaping from interference by vehicles or pedestrians, raised planting surfaces, depressed walkways, or curbs should be employed. Concrete mow-strips should separate turf and shrub areas, creating a connected network of pathways, and incorporating focal elements along sight lines.





Landscaping between garage doors







Neighborhood paseos

POCKET PARKS

Pocket parks are small green spaces nestled into the fabric of an urban neighborhood that provide public space for social engagement, relaxation, and exercise. Pocket parks typically feature seating opportunities, aesthetic landscaping, and other amenities that improve the physical and psychological well-being of local residents. Pocket parks often fill irregularly shaped or underutilized lots and can serve as focal points of activity and interest for the surrounding population.

Pocket parks also offer convenient points of access for emergency vehicles by connecting the inner community zone to the external arterial roads. This is achieved through the strategic placement of durable and weather-resistant hardscape materials that can support heavy vehicles, for example, a full-sized fire engine. Hardscape treatments such as decorative pavers provide a unique plaza experience for visitors while ensuring safety and efficiency for emergency responders.







Pocket parks

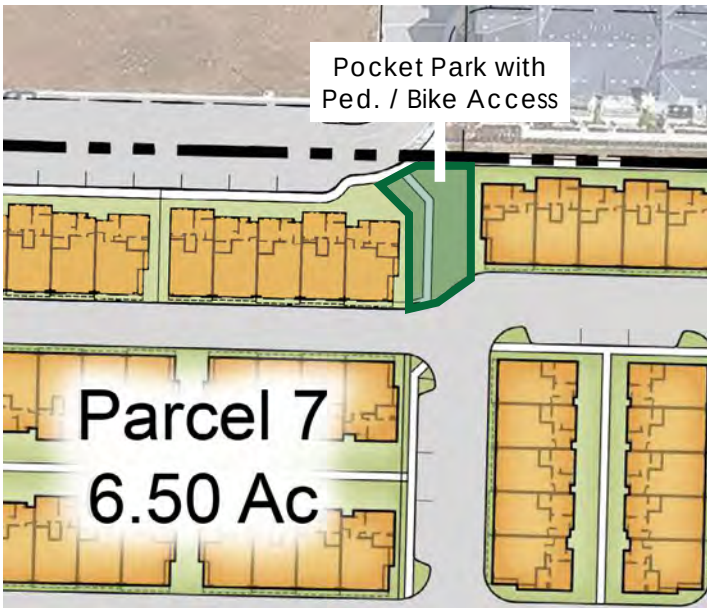
Parcel 7

There is an opportunity for a pocket park within Parcel 7. This common green space would directly serve the adjacent residential buildings and provide a key connection to to the existing developement and park. In addition to an open area for social gathering, the pocket park would feature a pedestrian and bicycle connection to the Neighborhood Square park to the north, a green landscaped perimeter, and outdoor site elements such as benches and lighting.

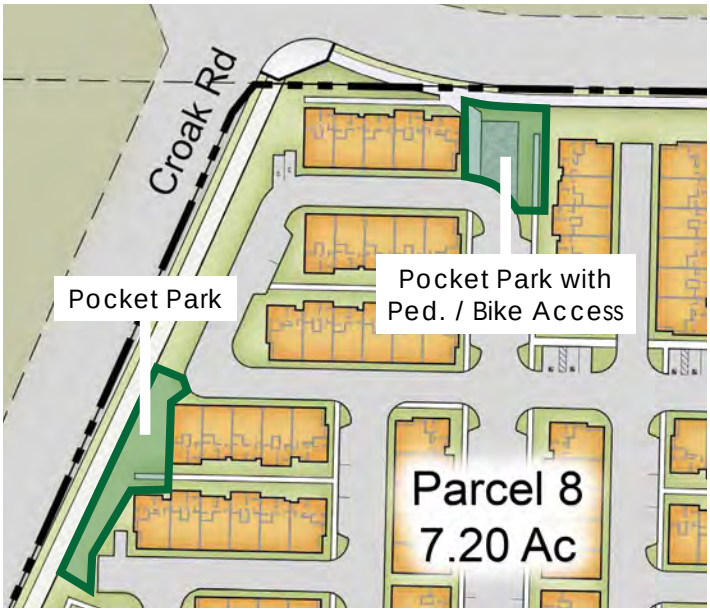
Parcel 8

There is an opportunity for a pocket park in the northern area within Parcel 8. This common green space would directly serve the adjacent 5-plex residential building and provide a key connection to Central Parkway. In addition to an open area for social gathering, the pocket park would feature a pedestrian and bicycle connection to East Ranch, a green landscaped perimeter, and outdoor site elements such as benches and lighting.

There is an additional pocket park opportunity along the western edge of Parcel 8 with frontage to Croak Road. This area may potentially offer additional common space and seating opportunities to improve quality of life and community cohesion. This location could provide direct pedestrian and bicycle access to the sidewalk and supplement neighborhood connections to the surrounding circulation network.



Parcel 7 pocket park opportunity area



Parcel 8 pocket park opportunity areas

OUTDOOR SITE ELEMENTS

Street Lighting

All street lighting in the residential neighborhood will conform to approved City standards. Street lighting is used for both decoration as well as marking special pathways and landmarks.

Model: The Lumec L60 LED Hexagonal Lantern series on 18.5' tall post is recommended, to match the current City's standard.

Mailbox

Clustered mailbox will be used. The mailbox location/ model shall be reviewed and approved by USPS.

Signage

Signage shall conform to City ordinances.

Perimeter Fence

For security reasons, it may be necessary to install a fence around the property. To enhance the visual appeal, it is recommended to incorporate landscaping elements such as climbing vines and tall hedges adjacent to the fence. Gates should be included in walls or fences as needed to ensure emergency or maintenance access.



Street Lighting
Scale: N.T.S.

Benches and Trash Receptacles

Benches and trash receptacles should be placed strategically to ensure visitor convenience. The model of bench and trash receptacle should be consistent throughout the neighborhood.

Bike Parking

Bicycle racks play a crucial role in promoting sustainable and active transportation. Provide bicycle parking, where feasible, to support intermodal travel for residents.



Perimeter fence





Benches and trash receptacles



Bicycle parking

FENCES AND WALLS

The landscape system encompasses community theme walls, fencing, and front yard planting. Each element of the landscape is carefully designed to reflect the unique character and exceptional quality of the community.

Typically, fences will be positioned away from the view triangles at intersections to ensure visibility and safety. Where necessary, breaks in the fence, removable sections, or gates will be incorporated to allow for maintenance access to adjacent utilities, such as water quality basins.

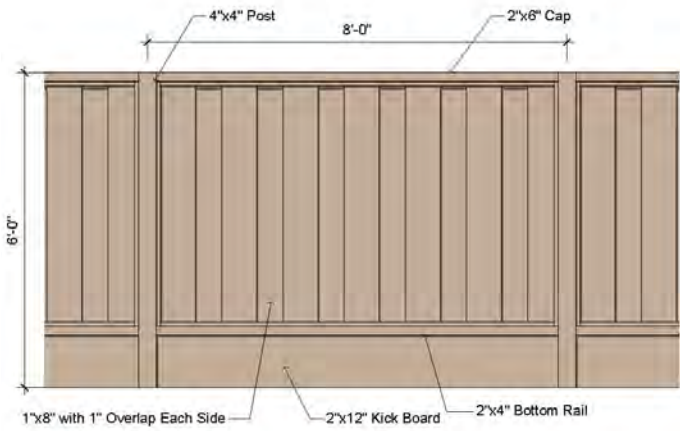
Good Neighbor Fence - The good neighbor fence should be located between lots. The design is a vertical board wood fence, 6' tall with caps and fascia boards. Wood 4x4 posts are located at a minimum of 8' on center.

Lattice Top Fence - This fence should be used parallel to the front of the home. Where side yards abut a residential street, the lattice fence will also be used. Where the fence is adjacent to the street, a 3 foot landscape buffer, at a minimum, is provided between the walkway and fence.

Open Space Interface Fence - This fence should be utilized along the wildfire buffer lots where they abut open space. The fence should not exceed 4 feet in height.

Concrete Split Rail Fence - This fence is utilized in the landscape along the southern sidewalks of street B serving as a thematic element to keep pedestrians out of water quality basins.

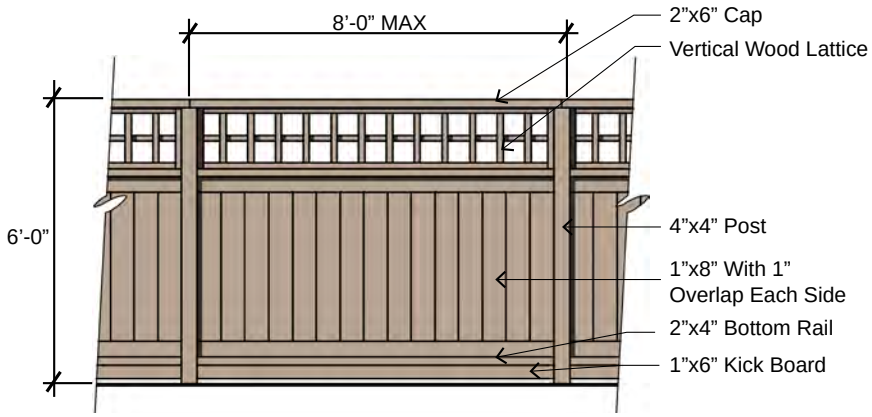
CMU Block Wall - Use split face CMU block wall where needed to retain throughout the community. Tree plantings for screening on the retaining wall slope are discussed in the following section.





Good Neighbor Fence

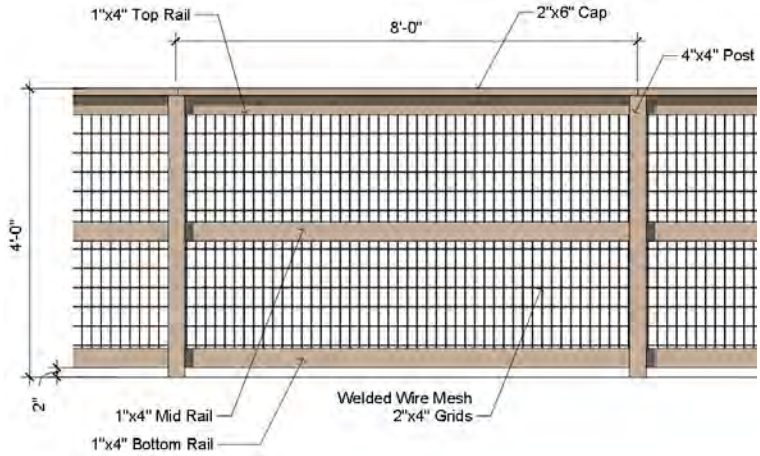
Scale: N.T.S.





Lattice Top Fence

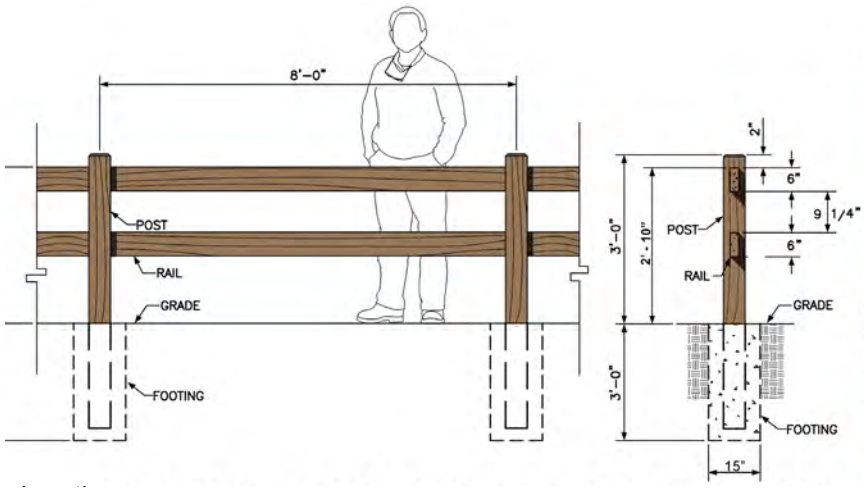
Scale: N.T.S.





Open Space Interface Fence

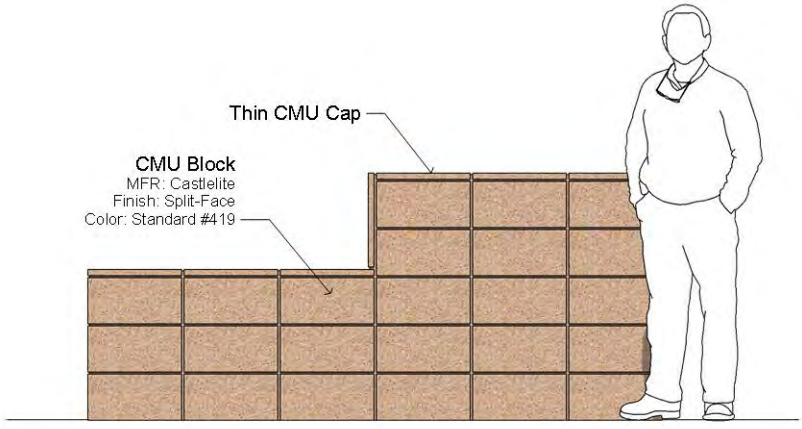
Scale: N.T.S.





Concrete Split Rail Fence

Scale: N.T.S.





CMU Retaining Wall

Scale: N.T.S.

PLANTING DESIGN

The landscaping should elevate the overall quality of the neighborhood by framing and softening the look of structures, delineating site functions, and providing screening and buffering from adjacent uses. Whenever feasible, landscaped areas should follow a three-tiered planting approach: 1) trees, taking into account the available planting space; 2) shrubs; and 3) grasses, ground covers, and vines. Utilize tree patterns and structure to emphasize entries, create edges, provide privacy, and itnegrate open space. This ensures a visually appealing landscape design. This is not an exhaustive list and development plans may include others that appropriate for the project and microclimate.

Plant material should be selected appropriately for location and microclimate. Provide a combination of evergreen, deciduous and flowering trees. A variety of flowering, variegated, and evergreen shrubs should be mixed to maintain visual interest and seasonal diversity.

Emphasis will be placed on the use of low-water, climate-adapted, and deer-resistant plant materials. Plants should be selected and spaced appropriately for their mature size to ensure healthy growth and to reduce trimming and shearing. Micro-climates, soil conditions, and irrigation water quality must be considered in plant selection. Plants with similar watering needs should be planted together to prevent under or over watering.

PLANTING LIST - TREES

Street Trees

BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD
Acer rubrum 'Armstrong'	Red Maple	60'	15'
Celtis sinensis	Chinese Hackberry	40'	40'
Koelreuteria paniculata	Goldenrain Tree	30'	35'
Lagerstroemia indica	Crape Myrtle	25'	25'
Pistacia chinensis 'Keith Davey'	Chinese Pistache	40'	40'
Platanus x *acerifolia* 'Yarwood'	London Plane Tree	60'	35'
Prunus x *yedoensis* 'Akebono'	Yoshino Cherry	25'	25'
Quercus agrifolia	Coast Live Oak	50'	50'
Tilia cordata 'Greenspire'	Greenspire Little Leaf Linden	40'	30'
Ulmus parvifolia	Chinese Elm	60'	50'
Zelkova serrata	Japanese Zelkova	50'	50'



Quercus agrifolia



Tilia cordata 'Greenspire'



Ulmus parvifolia



Zelkova serrata

Accent Trees

BOTANICAL NAME	COMMON NAME	SPACING
Acer buergerianum	Triden Maple	20' O.C.
Acer palmatum	Japanese maple	20' O.C.
Arbutus 'Marina'	Strawberry Tree	30' O.C.
Cercis canadensis	Eastern Redbud	20' O.C.
Chitalpa tashkentensis	Chitalpa	25' O.C.
Citrus spp.	Citrus	15' O.C.
Cotinus coggygria	Smoke Tree	25' O.C.
Ginkgo biloba	Maidenhair Tree	25' O.C.
Lagerstroemia indica	Crape Myrtle	25' O.C.
Laurus nobilis	Sweet Bay	25' O.C.
Prunus sargentii	Sargent Cherry	25' O.C.



Chitalpa tashkentensis

Enhanced Open Space Trees

BOTANICAL NAME	COMMON NAME	SPACING
Aesculus californica	California Buckeye	25' O.C.
Arctostaphylos 'Dr Hurd'	Manzanita	15' O.C.
Cercis occidentalis	Western Redbud	20' O.C.
Geijera parviflora	Australian Willow	20' O.C.
Gleditsia triacanthos	Honey Locust	30' O.C.
Platanus racemosa	California Sycamore	40' O.C.
Quercus agrifolia	Coast Live Oak	50' O.C.
Quercus robur fastigiata	English Oak	15' O.C.
Quercus suber	Cork Oak	50' O.C.
Schinus molle	California Pepper Tree	50' O.C.
Umbellularia californica	California Bay	50' O.C.



Quercus suber



Geijera parviflora

Residential Screening Trees

BOTANICAL NAME	COMMON NAME	SPACING
Carpinus betulus	European Hornbeam	20' O.C.
Garrya elliptica	Silk Tassel Tree	15' O.C.
Magnolia grandiflora 'Little Gem'	Southern Magnolia	20' O.C.
Metrosideros excelsa	New Zealand Christmas Tree	25' O.C.
Nyssa sylvatica	Sour Gum	20' O.C.
Prunus caroliniana	Carolina Laurel Cherry	20' O.C.
Pseudotsuga menziesii	Douglas Fir	20' O.C.
Rhamnus alaternus	Italian Buckthorn	15' O.C.
Rhus lancea	African Sumac	25' O.C.



Carpinus betulus



Nyssa sylvatica

Retaining Wall Trees

The sloped planting area at the retaining wall at Parcel 7 should feature two rows of trees to provide screening. These should be triangulated with a spacing of 35 feet on center between trees and rows. The first row of trees should be offset 15 feet from the retaining wall. At the north end of the wall, only one row of trees should be planted given the limited space.

BOTANICAL NAME	COMMON NAME	BOX SIZE	HEIGHT	SPACING	WALL OFFSET
Ulmus parvifolia 'Emer II'	Allee Lacebark Elm	36 inches	40 feet	35 feet	15 feet



Ulmus parvifolia 'Emer II'

PLANTING LIST - SHRUBS

Accent Shrubs

BOTANICAL NAME	COMMON NAME	SPACING
Agave spp.	Agave	18" O.C.
Aloe striata	Carol Aloe	18" O.C.
Anigozanthos spp.	Kangaroo Paw	36" O.C.
Bulbine frutescens	Stalked Bulbine	36" O.C.
Coreopsis spp.	Coreopsis	24" O.C.
Dasylirion wheeleri	Spoon Yucca	48" O.C.
Dianella tasmanica	Tasman Flax Lily	30" O.C.
Hemerocallis	Day Lily	36" O.C.
Hesperaloe parviflora	Red Yucca	30" O.C.
Heuchera spp.	Coral Bells	24" O.C.
Iris douglasiona	Pacific Coast Iris	18" O.C.
Kniphofia uvaria	Red Hot Poker	30" O.C.
Lantana spp.	Lantana	48" O.C.
Liriope muscari	Lily Turf	24" O.C.
Penstemon spp.	Penstemon	36" O.C.
Teucrium chamaedrys	Germander	24" O.C.
Verbena	Verbena	24" O.C.


Bulbine frutescens


Lantana spp.


Penstemon


Teucrium chamadrys

Tall Shrubs

BOTANICAL NAME	COMMON NAME	SPACING
Abelia spp.	Abelia	36″ O.C.
Arbutus unedo 'Compacta'	Compact Strawberry Bush	48″ O.C.
Arctostaphylos spp.	Manzanita	96″ O.C.
Buddleia davidii	Butterfly Bush	60″ O.C.
Carpenteria californica	Bush Anemore	60″ O.C.
Dodonaea viscosa	Hopseed Bush	60″ O.C.
Euonymus japonica	Spindle Tree	60″ O.C.
Feijoa sellowiana	Pineapple Guava	120″ O.C.
Lavatera maritima	Tree Mallow	84″ O.C.
Ligustrum J. 'Texanum'	Waxleaf Privet	72″ O.C.
Loropetalum chinensis	Chinese Fringe Flower	72″ O.C.
Myrica californica	Wax Myrtle	15' O.C.
Myrsine africana	African Boxwood	60″ O.C.
Prostanthera ovalifolia	Mint Bush	84″ O.C.
Rhamnus californica	Coffeeberry	72″ O.C.
Ribes spp.	Currant	72″ O.C.



Arctostaphylos spp.



Anigozanthos



Camellia japonica



Lavatera maritima

Medium Shrubs

BOTANICAL NAME	COMMON NAME	SPACING
Asparagus densiflorus 'Myers'	Foxtail Fern	36" O.C.
Callistemon 'Little John'	Dwarf Cottlebrush	36" O.C.
Cistus spp.	Rock Rose	48" O.C.
Coleonema spp.	Breath of Heaven	48" O.C.
Dietes spp.	Fortnight Lily	36" O.C.
Epilobium canum	California Fuchsia	30" O.C.
Escallonia 'Jubilee'	Escallonia	60" O.C.
Euphorbia rigida	Silver Spurge	36" O.C.
Grevillea 'Noelii'	Grevillea	36" O.C.
Myrtus communis 'Compacta'	Dwarf Myrtle	30" O.C.
Nandina spp.	Nandina/Heavenly Bamboo	30" O.C.
Nepeta x *faassenii*	Catmint	30" O.C.
Nephrolepis cordifolia 'California'	California Fern	48" O.C.
Olea europaea 'Montra'	Little Olive	72" O.C.
Perovskia atriplicifolia	Russian Sage	36" O.C.
Phormium tenax	New Zealand Flax	48" O.C.
Pittosporum tobira	Dwarf Mock Orange	60" O.C.
Rhaphiolepsis indica	Indian Hawthorn	72" O.C.
Salvia spp.	Sage	48" O.C.
Teucrium fructicans	Bush Germander	48" O.C.
Sedum spp.	Stonecrop	24" O.C.
Viburnum tinus compacta	Viburnum	48" O.C.
Westringia fruticosa 'Mundi'	Coast Rosemary	36" O.C.


Dietes spp.


Teucrium fruticans


Olea europaea 'Montra'


Salvia spp.

PLANTING LIST - GRASSES

BOTANICAL NAME	COMMON NAME	SPACING
Bouteloua gracilis	Blue Grama Grass	30" O.C.
Calamagrostis 'Karl Foerster'	Feather Reed Grasses	36" O.C.
Carex spp.	Sedge	24" O.C.
Chondropetalum tectorum	Small Cape Rush	36" O.C.
Festuca californica	California Fescue	24" O.C.
Juncus patens	California Gray Rush	24" O.C.
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	48" O.C.
Lomandra longifolia	Dwarf Mat Rush	36" O.C.
Muhlenbergia rigens	Meadow Muhly	36" O.C.
Pennisetum alopecuroides	Dwarf Fountain Grass	30" O.C.
Pennisetum setaceum 'Rubrum'	Red Fountain Grass	30" O.C.



Festuca californica



Juncus patens



Lomandra longifolia

PLANTING LIST - VINES

BOTANICAL NAME	COMMON NAME	SPREAD
Bougainvillea spp.	Bougainvillea	20'
Ficus pumila	Creeping Fig	30'
Hardenbergia violacea	Purple Vine Lilac	10'
Jasminum spp.	Jasmine	20'
Lonicera japonica	Honeysuckle	20'
Parthenocissus quinquefolia	Virginia Creeper	30'
Solanum laxum	Potato Vine	25'
Wisteria sinensis	Chinese Wisteria	15'



Bougainvillea spp.



Hardenbergia violacea



Ficus pumila



Muhlenbergia rigens

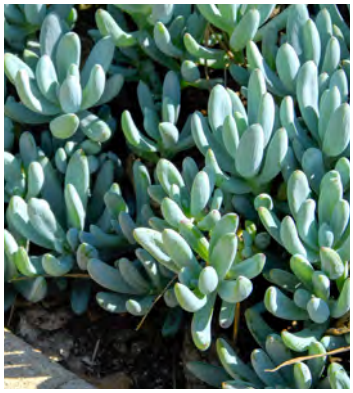
PLANTING LIST - GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	SPACING
Acacia redolens	Acacia	10' O.C.
Achillea millefolium	Yarrow	30" O.C.
Baccharis pilularis	Coyote Brush	72" O.C.
Ceanothus griseus	California Lilac	60" O.C.
Coprosoma kirkii 'Verde Vista'	Prostate Mirror Plant	60" O.C.
Dymondia margaretae	Silver Carpet	36" O.C.
Erigeron glaucus 'Sea Breeze'	Seaside Daisy	36" O.C.
Erigeron karvinskianus	Santa Barbara Daisy	36" O.C.
Gazania spp.	Gazania	24" O.C.
Geranium spp.	Hardy Scented Geramium	24" O.C.
Juniperus spp.	Juniper	60" O.C.
Limonium perezii	Sea Lavender	24" O.C.
Mimulus x 'Jelly Bean Orange'	Sticky Monkey Flower	48" O.C.
Myoporum parvifolium 'Pink'	Myoporum 'Pink'	72" O.C.
Pelargonium peltatum	Ivy Geramium	48" O.C.
Oenothera speciosa 'Childsii'	Mexican Evening Primrose	36" O.C.
Osteospermum fruticosum	African Daisy	60" O.C.
Rosa 'Carpet Rose'	Carpet Rose	48" O.C.
Rosmarinus officinalis 'Huntington Carpet'	Rosemary	60" O.C.
Senecio serpens	Blue Chalk Sticks	24" O.C.
Stachys byzantina	Lamb's Ears	24" O.C.


Stachys byzantina


Rosmarinus officinalus


Myoporum parvifolium 'Pink'


Senecio serpens

PLANTING LIST - STORMWATER TREATMENT AREAS

Plants play an important role in the function of landscape-based stormwater treatment measures. All species listed are included in the Alameda Countywide Clean Water Program Guidebook and are suitable for stormwater treatment measures.

Trees in Stormwater Treatment Areas

BOTANICAL NAME	COMMON NAME	SPACING
Aesculus californica	Buckeye	25' O.C.
Arbutus unedo	Strawberry Tree	25' O.C.
Nyssa sylvatica	Sour Gum	25' O.C.
Quercus agrifolia	Coast Live Oak	50' O.C.
Platanus racemosa	Calfornia Sycamore	40' O.C.
Ulmus propinqua 'JFS-Bieberich'	Emerald Sunshine Elm	25' O.C.



Baccharis pilularis 'Twin Peaks'

Shrubs & Grasses in Stormwater Treatment Areas

BOTANICAL NAME	COMMON NAME	SPACING
Achillea millefolium	Common Yarrow	30" O.C.
Baccharis pilularis 'Twin Peaks'	Coyote Brush Prostrate	72" O.C.
Carex pansa	California Meadow Sedge	18" O.C.
Chondropetalum tectorum	Cape Rush	36" O.C.
Eriogonum fasciculatum	Flattop Buckwheat	36" O.C.
Juncus patens	Blue Rush	24" O.C.
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	48" O.C.
Limonium californicum	Marsh Rosemary	24" O.C.
Muhlenbergia rigens	Deergrass	36" O.C.
Nasella pulchra	Purple Needlegrass	30" O.C.
Salvia clevelandii	Cleveland Sage	48" O.C.
Epilobium densiflorum	Dense Spike Primrose	30" O.C.



Juncus patens



Epilobium densiflorum

RESOLUTION NO. XX – 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING THE VESTING TENTATIVE TRACT MAPS FOR THE DUBLIN FALLON 580 PROJECT PLPA-2023-00033 (APNS 905-0001-006-03, 985-0027-002, 985-0027-005, AND 985-0027-004)

WHEREAS, the Property Owner, GH PacVest LLC, is requesting approval of General Plan and Eastern Dublin Specific Plan amendments, an amendment to the existing Planned Development (PD) Zoning Stage 1 Development Plan, approval of a Stage 2 Development Plan for the residential use, Vesting Tentative Map Nos. 8663, 8666, and 8667, and a Development Agreement for the Dublin Fallon 580 Project; and

WHEREAS, the proposed project would eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated Open Space to Parks/Public-Recreation, establish development standards for the future development of 238 residential units and approximately 3,299,670 square feet of commercial/campus office use. The 192-acre site would be subdivided into 11 parcels. These planning and implementing actions are collectively known as the "Dublin Fallon 580 Project" or the "Project"; and

WHEREAS, the 192-acre site is located in eastern Dublin east of Fallon Road, north of I-580, and along the future Dublin Boulevard Extension; and

WHEREAS, the existing General Plan and Eastern Dublin Specific Plan land use designations are Medium High Density, General Commercial/Campus Office, Community Park, Parks/Public Recreation, Open Space, and Public Semi Public; and

WHEREAS, the project site is located within Planned Development Ordinance No. 32-05 for Fallon Village which allows for up to 238 residential units and up to 3,299,670 square feet of commercial/office development; and

WHEREAS, the proposed Vesting Tentative Tract Map No. 8663 will allow for the orderly division of the Dublin Fallon 580 Project Property into 11 parcels consistent with the City of Dublin General Plan and Eastern Dublin Specific Plan; and

WHEREAS, proposed Vesting Tentative Tract Map No. 8666 and 8667 will allow for the orderly division of the Dublin Fallon 580 Project Property for Medium High Density residential, consistent with the City of Dublin General Plan and Eastern Dublin Specific Plan; and

WHEREAS, the California Environmental Quality Act (CEQA), together with the CEQA Guidelines and City of Dublin CEQA Guidelines and Procedures require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, prior CEQA analysis for the Project area includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report (EIR) (1993); 2) the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002); and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs;" and

WHEREAS, in compliance with CEQA, the City prepared a CEQA Addendum for the Project (the "Addendum"), which is incorporated by reference. The Addendum reflects the City's independent judgment and analysis of the potential environmental impacts of the development potential of the Project, and concludes that the Project would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the EDSP EIRs and no other CEQA standards for supplemental review are met; and

WHEREAS, following a public hearing on June 11, 2024, the Planning Commission adopted Resolution 24-05, recommending approval of the Dublin Fallon 580 Project, which resolution is incorporated herein by reference and available for review at City Hall during normal business hours; and

WHEREAS, a Staff Report dated July 16, 2024 and incorporated herein by reference, described and analyzed for City Council the following: 1) the General Plan Amendment/ Easten Dublin Specific Plan Amendment, 2) the Planned Development Zoning District with Stage 1 and Stage 2 Development Plan, 3) a Development Agreement, and 4) a CEQA Addendum; and

WHEREAS, on July 16, 2024 the City Council held a properly noticed public hearing on the Project, including 1) the proposed Addendum to the Eastern Dublin Specific Plan Environmental Impact Report, 2) the General Plan Amendment/Eastern Dublin Specific Plan Amendment, 3) the Planned Development Zoning with a Stage 1 Development Plan Amendment and Stage 2 Development Plan, 4) Vesting Tentative Tract Maps, and 5) a Development Agreement, at which time all interested parties had the opportunity to be heard; and

WHEREAS, the City Council considered the Addendum and all above-referenced reports, recommendations, and testimony to evaluate the Project; and

WHEREAS, the City Council did hear and use independent judgment and considered all said reports, recommendations, and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED, that the foregoing recitals are true and correct and made a part of this Resolution.

BE IT FURTHER RESOLVED, that the City Council of Dublin does hereby make the following findings and determinations regarding the proposed Vesting Tentative Tract Map Nos. 8663, 8667, and 8668 for the Project:

A. *The proposed subdivision maps together with the provisions for their design and improvement are consistent with the general plan and any applicable specific plan in that Vesting Tentative Tract Map Nos. 8663, 8666, and 8667*: 1) are consistent with the intent of applicable subdivision regulations and related ordinances; 2) are consistent with the land use designations and acreages of the Dublin General Plan and Eastern Dublin Specific Plan; 3) provide for the future extension of Dublin Boulevard; and 4) respect the Airport Protection Area Line as the limit of residential development.

B. *The subdivision site is physically suitable for the type and proposed density of development in that*: 1) the design and improvements of Vesting Tentative Tract Map Nos. 8663, 8666, and 8667 are consistent with the General Plan and Eastern Dublin Specific Plan objectives, polices, general land uses, and programs as they relate to the subject property because

they would create subdivisions for implementation of Medium-High Density Residential, General Commercial/Campus Office, Parks/Public Recreation, and Open Space uses and the subject property is designated for these types of developments; 2) the Project site is physically suitable for the type and proposed density of development and is consistent with the land use designations of the Eastern Dublin Specific Plan, and consistent with the Stage 1 and Stage 2 Development Plan as amended and adopted with this Project; 3) the subject property is a hillside development and generally slopes from the north east corner to I-580; 4) the project proposes to mass grade the site and flatten it where necessary to allow for intended future users and create the Dublin Blvd extension road subgrade; 5) The grading proposed for the project will take into consideration the hilly terrain and will be designed to avoid excessive cuts and fills; and 6) a slope is proposed between the residential and industrial which provides a buffer between the uses.

C. *The tentative tract maps are consistent with the intent of applicable subdivision design or improvements of the tentative tract map are consistent with the city's general plan and any applicable specific plan* in that land uses that would be developed of parcels created by Vesting Tentative Tract Map Nos. 8663, 8666, 8667 are consistent with the General Provisions and Development Standards for the Planned Development Zoning District for the Fallon Village area of which the site is a part, and the proposed Stage 2 Development Plan adopted with this Project.

D. *The subdivision design and proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat*: *in that:* 1) the Vesting Tentative Tract Map Nos. 8663, 8666, and 8667 will not cause environmental damage or substantially injure fish or wildlife of their habitat; 2) the project site is located adjacent to major roads, including I-580 and the future extension of Dublin Boulevard, on approximately 192 acres of land; and 3) the topography of the property consists of rolling hills; however with an approved grading plan this site is physically suitable for the type and intensity of Medium-High Density Residential, General Commercial/Campus Office, Parks/Public Recreation, and Open Space uses.

E. *The design of the subdivision or type of improvements will not cause serious public health concerns in that:* 1) the proposal is consistent with the Eastern Dublin Specific Plan policies and the City's ordinances enacted for the public health, safety, and welfare; 2) the project will not adversely affect the health or safety of persons residing or working in the vicinity nor will it be detrimental to public health, safety, or welfare; 3) no noxious odors, hazardous materials, or excessive noises will be produced; and 4) in order to ensure adequate emergency vehicle access to all portions of the site, access will be provided via private internal streets from Central Parkway, Croak Road via the future Central Parkway Extension, and the future Dublin Boulevard Extension 5) pursuant to CEQA Guidelines the City prepared a CEQA Addendum for the Project and, therefore, the proposed subdivision will not result in environmental damage or substantially injure fish or wildlife or their habitat or cause public health concerns.

F. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision; or alternate easements are provided pursuant to Government Code in that:* 1) the design of the subdivisions will not conflict with easements, acquired by the public at large, or access through or use of property within the proposed subdivision; and 2) the City Engineer has reviewed the map and title report and has not found any conflicting easements of this nature.

G. *The design or improvements of the tentative maps are consistent with the city's general plan and any applicable specific plan in that:* 1) the proposed Vesting Tentative Tract Maps will subdivide the property, which is consistent with the Stage 1 Development Plan approved for the Fallon Village area, and the City of Dublin Zoning Ordinance, General Plan and Eastern Dublin Specific Plan; and 2) the Vesting Tentative Tract Maps will not alter the use of the site, which is allows residential, commercial/office, parks, and open space uses.

H. *The subdivision is designed to provide for future passive or natural heating or cooling opportunities in that:* 1) the future buildings on the parcels will be oriented in a way that allows for natural heating and cooling opportunities; and 2) any future development will be required to comply with the California Green Building Code.

I. *The tentative tract map, including design and improvement, shall comply with all the applicable provisions and requirements of the zoning ordinance, the latest municipal stormwater permit issued to the city by the Regional Water Quality Control Board, this title, any other ordinance of the city, and the Subdivision Map Act in that*: 1) the proposed Vesting Tentative Tract Map No. 8663 create eleven parcels and Vesting Tentative Tract Maps Nos. 8666 and 8667 creates the residential portion of Vesting Tract Map 8663, which are consistent with the Stage 1 Development Plan approved for the Fallon Village area, the Stage 2 Development adopted for this Project, and the City of Dublin Zoning Ordinance, General Plan, and Eastern Dublin Specific Plan; and 2) the Project is compliant with the California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit; 3) the Project would include bioretention areas and stormwater treatment vaults to ensure consistency with regional C.3 stormwater treatment; and 4) the Project would include full trash capture devices to ensure consistency with regional C.10 stormwater treatment requirements.

NOW BE IT FURTHER RESOLVED, that the City Council of the City of Dublin hereby conditionally approves Vesting Tentative Tract Maps 8663, 8666, 8667 for the Dublin Fallon 580 Project, prepared by MacKay & Somps, dated April 2024, March 2024, and February 2024, respectively and are subject to the conditions included below, and in accordance with the Project Plans, incorporated herein by reference and attached as **Exhibit A** to this Resolution.

CONDITIONS OF APPROVAL:
Unless stated otherwise, all Conditions of Approval shall be complied with prior to the issuance of building permits and shall be subject to Planning Division review and approval. The following codes represent those departments/agencies responsible for monitoring compliance of the conditions of approval: [PL] Planning; [B] Building; [PO] Police; [PW] Public Works; [ESD] Environmental Services Division; [ADM] Administration/City Attorney; [FIN] Finance; [PCS] Parks and Community Services; [F] Dublin Fire Prevention; [DSR] Dublin San Ramon Services District; [LDD] Livermore Dublin Disposal; [CO] Alameda County Department of Environmental Health; [Zone 7] Alameda County Flood Control and Water Conservation District, Zone 7; [LAVTA] Livermore Amador Valley Transit Authority; and [CHS] California Department of Health Services.

#	CONDITION TEXT	RESPON. AGENCY	WHEN REQ'D Prior to:
GENERAL CONDITIONS			

1.	**Approval.** This approval is for the Dublin Fallon 580 (PLPA-2023-00033). This approval shall be as generally depicted and indicated on the Vesting Tentative Tract Maps 8663, 8666, 8667 prepared by McKay & Somps, dated April 2024, March 2024, and February 2024, respectively, attached as **Exhibit A** and other plans, text, and diagrams relating to this Project, and as specified as the following Conditions of Approval for this project.	PL	On-going
2.	**Permit Expiration.** The Vesting Tentative Tract Maps term shall coincide with the Term of Project Approvals defined in the Development Agreement.	PW	Defer to the DA
3.	**Hold Harmless/Indemnification.** The Applicant/Developer shall defend, indemnify, and hold harmless the City of Dublin and its agents, officers, and employees from any claim, action, or proceeding against the City of Dublin or its advisory agency, appeal board, Planning Commission, City Council, Community Development Director, Zoning Administrator, or any other department, committee, or agency of the City to the extent such actions are brought within the time period required by Government Code Section 66499.37 or other applicable law: provided, however, that the Applicant/Developer's duty to so defend, indemnify, and hold harmless shall be submitted to the City's promptly notifying or proceeding and the City's full cooperation in the defense of such actions or proceedings.	ADM, PW	On-going
4.	**Clarifications and Changes to the Conditions.** In the event that there needs to be clarification to these Conditions of Approval, the City Engineer and Community Development Director have the authority to clarify the intent of these Conditions of Approval to the Applicant/Developer without going to a public hearing. The City Engineer and Community Development Director also have the authority to make minor modifications to these conditions without going to a public hearing in order for the Applicant/Developer to fulfill needed improvements or mitigations resulting from impacts of this project.	PL, PW	On-going
PLANNING- PROJECT SPECIFIC CONDITIONS			
5.	**Mitigation Monitoring Program.** Applicant/ Developer shall comply with CEQA Addendum for Dublin Fallon 580 Project dated April 8, 2024 including all mitigation measures, action programs, and implementation measures contained therein.	PL, PW	Approval of Improvement Plans and On-going
6.	**Inclusionary Housing.** The proposed project shall comply with the City of Dublin Inclusionary Zoning	PL	On-going

	Regulations as follows: The inclusionary housing requirement is 12.5 percent of the total number of units within the development and shall be satisfied as follows unless an alternate method of compliance is approved by City Council consistent with the Inclusionary Zoning Regulations: • In-Lieu Fee: 40 percent of the total number of inclusionary units within the development shall be satisfied via payment of an "In-Lieu Fee" as provided by the City's Impact Fee Schedule. • On-site Affordable Units: 60 percent of the total number of inclusionary units within the development shall be developed on site. • On-site Affordable Units shall be dispersed throughout the neighborhood and constructed concurrently with the market rate units. • Execution of an agreement imposing appropriate resale controls and/or rental restrictions on the affordable units shall be required in accordance with DMC Chapter 8.68.l consistent with the Inclusionary Zoning Regulations.		
7.	**Open Space Areas.** Private open space areas shall be planted and irrigated to create landscape that is attractive, conserves water, and requires minimal maintenance.	PL	Approval of Improvement Plans
Fire Prevention			
8.	**Fire Apparatus Access Road.** All fire apparatus access road shall be with an approved all-weathered surface and capable of supporting imposed load of 75,000 lbs.	F	Approval of Improvement Plans
9.	**Fire Hydrants.** Fire hydrant system design and installation shall meet requirements of California Fire Code and Dublin San Ramon Services District.	F	Approval of Improvement Plans
10.	No fire service lines shall pass beneath buildings.	F	Approval of Improvement Plans
11.	Buildings in Tract 8666 shall be constructed and met the requirements of one-or two-family dwelling/townhouse to meet the 2022 CFC Appendix D107.1	F	Building Permit Issuance
Dublin San Ramon Services District			
12.	**Regulations that Apply to Development Projects.** The regulations that apply to development projects are codified in: the Dublin	DSRSD	Building Permit Issuance and Improvement

	San Ramon Services District Code (DSRSD); the DSRSD "Standard Procedures, Specifications and Drawings for Design and Installation of Water and Wastewater Facilities" as amended from time to time; all applicable DSRSD Master Plans and all DSRSD policies. Prior to issuance of any building permit, complete improvement plans shall be submitted to DSRSD that conform to the pertinent documents.		Plans
13.	**Fees.** Planning and review fees, inspection fees, and fees associated with a wastewater discharge permit shall be paid to DSRSD in accordance with the rates and schedules and at time of payment as established in the DSRSD Code. Planning and review fees are due after the 1st submittal of plans. Construction Permit and Inspection Fees are due prior to the issuance of a Construction Permit. Capacity Reserve Fees are due before the water meter can be set or the connection to the sewer system.	DSRSD	Permit Submittal and Construction Permit Issuance
14.	**District Review and Acceptance.** Prior to issuance of any building permit by the City; or any Building Permit or Construction Permit by the Dublin San Ramon Services District, all improvement plans for DSRSD facilities shall be signed by the District Engineer. Each drawing of improvement plans for DSRSD facilities shall contain a signature block for the District Engineer indicating approval of the sanitary sewer and/or water facilities shown. Prior to approval by the District Engineer, the applicant shall pay all required DSRSD fees, and provide an engineer's estimate of construction costs for the sewer and water systems, a faithful performance bond, and a comprehensive general liability insurance policy in the amounts and forms that are acceptable to DSRSD. The applicant shall allow at least 15 working days for final improvement drawing review by DSRSD before signature by the District Engineer.	DSRSD	Building Permit Issuance or Construction Permit Issuance
15.	**Easements.** All easement dedications for DSRSD facilities shall be by separate instrument irrevocably offered to DSRSD or by offer of dedication on the Final Map. Prior to approval by the City for Recordation, the Final Map shall be submitted to and approved by DSRSD for easement locations, widths, and restrictions.	DSRSD	Approval of Improvement Plans
16.	**Water and Sewer Services Analysis.** The Developer will be required to enter into a Planning Services Agreement with DSRSD to conduct a	DSRSD	Grading Permit Issuance

	Water and Sewer Services Analysis to adequately size the water and sewer facilities for the project.		
17.	**Planned District Major Infrastructure.** Planned District major infrastructure is planned through this project area to provide sufficient service for this project. The location and size of the District's anticipated Major Infrastructure are shown in the District's Master Plans. To provide timely service and minimize construction conflicts, the applicant shall enter into an Area Wide Facility Agreement (AWFA) with the District for the installation of the major infrastructure through the project.	DSRSD	Approval of Improvement Plans
18.	**Installation in Main Thoroughfares.** Where the narrow width of a proposed alley or cul-de-sac is so restrictive that the standard separation requirements for water mains and sewer mains cannot be maintained, the water and sewer mains shall be installed within main thoroughfares, outside of alleyways or cul-de-sacs. Water and sewer mains may not be installed within courtyards. Water meters shall be installed around the outer perimeter of buildings. Installation of water lines from the meter to each unit shall be documented and submitted to the District.	DSRSD	Approval of Improvement Plans
19.	**Provide Sufficient Capacity.** All mains shall be sized to provide sufficient capacity to accommodate future flow demands in addition to each development project's demand. Layout and sizing of mains shall be in conformance with DSRSD utility master planning.	DSRSD	Grading Permit Issuance
20.	**Submission of Proposed Easements.** Prior to approval by the City of a grading permit or a site development permit, the locations and widths of all proposed easement dedications for water and sewer lines shall be submitted to and approved by DSRSD.	DSRSD	Grading Permit Issuance
21.	**Locate Facilities in Public Streets.** Water and sewer mains shall be located in public streets rather than in off-street locations to the fullest extent possible. If unavoidable, then sewer or water easements must be established over the alignment of each sewer or water main in an off-street or private street location to provide access for future maintenance and/or replacement.	DSRSD	Approval of Improvement Plans
22.	**Looped or Interconnect Pipelines.** Domestic and fire protection waterline systems for Tracts or Commercial Developments shall be designed to be looped or interconnected to avoid dead end sections in accordance with requirements of the	DSRSD	Approval of Improvement Plans

	DSRSD Standard Specifications and sound engineering practice.		
23.	**Sewers to Operate by Gravity Flow.** Sewers shall be designed to operate by gravity flow to DSRSD's existing sanitary sewer system. Pumping of sewage is discouraged and may only be allowed under extreme circumstances following a case-by-case review with DSRSD staff. Any pumping station will require specific review and approval by DSRSD of preliminary design reports, design criteria, and final plans and specifications. The DSRSD reserves the right to require payment of present worth 30-year operations and maintenance costs as well as other conditions within a separate agreement with the applicant for any project that requires a pumping station.	DSRSD	Approval of Improvement Plans
24.	**Advanced Metering Infrastructure (AMI).** The District employs Advanced Metering Infrastructure (AMI), a fixed water meter reading system. The system uses radio communication between the individual water meter boxes or vaults and Tower Gateway Base Stations (TGBs) to transmit data on water consumption and meter readings. Due to the high density and tall profile of the buildings in this project, the buildings themselves may hinder effective communication between the individual meter boxes and the TGBs. Applicant shall fund an AMI Propagation Study provided by the District to determine if supplementary AMI communication equipment is required. If findings show that additional communication equipment is required, the developer shall be responsible for providing site and installation off supplementary equipment specific to the District's AMI system, as approved by both the City of Dublin and the District.	DSRSD	Building Permit Issuance
25.	**Water and/or Sewer Capacity Demands.** This project will be analyzed by DSRSD to determine if it represents additional water and/or sewer capacity demands on the District. Applicant will be required to pay all incremental capacity reserve fees for water and sewer services as required by the project demands. All capacity reserve fees must be paid prior to installation of a water meter for water. If a water meter is not required, the capacity reserve fee shall be paid prior to issuance of a building permit. The District may not approve the building permit until capacity reserve fees are paid.	DSRSD	Building Permit Issuance or Construction Permit Issuance
26.	**Obtain Permit to Construct Demands.** No sewer line or waterline construction shall be permitted	DSRSD	Approval of Improvement

	unless the proper utility construction permit has been issued by DSRSD. A construction permit will only be issued after all of the items listed under the Fees condition for DSRSD have been satisfied.		Plans
27.	**Backflow Prevention Devices/Double Detector Check Valves.** Above ground backflow prevention devices/double detector check valves shall be installed on fire protection systems connected to the DSRSD water main. The applicant shall collaborate with the Fire Department and with DSRSD to size and configure its fire system.	DSRSD	Approval of Improvement Plans
28.	**Proposed Irrigation.** Any proposed irrigation for this project shall be designed for and connected to potable water. Unless explicitly stated otherwise by DSRSD, recycled water irrigation is unavailable for use for this project per DERWA recycled water moratorium Resolution No. 19-3 dated 3/24/2019.	DSRSD	Approval of Improvement Plans
29.	**No Installation Under Pavers, Decorative Pavement or Concrete.** Pipelines and related appurtenances shall not be constructed underneath pavers or decorative pavement or concrete unless a DSRSD grant of easement form is signed by the property owner.	DSRSD	Approval of Improvement Plans
30.	**Offsite Easements.** Offsite easements for connection to DSRSD water facilities may be required. The applicant shall be responsible for acquiring all necessary off site easements and constructing necessary off site water mains in conformance with all DSRSD requirements.	DSRSD	Approval of Improvement Plans
31.	**Water Supply Assessment.** The Developer shall be required to enter into a Planning Services Agreement with DSRSD to conduct a Water Supply Assessment to determine available supply for the project. This shall be completed before or during the Water Sewer Analysis with DSRSD.	DSRSD	Grading Permit Issuance
PUBLIC WORKS GENERAL CONDITIONS			
32.	**Conditions of Approval.** Applicant/Developer shall comply with the City of Dublin Public Works Standard Conditions of Approval contained below ("Standard Condition") unless specifically modified by Project Specific Conditions of Approval for the proposed Dublin Fallon 580 development project ("Development") set forth below.	PW	On-going
33.	**Compliance.** Applicant/Developer shall comply with the Subdivision Map Act, the City of Dublin Subdivision and Zoning Ordinances, City of Dublin Title 7 Public Works Ordinance, which includes the Grading Ordinance, the City of Dublin Public Works Standards and Policies, the most current requirements of the State Code Title 24 and the	PW	On-going

	Americans with Disabilities Act with regard to accessibility, and all building and fire codes and ordinances in effect at the time of building permit. All Development-related public improvements constructed by Applicant/Developer and to be dedicated to the City are hereby identified as "public works" under Labor Code section 1771 unless otherwise specified in the Dublin Fallon 580 Development Agreement. Accordingly, Applicant/Developer, in constructing such improvements, shall comply with the Prevailing Wage Law (Labor Code. Sects. 1720 and following).		
34.	**Fees.** The Applicant/Developer shall pay all applicable fees in effect at the time of permit issuance or final map approval unless otherwise specified in the Dublin Fallon 580 Development Agreement, including, but not limited to: Planning fees; Dublin San Ramon Services District fees; Public Facilities fees; Transportation Impact Fees; City of Dublin Fire fees; Noise Mitigation fees; Inclusionary House In-Lieu fees; Alameda County Flood Control and Water Conservation District fees; Dublin Ranch East Side Storm Drain Benefit District.	Various Depts	Grading Permit Issuance or Final Map Approval
35.	**Zone 7 Impervious Surface Fees.** The Applicant/Developer shall complete a "Zone 7 Impervious Surface Fee Application" and submit an accompanying exhibit for review by the Public Works Department. Fees generated by this application will be due at grading permit issuance or final map approval.	PW	Grading Permit Issuance or Final Map Approval
PUBLIC WORKS – AGREEMENTS			
36.	**Stormwater Management Maintenance Agreement.** Developer shall enter into an Agreement with the City of Dublin that guarantees the property owner's perpetual maintenance obligation for all stormwater management measures installed as part of the project, including those on-site and within the public Rights of Way. In addition to stormwater management measures, drainage v-ditches, mitigation areas, and existing wetlands shall be included for reference, as applicable. Said Agreement is required pursuant to Provision C.3 of the Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018. Said permit requires the City to provide verification and assurance that all treatment devices will be properly operated and maintained.	PW	Grading Permit Issuance

	The Agreement shall be recorded against the property and shall run with the land.		
37.	**Improvement Agreement.** Applicant/Developer shall enter into an Improvement Agreement with the City for all public improvements including any required offsite storm drainage or roadway improvements that are needed to serve the development, as determined by the City Engineer. The Improvement Agreement shall include security (Faithful Performance and Labor and Material) to guarantee completion of all required improvements for each appropriate phase or stage of the Development and associated Final Map.	PW	Final Map Approval
38.	**CC&Rs/Operating Agreement language:** At a minimum, the following statements or similar must be included in the HOAs/CC&R's and POAs/Operating Agreement: • Stormwater Management Maintenance Agreement. The Development is subject to the Stormwater Management Maintenance Agreement dated _____ and recorded on _____ as Document No. _____ in the records of Alameda County, CA. Under the Stormwater Management Maintenance Agreement, this Development is responsible for ensuring that the installed stormwater management measures remain in effective operating condition in perpetuity. Commencing on the date the *Homeowners Association/Property Owner's Association (select appropriate entity)* begins operation, the Association assumes the rights and duties of the Property Owner as defined in the Stormwater Management Maintenance Agreement. The Board shall have full right, power and authority to act on behalf of the Association, its Members and the *town home, condominium, single-family homeowners, commercial tenants* under the Stormwater Management Maintenance Agreement. • On-lot bioretention areas (as applicable): The Homeowner's Association shall be responsible for the maintenance of all stormwater management measures, including the bioretention areas on private lots. The private, on-lot bioretention areas	PW/ESD	Approval of Final Map in which Stormwater Infrastructure is Associated

	shall be maintained in accordance with the Stormwater Management Maintenance Agreement and shall not be modified without written approval from the City of Dublin. • Stormwater Treatment Measure Maintenance: The stormwater management measures (bioretention, ponds, trash capture devices, etc.) shall be inspected and maintained as detailed in the Stormwater Management Maintenance Agreement. The Association shall maintain an inspection and maintenance record on file made available to the City upon request. In addition, all on-site storm drains shall be cleaned at least annually before commencement of the rainy season (by October 1) of each year. • Storm Drainage Restrictions: As part of the original construction of the Development, stormwater management measures were installed within the Development in connection with the Development's drainage system. Neither the Association nor any Owner shall do any work, construct any improvement, place any landscaping or otherwise perform any action whatsoever which alters or interferes with the drainage pattern for any Lot or any portion of the Common Areas, except to the extent such alteration in drainage pattern is approved in writing by the City of Dublin. • Good Housekeeping: The Homeowner's Association shall be responsible for litter control and sweeping of all paved surfaces within the development. All private storm drain systems are to be cleaned immediately before the commencement of the rainy season (October 15). • Landscape Maintenance: Landscaping shall be designed with an efficient irrigation system to reduce runoff and promote surface infiltration. Landscaping shall also be designed and maintained to minimize the use of fertilizers, herbicides and pesticides. Each Owner, and the Association, is encouraged to use integrated pest management practices (less toxic pest management) as a first step in maintaining landscaping. Chemical pesticides and		

	fertilizers should be employed as a last step in managing weeds and other pests, and shall not be applied prior to forecast rain. • Waste Haul Vehicle Back-Up Noise: For units where individual cart service is proposed for short alleys without truck turn around, the property disclosures shall notify future property owners that waste service vehicles will include backup noise/beeping as early as 6AM on trash service day. To service all three streams (landfill, organics, recycling), three different trucks will be on-site each collection day.		
PUBLIC WORKS – PERMITS AND BONDS			
39.	**Encroachment Permit.** Applicant/Developer shall obtain an Encroachment Permit from the Public Works Department for all construction activity within the public right-of-way. At the discretion of the City Engineer an encroachment permit for work specifically included in an Improvement Agreement may not be required.	PW	Permit Issuance
40.	**Grading Permit.** Applicant/Developer shall obtain a Grading Permit from the Public Works Department for all grading.	PW	Permit Issuance
41.	**Security.** Applicant/Developer shall provide faithful performance security to guarantee the improvements, as well as payment security, as determined by the City Engineer (Note: The performance security shall remain in effect until one year after final inspection).	PW	Permit Issuance
42.	**Permits from Other Agencies.** Applicant/Developer shall obtain all permits and/or approvals for the Development required by other agencies including, but not limited to: • US Army Corps of Engineers • US Fish and Wildlife Service • Regional Water Quality Control Board • Federal Emergency Management Agency • California Department of Fish and Wildlife • The five entities above shall collectively be referred to as “Resource Agencies” • California Dept. of Transportation (Caltrans) • Bay Area Rapid Transit (BART) • Livermore-Amador Valley Transit Authority (LAVTA) • Tri-Valley-San Joaquin Valley Regional Rail Authority • Dublin San Ramon Services District (DSRSD)	PW	Permit Issuance

	• Alameda County Flood Control and Water Conservation District Zone 7 (Zone 7)		
PUBLIC WORKS - SUBMITTALS			
43.	**Improvement Plan Submittal Requirements.** All submittals of plans shall comply with the requirements of the "City of Dublin Public Works Department Improvement Plan Submittal Requirements", the "City of Dublin Improvement Plan Review Check List," and current Public Works and industry standards. A complete submittal of improvement plans shall include all civil improvements, joint trench, street lighting and on-site safety lighting, landscape plans, and all associated documents as required. Applicant/Developer shall not piecemeal the submittal by submitting various components separately.	PW	Grading Permit Issuance
44.	**Improvement Plan Requirements from Other Agencies.** Applicant/Developer will be responsible for submittals and reviews to obtain the approvals of all participating non-City agencies, including but not limited to: the Alameda County Fire Department and the Dublin San Ramon Services District.	PW	Grading Permit Issuance
45.	**Composite Exhibit.** Construction plan set shall include a Composite Exhibit showing all site improvements, utilities, landscaping improvements and trees, etc. to be constructed to ensure that there are no conflicts among the proposed and existing improvements.	PW	Grading Permit Issuance
46.	**Geotechnical Report.** Applicant/Developer shall submit a Design Level Geotechnical Report, which includes street pavement sections, grading and additional information and/or clarifications as determined by the City Engineer.	PW	Grading Permit Issuance
47.	**Ownership and Maintenance of Improvements.** Applicant/Developer shall submit an Ownership and Maintenance Exhibit for review and approval by Planning Division and Public Works Department. Terms of maintenance are subject to review and approval by the City Engineer.	PL, PW	Approval of Final Map or Grading Permit Issuance
48.	**Building Pads, Slopes and Walls.** Applicant/Developer shall provide the Public Works Department with a letter from a registered civil engineer or surveyor stating that the building pads have been graded to within 0.1 feet of the grades shown on the approved Grading Plans, and that the top & toe of banks and retaining walls are at the locations shown on the approved Grading Plans.	PW	Acceptance of Improvements

49.	**Approved Plan Files.** Applicant/Developer shall provide the Public Works Department a PDF format file of approved site plans, including grading, improvement, landscaping & irrigation, joint trench and lighting.	PW	Grading Permit Issuance
50.	**Master Files.** Applicant/Developer shall provide the Public Works Department a digital vectorized file of the "master" files for the project, in a format acceptable to the City Engineer. Digital raster copies are not acceptable. The digital vectorized files shall be in AutoCAD 14 or higher drawing format. All objects and entities in layers shall be colored by layer and named in English. All submitted drawings shall use the Global Coordinate System of USA, California, NAD 83 California State Plane, Zone III, and U.S. foot.	PW	Acceptance of Improvements
51.	**Environmental and Sustainability Files**. Applicant/Developer shall provide to the Public Works Department GIS shape files, provided in a format acceptable to the City, all MRP Provision C.3 stormwater features, trash capture devices, mitigation measures, wetlands, v-ditches and public waste containers.	PW/ESD	Acceptance of Improvements
52.	**SB 1383 Compliance Reporting.** To comply with SB 1383, applicant shall keep and maintain a copy of all records pertaining to the procurement of SB 1383 compliant compost and mulch. Applicant shall provide to the Public Works Department records indicating the total compost and mulch procured or used, the quantity of compost (tons or cubic yards) and mulch (tons) procured from each facility or entity, facility or vendor information (name of facility, address, contact information), a general description of how the compost and/or mulch was used, and where compost and mulch was used, and invoices demonstrating procurement.	PW/ESD	Acceptance of Improvements
PUBLIC WORKS – FINAL MAP, EASEMENTS AND ACCESS RIGHTS			
53.	**Dedications.** All rights-of-way and easement dedications required by these conditions or determined necessary by the City Engineer shall be shown at each Final Map phase unless made by separate instrument in accordance with the Dublin Fallon 580 Development Agreement.	PW	Final Map Approval
54.	**Public Service Easements.** A Public Service Easement (PSE) shall be dedicated along the project's frontage to allow for the proper placement of public utility vaults, boxes, appurtenances or similar items behind the back-of-sidewalk. Private improvements such as fences, gates or trellises shall not be located within the PSE.	PW	Final Map Approval

55.	**Emergency Vehicle Access Easements.** The Applicant/Developer shall dedicate Emergency Vehicle Access Easements (EVAE) over the clear pavement width of all drive aisles as required by the Alameda County Fire Department and City Engineer.	PW	Final Map Approval
56.	**Abandonment of Easements.** Applicant/Developer shall obtain abandonment from all applicable public agencies of existing easements and rights-of-way within the project site that will no longer be used. Prior to completion of abandonment, the improvement plans may be approved if the Applicant/Developer can demonstrate to the satisfaction of the City Engineer that the abandonment process has been initiated.	PW	Final Map Approval
57.	**Acquisition of Easements.** Applicant/Developer shall be responsible for obtaining all onsite and offsite easements, and/or obtain rights-of-entry from the adjacent property owners for any improvements not located on their property. The Applicant/Developer shall prepare all required documentation for dedication of all easements on-site and off-site. The easements and/or rights-of-entry shall be in writing and copies furnished to the Public Works Department.	PW	Final Map Approval
58.	**Approval by Others.** The Applicant/Developer will be responsible for submittals and reviews to obtain the approvals of all applicable non-City agencies.	PW	Final Map Approval
PUBLIC WORKS - GRADING			
59.	**Grading Plan.** The Grading Plan shall be in conformance with the recommendation of the Geotechnical Report, the approved Tentative Maps , and the City design standards & ordinances. In case of conflict between the soil engineer's recommendation and the City ordinances, the City Engineer shall determine which shall apply.	PW	Grading Permit Issuance
60.	**Geotechnical Engineer Review and Approval**. The Project Geotechnical Engineer shall be retained to review all final grading plans and specifications. The Project Geotechnical Engineer shall approve all grading plans prior to City approval.	PW	Grading Permit Issuance/ Sitework Permit
61.	**Grading Off-Haul.** The disposal site and haul truck route for any off-haul dirt materials shall be subject to the review and approval by the City Engineer prior to the issuance of a Grading Permit. If the Applicant/Developer does not own the parcel on which the proposed disposal site is located, the Applicant/Developer shall provide the City with a Letter of Consent signed by the current owner,	PW	Grading Permit Issuance/ Sitework Permit

	approving the placement of off-haul material on their parcel. A Grading Plan may be required for the placement of the off-haul material. A Transportation Permit or Encroachment Permit may be required for the haul route, as determined by the City Engineer, which shall include a pre- and post-hauling survey of the pavement condition. Applicant/Developer shall be responsible for repairing damaged pavement due to hauling operations, as determined by the City Engineer.		
62.	**Erosion Control Plan.** A detailed Erosion and Sediment Control Plan shall be included with the Grading Plan submittal. The plan shall include detailed design, location, and maintenance criteria of all erosion and sedimentation control measures. The plan shall also address site housekeeping best management practices.	PW	Grading Permit Issuance
	Demolition Plan. The Applicant/Developer's Civil Engineer shall prepare a demolition plan for the project, which shall be submitted concurrent with the improvement plan package. The demolition plan shall address the following: • Pavement demolition, including streetlights and landscaped median islands. • Landscaping and irrigation • Fencing to be removed and fencing to remain • Any items to be saved in place and or protected, such as trees, water meters, sewer cleanouts, drainage inlets or backflow prevention devices.	PW	Grading Permit Issuance
PUBLIC WORKS – STORM DRAINAGE & OTHER UTILITIES			
63.	**On-site Storm Drain System.** Storm drainage for the 10-year storm event shall be collected on-site and conveyed through storm drains to the public storm drain system. Show the size and location of existing and proposed storm drains and catch basins on the site plan. Show the size and location of public storm drain lines and the points of connection for the on-site storm drain system.	PW	Grading Permit Issuance
64.	**Overland Release.** Grading and drainage shall be designed so that surplus drainage (above and beyond that of the 10-year storm event) not collected in site catch basins, is directed overland so as not to cause flooding of existing or proposed buildings.	PW	Grading Permit Issuance
65.	**Storm Drain Easements.** Private storm drain easements and maintenance roads shall be provided for all private storm drains or ditches that are located on private property. The	PW	Grading Permit Issuance

	Applicant/Developer shall be responsible for the acquisition of all storm drain easements from offsite property owners which are required for the connection and maintenance of all offsite storm drainage improvements.		
66.	**Storm Drain Inlet Markers.** All public and private storm drain inlets must be marked with storm drain markers that read: "No dumping, drains to creek," and a note shall be shown on the improvement plans. The markers may be purchased from the Public Work Department.	PW	Acceptance of Improvements
67.	**Fire Hydrants.** Fire hydrant locations shall be approved by the Alameda County Fire Department. A raised reflector blue traffic marker shall be installed in the street opposite each hydrant, and shown on the signing & striping plan.	PW	Acceptance of Improvements
68.	**Dry Utilities.** Applicant/Developer shall construct gas, electric, telephone, cable TV, and communication improvements within the fronting streets and as necessary to serve the project and the future adjacent parcels as approved by the City Engineer and the various Public Utility agencies.	PW	Certificate of Occupancy or Acceptance of Improvements
69.	**Dry Utility Locations.** All electric, telephone, cable TV, and communications utilities, shall be placed underground in accordance with the City policies and ordinances. All utilities shall be located and provided within public utility easements or public services easements and sized to meet utility company standards.	PW	Certificate of Occupancy or Acceptance of Improvements
70.	**Utility Vaults and Boxes.** All utility vaults, boxes, and structures, unless specifically approved otherwise by the City Engineer, shall be underground and placed in landscaped areas and screened from public view. Landscape drawings shall be submitted to the City showing the location of all utility vaults, boxes, and structures and adjacent landscape features and plantings. The Joint Trench Plans shall be submitted along with the grading and/or improvement plans.	PW	Certificate of Occupancy or Acceptance of Improvements
PUBLIC WORKS - STREET IMPROVEMENTS			
71.	**Public Improvements.** The public improvements shall be constructed generally as shown on the Tentative Maps. However, the approval of the Tentative Maps is not an approval of the specific design of the drainage, traffic circulation, parking, stormwater treatment, sidewalks and street improvements.	PW	Grading Permit or Encroachment Permit Issuance
72.	**Public Improvement Conformance.** All public improvements shall conform to the City of Dublin Standard Plans, current practices, and design	PW	Grading Permit or Encroachment Permit Issuance

	requirements and as approved by the City Engineer.		
73.	**Public Street Slopes.** Public streets shall be a minimum 1% slope with minimum gutter flow of 0.7% around bulb outs.	PW	Grading Permit or Encroachment Permit Issuance
74.	**Pavement Structural Sections.** Asphalt concrete pavement sections within the public right-of-way shall be designed using the Caltrans method for flexible pavement design (including the asphalt factor of safety), an assumed R-Value of 5. Final pavement sections shall be based on the actual R-Value obtained from pavement subgrade.	PW	Grading Permit or Encroachment Permit Issuance
75.	**Curb Ramps**. City standard curb ramps are required at all intersections. All curb ramps shall include truncated domes, and meet the most current City and ADA design standards. Show curb ramp locations on the plans. Please note that all curb returns on public streets shall have directional or dual ADA ramps – one for each crosswalk and oriented to align parallel with the crosswalk.	PW	Grading Permit or Encroachment Permit Issuance
76.	**Visibility Triangle.** All improvements within the sight visibility triangle at all intersections, including but not limited to walls and landscaping, shall be a maximum height of 30" from the roadway surface elevation at the nearest lane.	PW	Grading Permit or Encroachment Permit Issuance
77.	**Traffic Signing and Striping.** Applicant/Developer shall install all traffic signage, striping, and pavement markings as required by the City Engineer. Signing plans shall show street name and stop signs and any other regulatory signage appropriate for the project. Striping plans shall show stop bars, lane lines and channelization as necessary. Striping plans shall distinguish between existing striping to be removed and new striping to be installed. All striping shall be thermoplastic.	PW	Grading Permit or Encroachment Permit Issuance
78.	**Street Lighting.** Street light standards and luminaries shall be designed and installed or relocated as determined by the City Engineer.	PW	Grading Permit or Encroachment Permit Issuance
PUBLIC WORKS - CONSTRUCTION			
79.	**Erosion Control Implementation.** The Erosion and Sediment Control Plan shall be implemented between October 1st and April 30th unless otherwise allowed in writing by the City Engineer. The Applicant/Developer will be responsible for maintaining erosion and sediment control measures for one year following the City's acceptance of the improvements.	PW	Start of Construction and On-going
80.	**Archaeological Finds.** If archaeological materials are encountered during construction, construction	PW	Start of Construction and

	within 100 ft of these materials shall be halted until a professional Archaeologist certified by the Society of California Archaeology (SCA) or the Society of Professional Archaeology (SOPA) has had an opportunity to evaluate the significance of the find and suggest appropriate mitigation measures.		On-going
81.	**Construction Activities.** Construction activities, including the idling, maintenance, and warming up of equipment, shall be limited to Monday through Friday, and non-City holidays, between the hours of 7:30 a.m. and 6:00 p.m. except as otherwise approved by the City Engineer. Extended hours or Saturday work will be considered by the City Engineer on a case-by-case basis. Note that the construction hours of operation within the public right-of-way are more restrictive.	PW	Start of Construction and On-going
82.	**Temporary Fencing.** Temporary construction fencing shall be installed along the construction work perimeter to separate the construction area from the public. All construction activities shall be confined within the fenced area. Construction materials and/or equipment shall not be operated/stored outside of the fenced area or within the public right-of-way unless approved in advance by the City Engineer.	PW	Start of Construction and On-going as Needed
83.	**Construction Noise Management Plan.** Applicant/Developer shall prepare a construction noise management plan that identifies measures to minimize construction noise on surrounding developed properties. The plan shall include hours of construction operation, use of mufflers on construction equipment, speed limit for construction traffic, haul routes and identify a noise monitor. Specific noise management measures shall be provided prior to project construction.	PW	Start of Construction Implementation, and On-going as needed
84.	**Traffic Control Plan.** Closing of any existing pedestrian pathway and/or sidewalk during construction shall be implemented through a City-approved Traffic Control Plan and shall be done with the goal of minimizing the impact on pedestrian circulation.	PW	Start of Construction and On-going as needed
85.	**Construction Traffic Interface Plan.** Applicant/Developer shall prepare a plan for construction traffic interface with public traffic on any existing public street. Construction traffic and parking may be subject to specific requirements by the City Engineer.	PW	Start of Construction; Implementation, and On-going as needed

86.	**Pest Control.** Applicant/Developer shall be responsible for controlling any rodent, mosquito, or other pest problem due to construction activities.	PW	On-going
87.	**Dust Control Measures.** Applicant/Developer shall be responsible for watering or other dust-palliative measures to control dust as conditions warrant or as directed by the City Engineer.	PW	Start of Construction; Implementation On-going as needed
88.	**Dust Control/Street Sweeping.** The Applicant/Developer shall provide adequate dust control measures at all times during the grading and hauling operations. All trucks hauling export and import materials shall be provided with tarp cover at all times. Spillage of haul materials and mud-tracking on the haul routes shall be prevented at all times. The Applicant/Developer shall be responsible for sweeping of streets within, surrounding and adjacent to the project, as well as along the haul route, if it is determined that the tracking or accumulation of material on the streets is due to its construction activities.	PW	During Grading and Site Work
89.	**Construction Traffic and Parking.** All construction-related parking shall be off-street in an area provided by the Applicant/Developer. Construction traffic and parking shall be provided in a manner approved by the City Engineer.	PW	Start of Construction and On-going
PUBLIC WORKS – EROSION CONTROL & STORMWATER QUALITY			
90.	**Stormwater Treatment.** Consistent with Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP) Order No. R2-2022-0018 the Applicant/Developer shall submit documentation including construction drawings demonstrating all stormwater treatment measures and hydromodification requirements as applicable are met.	PW/ESD	Grading Permit Issuance
91.	**Stormwater Site Design and Source Control.** All applicable site design measures and structural and operational stormwater source controls shall be implemented as required by the MRP.	PW/ESD	Grading/Sitework Permit Issuance
92.	**Maintenance Access.** Applicant/Developer shall design and construct maintenance access to all stormwater management measures and mitigation swales, as appropriate. Maintenance access for equipment and personnel to overflow risers, cleanouts and other structures is required. The final number, location, width, and surfacing of maintenance access points from public or private streets is subject to the approval of the City Engineer.	PW/ESD	Grading Permit Issuance

93.	**NOI and SWPPP.** Prior to any clearing or grading, Applicant/Developer shall provide the City evidence that a Notice of Intent (NOI) has been sent to the California State Water Resources Control Board per the requirements of the NPDES. A copy of the Storm Water Pollution Prevention Plan (SWPPP) shall be provided to the Public Works Department and be kept at the construction site.	PW	Start of Any Construction Activities
94.	**SWPPP.** The Storm Water Pollution Prevention Plan (SWPPP) shall identify the Best Management Practices (BMPs) appropriate to the project construction activities. The SWPPP shall include the erosion and sediment control measures in accordance with the regulations outlined in the most current version of the Association of Bay Area Governments (ABAG) Erosion and Sediment Control Handbook or State Construction Best Management Practices Handbook. The Applicant/Developer is responsible for ensuring that all contractors implement all storm water pollution prevention measures in the SWPPP.	PW	SWPPP to be Prepared Prior to Grading Permit Issuance; Implementation Prior to Start of Construction and On-going as needed
95.	**Stormwater Management Plan.** The Stormwater Management Plan has been approved in concept only. A final Stormwater Management Plan shall be submitted for review and approval by the City Engineer. Approval is subject to the Applicant/Developer providing the necessary plans, details, and calculations that demonstrate the plan complies with the standards issued by the San Francisco Bay Regional Water Quality Control Board and Alameda Countywide Clean Water Program. Landscape Based Stormwater Management Measures shall be irrigated and be on a separate irrigation controller from traditional landscape, and meet WELO requirements.	PW/ESD	Grading Permit Issuance
96.	**Stormwater Control Plan.** A narrative Stormwater Control Plan with sufficient detail to ensure the stormwater design, site plan, and landscaping plan are congruent shall be submitted for review and approval by the City Engineer. The Stormwater Control Plan shall consist of a report and exhibit. Required details of the plan are available at: https://dublin.ca.gov/1656	PW/ESD	Grading Permit Issuance
97.	**SB 1383 Compliance.** To comply with SB 1383 procurement requirements, all mulch and compost used in stormwater management measures and general landscape areas shall meet SB 1383 procurement requirements. Specifically, compost must be produced at a permitted composting	PW/ESD	Grading Permit Issuance

	facility; digestate, biosolids, manure and mulch do not qualify as compost. Eligible mulch must be derived from organic materials and be produced at a permitted transfer station, landfill, or composting facility. Examples of allowed compost include arbor mulch and composted mulch. Examples of allowed mulch include mulch made from recycled pallets and dimensional lumber, aged tree trimmings, wood fines, and screened compost overs. Mulch must meet or exceed the physical contamination, maximum metal concentration, and pathogen density standards for land application specified in 14 CCR 17852(a)(24.5)(A)1 through 3.		
98.	**Trash Capture.** The project must include appropriate full trash capture devices for both private and public improvements. Specific details on the trash capture devices selected are required on the construction plan set demonstrating how MRP Provision C.10 (trash capture) requirements are met. A list of approved full trash capture devices may be found at the California Stormwater Quality Association website at the following link: https://www.casqa.org/resources/trash/certified-full-capture-system-trash-treatment-control-devices. Please note that lead time for trash capture device delivery can be substantial. The applicant/contractor shall plan accordingly.	PW	Grading Permit Issuance
99.	**Phased Construction and Stormwater Management Measures.** Required stormwater treatment, hydromodification management, and trash capture devices shall be installed concurrent with construction of the first phase of improvements. Temporary facilities are not permitted.	PW/ESD	Grading Permit Issuance
PUBLIC WORKS – ON-SITE IMPROVEMENTS			
100.	**Photometrics.** The Applicant/Developer shall provide a complete photometrics plan for both onsite and frontage roadways. Include the complete data on photometrics, including the High, Average and Minimum values for illuminance and uniformity ratio.	PW	Grading Permit or Encroachment Permit Issuance
101.	**Garbage Truck Access**. The Applicant/Developer shall provide plans and details on anticipated garbage truck access and routes, in addition to example set-out diagrams for waste carts/bins placement on garbage day demonstrating adequate space available for carts/bins. Carts and bins shall not block street or driveway access. On street parking must be considered (e.g., if on street parking is allowed, demonstrate that there is	PW/ESD	Final Map Approval

	adequate space for parked cars and three-stream carts).		
PUBLIC WORKS - SPECIAL CONDITIONS			
	Street Lighting Maintenance Assessment District. The Developer shall petition to have the project area annexed into the Dublin Ranch Street Lighting Maintenance Assessment District and shall provide any exhibits required for the annexation. In addition, Developer shall pay all administrative costs associated with processing the annexation.	PW	First Final Map Approval
102.	**Traffic Impact Fees.** Applicant/Developer shall pay the Eastern Dublin and Tri-Valley Transportation Development traffic impact fees at each Final Map phase	PW	Final Map Approval
103.	**Local Transportation Analysis.** Project will comply with the improvement requirements identified in the local transportation analysis to address deficiencies.	PW	Final Map Approval
104.	**Dublin Ranch East Side Storm Drain Benefit District.** The project is located within the Dublin Ranch East Side Storm Drain Benefit District. The project shall meet the Benefit District requirements and Applicant shall pay fees as stated in Ordinance No. 06-07.	PW	First Final Map Approval
105.	**Final Map Signature Omissions.** The Applicant shall send by certified mail, a copy of the proposed final map, together with a copy of the SMA Section, to any public entity or public utility which has previously acquired a right-of-way or easement on the parcels within the proposed subdivision informing them of the subdivision and consent to omit their signatures on the map, as described in Government Code Section 66436(A)(3)(a)(i). This shall be completed prior to approval of the large lot final map and future subdivision maps.	PW	First Final Map and Successive Final Maps
106.	**Conservation Easements.** Final Maps shall delineate boundaries of conservation easements which may be required for on-site conservation areas.	PW	First Final Map Approval
107.	**Public Access Easement to Community Park.** The Applicant/Developer shall dedicate Public Access Easement from Pandora Way through Parcel 7 to the Community Park (Parcel 5) on the large lot final map to ensure Parcel 5 is not landlocked.	PW	First Final Map Approval
108.	**Public Street Dedications.** Applicant/Developer shall dedicate public street right-of-way on the property in fee and public service easements as required for the construction of the ultimate buildout	PW	First Final Map Approval

	geometry of Fallon Road, Dublin Boulevard, and Croak Road. Geometry shall include stormwater treatment within the public right-of-way. Additionally, two curb ramps per corner at each intersection are required. Right-of-way dedications shall accommodate these improvements.		
109.	**Fiber Communication Conduit.** Applicant shall work with the City to install conduit(s) for future City owned fiber communication lines on Croak Road, Central Parkway, Fallon Road, and Dublin Boulevard property frontages.	PW	Improvement Plan Approval
110.	**Existing Easements.** Grading and construction of improvements proposed within existing easements shall be coordinated and authorized by the easement holder and any agency having existing utilities onsite. Applicant shall submit to the City written authorization from easement holders for work to be completed within their easements.	PW	Grading Permit Issuance
111.	**Right of Entry.** The applicant shall obtain right of entry from adjacent property owner(s) for any grading work on adjacent property prior to permit issuance.	PW	Grading Permit Issuance
112.	**Grading at Public Service and Public Utility Easements.** Slopes shall be a maximum of 2% within public utility easements and public service easements fronting rights-of-way.	PW	Grading Permit Issuance
113.	**Natural Community Park.** The Natural Community Park as shown on Parcel 4 and Parcel 6 on Vesting Tentative Tract Map No. 8663 shall be shown on the final map and deeded to the City of Dublin per the Dublin Fallon 580 Development Agreement. The City will not accept Parcels 4 and 6 on Vesting Tentative Tract Map No. 8663 until all associated improvements are completed as generally shown on Vesting Tentative Tract Map No. 8663 to the satisfaction of the City Engineer and Park & Community Services Director. Required improvements include, but are not limited to, the following. • 12’ wide compacted Class 2 Aggregate Base (AB) maintenance access road with associated drainage generally as shown on the Tentative Maps. • Fencing and gate access separating maintenance access road and adjacent private parcel. • Fencing at the perimeter of the park to allow for grazing for vegetation management and protection from wild game (i.e. feral pigs).	PW	First Final Map Approval

	Caltrans standard detail A86 or approved equal. • Off-street access gates shall be located to provide a pull off area for truck/trailer while opening/closing the access gates. • Minimum 1/2 acre graded pad area for maintenance storage and provide access from public street to graded pad. • Utility Stubs: Storm drainage, sanitary sewer, potable water, recycled water (as applicable) and electric services shall be stubbed to each Natural Community Park parcel at locations approved by the City Engineer and Park & Community Services Director.		
114.	**Maintenance Access Easement for Natural Community Park.** Applicant/Developer shall dedicate maintenance access easements over all City maintenance entries and roads located on private parcels providing access to the Natural Community Park, to the satisfaction of the City Engineer.	PW	First Final Map Approval
115.	**Community Park.** The Community Park shown on Parcel 5 on Vesting Tentative Map 8663 shall be shown on the final map and deeded to the City of Dublin by separate instrument. The City will not accept the future community park until the site is rough graded, including erosion control measures, and all associated improvements are completed as generally shown on Vesting Tentative Map 8663 to the satisfaction of the City Engineer and the Parks & Community Services Director. Required improvements include, but are not limited to the following. • Secondary access from the cul-de-sac at Parcel 10 • Maintenance access • Utility Stubs: Storm drainage, sanitary sewer, potable water, recycled water (as applicable) and electric services shall be stubbed to the Community Park parcel at locations approved by the City Engineer and Park & Community Services Director. Parkland credits will not be provided until the required grading and improvements are complete or an agreement with the City is executed for the completion of the improvements.	PW	First Final Map Approval
116.	**Deed Disclosure for Waste Haul Vehicle Back-Up Noise.** Deed disclosures shall be included for units where individual cart service is	PW	Final Map Approval

	proposed for short alleys without truck turn around. The property disclosures shall notify future property owners that waste service vehicles will include backup noise/beeping as early as 6AM on trash service day. To service all three streams (landfill, organics, recycling), three different trucks will be on-site each collection day.		
117.	**Storm Drain Design.** Applicant shall submit final hydrology/hydraulic report associated with final design of the project. Runoff coefficients used in the in the report shall be calculated using actual surfaces in the project (not assumed values), and use coefficients shown in Table 7-3 of the CWP C.3 Technical Manual.	PW	Grading Permit Issuance
118.	**Landscape Features within Public Right-of-Way.** The Property Owner shall enter into an "Agreement for Long Term Encroachment for Landscape Features" with the City to require the Property Owner to maintain the landscape and decorative features within public right-of-way including frontage landscaping, decorative pavements and special features (i.e. walls, portals, benches, etc.). The Agreement shall identify the ownership of the special features and maintenance responsibilities. The Property Owner will be responsible for maintaining the surface of all decorative pavements including restoration required as the result of utility repairs.	PW	Grading Permit or Encroachment Permit Issuance
119.	**ReScape California Landscape Design**. All publicly owned landscape (e.g. parks, right of way, etc.) shall be designed and rated to meet ReScape standards. The applicant is encouraged to design all other landscape areas according to ReScape Landscape standards.	PW/ESD	Grading Permit Issuance
120.	**Street Restoration.** A pavement treatment, such as slurry seal or grind and overlay, will be required within the public streets fronting the site as determined by the Public Works Department. The type and limits of the pavement treatment shall be determined by the City Engineer based upon the number and proximity of trench cuts, extent of frontage and median improvements, extent of pavement striping and restriping, excessive wear and tear/damage due to construction traffic, etc.	PW	Certificate of Occupancy or Acceptance of Improvements
121.	**Overhead Utilities.** All new and existing overhead utilities shall be placed underground.	PW	Grading Permit or Encroachment Permit Issuance
122.	**Hydromodification Management Standards.** This project is subject to hydromodification management measures. The Applicant/Developer	PW	Grading Permit or Encroachment Permit Issuance

	shall review the Bay Area Hydrology Model (BAHM) Review Worksheet for all projects that must meet Hydromodification Management Standards. The worksheet is available on the City's website at the following webpage: http://dublin.ca.gov/1656/		
123.	**Special Projects, Non-LID Stormwater Treatment.** No part of this project is considered a special project. Mechanical devices are not allowed. The project must use 100% LID for stormwater treatment.	PW/ESD	Grading Permit or Encroachment Permit Issuance
124.	**Stormwater Management Design.** • City standard details shall be used for bioretention areas along Croak Road and other public streets. • Interceptor trees are not allowed. • Trees located within bioretention areas are discouraged. • Any bubble-ups proposed shall be located outside of the treatment measure, in native soil. • For plant selection in bioretention areas, reference the City of Dublin Guidance for Plant Selection, Spacing and Irrigation in Stormwater Treatment Facilities located on the City's website at the following link: https://dublin.ca.gov/DocumentCenter/View/34418/City-of-Dublin-Guidance-for-Plant-Selection-622023?bidId=	PW/ESD	Final Map Approval
125.	**Mitigation Measures.** The applicant shall provide to the Planning Division and the Public Works Department a copy of the mitigation measures maintenance manual and schedule for reference, including maintenance procedures and protocols to follow after mitigation reporting is complete.	PW/ESD	Acceptance of Improvements
126.	**Croak Road.** Croak Road is designated as a residential collector street with an existing right-of-way width of 40 feet and pavement width of 34 feet. The developer shall dedicate sufficient right-of-way and provide public street improvements along the project frontage to achieve minimum 44 feet curb to curb with additional turn lanes as needed. Street improvements shall include, but are not limited to: removal and replacement of existing AC pavement, installation of new pavement, curb and gutter, bike lanes, minimum 8-foot wide multi-use trail, accessible ramps, landscape, irrigation, street lights and utility lateral(s) to serve the development.	PW	First Final Map Approval
PUBLIC WORKS – TRACT 8666 SPECIAL CONDITIONS			

127.	**Geologic Hazard Abatement District.** Prior to filing of final map for Tract 8666, Developer shall annex Tract 8666 and Parcel 10 of Tract 8663 into the Fallon Village Geologic Hazard Abatement District (GHAD). The board of directors for the GHAD shall be the City Council and the City of Dublin. The GHAD shall be responsible for the ongoing maintenance of open space areas (including benches and brow ditches, maintenance roads or trails, and fencing) and water quality control ponds, and shall include a reserve for unforeseen repair of future slope stability. Developer shall be responsible for submitting all documents necessary for annexation into the GHAD, including a plan of control, which shall include an annual operating budget for buildout of the project, and the petition. Developer shall also be responsible for all administrative costs associated with processing the annexation. An engineer' report shall be prepared and adopted by the GHAD Board, setting the amount of the annual assessment. The GHAD Board shall approve the assessment levy prior to or concurrently with the approval of the large lot final map by the City Council. Initial assessments against property owners shall not be lower than ultimate assessments at buildout. The CC&Rs for the project shall contain financial mechanisms, such as deed assessments, enforceable by the City to ensure the property owners are obligated to pay the costs of maintenance in the event that the GHAD is dissolved or does not have sufficient resources to perform its obligations. The CC&Rs shall also include provisions that require the property owners' association to pay the GHAD or City's attorneys' fees in the event that either enforces the Homeowner's Association's obligation to fund maintenance of the open space areas and the water quality control ponds. The CC&Rs shall be reviewed and approved by the City Engineer and City Attorney to ensure compliance with this condition of approval.	PW	Tract 8666 Final Map Approval
128.	**Private Street and Private Property Maintenance.** Any private property or private streets shall be privately owned and maintained.	PW	Acceptance of Improvements
129.	**Pandora Way.** Pandora Way is designated as a minor residential street with an existing right-of-way width of 33 feet and pavement width of 32 feet. The Applicant/Developer shall dedicate 9 feet of right-of-way along the project frontage to achieve 42 feet	PW	Tract 8666 Final Map Approval

	of total right-of-way and provide public street improvements. Street improvements shall include, but are not limited to: removal of existing curb and gutter, installation of new pavement, curb and gutter, 4.5-foot wide sidewalk, accessible ramps and utility lateral(s) to serve the residential development.		
130.	**Vehicle Parking.** All on-site vehicle parking spaces shall conform to the following: a. All parking spaces shall be double striped using 4" white lines set 2 feet apart in accordance with City Standards and DMC 8.76.070.A.17. b. 12"-wide concrete step-out curbs shall be constructed at each parking space where one or both sides abut a landscaped area or planter. c. Where wheel stops are shown, individual 6' long wheel stops shall be provided within each parking space in accordance with City Standards. d. A minimum 2' radius shall be provided at curb returns and curb intersections where applicable. e. Parking stalls next to walls, fences and obstructions to vehicle door opening shall be an additional 4' in width per DMC 8.76.070.A.16. Landscaped strips adjacent to parking stalls shall be unobstructed in order to allow for a minimum 2-foot vehicular overhang at front of vehicles.	PW	Grading Permit Issuance
131.	**Signing and Striping Plan.** A Traffic Signing and Striping Plan showing all proposed signing and striping shall be submitted for review and approval by the City Engineer.	PW	Grading Permit or Encroachment Permit Issuance
132.	**Right-of-Way Dedication at Adjacent Property (Tract 8197 – Jordan Ranch).** Approval of the Development requires the Applicant/Developer to construct public right-of-way and make good faith efforts to acquire the necessary land title and interests from the adjoining property owner of the common area to the north. Government Code section 66462.5 **("Section 66462.5")** provides that, under circumstances in which neither the City nor the Developer has the necessary property interests to complete an improvement required by the tentative map conditions, the City shall either (a) require Developer to enter into an agreement that requires the completion of the improvement at such time as it has acquired the interests or (b)	PW	Final Map Approval

	acquire the necessary interests within 120 days of filing the map or waive the condition requiring the improvement. Developer desires more certainty regarding when the improvements will be completed, and the City desires that a diligent, good-faith effort be made by the Developer to acquire the necessary interests with the agreement of the adjacent owner. Accordingly, the City agrees, upon Developer's demonstration of such diligent, good faith efforts to the satisfaction of the City Manager, to commence the process described under Section 66462.5 within 90 days of providing such evidence to the City Manager. All costs associated with acquisition shall be the obligation of Developer.		
PUBLIC WORKS – TRACT 8667 SPECIAL CONDITIONS			
133.	**Geologic Hazard Abatement District.** If the Developer desires to have Tract 8667 annexed into the Fallon Village Geologic Hazard Abatement District (GHAD), the Developer shall submit a geotechnical report for review to verify the parcel is within a Geologic Hazard Area. If determination is made that the parcel is within a Geologic Hazard Area, the annexation of Parcel 8 of Tract 8663 into the Fallon Village Geologic Hazard Abatement District (GHAD) shall be completed prior to filing of Final Map 8667. The board of directors for the GHAD shall be the City Council and the City of Dublin. The GHAD shall be responsible for the ongoing maintenance of open space areas (including benches and brow ditches, maintenance roads or trails, and fencing) and water quality control ponds, and shall include a reserve for unforeseen repair of future slope stability. Developer shall be responsible for submitting all documents necessary for annexation into the GHAD, including a plan of control, which shall include an annual operating budget for buildout of the project, and the petition. Developer shall also be responsible for all administrative costs associated with processing the annexation. An engineer' report shall be prepared and adopted by the GHAD Board, setting the amount of the annual assessment. The GHAD Board shall approve the assessment levy prior to or concurrently with the approval of the large lot final map by the City Council. Initial assessments against property owners shall not be lower than ultimate assessments at buildout. The CC&Rs for the	PW	Tract 8667 Final Map Approval

	project shall contain financial mechanisms, such as deed assessments, enforceable by the City to ensure the property owners are obligated to pay the costs of maintenance in the event that the GHAD is dissolved or does not have sufficient resources to perform its obligations. The CC&Rs shall also include provisions that require the property owners' association to pay the GHAD or City's attorneys' fees in the event that either enforces the Homeowner's Association's obligation to fund maintenance of the open space areas and the water quality control ponds. The CC&Rs shall be reviewed and approved by the City Engineer and City Attorney to ensure compliance with this condition of approval.		
134.	**Private Street and Private Property Maintenance.** Any private property or private streets shall be privately owned and maintained.	PW	Acceptance of Improvements
135.	**Vehicle Parking.** All on-site vehicle parking spaces shall conform to the following: f. All parking spaces shall be double striped using 4" white lines set 2 feet apart in accordance with City Standards and DMC 8.76.070.A.17. g. 12"-wide concrete step-out curbs shall be constructed at each parking space where one or both sides abut a landscaped area or planter. h. Where wheel stops are shown, individual 6' long wheel stops shall be provided within each parking space in accordance with City Standards. i. A minimum 2' radius shall be provided at curb returns and curb intersections where applicable. j. Parking stalls next to walls, fences and obstructions to vehicle door opening shall be an additional 4' in width per DMC 8.76.070.A.16. Landscaped strips adjacent to parking stalls shall be unobstructed in order to allow for a minimum 2-foot vehicular overhang at front of vehicles.	PW	Grading Permit Issuance
136.	**Signing and Striping Plan.** A Traffic Signing and Striping Plan showing all proposed signing and striping shall be submitted for review and approval by the City Engineer.	PW	Grading Permit or Encroachment Permit Issuance
137.	**Central Parkway.** Central Parkway is designated as a residential collector street with an existing right-of-way width of 51 feet and pavement width of 31 feet. The developer shall dedicate 13 feet of	PW	Tract 8667 Final Map Approval

	right-of-way along the project frontage to achieve 64 feet of total right-of-way and provide public street improvements. Street improvements shall include, but are not limited to: removal of existing AC berm and V-ditch, installation of new pavement, curb and gutter, 8-foot wide sidewalk, accessible ramps, landscape, irrigation, street lights and utility lateral(s) to serve the residential development.		

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

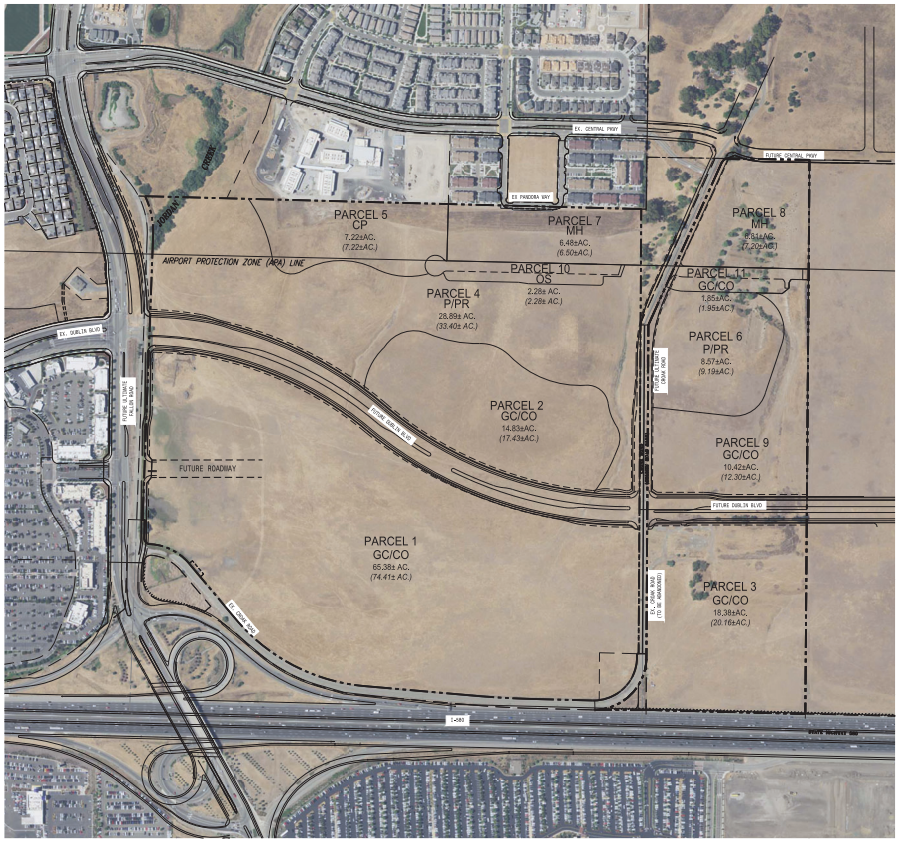
ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

VESTING LARGE LOT TENTATIVE TRACT MAP
TRACT 8663
GH PACVEST PROPERTY
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA
APRIL 2024



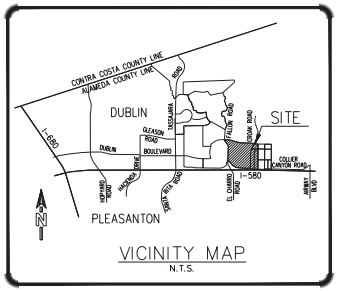


ABBREVIATIONS:

AC.	ACRES
BNDY	BOUNDARY
DSRSD	DUBLIN SAN RAMON SERVICES DISTRICT
GHAD	GEOLOGIC HAZARD ABATEMENT DISTRICT
ESMT	EASEMENT
IOD	IRREVOCABLE OFFER OF DEDICATION
MH	MEDIUM HIGH DENSITY
PUE	PUBLIC UTILITY EASEMENT
PAE	PRIVATE ACCESS EASEMENT
ROW	RIGHT OF WAY
SDE	STORM DRAIN EASEMENT

MAP NOTES:

1. OWNER/APPLICANT: GH PACVEST, LLC
   2800 POST OAK BLVD.
   SUITE 5115
   HOUSTON, TX 77056
   CONTACT: WOOI SEE
   (832) 397-6506
2. ENGINEER: MACKAY & SOMPS
   5142 FRANKLIN DR. SUITE B
   PLEASANTON, CA 94588-3355
   CONTACT: MARK McCLELLAN/NICOLA TAN
   (925) 225-0690
3. AREA SUBJECT TO INUNDATION: NONE (PANEL 06070500028)
4. SUBDIVIDED AREA: 192.0± ACRES
5. ASSESSOR'S PARCEL NUMBER: 905-0001-006-03; 985-0027-002; 985-0027-005; 985-0027-004
6. WATER/SEWER SYSTEM: TO BE INSTALLED IN CONFORMANCE WITH DUBLIN SAN RAMON SERVICES DISTRICT (DSRSD) STANDARDS.
7. DRAINAGE: TO BE INSTALLED IN CONFORMANCE WITH CITY OF DUBLIN STANDARDS.
8. GAS & ELECTRICITY: TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF PACIFIC GAS AND ELECTRIC CO.
9. TELEPHONE: TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF COMCAST.
10. EXISTING ZONING: PD-GENERAL COMMERCIAL/CAMPUS OFFICE (GC/CO)
    PD-OPEN SPACE (OS)
    PD-MEDIUM TO MEDIUM HIGH DENSITY RESIDENTIAL (MH)
    PD-PUBLIC/SEMI-PUBLIC (P/SP)
11. EXISTING LAND USE: VACANT LAND
12. PROPOSED LAND USE: PD-GENERAL COMMERCIAL/CAMPUS OFFICE (GC/CO)
    PD-COMMUNITY PARK (CP)
    PD-OPEN SPACE (OS)
    PD-PARKS/PUBLIC RECREATION (P/PR)
    PD-MEDIUM HIGH DENSITY RESIDENTIAL (MH)
13. UNLESS OTHERWISE SPECIFICALLY STATED IN THE CONDITIONS OF APPROVAL, LOCAL AGENCY APPROVAL OF THIS MAP SHALL CONSTITUTE AN EXPRESS FINDING THAT THE PROPOSED DIVISION AND DEVELOPMENT OF THE SUBJECT PROPERTY WILL NOT UNREASONABLY INTERFERE WITH THE FREE AND COMPLETE EXERCISE OF RIGHTS DESCRIBED IN GOVERNMENT CODE SECTION 66436(A)(3)(A)(I).
14. PARCEL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN.
15. THE APPLICANT RESERVES THE OPTION TO PHASE THE MAPPING AND CONSTRUCTION OF THIS PROJECT IN VARIOUS COMBINATIONS OF FINAL MAPS/TRACT DEVELOPMENT AGREEMENTS AND/OR IMPROVEMENT PLANS/IMPROVEMENT AGREEMENTS, ALL AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
16. THE APPLICANT INTENDS TO FILE A FUTURE SMALL LOT VESTING TENTATIVE TRACT MAP ON PARCELS 7 & 8 FOR MH RESIDENTIAL USES.



LEGEND:

- BOUNDARY LINE
- PARCEL LINE
- EXISTING PARCEL LINE
- RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EASEMENT LINE/IOD
- AIRPORT PROTECTION ZONE LINE

BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON, IS THE LINE BETWEEN USC&GS TRIANGULATION STATIONS "FALLON" AND "MOUNT DIABLO TOWER". THE GRID BEARING CALCULATED FROM PUBLISHED CCS 27 ZONE 3 GRID COORDINATES FOR THIS LINE IS TAKEN AS NORTH 15°44'21" WEST.

PARCEL	PROPOSED OWNER	MAINTAINED BY	PROPOSED USE
PARCEL 1	GH PACVEST	COMM. HOA	GC/CO
PARCEL 2	GH PACVEST	COMM. HOA	GC/CO
PARCEL 3	GH PACVEST	COMM. HOA	GC/CO
PARCEL 4	CITY	CITY	PARKS/PUBLIC RECREATION
PARCEL 5	CITY	CITY	COMMUNITY PARK
PARCEL 6	CITY	CITY	PARKS/PUBLIC RECREATION
PARCEL 7	GH PACVEST	HOA	MH RESIDENTIAL
PARCEL 8	GH PACVEST	HOA	MH RESIDENTIAL
PARCEL 9	GH PACVEST	COMM. HOA	GC/CO
PARCEL 10	GH PACVEST	HOA	OS (PRIVATE STREET/SWQ BASIN)
PARCEL 11	GH PACVEST	HOA	GC/CO (PRIVATE STREET/SWQ BASIN)

SHEET INDEX:

1	COVER SHEET
2	EXISTING PARCEL OWNERSHIP & A.P.N. EXHIBIT
3	LLVTM & ANNOTATION
4	STREET SECTIONS
5	PRELIMINARY OVERALL GRADING PLAN
6	GRADING SECTIONS
7	PRELIMINARY OVERALL UTILITY PLAN
8	PRELIMINARY OVERALL STORMWATER MANAGEMENT PLAN
9	OWNERSHIP & MAINTENANCE PLAN
10	EROSION CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER MARK D. MCCLELLAN No. C60467 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE DIRECTION OF:

BY: _____
MARK D. MCCLELLAN RCE No. C60467

DATE: APRIL 2024
SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:

MACKAY & SOMPS
CIVIL ENGINEERS
5142 Franklin Dr, Pleasanton, CA 94588
925-225-0690

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0000

SHT 1 OF 10

NO.	REVISION	DATE

04-05-2024 10:53am Long Le P:\19887\PLN\TM-OVERALL\WORKING SHEETS\01-COVER.DWG



04-05-2024 10:53am Long Le P:\19887\PLN\TPM-OVERALL\WORKING SHEETS\02-OWNER-APN.DWG

GH PACVEST PROPERTY

LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
EXISTING PARCEL OWNERSHIP & APN EXHIBIT
CITY OF DUBLIN CALIFORNIA

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

DACKAY & SOMPS
ENGINEERS
1410 Treat Blvd, Suite 101, Walnut Creek, CA 94597
925/935-1990 925/935-1980
Engineering & Surveying Excellence Since 1946

DATE: APRIL 2024
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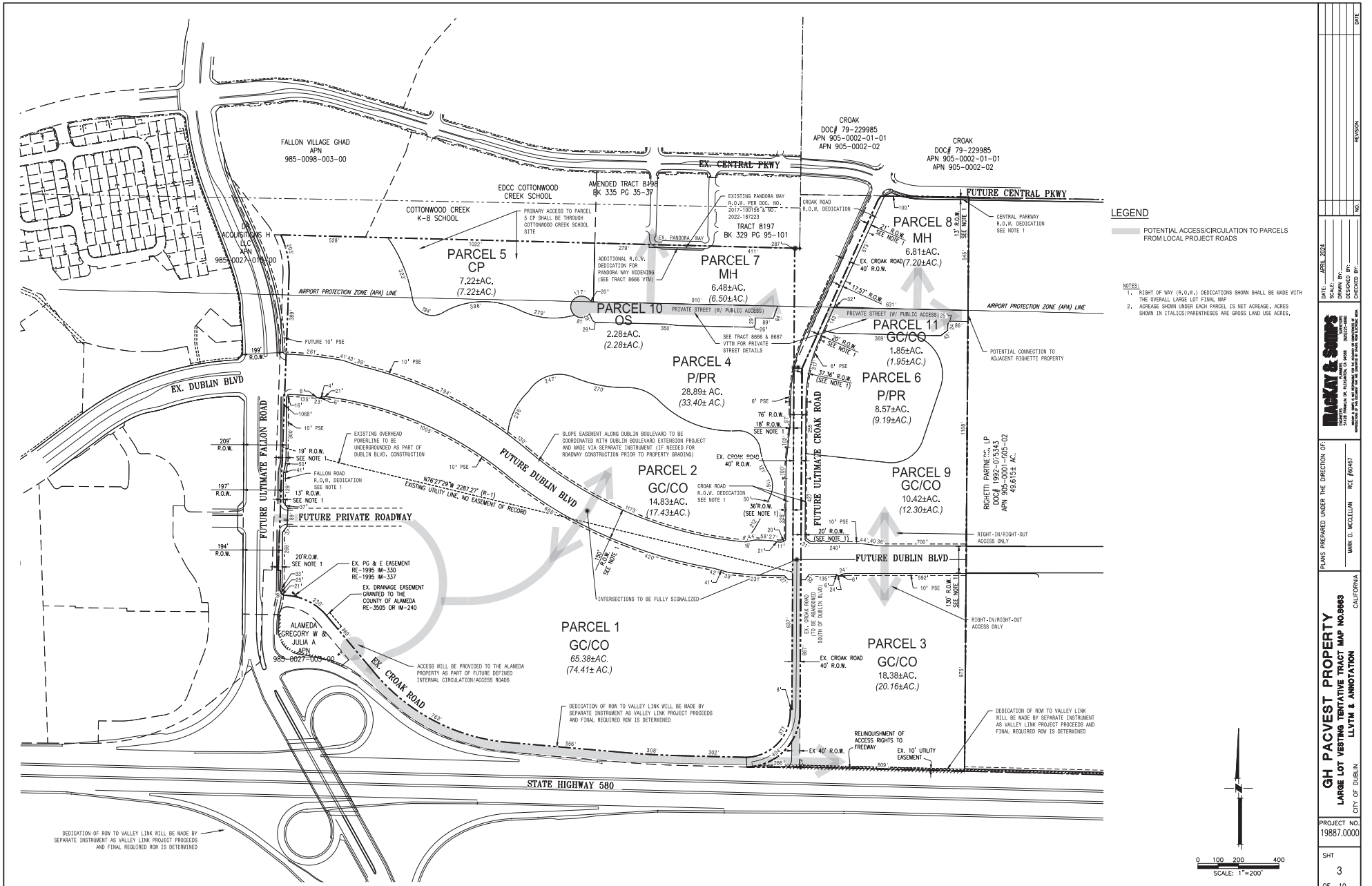
DRAWN BY:
DESIGNED BY:
CHECKED BY:

NO.	REVISION	DATE

PROJECT NO.
19887.0000

SHT
2
OF 10



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NO.	REVISION	DATE

DATE: APRIL 2024
SCALE:
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DESIGNED BY:
CHECKED BY:

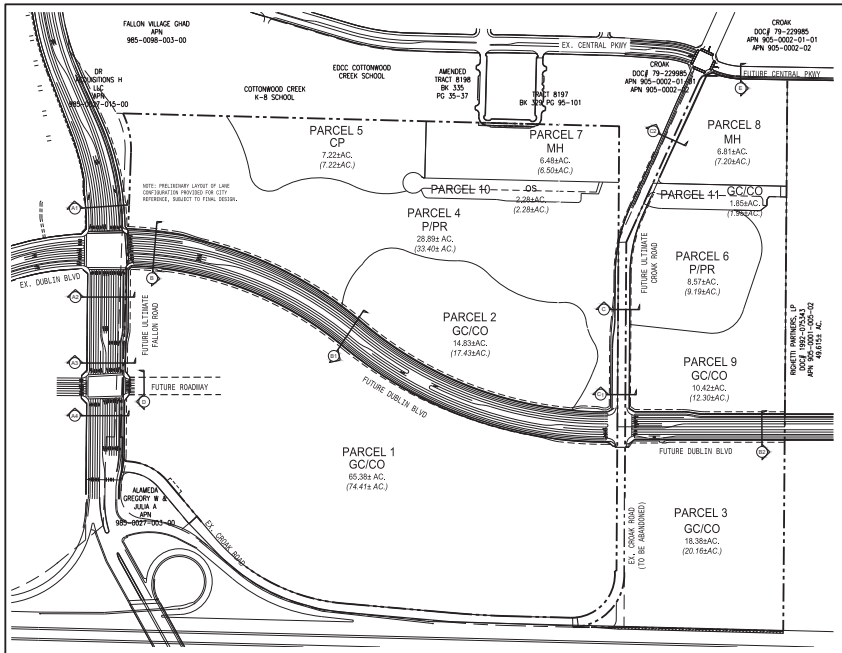
BKF Engineers
Surveyors
Planners
2 Bethany Rd, Suite 200, Hazlet, NJ 07730
(732) 335-0900
www.bkfengineers.com

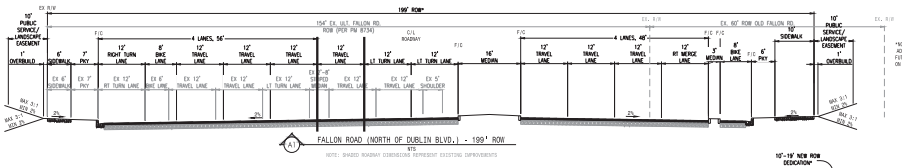
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

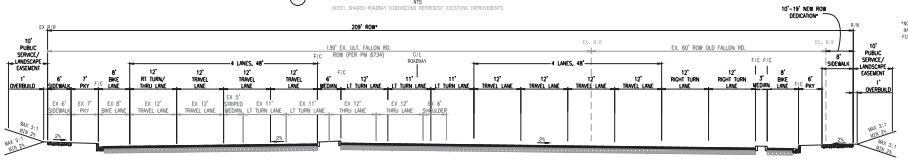
GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
LLVTM & ANNOTATION
CITY OF DUBLIN CALIFORNIA

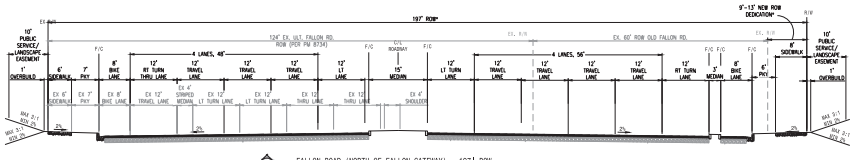
PROJECT NO.
19887.0000

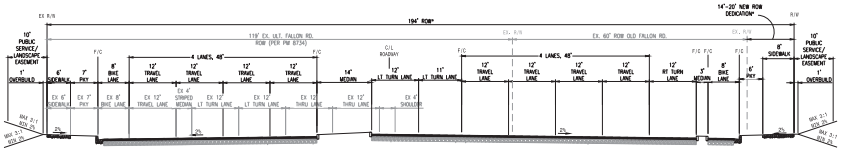
SHT
3
OF 10

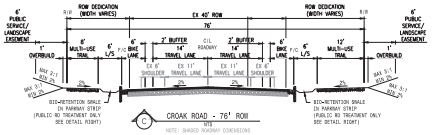


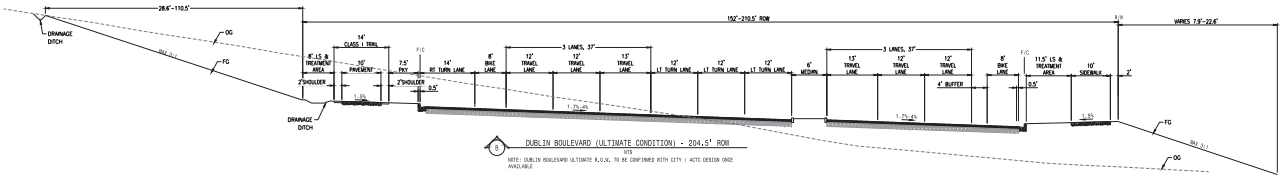


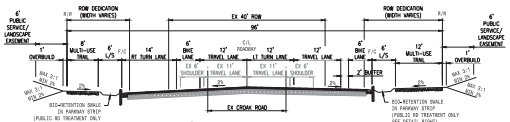


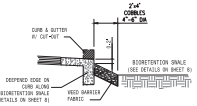


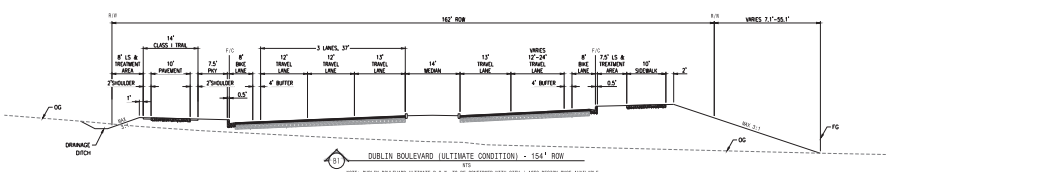


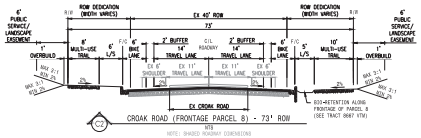


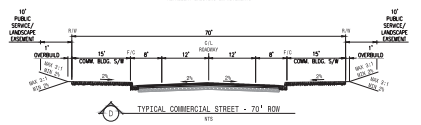


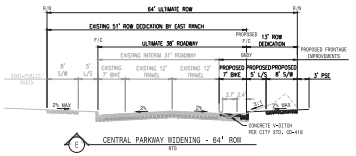


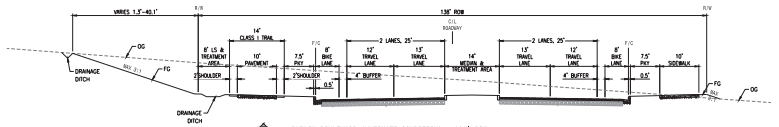












DATE
REVISION
NO.

DATE: APRIL 2024
SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:

BACKEY & SONS
ENGINEERS
5140 Franklin Dr, Pleasanton, CA 94588 (925)225-0690
www.backeyandsons.com

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PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY

LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663

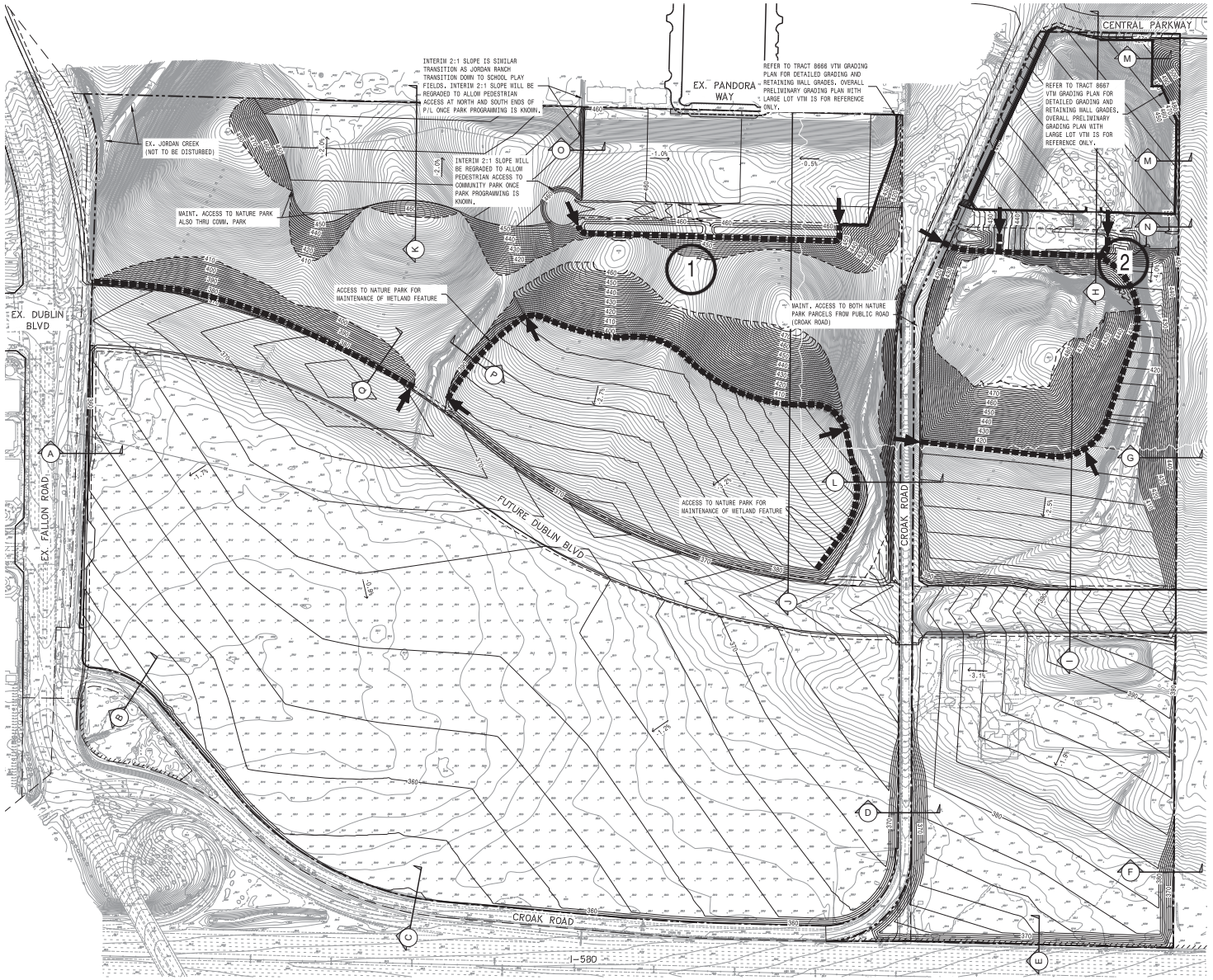
STREET SECTIONS

CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0000

SHT
4
OF 10

04-05-2024 11:09am Long Le P:\19887\PLN\TPM-OVERALL\WORKING SHEETS\04-SECTIONS.DWG



LEGEND

370 PROPOSED CONTOURS

385 EXISTING CONTOURS

GRADING LIMIT

-1.0% APPROXIMATE SLOPE ON GRADED "SUPER PADS"

NOTES:

1. SLOPES ON DEVELOPMENT SUPER PADS ARE AS SHOWN AND ALL PERIMETER GRADING AND CONFORM GRADING IS AT A 3:1 SLOPE.
2. AERIAL TOPO AND EXISTING PROPERTY LINES PER ALTA SURVEY DATED JANUARY 27, 2017 BY MACKAY & SOMPS.
3. ULTIMATE DUBLIN BLVD. ALIGNMENT AND LINEWORK PER PRELIMINARY PRECISE PLAN BY CITY OF DUBLIN/BKF ADOPTED IN 2019.
4. ALL RUNOFF GENERATED FROM ON-LOT/ON-PAD WILL BE COLLECTED AND CONVEYED APPROPRIATELY TO ADEQUATE DISCHARGE LOCATION.

ESTIMATED ROUGH EARTHWORK QUANTITIES:

AREA	ESTIMATED CUT (CY)	ESTIMATED FILL (CY)
RAW COMPUTER RESULTS	1,368,500	1,363,340
STRIPPING (SEE NOTE 1)	0	2,580
SHRINKAGE / EXPANSION (SEE NOTE 2)	0	0
CONSOLIDATION (SEE NOTE 3)	0	2,580
OFFHAUL / IMPORT	0	0
TOTALS	1,368,500	1,368,500
	BALANCE	

EARTHWORK NOTES:

1. STRIPPING OF VEGETATION IS ASSUMED AT 0.1' REMOVAL OVER ALL OF THE GRADED AREA.
2. SHRINKAGE / EXPANSION NUMBERS ARE ASSUMED TO OFFSET EACH OTHER. FUTURE INFORMATION FROM THE DESIGN LEVEL GEOTECHNICAL REPORT MAY INFLUENCE THIS ASSUMPTION.
3. CONSOLIDATION IS ASSUMED AT 0.1' OVER THE GRADED AREAS OF THE SITE.

LEGEND - NATURE PARK ACCESS

PROPOSED CURB CUT AND ACCESS POINT FOR NATURE PARK MAINTENANCE(DETAILS TO BE PER FINAL DESIGN)

PROPOSED MAINTENANCE ACCESS ROAD FOR NATURE PARK MAINTENANCE(SEE SECTIONS/DETAILS ON SHEET 6)

1 POTENTIAL LOCATIONS FOR 1/2 ACRE GRADED PAD AREA FOR MAINTENANCE STORAGE AREA FOR CITY MAINTENANCE OF NATURE PARK (ACCESS TO BE FROM ADJACENT PUBLIC ACCESS STREETS SOUTH OF PARCEL 7 OR PARCEL 8)

0 75 150 300
SCALE: 1"=150'

NO.	REVISION	DATE

DATE: APRIL 2024
SCALE: 1" = 150'
DRAWN BY: EMP
DESIGNED BY: MM
CHECKED BY: MDM

MacKAY & SOMPS
CIVIL ENGINEERS PLANNERS LAND SURVEYORS
1415 Fourth Ave, Walnut Creek, CA 94596 (925)935-9580

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY

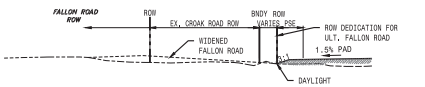
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663

CITY OF DUBLIN PRELIMINARY OVERALL GRADING PLAN CALIFORNIA

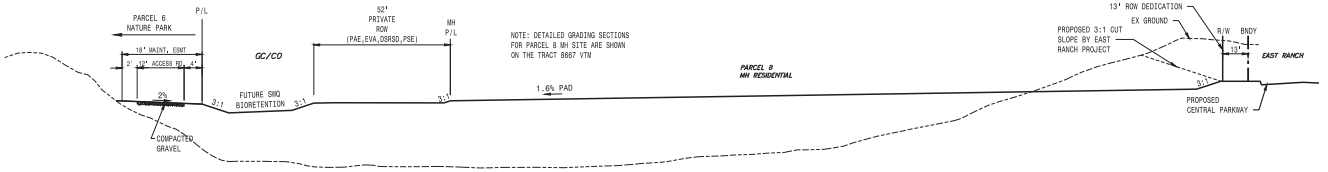
PROJECT NO. 19887.0000

SHT 5 OF 10

04-05-2024 10:54am Long Le P:\19887\PLN\TPM-OVERALL\WORKING SHEETS\05-PRELIMINARY OVERALL GRADING PLAN.DWG

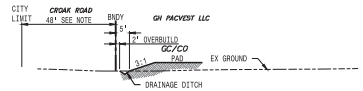


SECTION A
NTS



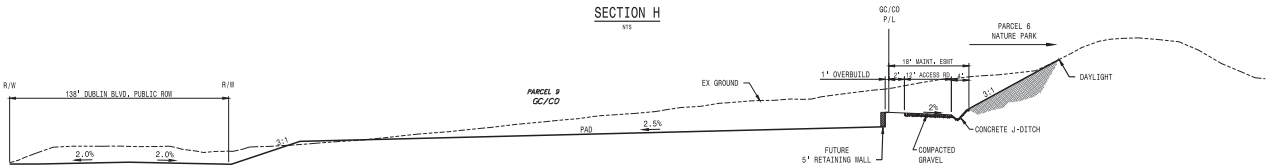
NOTE: DETAILED GRADING SECTIONS FOR PARCEL 8 MH SITE ARE SHOWN ON THE TRACT 8667 VTM

SECTION H
NTS



SECTION B
NTS

NOTE:
IF CITY DOES ABANDON THE CROAK ROAD ROW THE OWNER WOULD LIKE TO UTILIZE THE SPACE FOR UTILITIES, WATER QUALITY AND OTHER IMPROVEMENTS ASSOCIATED WITH THE DEVELOPMENT.



SECTION I
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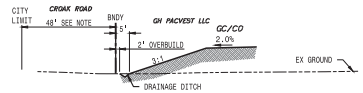
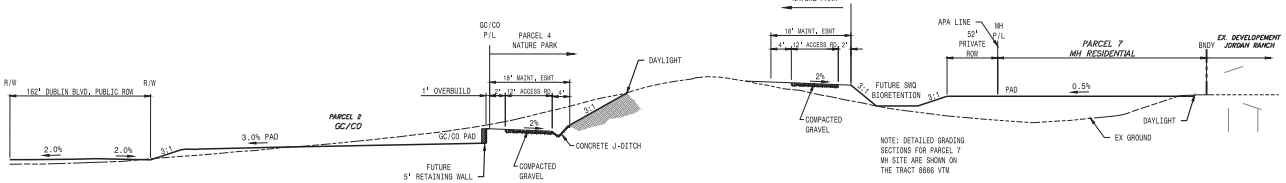


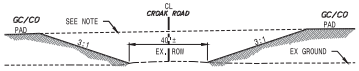
SECTION C
NTS

NOTE:
IF CITY DOES ABANDON THE CROAK ROAD ROW THE OWNER WOULD LIKE TO UTILIZE THE SPACE FOR UTILITIES, WATER QUALITY AND OTHER IMPROVEMENTS ASSOCIATED WITH THE DEVELOPMENT.



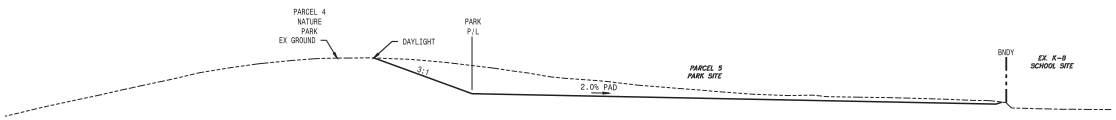
NOTE: DETAILED GRADING SECTIONS FOR PARCEL 7 MH SITE ARE SHOWN ON THE TRACT 8666 VTM

SECTION J
NTS



NOTE:
IF ROW IS ABANDONED THEN SUPERPAD GRADING WILL CONTINUE ACROSS

SECTION D
NTS



SECTION K
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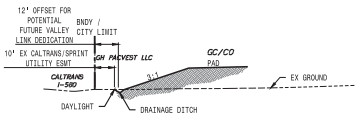
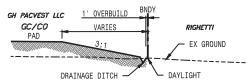


SECTION E
NTS

NOTE: THE 18' MAINT. ESMT AND 12' ACCESS RD MAY BE INCORPORATED AS A PORTION OF THE DRIVE AISLE ASSOCIATED WITH THE GC/CO DEVELOPMENT IN ORDER TO KEEP MAINT. ACCESS ROAD OUT OF WETLAND BUFFER AREA



SECTION F
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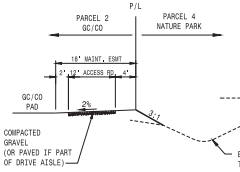
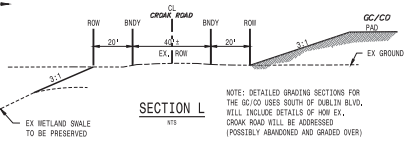
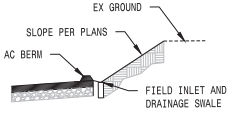


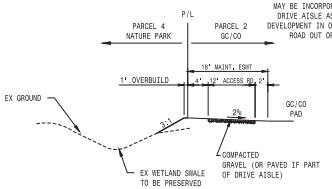


SECTION L
NTS

NOTE: DETAILED GRADING SECTIONS FOR THE GC/CO USES SOUTH OF DUBLIN BLVD. WILL INCLUDE DETAILS OF HOW EX. CROAK ROAD WILL BE ADDRESSED (POSSIBLY ABANDONED AND GRADED OVER)

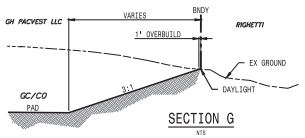


SECTION N
NTS



NOTE: THE 18' MAINT. ESMT AND 12' ACCESS RD MAY BE INCORPORATED AS A PORTION OF THE DRIVE AISLE ASSOCIATED WITH THE GC/CO DEVELOPMENT IN ORDER TO KEEP MAINT. ACCESS ROAD OUT OF WETLAND BUFFER AREA

SECTION P
NTS



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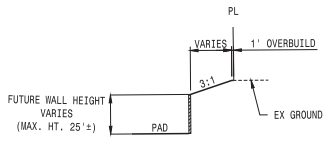

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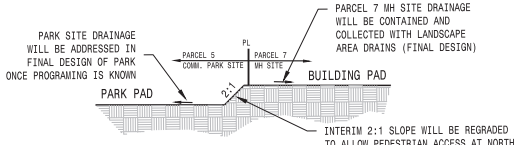
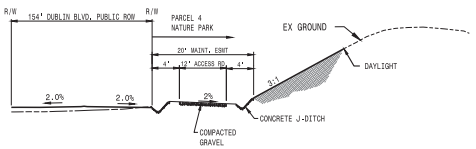


SECTION O
NTS



SECTION Q
NTS

04-05-2024 10:54am Long Le P:\19887\PLN\TPM-OVERALL\WORKING SHEETS\06-GRADING SECTIONS.DWG

DATE | NO. | REVISION

DATE: APRIL 2024
SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:

BACKEY & SONS
ENGINEERS, PLANNERS, SURVEYORS
5142 Franklin Dr, Pleasanton, CA 94588 (925)225-0690
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PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
GRADING SECTIONS
CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0000

SHT
6
OF 10

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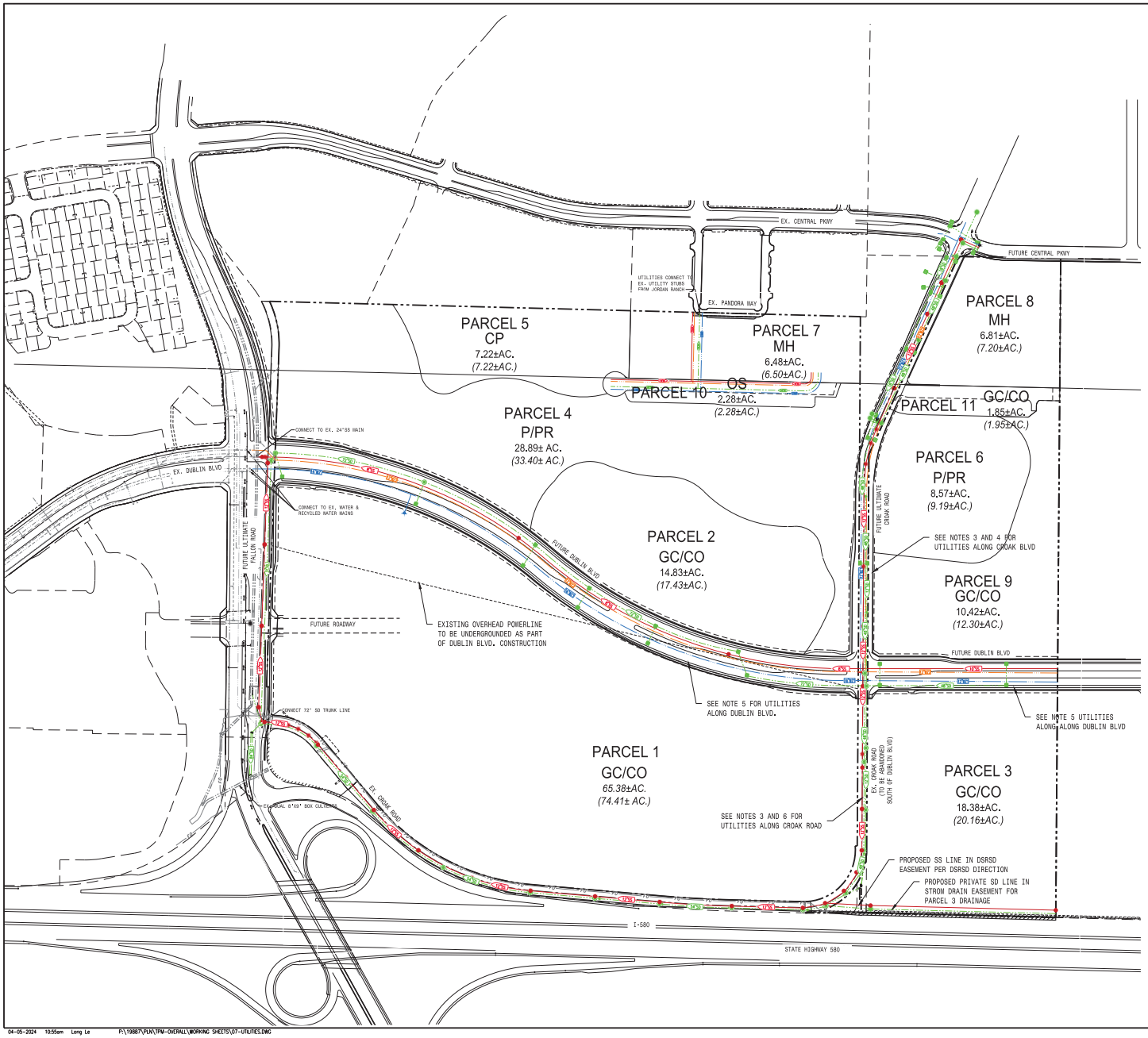

LEGEND

- SANITARY SEWER (8" MIN)
- STORM DRAIN (18" MIN)
- WATER ZONE 1 (8" MIN) ~ WZ1
- WATER ZONE 2 (8" MIN) ~ WZ2
- STORM DRAIN MANHOLE
- CATCH BASIN
- SANITARY SEWER MANHOLE
- FIRE HYDRANT

NOTES:

1. UTILITY MAIN SIZES TO BE VERIFIED WITH DSRSD AND CITY DURING FINAL DESIGN.
2. WATER AND SEWER UTILITIES TO BE CONFIRMED WITH DSRSD.
3. THE SEWER AND STORM DRAIN FACILITIES PROPOSED ALONG CROAK ROAD FROM CENTRAL PARKWAY TO THE NORTH, DOWN SOUTH PAST DUBLIN BLVD EXTENSION, AND WEST TO FALLON ROAD ARE TO BE INSTALLED BY THE EAST RANCH PROJECT. THESE SEWER AND STORM DRAIN FACILITIES ARE ASSUMED TO BE CONSTRUCTED AND EXISTING PRIOR TO THE CONSTRUCTION OF THIS PROJECT.
4. THE WATER AND JOINT TRENCH FACILITIES ALONG CROAK ROAD ARE PROPOSED TO BE INSTALLED BY THIS PROJECT.
5. ALL PROPOSED UTILITIES ALONG DUBLIN BLVD EXTENSION ARE TO BE INSTALLED DURING THE CONSTRUCTION OF THE ROADWAY. DEPENDING ON TIMING, DUBLIN BLVD AND ASSOCIATED UTILITIES MAY BE CONSTRUCTED BY THE CITY OR BY THIS PROJECT.
6. IF CROAK ROAD IS TO BE VACATED. BETWEEN SOUTH OF DUBLIN BLVD EXTENSION AND FALLON ROAD, THE STORM DRAIN FACILITIES WILL BECOME PRIVATE IF IT ONLY SERVICES THIS PROJECT. HOWEVER, IF THE STORM DRAIN FACILITIES SERVICES MORE THAN THIS PROJECT/PROPERTY, THEN THE STORM DRAIN FACILITIES SHOULD BE MADE PUBLIC WITHIN AN EASEMENT.
7. THE 12" SS LINE IN CROAK ROAD NORTH AND SOUTH OF DUBLIN BOULEVARD IS INTENDED TO BE THE ULTIMATE SANITARY SEWER LINE PER DSRSD'S DIRECTION. IF THE EXISTING CROAK ROAD ROW SOUTH OF DUBLIN BOULEVARD IS ABANDONED, THE 12" SS LINE WILL BE PLACED WITHIN A DSRSD EASEMENT.
8. CFD will be created for qualified improvements and maintenance of said improvements.

0 100 200 400
SCALE: 1"=200'

NO.	REVISION	DATE

DATE: APRIL 2024
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DESIGNED BY:
CHECKED BY:

BKF ENGINEERS
SURVEYORS
2 BAHIA CORNERSTONE, SUITE 100
SAN RAMON, CA 94583-2324
(925) 835-3400

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
CITY OF DUBLIN PRELIMINARY OVERALL UTILITY PLAN CALIFORNIA

PROJECT NO.
19887.0000

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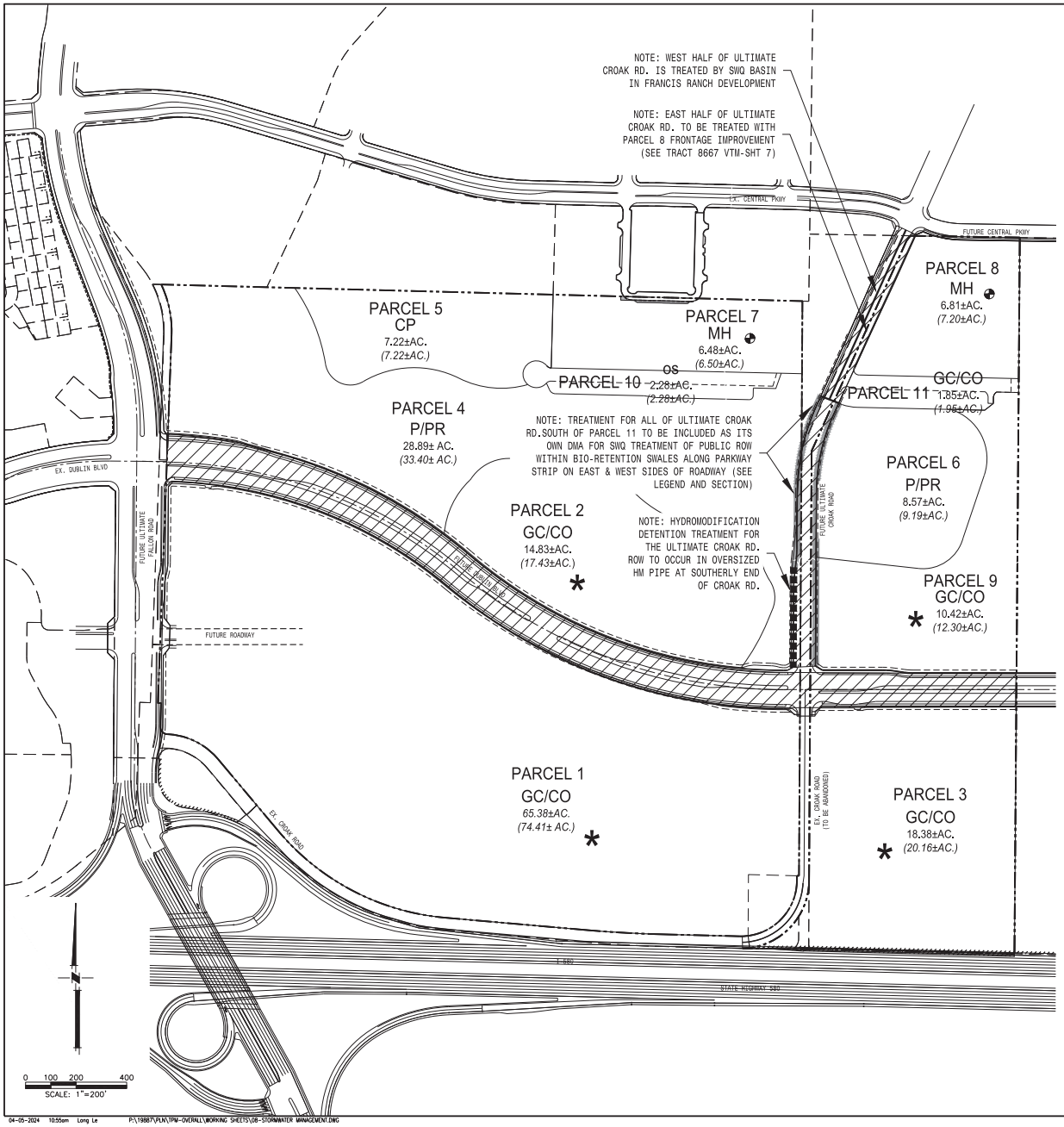
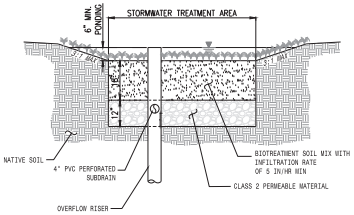


LEGEND:

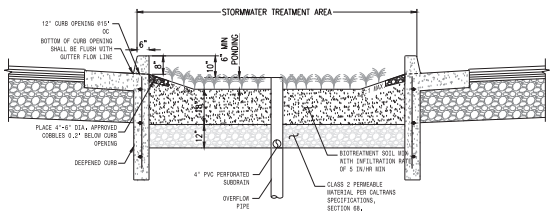
- BIO-RETENTION AND HYDROMODIFICATION IN PUBLIC STREET ROW
- * BIO-RETENTION AND HYDROMODIFICATION TREATMENT IN FUTURE GC/CO DEVELOPMENT AREAS (TO BE ADDRESSED IN DETAIL WITH FUTURE SDR)
- STORM WATER QUALITY/HM TREATMENT TO BE ADDRESSED WITHIN MH RESIDENTIAL SITE PLANS DURING VTTM/ SDR (SEE TRACT 8666 AND TRACT 8667 VESTING TENTATIVE MAPS - SHEET 7 FOR FURTHER SWQ/HM DETAILS).
- BIO-RETENTION IN PARKING STRIP ALONG ULTIMATE CROAK RD. FOR TREATMENT OF PUBLIC STREET ROW. (SEE CROSS SECTION BELOW)

NOTES:

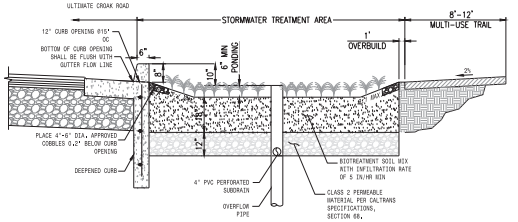
1. BIORETENTION SIZING TO BE BASED ON ALAMEDA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE MARCH 2023.
2. RAINFALL INTENSITY = 0.2 IN/HR
3. BIORETENTION SOIL MIX TO HAVE A MINIMUM 5 IN/HR INFILTRATION RATE
4. THE PRELIMINARY BASIN SIZING IS BASED ON A SIZING CRITERIA OF (0.2 IN/HR)/(5 IN/HR)=0.04 (4%)
5. ALL DEVELOPMENT AREAS WILL COMPLY WITH THE C.10 TRASH CAPTURE PROVISION OF THE MRP.
6. DETAILS AND SIZING FOR THE SPECIFIC SWQ TREATMENT AREAS WILL BE SHOWN ON SUBSEQUENT ENTITLEMENT DOCUMENTS; STAGE 2 PD/SDR FOR GC/CO AREAS AND THE VESTING TENTATIVE TRACT MAP FOR MH RESIDENTIAL USES, ONCE ACTUAL USERS, BUILDING TYPES, AND SITE PLANS ARE KNOWN, THESE DETAILS WILL ALSO INCLUDE PROPOSED TREATMENT FACILITIES FOR THE PUBLIC ROADWAYS.
7. STORM WATER QUALITY AND HYDROMODIFICATION TREATMENT FOR PUBLIC CROAK ROAD ULTIMATE IMPROVEMENTS WILL BE ADDRESSED THROUGH BIO-RETENTION SWALES AND HM PIPE DETENTION ALONG THE ROADWAY, BUILT WITHIN THE PUBLIC ROW, TO BE DETAILED WITH SUBSEQUENT DESIGN LEVEL PLANS FOR ULTIMATE CROAK ROAD.
8. STORM WATER QUALITY AND HYDROMODIFICATION FOR PUBLIC DUBLIN BLVD SHALL BE CONSTRUCTED AS CALLED FOR IN THE DUBLIN BLVD. EXTENSION IMPROVEMENT PLANS CURRENTLY BEING PREPARED BY THE CITY OF DUBLIN'S CONSULTANT. IF DUBLIN BLVD. IS BUILT BY THE APPLICANT THE SAME SWQ / HM TREATMENT METHODS WILL BE USED.
9. STORM WATER QUALITY AND HYDROMODIFICATION FOR PUBLIC FALLON ROAD WIDENING WILL BE ADDRESSED THROUGH BIO-RETENTION SWALES ALONG THE EAST SIDE OF FALLON ROAD.



TYPICAL BIO-RETENTION BASIN SECTION
NTS



TYPICAL BIORETENTION TREATMENT WITHIN PARKING AREAS
NTS



TYPICAL BIORETENTION TREATMENT WITHIN PARKWAY STRIP
ULTIMATE CROAK ROAD
NTS

NO.	REVISION	DATE

DATE: APRIL 2024
SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:

BKF Engineers
Civil Engineers & Land Surveyors
Surveyors
2 Bethesda Metro Center, Suite 1000
Bethesda, MD 20814-5367
301.843.5555
www.bkf.com

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663
CITY OF DUBLIN PRELIMINARY OVERALL STORMWATER MANAGEMENT PLAN CALIFORNIA

PROJECT NO.
19887.0000

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OF 10



PARCEL	PROPOSED OWNER	PROPOSED USE	MAINTAINED BY	HATCH
PARCEL 1	GH PACVEST	GC/CO	COMM. HOA	
PARCEL 2	GH PACVEST	GC/CO	COMM. HOA	
PARCEL 3	GH PACVEST	GC/CO	COMM. HOA	
PARCEL 4	CITY	PARKS/PUBLIC RECREATION	CITY	
PARCEL 5	CITY	COMMUNITY PARK	CITY	
PARCEL 6	CITY	PARKS/PUBLIC RECREATION	CITY	
PARCEL 7	GH PACVEST	MH RESIDENTIAL	HOA	
PARCEL 8	GH PACVEST	MH RESIDENTIAL	HOA	
PARCEL 9	GH PACVEST	GC/CO	COMM. HOA	
PARCEL 10	GH PACVEST	PRIVATE STREET & SWQ	HOA	
PARCEL 11	GH PACVEST	PRIVATE STREET & SWQ	HOA	
R.O.W.	CITY	PUBLIC STREET	PUBLIC STREET	
R.O.W.	GH PACVEST	PRIVATE STREET	HOA	

0 100 200 400
SCALE: 1"=200'

NO. | REVISION | DATE

DATE: APRIL 2024
SCALE:
DRAWN BY:
DESIGNED BY:
CHECKED BY:

BKF ENGINEERS
SURVEYORS
PLANNERS
2869 Howe Road, Martinez, CA 94553
(925) 256-0370

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PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST PROPERTY

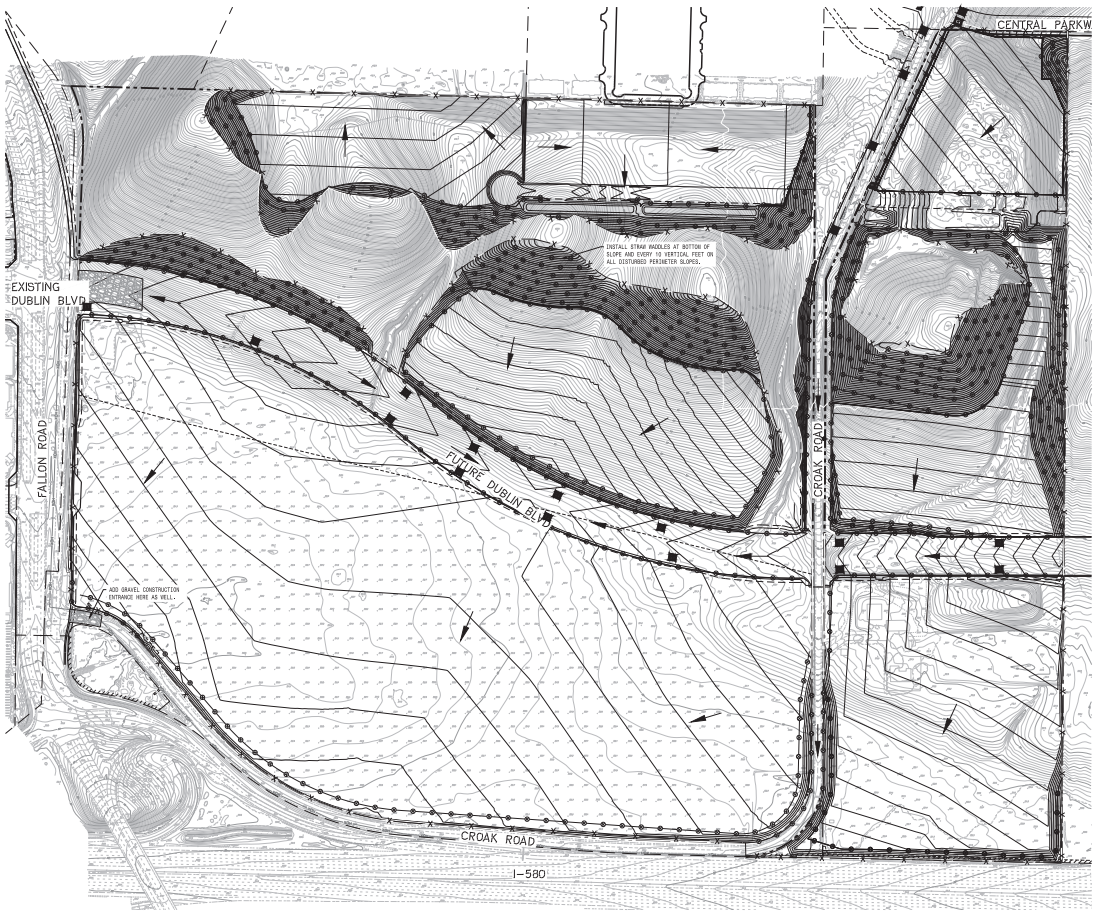
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8663

CITY OF DUBLIN **OWNERSHIP & MAINTENANCE PLAN** CALIFORNIA

PROJECT NO.
19887.0000

SHT
9
OF 10

04-05-2024 10:55am Long Le P:\19887\PLN\PM-OVERALL\WORKING SHEETS\08-OWNERSHIPMAINT.DWG



LEGEND

- STRAW WATTLES
- PERIMETER SILT FENCE
- HYDROSEED (APPROXIMATE LIMITS)
- GRAVEL CONSTRUCTION ENTRANCE
- CATCH BASIN SEDIMENT BARRIER
- DRAINAGE DIRECTION

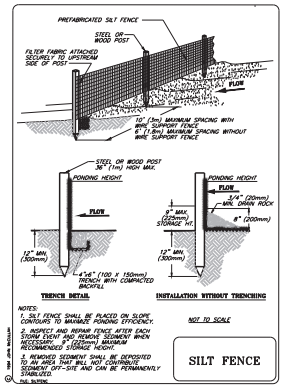
0 100 200 400
SCALE: 1"=200'

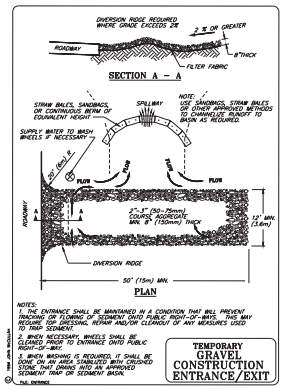
PRELIMINARY HYDROSEED MIX:

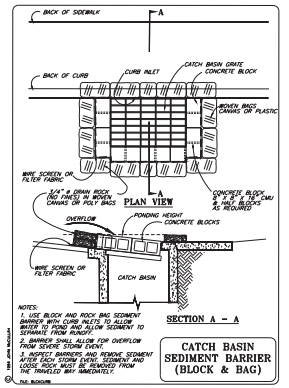
SEED VARIETY	LBS. PER ACRE
REGREEN	36
ZORRO	6
BLANDO	15
ROSE CLOVER	8
CAL POPPY	4
BLUE LUPINE	6
TOTAL	75

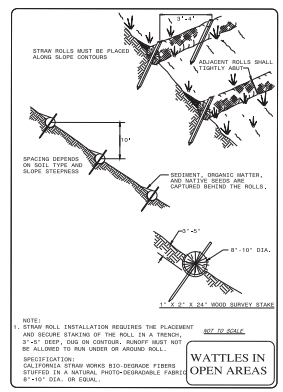
THE EROSION CONTROL MATERIALS SHALL BE MIXED AND APPLIED IN APPROXIMATELY THE FOLLOWING PROPORTIONS:

MATERIAL	LBS/AC. (SLOPE MEASURE.)
SEED	75 LBS
WOOD FIBER MULCH	2,000 LBS
R BINDER	60 LBS
FERTILIZER (20-20-10)	400 LBS
WATER	AS NEEDED FOR APPLICATION









NOTES:

1. EROSION CONTROL PLAN IS BASED OFF OF PRELIMINARY GRADING AND IS SUBJECT TO CHANGE DURING FINAL DESIGN.
2. FIELD CONDITIONS MAY VARY AND ALTERNATIVE BMP's MAY BE REQUIRED. THIS PLAN SHALL BE MODIFIED BY THE CONTRACTOR/EROSION CONTROL SPECIALIST (QUALIFIED SWPPP DEVELOPER OR PRACTITIONER) TO ACCOUNT FOR ACTUAL FIELD CONDITIONS.
3. THIS EROSION CONTROL PLAN HAS BEEN PREPARED TO MEET CITY OF DUBLIN STANDARDS ONLY. IT REQUIRES A PROJECT SWPPP BE PREPARED BY A QUALIFIED SWPPP DEVELOPER(QSD), WHO WILL ASSUME RESPONSIBILITY FOR PROJECT COMPLIANCE WITH THE STATE GENERAL CONSTRUCTION PERMIT AND WHOSE RECOMMENDATIONS WILL SUPERSEDE THIS PLAN ACCORDINGLY.
4. THIS PLAN SHOWS TEMPORARY SEDIMENT BASINS. THE BASINS ARE TO BE CONSTRUCTED ONLY IF THE STREETS ARE NOT PAVED PRIOR TO THE RAINY SEASON. EROSION CONTROL FACILITIES SHOWN SHALL BE ADJUSTED IF THE BASINS ARE CONSTRUCTED.
5. ALL PADS TO BE COVERED WITH EROSION CONTROL PROTECTION PRIOR TO RAINY SEASON OR IF LEFT UNTOUCHED FOR 14 DAYS.

NO.	REVISION	DATE
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B		
C		
D		

DATE: APRIL 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

BKF ENGINEERS
200 4TH STREET, SUITE 300
SAN RAFAEL, CA 94901
(415) 482-1700

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

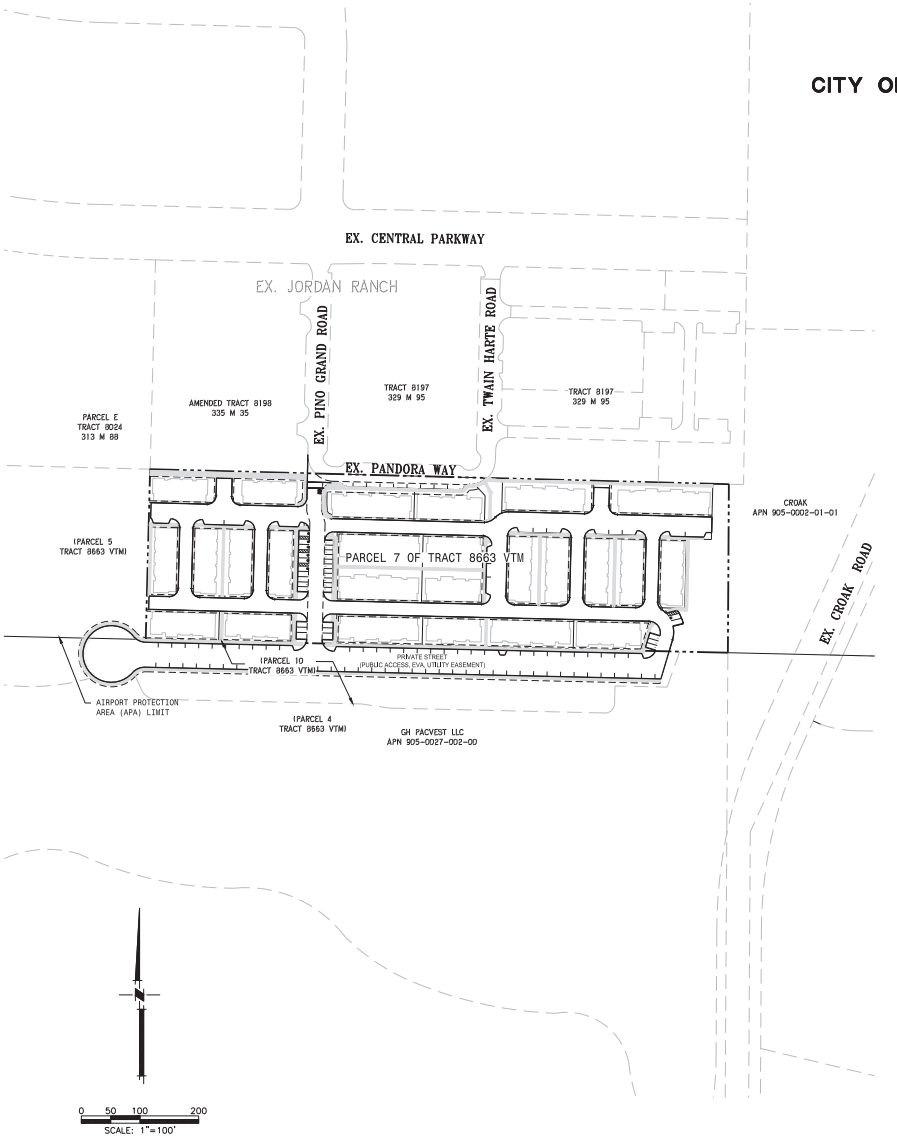
GH PACVEST PROPERTY
LARGE LOT VESTING TENTATIVE TRACT MAP NO.8603
EROSION CONTROL PLAN
CITY OF DUBLIN CALIFORNIA

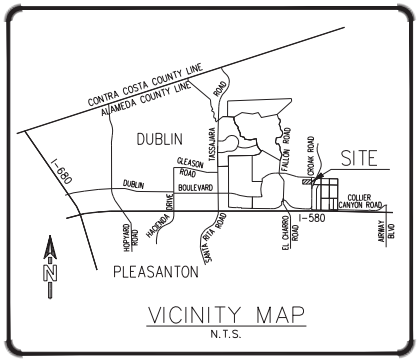
PROJECT NO. 19887.0000

SHT 10 OF 10

04-05-2024 10:55am Long Le P:\19887\PLN\TPM-OVERALL\WORKING SHEETS\10-EROSIONCONTROLPLAN.DWG

VESTING TENTATIVE MAP
TRACT 8666
GH PACVEST LLC
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA
MARCH 2024





MAP NOTES:

1.	OWNER/APPLICANT	GH PACVEST, LLC 2800 POST OAK BLVD. HOUSTON, TX 77056 CONTACT: WOOI SEE (832) 397-6506
2.	ENGINEER:	MACKAY & SOMPS 5142 FRANKLIN DR. SUITE B PLEASANTON, CA 94588-3355 CONTACT: MARK McCLELLAN/ NICOLA TAN (925) 225-0690
3.	AREA SUBJECT TO INUNDATION:	NONE (PANEL 0607050002B)
4.	SUBDIVIDED AREA:	6.5± ACRES - PARCEL 7 OF TRACT 8663 VTM 2.3± ACRES - PARCEL 10 OF TRACT 8663 VTM
5.	ASSESSOR'S PARCEL NUMBER:	PORTION OF 985-0027-002-00
6.	WATER/SEWER SYSTEM:	TO BE INSTALLED IN CONFORMANCE WITH DUBLIN SAN RAMON SERVICES DISTRICT (DSRSD) STANDARDS.
7.	DRAINAGE:	TO BE INSTALLED IN CONFORMANCE WITH CITY OF DUBLIN STANDARDS.
8.	GAS & ELECTRICITY:	TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF PACIFIC GAS AND ELECTRIC CO.
9.	TELEPHONE:	TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF SBC/AT&T.
10.	EXISTING ZONING:	PD-MEDIUM HIGH DENSITY RESIDENTIAL PD-OPEN SPACE
11.	EXISTING LAND USE:	VACANT LAND
12.	PROPOSED LAND USE:	PD-MEDIUM HIGH DENSITY RESIDENTIAL (PARCEL 7 OF TRACT 8663) PD-OPEN SPACE (PARCEL 10 OF TRACT 8663)

13. UNLESS OTHERWISE SPECIFICALLY STATED IN THE CONDITIONS OF APPROVAL, LOCAL AGENCY APPROVAL OF THIS MAP SHALL CONSTITUTE AN EXPRESS FINDING THAT THE PROPOSED DIVISION AND DEVELOPMENT OF THE SUBJECT PROPERTY WILL NOT UNREASONABLY INTERFERE WITH THE FREE AND COMPLETE EXERCISE OF RIGHTS DESCRIBED IN GOVERNMENT CODE SECTION 66436(A)(3)(A)(I).
14. THIS VESTING TENTATIVE TRACT MAP IS A PROPOSED SUBDIVISION OF PARCEL 7 OF TRACT 8663 LARGE LOT TENTATIVE MAP.
15. PARCEL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN.
16. CONTOUR INTERVAL IS 1 FOOT. THE ELEVATION DATUM IS BASED ON EASTERN DUBLIN BENCHMARK. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON AERIAL FLIGHT DONE ON FROM DECEMBER 2016 BY GEOMAPS INC.
17. UTILITY SIZES AND LOCATION, STREET GRADES AND LOT DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN.
18. BUILDING SETBACKS ARE ESTABLISHED BY THE DEVELOPMENT STANDARDS IN THE STAGE 2 PD AND BY FUTURE SDR.
19. ALL SEWER AND WATER MAINS ARE 8" UNLESS NOTED. ALL STORM DRAINS ARE 24" OR LESS UNLESS NOTED OR AS DETERMINED BY FINAL ENGINEERING DESIGN.
20. THE APPLICANT RESERVES THE OPTION TO PHASE THE FINAL MAPPING AND CONSTRUCTION OF THIS PROJECT IN VARIOUS COMBINATIONS OF FINAL MAPS/TRACT DEVELOPMENT AGREEMENTS AND/OR IMPROVEMENT PLANS/IMPROVEMENT AGREEMENTS, ALL AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
21. THIS VESTING TENTATIVE MAP ALLOWS FOR THE DEVELOPER TO SUBDIVIDE CONDOMINIUM AIR SPACE RIGHTS THROUGH FILING OF SUBSEQUENT CONDOMINIUM PLANS, WHICH MAY ALSO BE PHASED THROUGH DEPARTMENT OF REAL ESTATE (DRE).

SHEET INDEX

SHEET	DESCRIPTION
1	COVER SHEET
2	LOTTING PLAN/ANNOTATED MAP
3	DETAILS AND SECTIONS
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY UTILITY PLAN
6	PRELIMINARY EROSION CONTROL PLAN
7	PRELIMINARY STORMWATER MANAGEMENT PLAN
8	PHASING PLAN

BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON, IS THE LINE BETWEEN USC&GS TRIANGULATION STATIONS "FALLON" AND "MOUNT DIABLO TOWER". THE GRID BEARING CALCULATED FROM PUBLISHED CCS 27 ZONE 3 GRID COORDINATES FOR THIS LINE IS TAKEN AS NORTH 15°44'21" WEST.

LEGEND:

——·——·——	BOUNDARY LINE
————	PARCEL LINE
— — —	EXISTING PARCEL
————	LINE RIGHT OF WAY
— — —	EXISTING RIGHT OF WAY
- - - - - -	EASEMENT LINE
————	AIRPORT PROTECTION AREA (APA) LINE
AC.	ACRES
BNDY	BOUNDARY
DSRSD	DUBLIN SAN RAMON SERVICES DISTRICT
ESMT	EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PAE	PUBLIC ACCESS EASEMENT
ROW	RIGHT OF WAY
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT

REGISTERED PROFESSIONAL ENGINEER MARK D. MCCLELLAN No. C60467 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE DIRECTION OF:

BY: _____
MARK D. MCCLELLAN RCE No. C60467

		DATE
A		
B		
C		
D		
NO.	REVISION	

DATE: MARCH 2024
SCALE: AS SHOWN
DRAWN BY: LL
DESIGNED BY: MC
CHECKED BY: MDM

MACKAY & SOMPS
CIVIL ENGINEERS
5142 Franklin Dr, Pleasanton, CA 94588
925/225-0690
www.mackaysomps.com

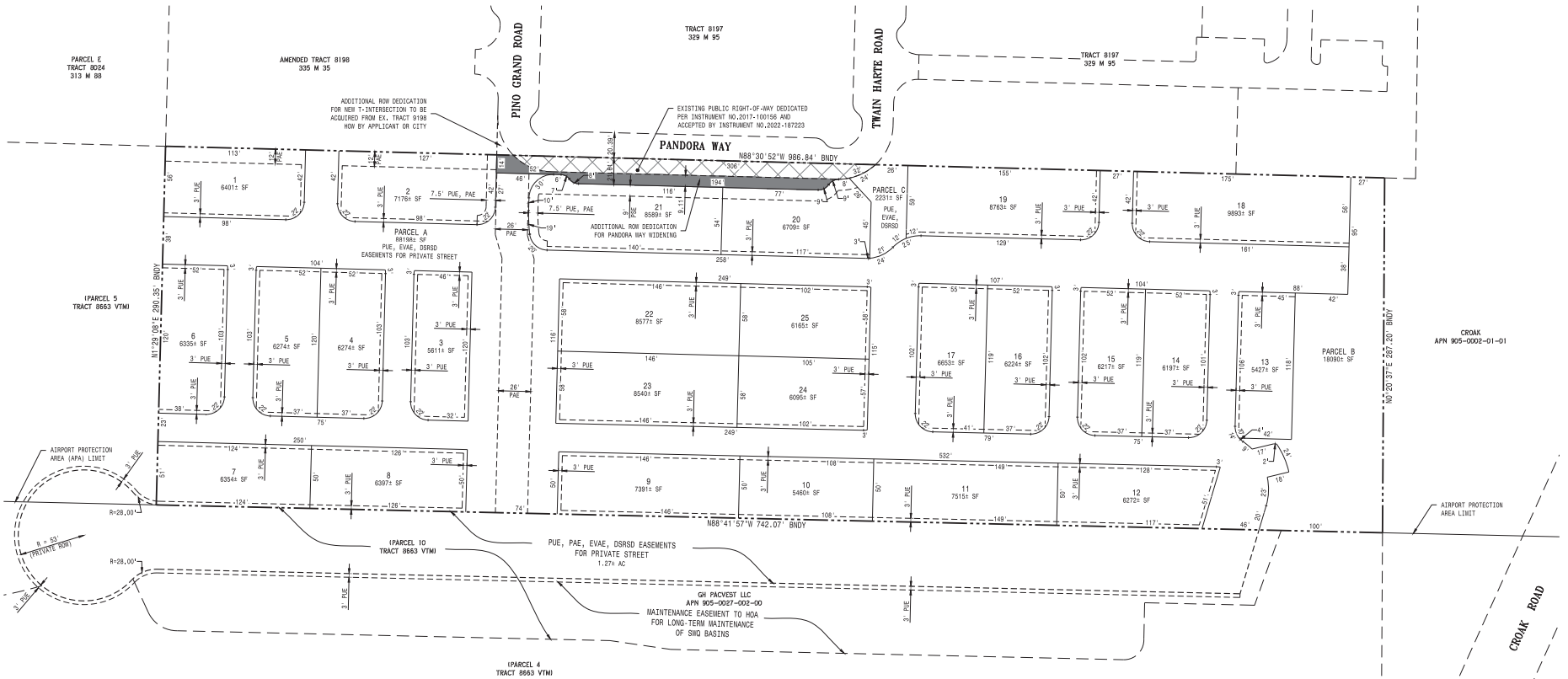
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
COVER SHEET
CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0

SHT 1 OF 8

03-22-2024 12:43pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8666\1 TM 8666-COVER.DWG



LAND USE SUMMARY	
LOT/PARCEL NUMBER	LAND USE
1 THRU 25	MEDIUM-HIGH RESIDENTIAL
A	HOA PRIVATE STREET PARCEL (PUE, PAE, EVAE, DSRSD)
B	HOA LANDSCAPE PARCEL
C	HOA PRIVATE PARCEL FOR EVA (DSRSD)
PARCEL 10 (TRACT 8663)	OPEN SPACE PARCEL (HOA MAINTAINED)
	EXISTING PUBLIC STREET DEDICATION (PER DOCUMENT REFERENCED ABOVE)
	ADDITIONAL PUBLIC STREET DEDICATION WITH THIS VTM

NOTE:

THIS VESTING TENTATIVE MAP ALLOWS FOR THE DEVELOPER TO SUBDIVIDE CONDOMINIUM AIR SPACE RIGHTS THROUGH FILING OF SUBSEQUENT CONDOMINIUM PLANS, WHICH MAY ALSO BE PHASED THROUGH DRE.

0 20 40 80
SCALE: 1"=40'

LEGEND:

- BOUNDARY LINE
- PARCEL LINE
- EXISTING PARCEL
- LINE RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EASEMENT LINE
- AIRPORT PROTECTION AREA (APA) LINE

AC.	ACRES
BNDY	BOUNDARY
DRE	DEPARTMENT OF REAL ESTATE
DSRSD	DUBLIN SAN RAMON SERVICES DISTRICT
ESMT	EASEMENT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PUBLIC ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY

NO.	REVISION	DATE

DATE: MARCH 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

DACKAY & SOUPS
ENGINEERS, PLANNERS & SURVEYORS
3140 Mendocino Ave, Santa Rosa, CA 95403 (707)525-1060
Unauthorized use of this document and/or alteration of any portion thereof without written authorization of the document author will result in legal action.

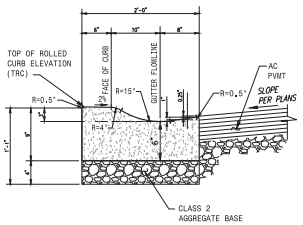
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
LOTTING PLAN
CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0

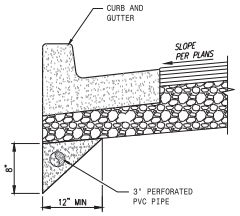
SHT 2 OF 8

03-22-2024 12:43pm Long Le P:\19887\PLN\VTM-RESIDENTIAL\TRACT 8666\2 TM 8666-TENTATIVE TRACT MAP.DWG



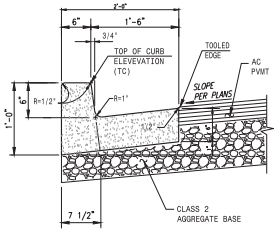
3" ROLLED CURB AND GUTTER

NTS



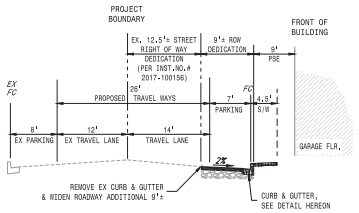
PAVEMENT EDGE SUBDRAIN (IN PUBLIC STREETS)

NTS



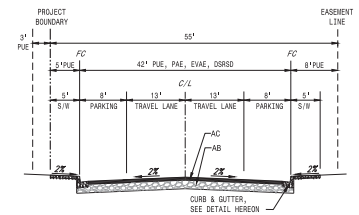
6" CURB & GUTTER

NTS



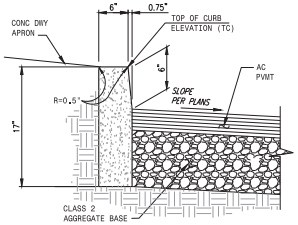
1 PANDORA WAY WIDENING

NTS



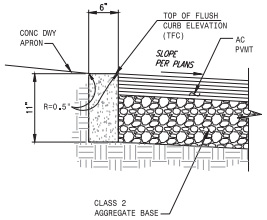
2 OFF-SITE PRIVATE STREET SECTION

NTS



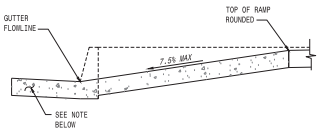
6" VERTICAL CURB

NTS



FLUSH CURB

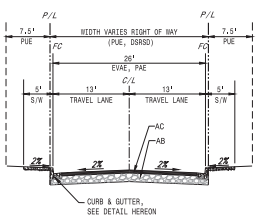
NTS



NOTE: COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB SHALL NOT BE STEEPER THAN 5.0%. GUTTER PAN SLOPE SHALL NOT EXCEED 5%.

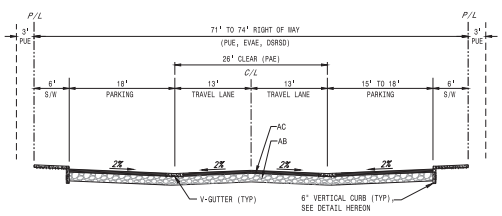
CURB RAMP SECTION

NTS



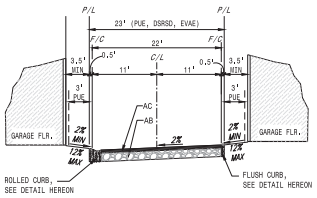
3 ENTRY ROAD

NTS



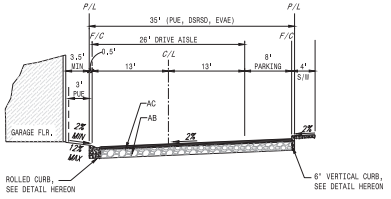
4 ENTRY ROAD WITH PARKING

NTS



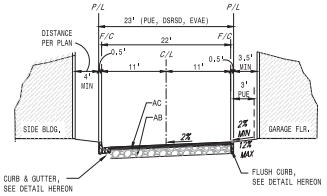
5 22' WIDE ALLEY

NTS



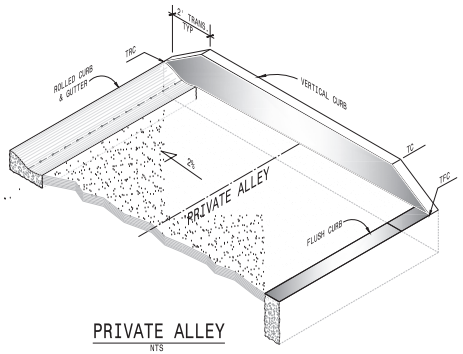
6 26' WIDE ALLEY WITH PARKING

NTS



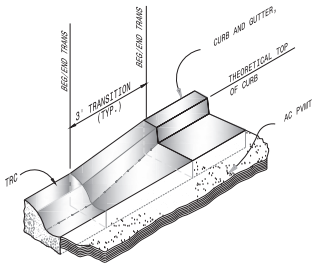
7 22' WIDE ALLEY

NTS



PRIVATE ALLEY

NTS



CURB AND GUTTER TO ROLLED CURB TRANSITION

NTS

03-22-2024 12:43pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8666\3 TM 8666-DETAILS - GRADING, BIORETENTION, STREET SECTIONS.DWG

NO.	REVISION	DATE

DATE: MARCH 2024
SCALE: N/A
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

DAVID J. KAY & ASSOCIATES
CIVIL ENGINEERS, LAND SURVEYORS
5142 FRANTZ RD, DUBLIN, CA 94568 (925)829-5660

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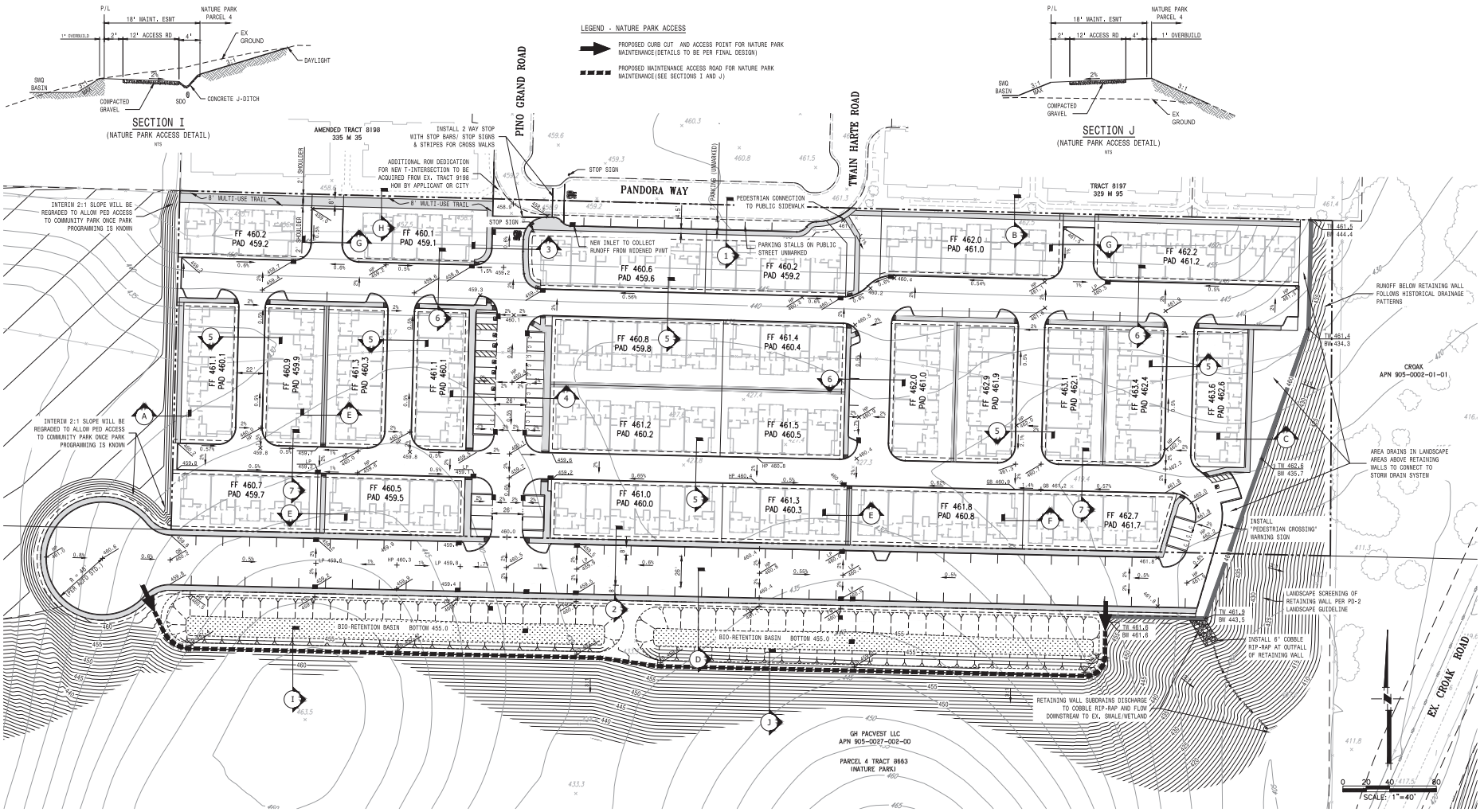
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
DETAILS AND SECTIONS
CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

SHT 3 OF 8



NO.	REVISION	DATE

DATE: MARCH 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

DACKAY & SOUNIS
CIVIL ENGINEERS
5140 Franklin Dr, Suite 100, Pleasanton, CA 94588
925/225-0690
www.dackaysounis.com

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

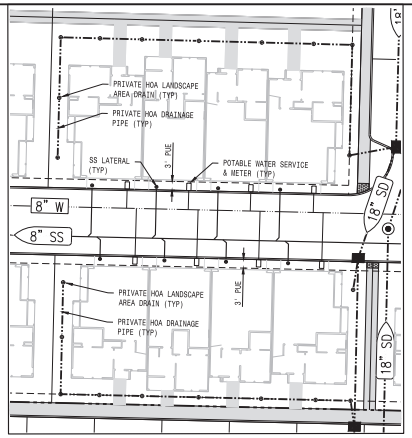
GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
PRELIMINARY GRADING PLAN

CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0

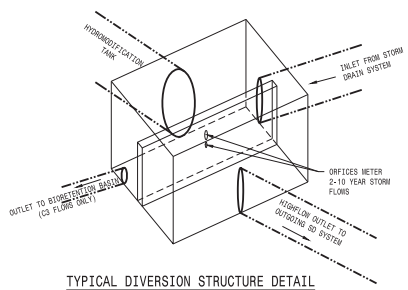
SHT
4
OF 8

03-22-2024 12:44pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8666\4 TM 8666-GRADING PLAN.DWG



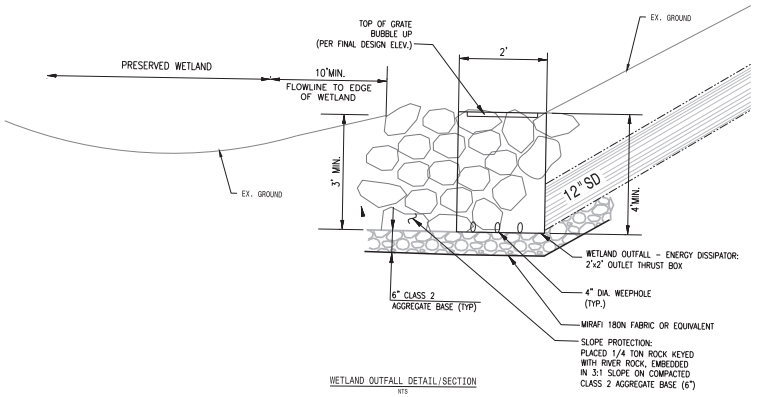
TYPICAL UTILITY CONNECTION DETAIL

SCALE: 1"=20'



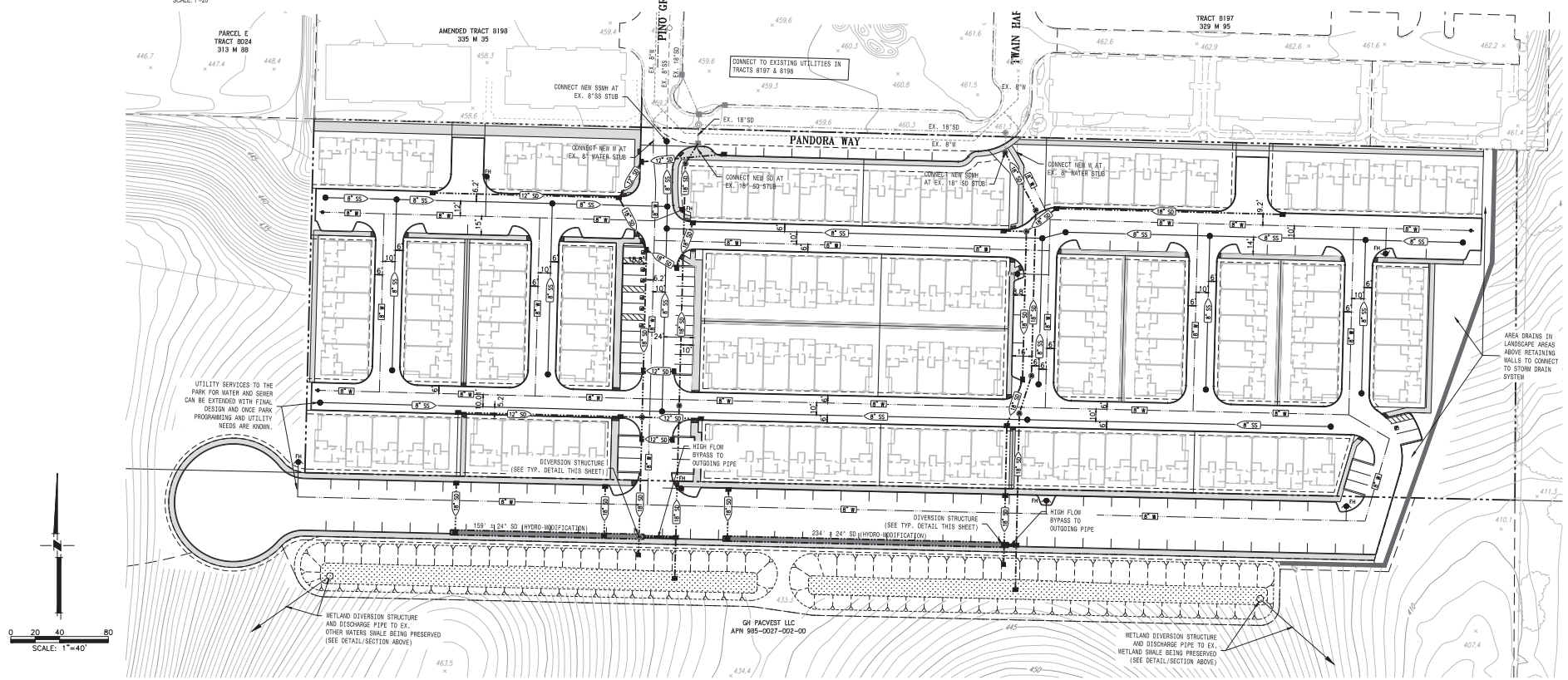
TYPICAL DIVERSION STRUCTURE DETAIL

NTS



WETLAND OUTFALL DETAIL/SECTION

NTS



0 20 40 80

SCALE: 1"=40'

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DATE: MARCH 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

NO.	REVISION	DATE
A		
B		
C		
D		

DACKAY & SOUNIS
CIVIL ENGINEERS
3140 Gateway Rd, Suite 201, Richmond, CA 94806 (925)820-0160
www.dackaysounis.com

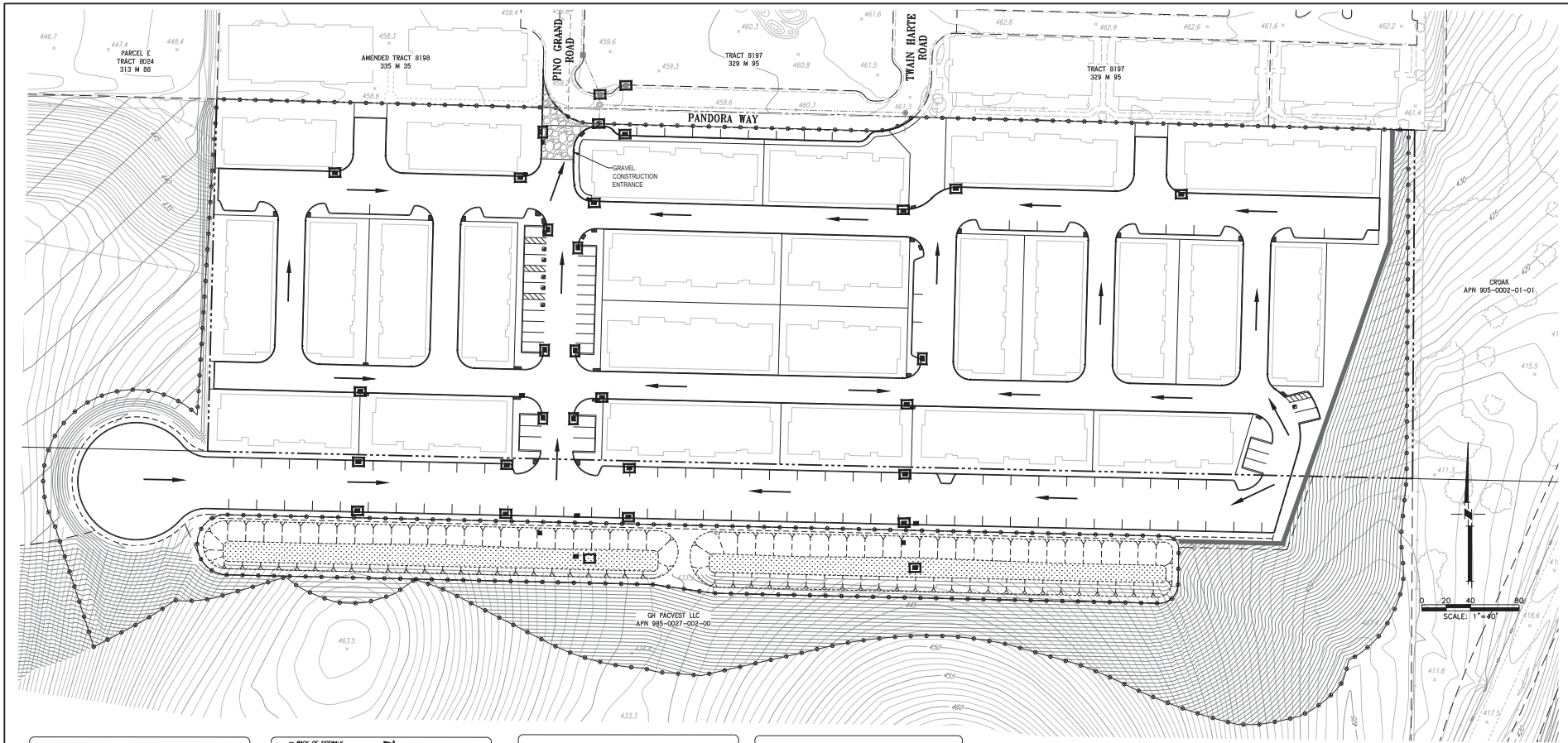
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467
CALIFORNIA

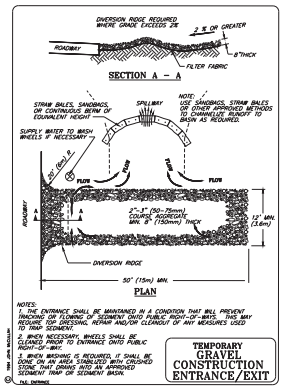
GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
PRELIMINARY UTILITY PLAN
CITY OF DUBLIN

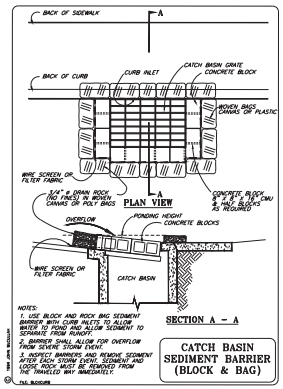
PROJECT NO. 19887.0

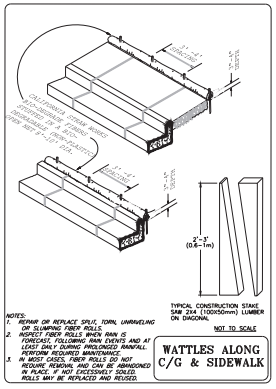
SHT 5 OF 8

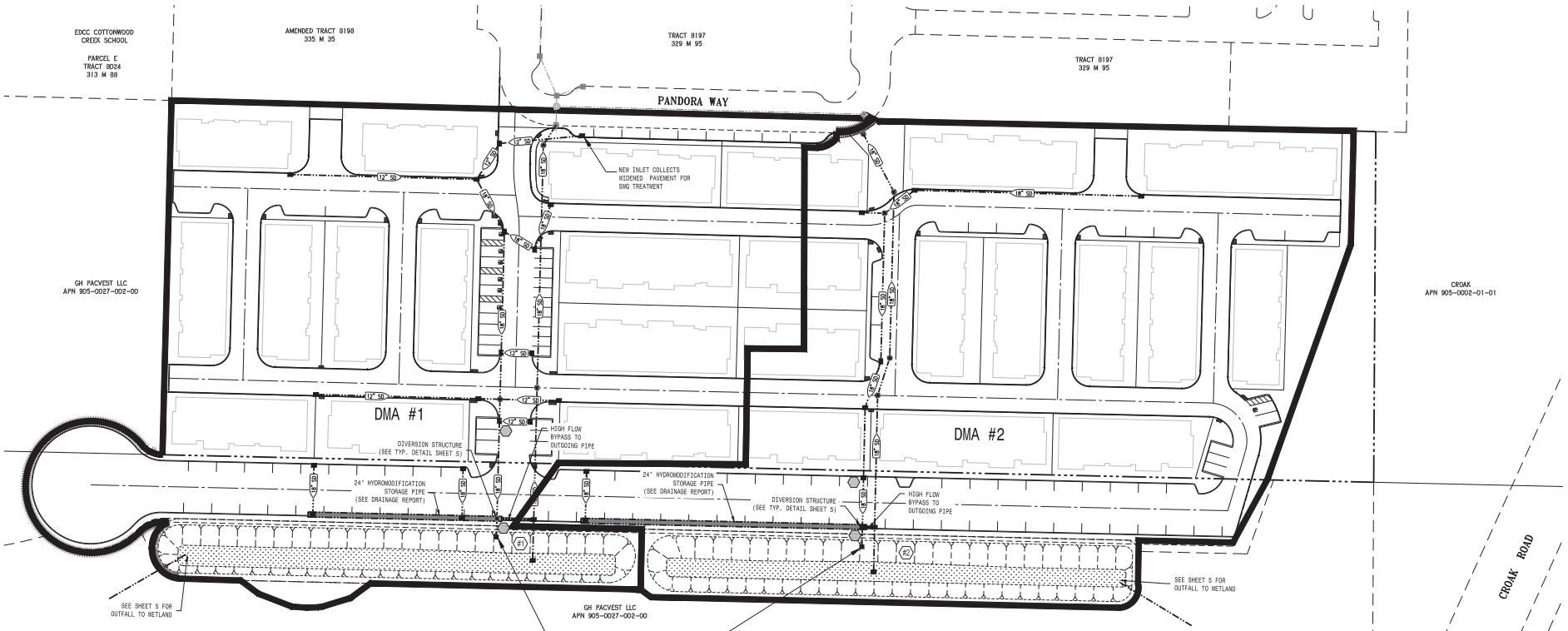
583








CALIFORNIA STRAW WATTLE OR APPROVED EQUAL
APPROVED STAKE INSTALLATION
2"-4" (50-100mm) TRENCH
2"-4" (50-100mm)
2'-4' (0.6-1.2m)
2'-4' (0.6-1.2m)
2'-4' (0.6-1.2m



DMA #1 DRAINAGE MANAGEMENT AREA #1

#1 C.3 WATER QUALITY TREATMENT FACILITY #1

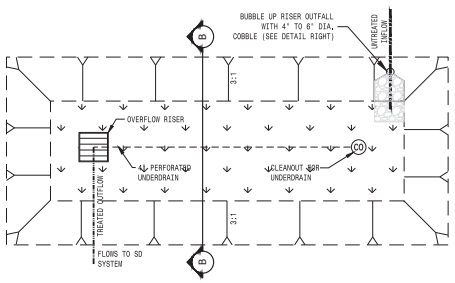
BIO-RETENTION C.3 SWQ TREATMENT FACILITY

LIMITS OF DRAINAGE MANAGEMENT AREAS

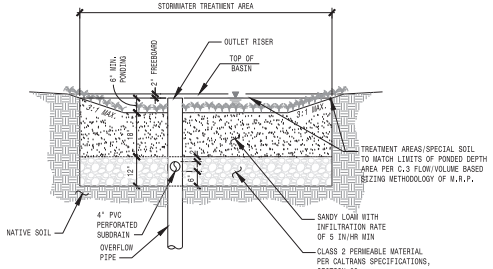
FULL TRASH CAPTURE DEVICE (CONNECTOR PIPE SCREENS)

DMA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	PERVIOUS RETENTION BASIN (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)	TREATMENT AREA PROVIDED (SF)
1	145,822	28,500	19,500	193,822	150,622	6,025	6,067
2	133,000	24,000	22,000	179,000	137,600	5,504	5,600

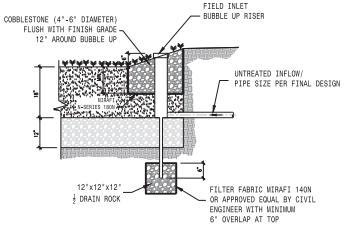
NOTES:
1. THE CALCULATIONS SHOWN IN TABLE HEREON ARE BASED ON ALAMEDA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE MARCH 22, 2023.
2. EFFECTIVE IMPERVIOUS AREA = IMPERVIOUS AREA + 10% OF PERVIOUS AREA
3. RAINFALL INTENSITY = 0.2 IN/HR
4. BIORETENTION SOIL MIX TO HAVE A MINIMUM 5 IN/HR INFILTRATION RATE
5. THE TREATMENT AREA REQUIRED IS BASED ON A SIZING CRITERIA OF (0.2 IN/HR)/(5 IN/HR)=0.04
6. FINAL DESIGN CALCULATIONS FOR SWQ TREATMENT AREAS SHALL BE PER C.3 FLOW/VOLUME BASED SIZING CRITERIA WITH 6" MAXIMUM PONDING DEPTH



TYPICAL BIO-RETENTION BASIN
NTS



SECTION B-B
NTS



TYPICAL BUBBLE UP RISER DETAIL
NTS

0 20 40 80
SCALE: 1"=40'

DATE: MARCH 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: MC
CHECKED BY: MDM

REVISION DATE NO.

BKF ENGINEERS
SURVEYORS
4160 Dublin Blvd, Suite 100, Dublin, CA 94568 (925)396-7500
OFFICES IN THE BAY AREA AND SACRAMENTO

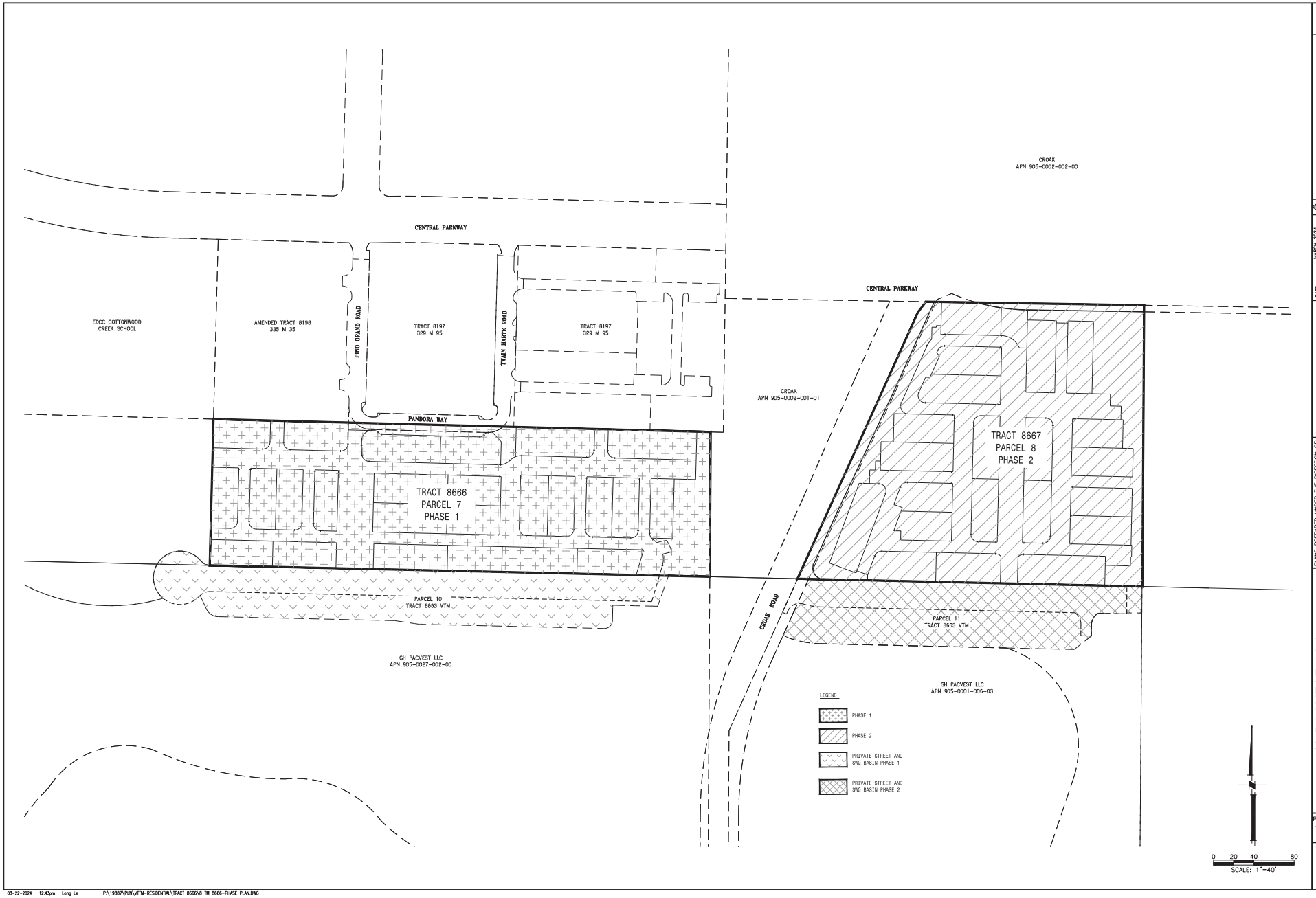
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
PRELIMINARY STORMWATER MANAGEMENT PLAN
CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

SHT 7 OF 8

03-22-2024 12:45pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8666\7 TM 8666-PRELIMINARY STORM WATER MANAGEMENT PLAN.DWG



NO.	REVISION	DATE
1		
2		
3		
4		
5		

DATE: MARCH 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
51428 FRANKLIN DR. PLEASANTON, CA 94588 (925)225-0990
MACKAY & SOMPS IS NOT RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS DOCUMENT WHEN SEPARATED BY OTHERS FROM ELECTRONIC MEDIA.

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8666
PHASING PLAN

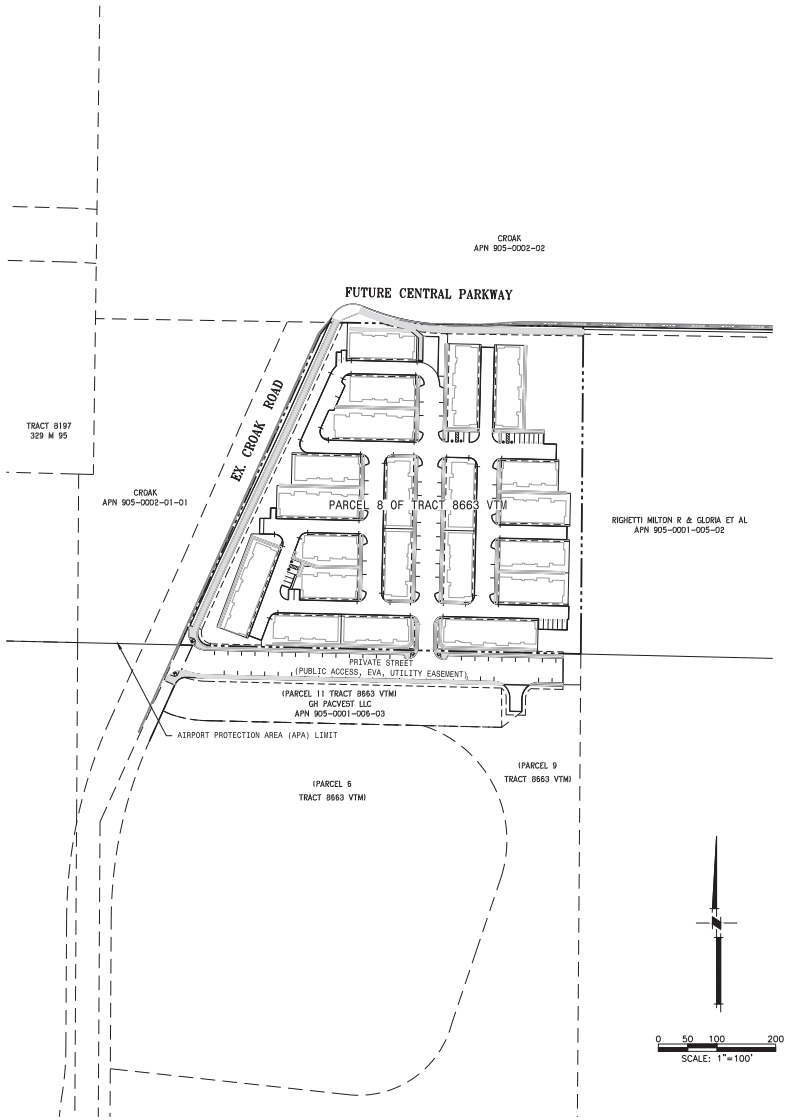
CITY OF DUBLIN CALIFORNIA

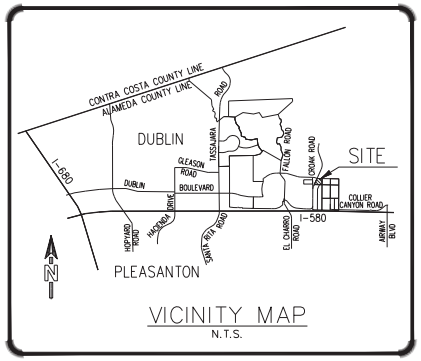
PROJECT NO. 19887.0

SHT 8 OF 8

03-22-2024 12:43pm Long Le P:\19887\PLN\VTM-RESIDENTIAL\TRACT 8666\8 TM 8666-PHASE PLAN.DWG

VESTING TENTATIVE MAP
TRACT 8667
GH PACVEST LLC
CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA
FEBRUARY 2024





VICINITY MAP
N.T.S.

MAP NOTES:

1.	OWNER/APPLICANT	GH PACVEST, LLC 2800 POST OAK BLVD. HOUSTON, TX 77056 CONTACT: WOOI SEE (832) 397-6506
2.	ENGINEER:	MACKAY & SOMPS 5142 FRANKLIN DR. SUITE B PLEASANTON, CA 94588-3355 CONTACT: MARK McCLELLAN/ NICOLA TAN (925) 225-0690
3.	AREA SUBJECT TO INUNDATION:	NONE (PANEL 0607050002B)
4.	SUBDIVIDED AREA:	7.16± ACRES - PARCEL 8 OF TRACT 8663 VTM 1.9± ACRES - PARCEL 11 OF TRACT 8663 VTM
5.	ASSESSOR'S PARCEL NUMBER:	PORTION OF 905-0001-006-03
6.	WATER/SEWER SYSTEM:	TO BE INSTALLED IN CONFORMANCE WITH DUBLIN SAN RAMON SERVICES DISTRICT (DSRSD) STANDARDS.
7.	DRAINAGE:	TO BE INSTALLED IN CONFORMANCE WITH CITY OF DUBLIN STANDARDS.
8.	GAS & ELECTRICITY:	TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF PACIFIC GAS AND ELECTRIC CO.
9.	TELEPHONE:	TO BE INSTALLED IN CONFORMANCE WITH STANDARDS OF SBC/AT&T.
10.	EXISTING ZONING:	PD-MEDIUM HIGH DENSITY RESIDENTIAL PD-GENERAL COMMERCIAL/CAMPUS OFFICE
11.	EXISTING LAND USE:	VACANT LAND
12.	PROPOSED LAND USE:	PD-MEDIUM HIGH DENSITY RESIDENTIAL (PARCEL 8 OF TRACT 8663) PD-GENERAL COMMERCIAL/CAMPUS OFFICE (PARCEL 11 OF TRACT 8663)

13. UNLESS OTHERWISE SPECIFICALLY STATED IN THE CONDITIONS OF APPROVAL, LOCAL AGENCY APPROVAL OF THIS MAP SHALL CONSTITUTE AN EXPRESS FINDING THAT THE PROPOSED DIVISION AND DEVELOPMENT OF THE SUBJECT PROPERTY WILL NOT UNREASONABLY INTERFERE WITH THE FREE AND COMPLETE EXERCISE OF RIGHTS DESCRIBED IN GOVERNMENT CODE SECTION 66436(A)(3)(A)(I).

14. THIS VESTING TENTATIVE TRACT MAP IS A PROPOSED SUBDIVISION OF PARCEL 8 OF TRACT 8663 LARGE LOT TENTATIVE MAP.

15. PARCEL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN.

16. CONTOUR INTERVAL IS 1 FOOT. THE ELEVATION DATUM IS BASED ON EASTERN DUBLIN BENCHMARK. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON AERIAL FLIGHT DONE ON FROM DECEMBER 2016 BY GEOMAPS INC.

17. UTILITY SIZES AND LOCATION, STREET GRADES AND LOT DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL ENGINEERING DESIGN.

18. BUILDING SETBACKS ARE ESTABLISHED BY THE DEVELOPMENT STANDARDS IN THE STAGE 2 PD AND BY FUTURE SDR.

19. ALL SEWER AND WATER MAINS ARE 8" UNLESS NOTED. ALL STORM DRAINS ARE 24" OR LESS UNLESS NOTED OR AS DETERMINED BY FINAL ENGINEERING DESIGN.

20. THE APPLICANT RESERVES THE OPTION TO PHASE THE FINAL MAPPING AND CONSTRUCTION OF THIS PROJECT IN VARIOUS COMBINATIONS OF FINAL MAPS/TRACT DEVELOPMENT AGREEMENTS AND/OR IMPROVEMENT PLANS/IMPROVEMENT AGREEMENTS, ALL AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.

21. THIS VESTING TENTATIVE MAP ALLOWS FOR THE DEVELOPER TO SUBDIVIDE CONDOMINIUM AIR SPACE RIGHTS THROUGH FILING OF SUBSEQUENT CONDOMINIUM PLANS, WHICH MAY ALSO BE PHASED THROUGH DEPARTMENT OF REAL ESTATE (DRE).

SHEET INDEX

SHEET	DESCRIPTION
1	COVER SHEET
2	LOTTING PLAN/ANNOTATED MAP
3	DETAILS AND SECTIONS
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY UTILITY PLAN
6	PRELIMINARY EROSION CONTROL PLAN
7	PRELIMINARY STORMWATER MANAGEMENT PLAN
8	PHASING PLAN

BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON, IS THE LINE BETWEEN USC&GS TRIANGULATION STATIONS "FALLON" AND "MOUNT DIABLO TOWER". THE GRID BEARING CALCULATED FROM PUBLISHED CCS 27 ZONE 3 GRID COORDINATES FOR THIS LINE IS TAKEN AS NORTH 15°44'21" WEST.

LEGEND:

——·——·——	BOUNDARY LINE
————	PARCEL LINE
— — —	EXISTING PARCEL
————	LINE RIGHT OF WAY
— — —	EXISTING RIGHT OF WAY
- - - - - -	EASEMENT LINE
————	AIRPORT PROTECTION AREA (APA) LINE
AC.	ACRES
BNDY	BOUNDARY
DSRSD	DUBLIN SAN RAMON SERVICES DISTRICT
ESMT	EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PAE	PUBLIC ACCESS EASEMENT
ROW	RIGHT OF WAY
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT

REGISTERED PROFESSIONAL ENGINEER MARK D. MCCLELLAN No. C60467 CIVIL STATE OF CALIFORNIA

PLANS PREPARED UNDER THE DIRECTION OF:

BY: _____
MARK D. MCCLELLAN RCE No. C60467

NO.	REVISION	DATE

DATE: FEBRUARY 2024
SCALE: AS SHOWN
DRAWN BY: LL
DESIGNED BY: MDM
CHECKED BY: MDM

MacKay & Somps
CIVIL ENGINEERS
LAND PLANNERS
5142 Franklin Dr, Suite B, Pleasanton, CA 94588
925/225-0690
www.mackaysomps.com

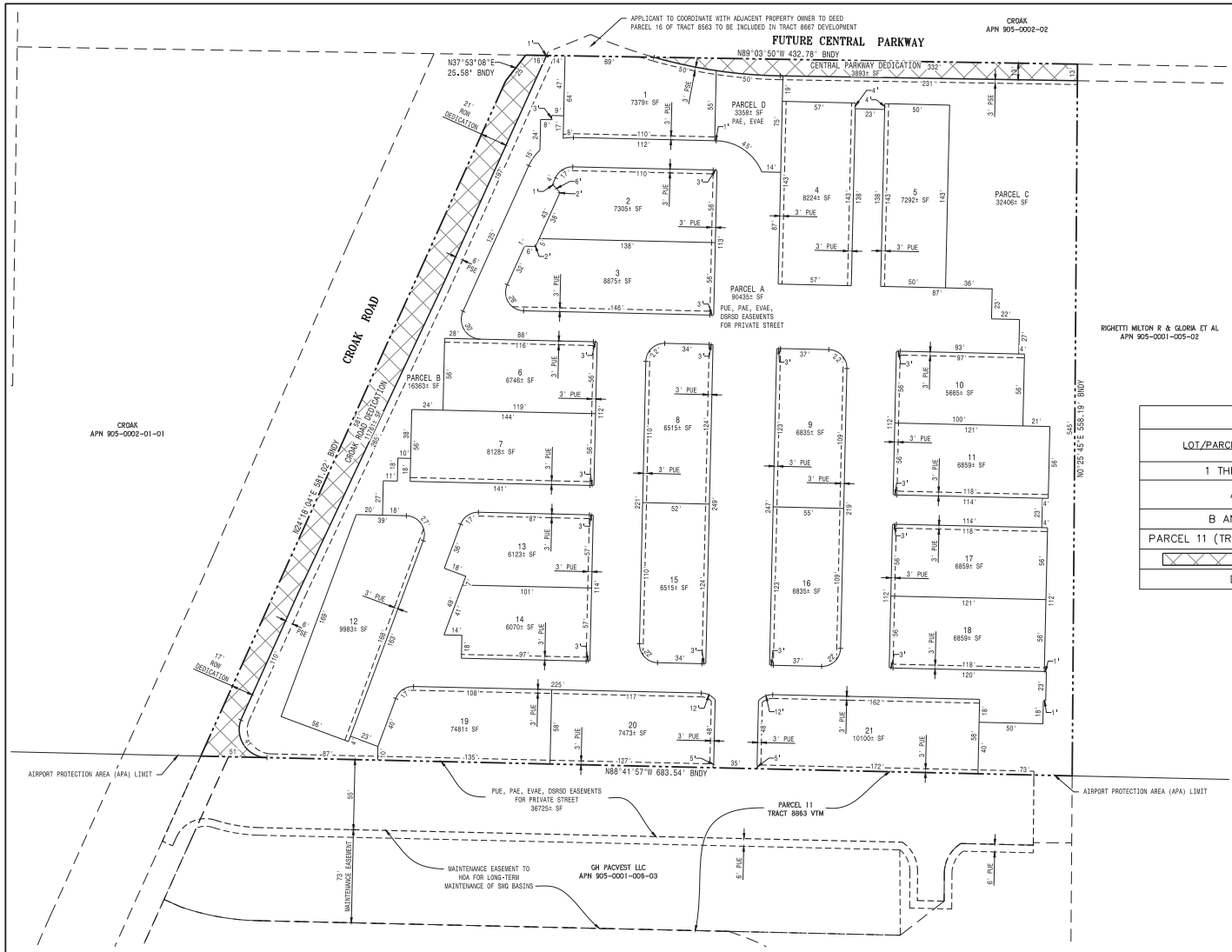
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
COVER SHEET
CITY OF DUBLIN CALIFORNIA

PROJECT NO.
19887.0

SHT 1 OF 8

02-13-2024 4:27pm Long Le P:\19887\PLN\VTTM-RESIDENTIAL\TRACT 8667\1 TM 8667-COVER.DWG



LAND USE SUMMARY

LOT/PARCEL NUMBER	LAND USE
1 THRU 21	MEDIUM-HIGH RESIDENTIAL
A	HOA PRIVATE STREET PARCEL (PUE, PAE, EVAE, DSRSD)
B AND C	HOA LANDSCAPE PARCEL
PARCEL 11 (TRACT 8663 VTM)	GC/CO PARCEL (HOW MAINTAINED)
	PUBLIC STREET DEDICATION
D	HOA PRIVATE PARCEL/FIRE ACCESS (PAE, EVAE)

LEGEND:

- BOUNDARY LINE
- PARCEL LINE
- EXISTING PARCEL
- LINE RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EASEMENT LINE
- AIRPORT PROTECTION AREA (APA) LINE

AC.	ACRES
BNDY	BOUNDARY
DSRSD	DUBLIN SAN RAMON SERVICES DISTRICT
ESMT	EASEMENT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY

0 20 40 80
SCALE: 1"=40'

NOTE:

THIS VESTING TENTATIVE MAP ALLOWS FOR THE DEVELOPER TO SUBDIVIDE CONDOMINIUM AIR SPACE RIGHTS THROUGH FILING OF SUBSEQUENT CONDOMINIUM PLANS, WHICH MAY ALSO BE PHASED THROUGH DRE.

NO.	REVISION	DATE
1		
2		
3		
4		
5		

DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR. PLEASANTON, CA 94588 (925)227-0990
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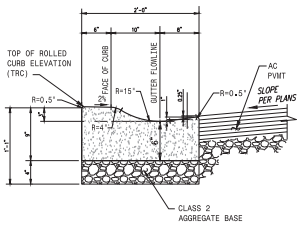
GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
LOTTING PLAN

CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

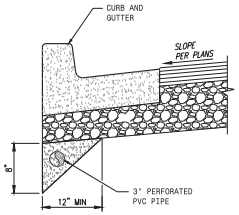
SHT 2 OF 8

02-22-2024 10:48am Mark McClellan P:\19887\PLN\VTTM-RESIDENTIAL\TRACT 8667\2 TM 8667-TENTATIVE TRACT MAP.DWG



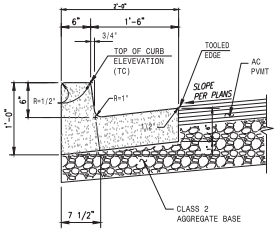
3" ROLLED CURB AND GUTTER

NTS



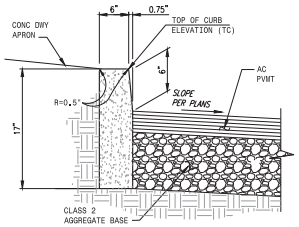
PAVEMENT EDGE SUBDRAIN (IN PUBLIC STREETS)

NTS



6" CURB & GUTTER

NTS



6" VERTICAL CURB

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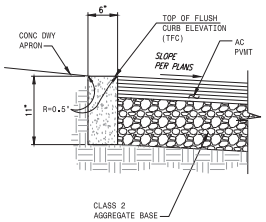
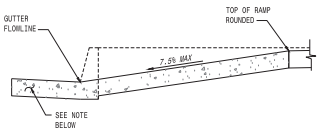


FLUSH CURB

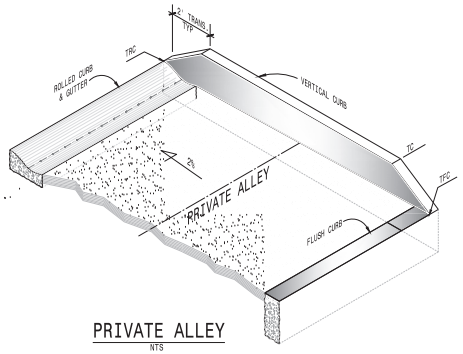
NTS



NOTE: COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB SHALL NOT BE STEEPER THAN 5.0%. GUTTER PAN SLOPE SHALL NOT EXCEED 5%.

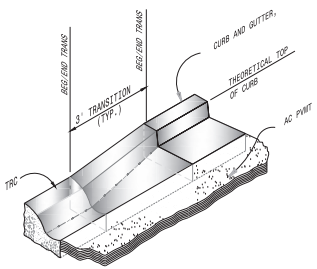
CURB RAMP SECTION

NTS



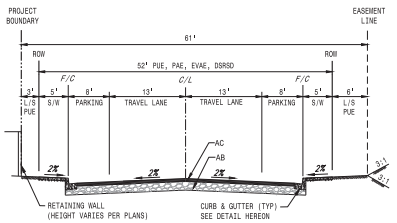
PRIVATE ALLEY

NTS



CURB AND GUTTER TO ROLLED CURB TRANSITION

NTS



1 OFF-SITE PRIVATE STREET SECTION

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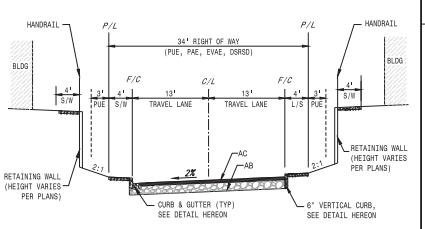
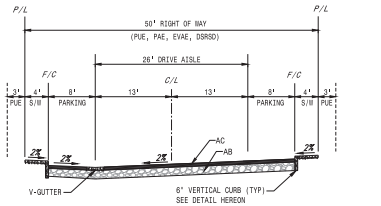


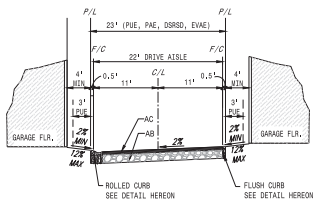
2 ENTRY ROAD

NTS



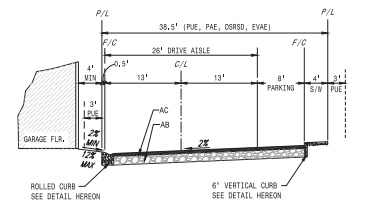
3 ENTRY ROAD WITH PARKING

NTS



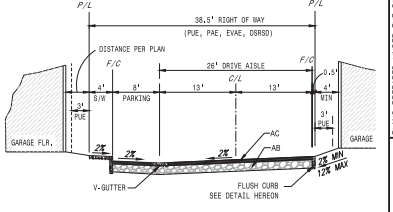
4 22' WIDE ALLEY

NTS



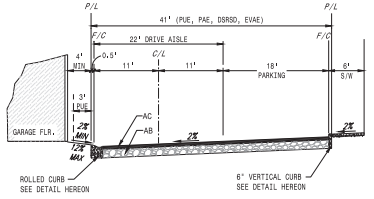
5 26' WIDE ALLEY WITH PARKING

NTS



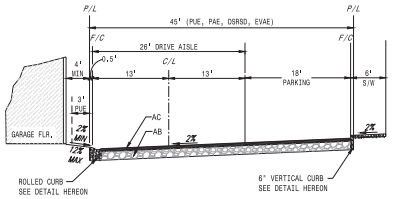
6 26' WIDE ALLEY WITH PARKING

NTS



7 22' WIDE ALLEY WITH PARKING

NTS



8 26' WIDE ALLEY WITH PARKING

NTS

NO.	REVISION	DATE
1		
2		
3		

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SCALE: N/A
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DESIGNED BY: AC
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DACKAY & SOMPS
ENGINEERS, PLANNERS, SURVEYORS
5142 Franza DR, RICHMOND, CA 94806 (925)820-0160

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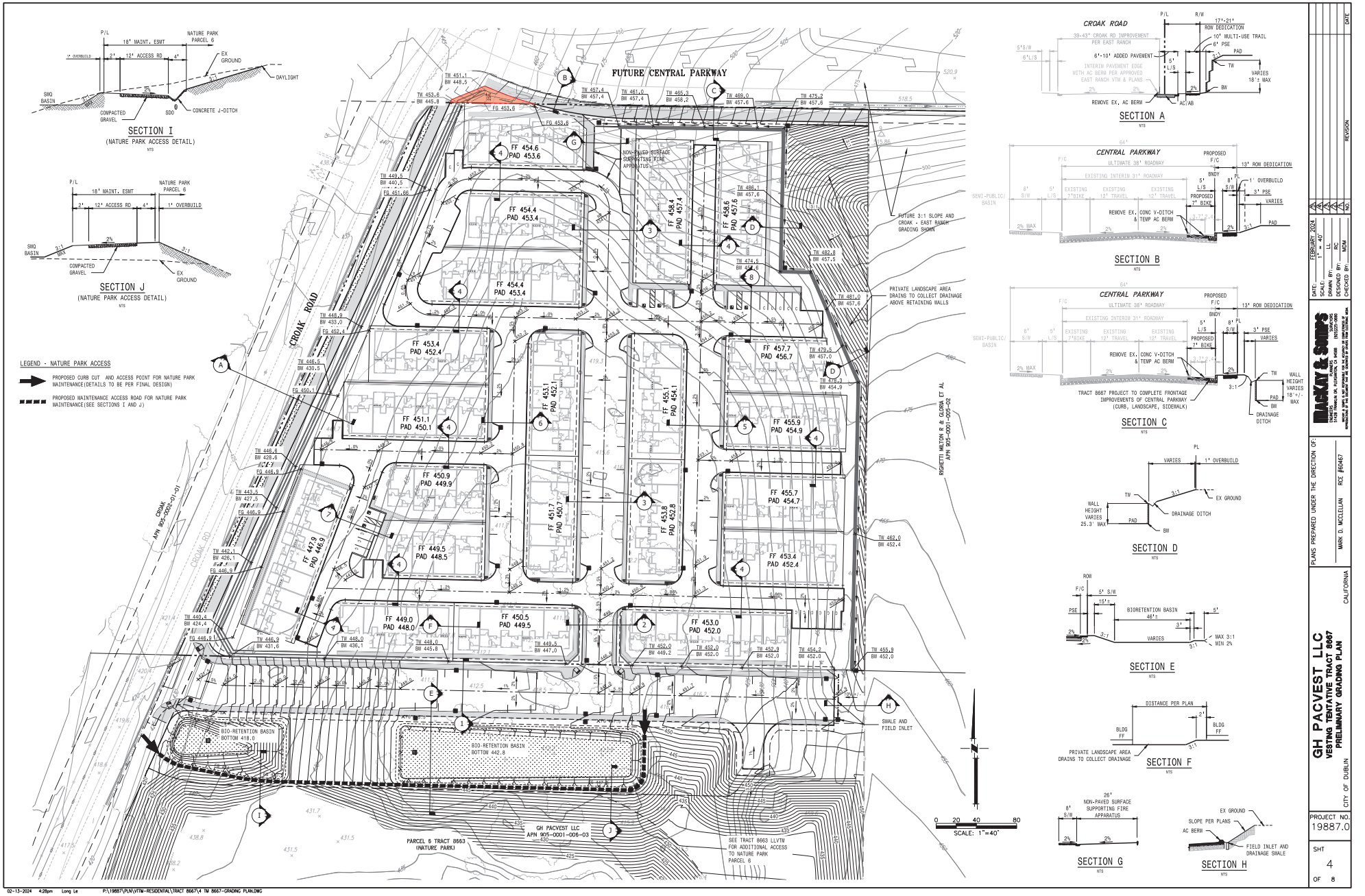
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
DETAILS AND SECTIONS
CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

SHT 3 OF 8

02-13-2024 4:27pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8667\3 TM 8667-DETAILS - GRADING, BIORETENTION, STREET SECTIONS.DWG



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NO.	REVISION	DATE

DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: MCC
CHECKED BY: MDM

DAVID J. KAY & SONS
CIVIL ENGINEERS · LAND SURVEYORS
5142 FRANZ RD, HUNTINGTON, CA 92649 (562)925-0666
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PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

CALIFORNIA

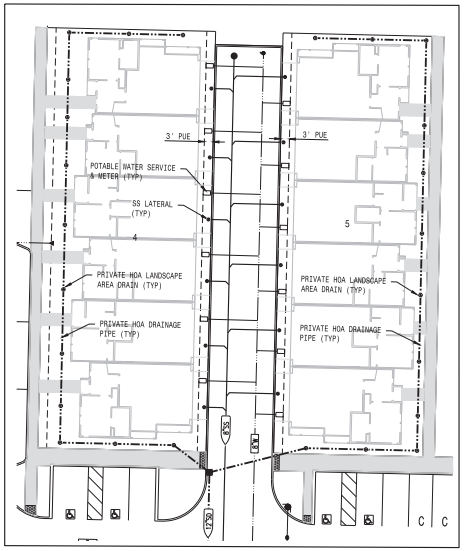
GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
PRELIMINARY GRADING PLAN

CITY OF DUBLIN

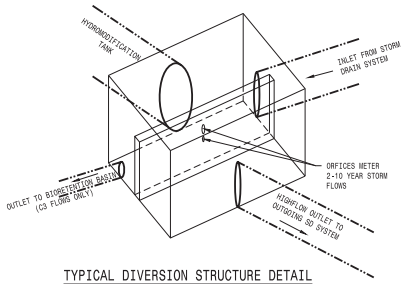
PROJECT NO.
19887.0

SHT
4
OF 8

590



TYPICAL UTILITY CONNECTION DETAIL
SCALE: 1"=20'



TYPICAL DIVERSION STRUCTURE DETAIL
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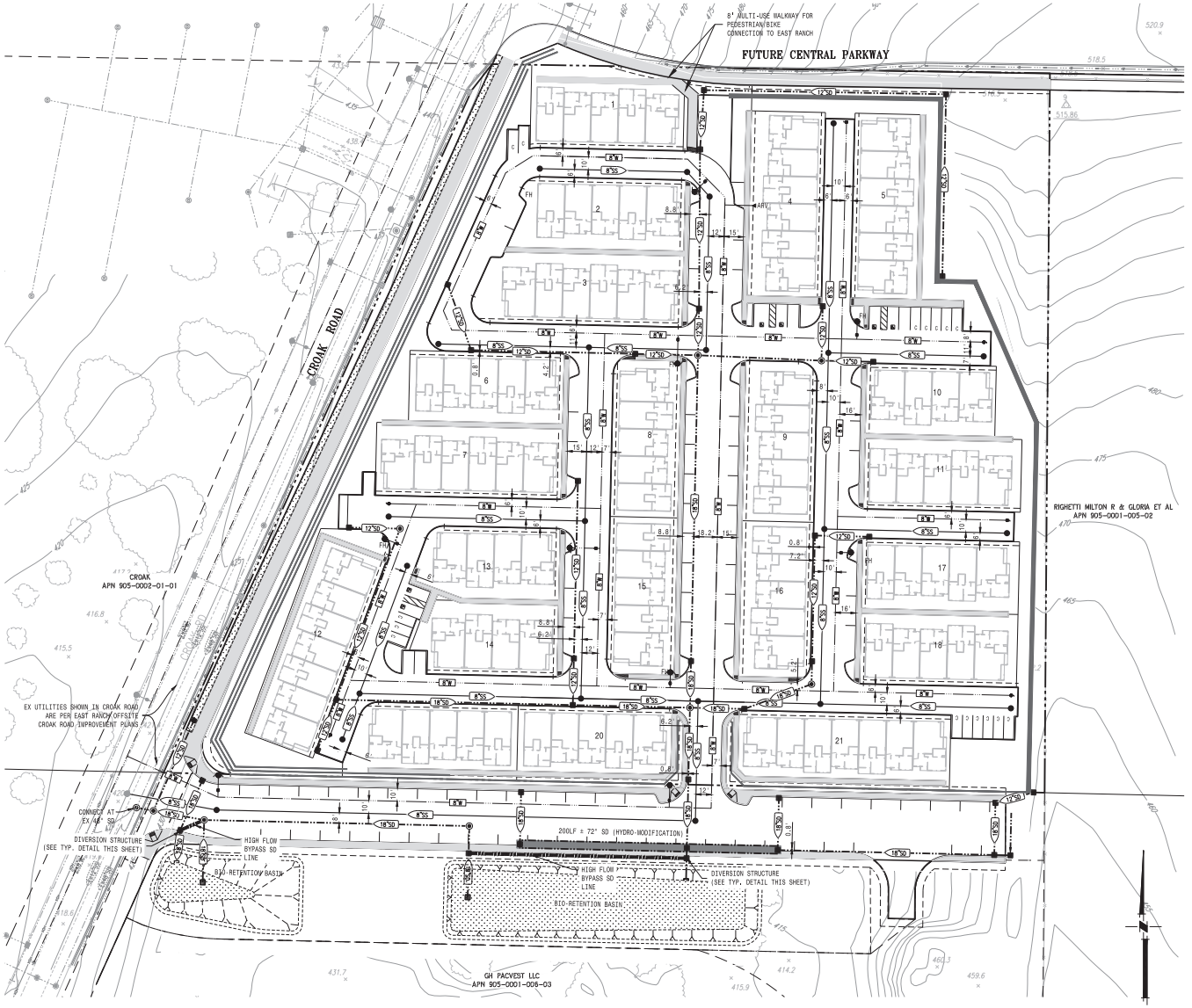

DATE | REVISION | NO.

DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
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DACKAY & SOUNIS
ENGINEERS
5348 Tassajara Rd, Dublin, CA 94568 925/803-5588
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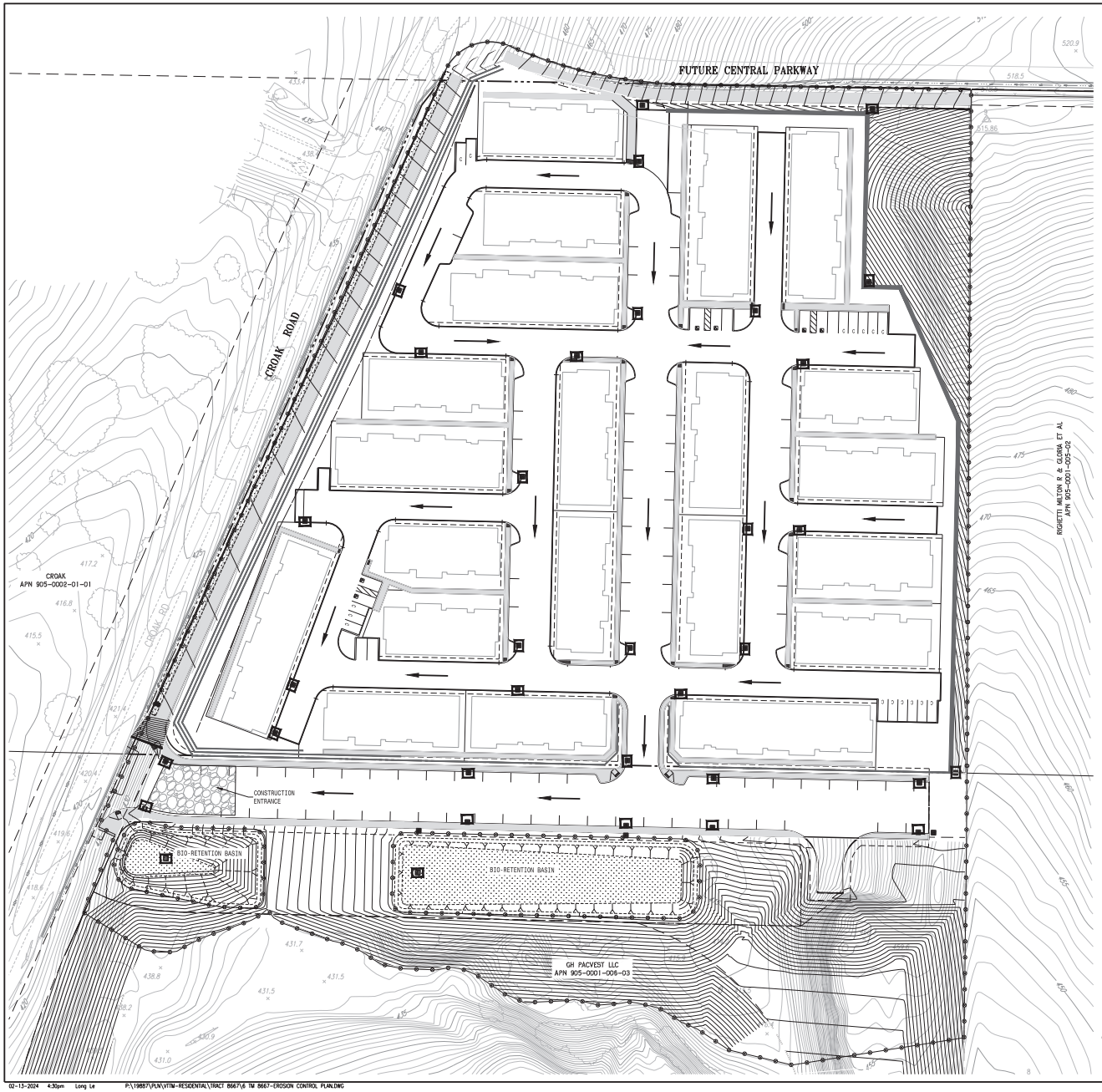
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467
CALIFORNIA

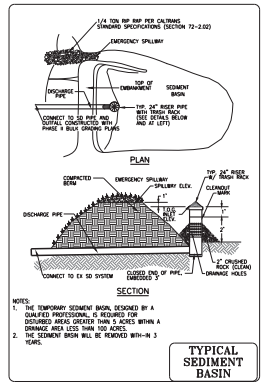
GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
PRELIMINARY UTILITY PLAN
CITY OF DUBLIN

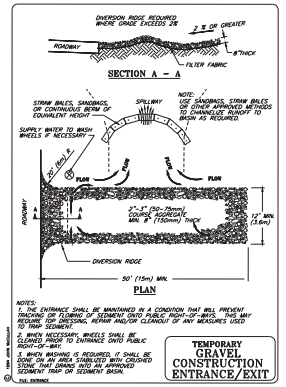
PROJECT NO.
19887.0

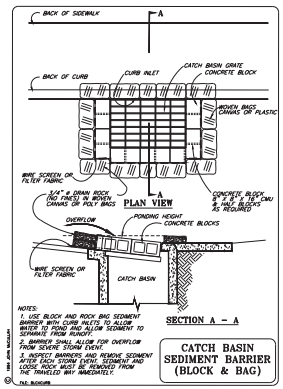
SHT
5
OF 8

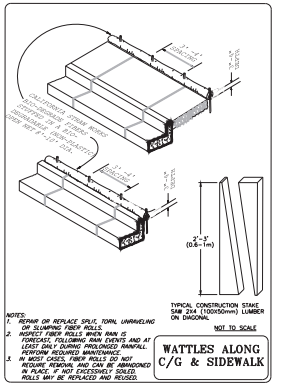
02-13-2024 4:29pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8667\5 TM 8667-UTILITY PLAN.DWG











NOTES:

1. EROSION CONTROL PLAN IS BASED OFF OF PRELIMINARY GRADING AND IS SUBJECT TO CHANGE DURING FINAL DESIGN.
2. FIELD CONDITIONS MAY VARY AND ALTERNATIVE BMP's MAY BE REQUIRED. THIS PLAN SHALL BE MODIFIED BY THE CONTRACTOR/EROSION CONTROL SPECIALIST (QUALIFIED SWPPP DEVELOPER OR PRACTITIONER) TO ACCOUNT FOR ACTUAL FIELD CONDITIONS.
3. THIS EROSION CONTROL PLAN HAS BEEN PREPARED TO MEET CITY OF DUBLIN STANDARDS ONLY. IT REQUIRES A PROJECT SWPPP BE PREPARED BY A QUALIFIED SWPPP DEVELOPER(QSD), WHO WILL ASSUME RESPONSIBILITY FOR PROJECT COMPLIANCE WITH THE STATE GENERAL CONSTRUCTION PERMIT AND WHOSE RECOMMENDATIONS WILL SUPERSEDE THIS PLAN ACCORDINGLY.
4. TEMPORARY SEDIMENT BASINS, IF SHOWN ON THIS PLAN, ARE TO BE CONSTRUCTED ONLY IF THE STREETS ARE NOT PAVED PRIOR TO THE RAINY SEASON. EROSION CONTROL FACILITIES SHOWN SHALL BE ADJUSTED IF THE BASINS ARE CONSTRUCTED.
5. ALL PADS TO BE COVERED WITH EROSION CONTROL PROTECTION PRIOR TO RAINY SEASON OR IF LEFT UNTOUCHED FOR 14 DAYS.
6. TEMPORARY PIPE USED FOR EROSION CONTROL MEASURES MAY BE HDPE (FLEXIBLE) PIPE OR REINFORCED CONCRETE PIPE.
7. INSTALL EROSION CONTROL MATTING IN DITCHES/SWALES PRIOR TO CONCRETE V-DITCH AND TRIBUTARY CREEK CONSTRUCTION.



LEGEND

- STRAW WATTLES/SILT FENCE
- GRAVEL CONSTRUCTION ENTRANCE
- CATCH BASIN SEDIMENT BARRIER
- DRAINAGE DIRECTION/OVERLAND RELEASE

NO.	REVISION	DATE
1		
2		
3		
4		

DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

BKF ENGINEERS
SAN RAMON, CA

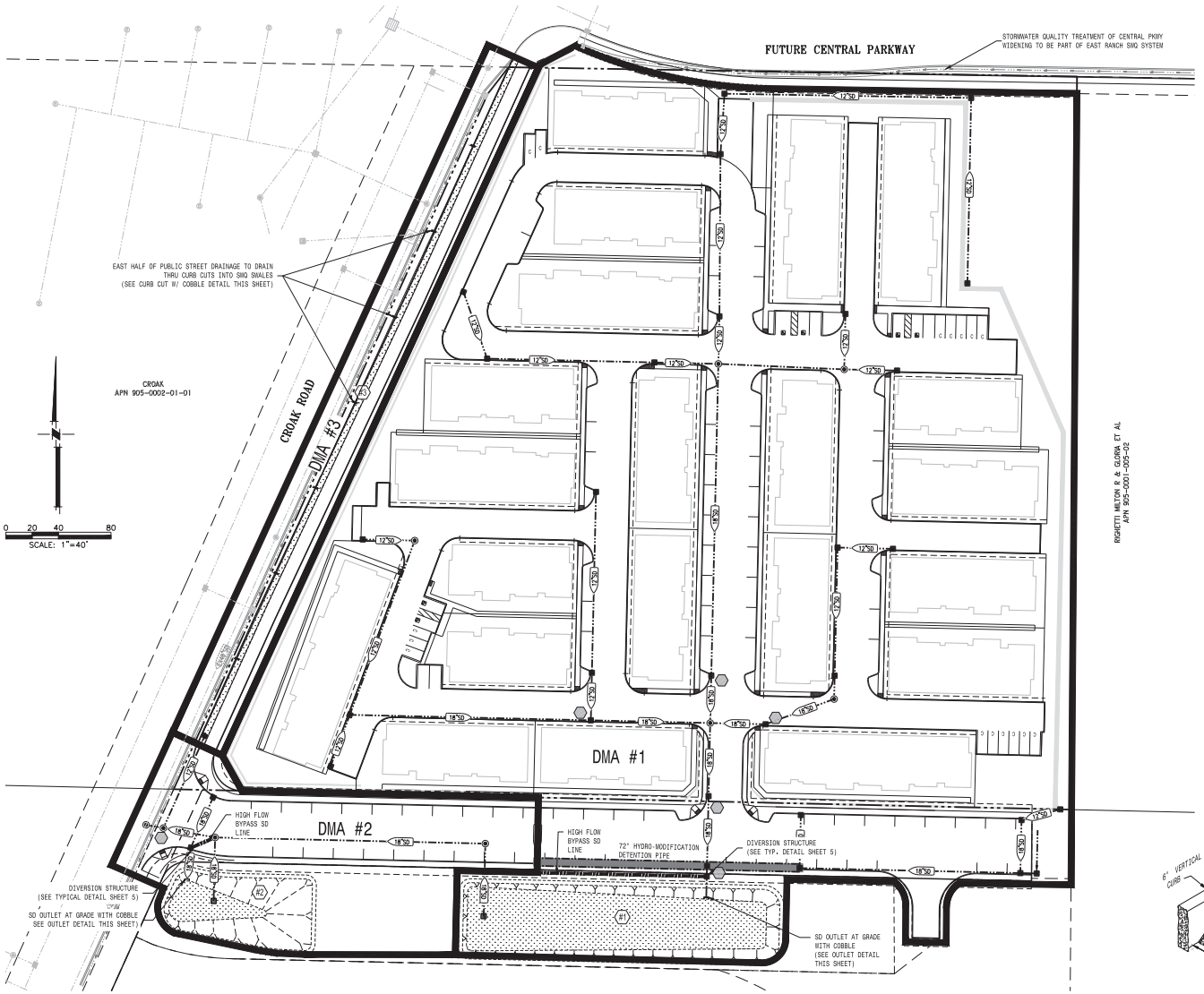
PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

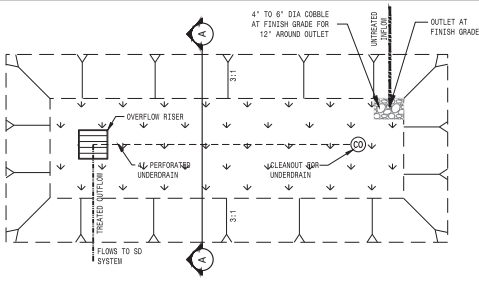
GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
PRELIMINARY EROSION CONTROL PLAN
CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

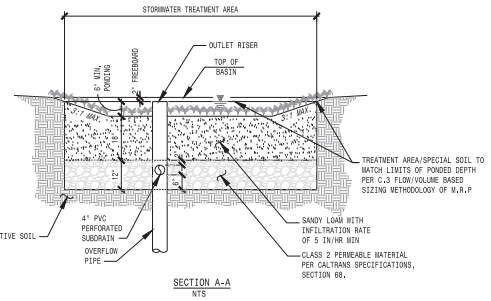
SHT 6 OF 8

02-13-2024 4:30pm Long Le P:\19887\PLN\VTM-RESIDENTIAL\TRACT 8667\6 TM 8667-EROSION CONTROL PLAN.DWG





TYPICAL BIO-RETENTION BASIN
NTS

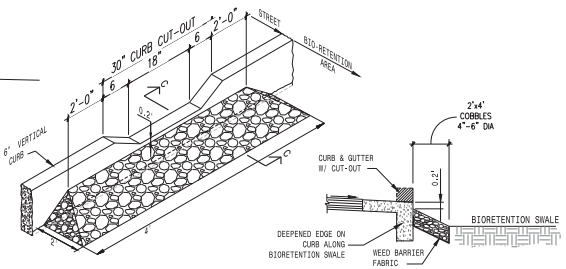


SECTION A-A
NTS



PLAN VIEW
AT-GRADE PIPE OUTFALL WITH COBBLE DETAIL
NTS

SECTION B-B



TYPICAL CURB CUT WITH COBBLE DETAIL
NTS

SECTION C-C
NTS

DMA #1 DRAINAGE MANAGEMENT AREA #1
#1 C.3 WATER QUALITY TREATMENT FACILITY #1
BIO-RETENTION C.3 SWQ TREATMENT FACILITY
LIMITS OF DRAINAGE MANAGEMENT AREAS
FULL TRASH CAPTURE DEVICE (CONNECTOR PIPE SCREENS)

NOTES:
1. THE CALCULATIONS SHOWN IN TABLE HEREON ARE BASED ON ALAMEDA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE MARCH 22, 2023.
2. EFFECTIVE IMPERVIOUS AREA = IMPERVIOUS AREA + 10% OF PERVIOUS AREA
3. RAINFALL INTENSITY = 0.2 IN/HR
4. BIORETENTION SOIL MIX TO HAVE A MINIMUM 5 IN/HR INFILTRATION RATE
5. THE TREATMENT AREA REQUIRED IS BASED ON A SIZING CRITERIA OF (0.2 IN/HR)/(5 IN/HR)=0.04
6. FINAL DESIGN CALULKATIONS FOR SWQ TREATMENT AREAS SHALL BE PER C.3 FLOW/VOLUME BASED SIZING CRITERIA WITH 8" MAXIMUM PONDING DEPTH

DMA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	PERVIOUS RETENTION BASIN (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)	TREATMENT AREA PROVIDED (SF)
1	222,000	98,100	15,900	336,000	233,400	9,336	9,600
2	14,350	12,900	6,900	34,150	16,330	653	1,400
3	18,000	5,100	1,000	24,100	18,610	744	1,000

02-13-2024 4:33pm Long Le P:\19887\PLN\VITM-RESIDENTIAL\TRACT 8667\7 TM 8667-PRELIMINARY STORM WATER MANAGEMENT PLAN.DWG

NO.	REVISION	DATE

DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

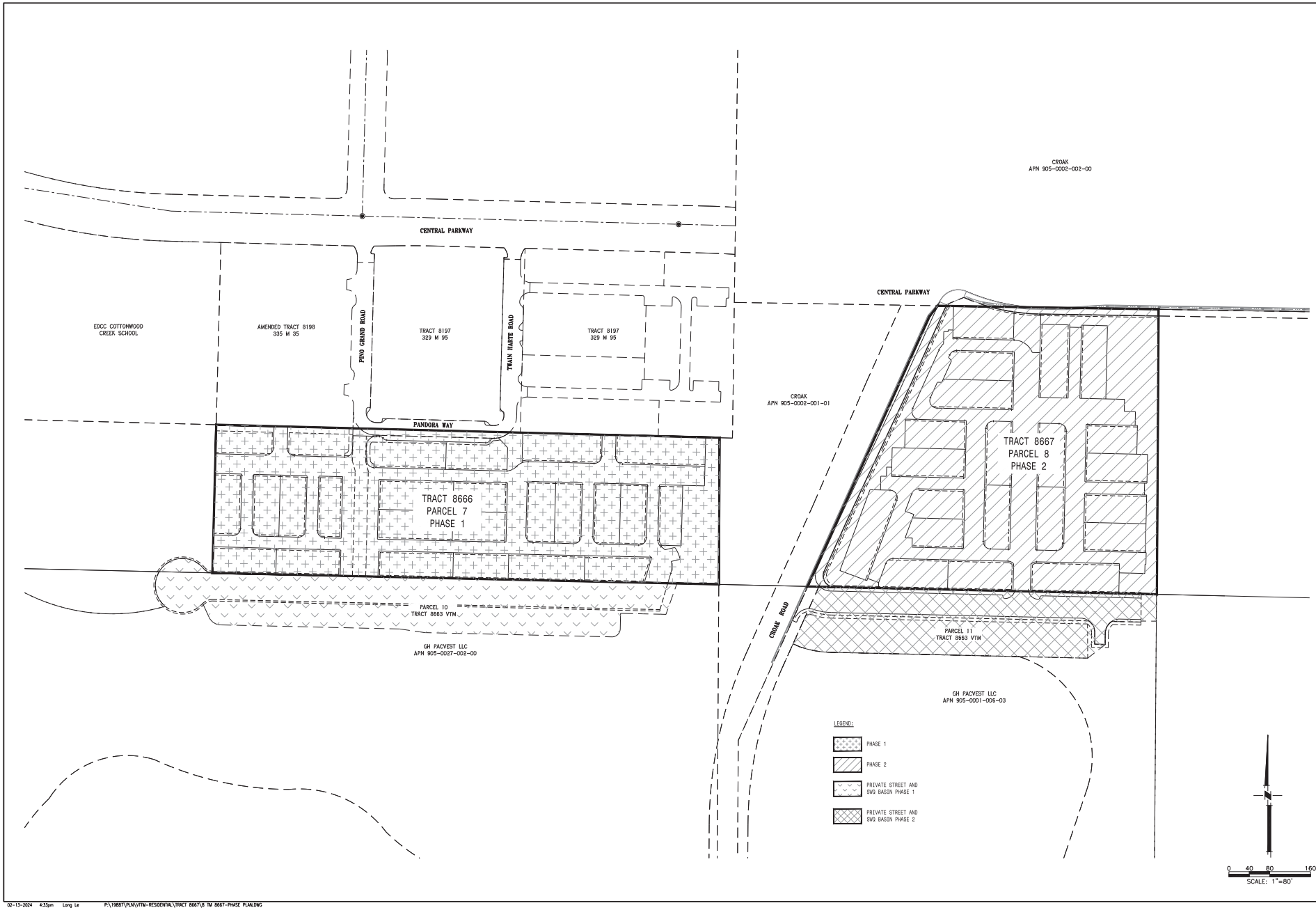
DAVID J. KAY & SONS
CIVIL ENGINEERS, LAND SURVEYORS
5142 FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
PRELIMINARY STORMWATER MANAGEMENT PLAN
CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

SHT 7 OF 8



NO.	REVISION	DATE
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DATE: FEBRUARY 2024
SCALE: 1" = 40'
DRAWN BY: LL
DESIGNED BY: RC
CHECKED BY: MDM

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS
51428 FRANKLIN DR. PLEASANTON, CA 94588 (925)225-0990
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PLANS PREPARED UNDER THE DIRECTION OF:
MARK D. MCCLELLAN RCE #60467

GH PACVEST LLC
VESTING TENTATIVE TRACT 8667
PHASING PLAN

CITY OF DUBLIN CALIFORNIA

PROJECT NO. 19887.0

SHT 8 OF 8

02-13-2024 4:33pm Long Le P:\19887\PLN\VTTM-RESIDENTIAL\TRACT 8667\8 TM 8667-PHASE PLAN.DWG

ORDINANCE NO. XX – 24

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUBLIN

APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF DUBLIN AND GH PACVEST DEVELOPMENT COMPANY RELATED TO THE DUBLIN FALLON 580 PROJECT (PLPA-2023-00033)
(APNs 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, 985-0027-005-00)

The Dublin City Council does ordain as follows:

SECTION 1. RECITALS

A. A request has been made by GH PacVest LLC to enter into a Development Agreement with the City of Dublin for the property known as the Dublin Fallon 580 Project site, which includes properties identified as Assessor Parcel Numbers 985-0027-002-00, 905-0001-006-03, 985-0027-004-00, and 985-0027-005-00, an approximately 192-acre site.

B. The Property Owner, GH PacVest LLC, is requesting approval of General Plan and Eastern Dublin Specific Plan amendments, an amendment to the existing Planned Development (PD) Zoning Stage 1 Development Plan, approval of a Stage 2 Development Plan for the residential use, Vesting Tentative Map Nos. 8663, 8666, and 8667, and a Development Agreement for the Dublin Fallon 580 Project. The proposed project would eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated Open Space to Parks/Public-Recreation, establish development standards for the future development of 238 residential units and approximately 3,299,670 square feet of commercial/campus office use. The 192-acre site would be subdivided into 11 parcels. These planning and implementing actions are collectively known as the “Dublin Fallon 580 Project.”

C. The Project site is approximately 192 acres and is located east of Fallon Road, north of I-580, and along the future Dublin Boulevard Extension.

D. Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City prepared an Addendum for the Project, which reflected the City’s independent judgment and analysis of the potential environmental impacts of the Project. Prior CEQA analysis for the Project area includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan EIR (1993); 2) the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002); and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the “EDSP EIRs.”

E. The proposed Development Agreement is attached to this Ordinance as Exhibit A.

F. The Planning Commission held a public hearing on the proposed Development Agreement on June 11, 2024, for which public notice was given by law.

G. The Planning Commission recommended that the City Council approve the Dublin Fallon 580 Project including the Development Agreement by Resolution No. 24-05.

H. A public hearing on the proposed Development Agreement was held before the City Council on July 16, 2024 for which public notice was given as provided by law.

I. The City Council has considered the recommendation of the Planning Commission, including the Planning Commission's reasons for its recommendation, the Agenda Statement, all comments received in writing, and all testimony received at the public hearing.

SECTION 2: FINDINGS AND DETERMINATIONS

Therefore, on the basis of: (a) the foregoing Recitals which are incorporated herein, (b) the City of Dublin General Plan; (c) the Eastern Dublin Specific Plan, (d) the Dublin Fallon 580 Addendum; (e) the Staff Report; (f) information in the entire record of proceeding for the Project, and on the basis of the specific conclusions set forth below, the City Council finds and determines that:

A. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified and contained in the City's General Plan, and in the Eastern Dublin Specific Plan in that: (a) the Development Agreement incorporates the objectives policies, general land uses and programs in the General Plan and Specific Plan and does not amend or modify them; and (b) the Project is consistent with the fiscal policies of the General Plan and Specific Plan with respect to the provision of infrastructure and public services.

B. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use districts in which the real property is located because the Development Agreement does not amend the uses or regulations in the applicable land use district.

C. The Development Agreement is in conformity with public convenience, general welfare, and good land use policies in that the Developer's Project will implement land use guidelines set forth in the Eastern Dublin Specific Plan and the General Plan as articulated in Resolution No. xx-24, amending the General Plan and the Eastern Dublin Specific Plan, adopted by the City Council on July 16, 2024.

D. The Development Agreement will not be detrimental to the health, safety, and general welfare in that the Developer's proposed Project will proceed in accordance with all the programs and policies of the General Plan, Eastern Dublin Specific Plan, and future Project Approvals and any Conditions of Approval.

E. The Development Agreement will not adversely affect the orderly development of property or the preservation of property values in that the project will be consistent with the General Plan, the Eastern Dublin Specific Plan, and future project approvals.

F. The Development Agreement specifies the duration of the agreement, the permitted uses of the property, and the obligations of the Applicant. The Development Agreement contains an indemnity and insurance clause requiring the developer to indemnify and hold the City harmless against claims arising out of the development process, including all legal fees and costs.

SECTION 3. APPROVAL

The City Council hereby approves the Development Agreement (**Exhibit A** to the Ordinance) and authorizes the City Manager to execute it.

SECTION 4. RECORDATION

Within ten (10) days after the Development Agreement is fully executed by all parties, the City Clerk shall submit the Agreement to the County Recorder for recordation.

SECTION 5. EFFECTIVE DATE AND POSTING OF ORDINANCE

This Ordinance shall take effect and be in force thirty (30) days from and after the date of its passage. The City Clerk of the City of Dublin shall cause the Ordinance to be posted in at least three (3) public places in the City of Dublin in accordance with Section 36933 of the Government Code of the State of California.

PASSED AND ADOPTED this ___th day of ____ 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

RECORDING REQUESTED BY:

CITY OF DUBLIN

WHEN RECORDED MAIL TO:

City Clerk
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Fee Waived per GC 27383

Space above this line for Recorder's use

DEVELOPMENT AGREEMENT

BETWEEN THE

CITY OF DUBLIN

AND

GH PACVEST, LLC

FOR THE DUBLIN FALLON 580 PROJECT

APNs: 905-001-006-03, 985-0027-02, 985-0027-04, and 985-0027-05

THIS DEVELOPMENT AGREEMENT (this "**Agreement**" or this "**Development Agreement**") is made and entered into for reference purposes on this ___ day of _____, **2024**, by and between the City of Dublin, a Municipal Corporation (hereafter "**City**"), and GH PacVest, LLC, a Delaware Limited Liability Company (hereafter "**Developer**") pursuant to the authority of §§ 65864 *et seq.* of the California Government Code and Dublin Municipal Code, Chapter 8.56. City and Developer are, from time-to-time, individually referred to in this Agreement as a "**Party**," and are collectively referred to as "**Parties**."

RECITALS

A. California Government Code Sections 65864 *et seq.* ("**Development Agreement Statute**") and Chapter 8.56 of the Dublin Municipal Code (hereafter "**Chapter 8.56**") authorize the City to enter into a Development Agreement for the development of real property with any person having a legal or equitable interest in such property in order to establish certain development rights in such property.

B. Developer owns certain real property (the "**Property**") consisting of approximately 192 acres of land, as more particularly described in Exhibit A, Legal Description of Property, attached hereto and incorporated herein by reference.

C. Developer has applied for, and City has approved, various land use approvals in connection with a project consisting of up to 238 residential units and up to 3,299,670 square feet of commercial/office development (the "**Project**"), including, without limitation, amendments to the Dublin General Plan and Eastern Dublin Specific Plan (Resolution No. ___-24), an amendment to Planned Development Zoning Ordinance No. 32-05 for Fallon Village and a Planned Development Zoning Stage 2 Development Plan for the Dublin Fallon 580 Project (Ord. No. ___-24 adopted by the City Council on _____ ___, 2024), Vesting Tentative Tract Maps 8663, 8666, and 8667 for the Dublin Fallon 580 Project (Resolution No. ___-24 adopted on _____ ___, 2024), and this Agreement (approved by the Development Agreement ("**DA**") Approving Ordinance (defined below)) (collectively the "**Project Approvals**").

D. City desires the timely, efficient, orderly, and proper development of the Project.

E. The City, in collaboration with the City of Livermore, is the lead agency that desires to construct a project generally described as the roadway extension of Dublin Boulevard from Fallon Road to the Dublin city limits,

continuing easterly through unincorporated Alameda County and connecting to North Canyons Parkway within the City of Livermore, commonly referred to as the proposed Dublin Boulevard – North Canyons Parkway Extension Project ("**Dublin Boulevard Extension**"). On September 3, 2019, the City Council adopted Ordinance No. 10-19 to establish Right-of-Way Lines for Dublin Boulevard between Fallon Road and the Eastern City Limit ("**Precise Plan**").

F. City and Developer have reached agreement and desire to express herein a Development Agreement that will facilitate development of the Project subject to conditions set forth herein.

G. The development of the Property and the Project has been evaluated in three environmental impact reports ("**EIR**") certified by the City: (1) Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report, State Clearinghouse No. 91103064; (2) East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (State Clearinghouse No. 2001052114); and (3) Fallon Village Project Draft Supplemental EIR (State Clearinghouse Number 2005062010) (collectively, "**Prior EIRs**"). The Prior EIRs specifically addressed the General Plan, Specific Plan and Stage 1 Planned Development Zoning and Development Plan for the Project. An Initial Study was prepared for the amendment to Planned Development Zoning Ordinance No. 32-05 Stage 1 Development Plan; Stage 2 Planned Development Rezoning and Development Plan; Vesting Tentative Parcel Maps 8663, 8666, and 8667; and this Development Agreement to determine whether these approvals will result in any new or substantially more severe significant environmental impacts than those analyzed in these prior EIRs or any other standard requiring further environmental review under CEQA are met (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). The Initial Study determined that these approvals did not trigger any of the CEQA standards requiring further environmental review. An Addendum was prepared for these approvals explaining the basis for finding no further review is required under CEQA pursuant to CEQA Guidelines Section 15164(e). The City Council considered and approved the findings in the Addendum (Reso. No. ___-24 adopted on _____ __, 2024) prior to approving the General Plan and Eastern Dublin Specific Plan amendments, the amendment to Planned Development Zoning Ordinance No. 32-05 Stage 1 Development Plan; Stage 2 Planned Development Rezoning and Development Plan; Vesting Tentative Parcel Maps 8663, 8666, and 8667; and this Development Agreement.

H. City has given the required notice of its intention to adopt this Development Agreement and has conducted public hearings thereon pursuant to

Government Code Section 65867 and Chapter 8.56. As required by Government Code Section 65867.5, City has found that the provisions of this Development Agreement and its purposes are consistent with the goals, policies, standards, and land use designations specified in City's General Plan.

I. On June 11, 2024, the City of Dublin Planning Commission, the initial hearing body for purposes of Development Agreement review, recommended approval of this Development Agreement pursuant to Resolution No. 24-05.

J. On _____ __, 2024, the City Council of the City of Dublin adopted Ordinance No. __-24 approving this Development Agreement (the "**DA Approving Ordinance**"). The DA Approving Ordinance took effect on _____ __, 2024.

NOW, THEREFORE, with reference to the foregoing recitals and in consideration of the mutual promises, obligations and covenants herein contained, City and Developer agree as follows:

AGREEMENT

1. **Description of Property.** The Property that is the subject of this Agreement is described in Exhibit A.

2. **Interest of Developer.** Developer has a legal interest in the Property in that it is the owner of the Property.

3. **Relationship of City and Developer.** It is understood that this Agreement is a contract that has been negotiated and voluntarily entered into by the City and Developer and that neither City nor Developer is an agent of the other. The City and Developer hereby renounce the existence of any form of joint venture or partnership between them and agree that nothing contained herein or in any document executed in connection herewith shall be construed as making the City and Developer joint venturers or partners.

4. **Effective Date and Term**

4.1 Effective Date. The effective date of this Agreement ("**Effective Date**") is the date upon which the DA Approving Ordinance takes effect.

4.2 Term. The term of this Agreement shall commence on the Effective Date and shall continue for 10 (ten) years following the City Council's

acceptance of the Dublin Boulevard Extension project as constructed to its ultimate width and length as described in the City's certified EIR for the Dublin Boulevard Extension, as more particularly described in **Exhibit C**, attached hereto and incorporated herein, unless said term is otherwise extended or terminated as provided in this Agreement (as so extended or terminated, the "**Term**"). In the event that any third-party lawsuit is filed challenging the City's issuance of the Project Approvals or its compliance with CEQA, the Term of this Agreement shall be automatically extended for a duration equal to the time from the filing of such lawsuit to the entry of a final order dismissing or otherwise finally terminating such lawsuit, which duration shall include any appeals ("**Litigation Extension**"). If required by one of the parties, the other party shall enter into a Clarification pursuant to Section 14.4 below memorializing the length of such Litigation Extension. This Agreement shall terminate with respect to any for sale residential lot and such lot shall be released and no longer subject to this Agreement, without the execution or recordation of any further document, when a certificate of occupancy has been issued for the building(s) on such lot.

4.3 Optional Extension. Prior to the expiration of the Term of this Development Agreement, as provided in Section 4.2, Developer may extend the Term of the Development Agreement. To do so, Developer shall give City written notice at least ninety (90) days prior to the termination date of the Development Agreement. At the time Developer provides such notice, Developer shall make a payment to City in the amount of $250,000 (adjusted for inflation from the Effective Date using the CPI-U, San Francisco-Oakland-San Jose Area) for each year of extension requested under this provision. Upon receipt of the notice and the contribution, the City Manager shall approve the extension and shall notify the Developer in writing that the Term of the Development Agreement has been automatically extended for an additional time period equal to the time period requested by Developer under this provision, commencing on the date the Development Agreement would otherwise have terminated; provided Developer may exercise its option to extend the Development Agreement no more than five (5) times, for a maximum total Term of the Development Agreement of fifteen (15) years (plus any extensions pursuant to Sections 4.2 or 4.3 hereof). Provided there is an extension period remaining, Developer may request the extension for multiple years and provide the payment due for each year's extension. Each extension shall apply to the entire Property upon payment of one $250,000 (as adjusted in accordance with this Section 4.3) per year extension payment, even if the Property is owned by multiple Developers at that time.

4.4 Term of Project Approvals. The term of any Project Approvals (as defined in Recital C) for the Property or any portion thereof, specifically including without limitation the Vesting Tentative Tract Maps 8663, 8666, and 8667, shall be extended automatically for the Term of this Agreement.

4.4.1 Termination of Agreement. In the event that this Agreement is terminated prior to the expiration of the Term, the term of any Project Approval and the vesting period for any final subdivision map approved as a Project Approval shall be the term otherwise applicable to the approval.

5. Vested Rights/Use of the Property/Applicable Law/Processing

5.1 Right to Develop. Developer shall have the vested right to develop the Project on the Property in accordance with the terms and conditions of (i) this Agreement, the Project Approvals (as and when issued), and any amendments to any of them as shall, from time to time, be approved pursuant to this Agreement, and (ii) the City's ordinances, codes, resolutions, rules, regulations and official policies governing the development, construction, subdivision, occupancy and use of the Project and the Property including, without limitation, the General Plan, the Dublin Municipal Code, and the Specific Plan, the permitted uses of the Property, density and intensity of use of the Property and the maximum height, bulk and size of proposed buildings, and the provisions for reservation or dedication of land for public purposes that are in force and effect on the Effective Date of this Agreement (collectively, "**Applicable Law**"). In exercising its discretion when acting upon subsequent project approvals, City shall apply the Applicable Law as the controlling body of law. Notwithstanding the foregoing or anything to the contrary herein, any amendment to the Project Approvals shall not become part of the law Developer is vested into under this Agreement unless an additional amendment of this Agreement is entered into between Developer and City in accordance with this Agreement. In the event that such amendments to the Project Approvals are sought for any distinct portion of the Property or Project, such amendments shall not require amendment of this Agreement with respect to any other portion of the Property or Project, except to the extent set forth in such amendment.

5.2 Fees, Exactions, Dedications. The City shall not apply to the Project any development impact fee or any application, processing, or inspection fee (collectively, "**Fees**") that the City first enacts after the Effective Date. Except as otherwise set forth in this Agreement, City and Developer agree that this Agreement does not limit the City's discretion to impose or require (a) payment

of any fees in connection with the issuance of any subsequent project approvals as necessary for purposes of mitigating environmental and other impacts of the Project, (b) dedication of any land, or (c) construction of any public improvement or facilities (collectively "**Exactions**"). Except as specifically provided herein, nothing in this Agreement shall limit the City's ability to impose existing development impact Fees at rates that are increased beyond the amounts in effect on the Effective Date or limit Developer's ability to challenge any such increases under state or local law.

5.3 Construction Codes. Notwithstanding the provisions of Section 5.1 above, to the extent Applicable Law includes requirements under the state or locally adopted building, plumbing, mechanical, electrical and fire codes (collectively the "**Codes**"), the Codes included shall be those in force and effect at the time Developer submits its application for the relevant building, grading, or other construction permits to City. In the event of a conflict between such Codes and the Project Approvals, the Project Approvals shall, to the maximum extent allowed by law, prevail. For construction of public infrastructure, the Codes applicable to such construction shall be those in force and effect at the time of execution of an improvement agreement between City and Developer pursuant to Chapter 9.16 of the Dublin Municipal Code.

5.4 New Rules and Regulations. During the Term of this Agreement, the City may apply new or modified ordinances, resolutions, rules, regulations, and official policies of the City to the Property which were not in force and effect on the Effective Date only to the extent they are not in conflict with the vested rights granted by the Applicable Law, the Project Approvals, or this Agreement. In addition to any other conflicts that may occur, each of the following new or modified ordinances, resolutions, rules, regulations, or official policies shall be considered a per se conflict with the Applicable Law:

5.4.1 Any application or requirement of such new or modified ordinances, resolutions, rules, regulations or official policies that would (i) cause or impose a substantial financial burden on, or materially delay development of the Property as otherwise contemplated by this Agreement or the Project Approvals, (ii) frustrate in a more than insignificant way the intent or purpose of the Project Approvals or preclude compliance therewith including, without limitation, by preventing or imposing limits or controls in the rate, timing, phasing or sequencing of development of the Project; (iii) prevent or limit the processing or procuring of subsequent project approvals; or (iv) reduce the density or intensity of use of the Property as a whole, or otherwise requiring any reduction in the square footage of, or total number of, proposed buildings,

structures and other improvements, in a manner that is inconsistent with or more restrictive than the limitations included in this Agreement and the Project Approvals; and/or

5.4.2 If any of such ordinances, resolutions, rules, regulations, or official policies do not have general (City-wide) applicability.

5.5 Moratorium Not Applicable. Notwithstanding anything to the contrary contained herein, if a City ordinance, resolution, policy, directive, or other measure is enacted or becomes effective, whether by action of the City or by initiative, and if it imposes a building moratorium which affects all or any part of the Project, City agrees that such ordinance, resolution or other measure shall not apply to the Project, the Property, this Agreement or the Project Approvals unless the building moratorium is imposed as part of a declaration of a local emergency or state of emergency as defined in Government Code Section 8558, provided that to the extent a moratorium applies to all or any part of the Project then the Term shall automatically be extended for a period of time equal to the period of the moratorium.

5.6 Revised Application Fees. Notwithstanding Section 5.2, any existing application, processing and inspection fees that are revised during the Term of this Agreement shall apply to the Project provided that (1) such fees have general applicability and are consistent with State law limitations that processing fees not exceed the estimated reasonable cost of providing the service for which they are charged; (2) the application of such fees to the Property is prospective; and (3) the application of such fees would not prevent, impose a substantial financial burden on, or materially delay development in accordance with this Agreement. By so agreeing, Developer does not waive its rights to challenge the legality of any such application, processing, and/or inspection fees.

5.7 New Taxes. This Agreement shall not prohibit the application of any subsequently enacted City-wide taxes to the Project provided that (1) the application of such taxes to the Property is prospective, and (2) the application of such taxes would not prevent development in accordance with this Agreement. By so agreeing, Developer does not waive its rights to challenge the legality of any such taxes, facially or as applied to its Project or Property, or to claim exemption from any taxes to the extent allowed by law.

5.8 Development of the Project; Phasing, Timing. Since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*

(1984) 37 Cal. 3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the Parties' intent to cure that deficiency by acknowledging and providing that this Agreement contains no requirements that Developer must initiate or complete any action, including without limitation, development of the Project within any period of time set by City. Nothing in this Agreement is intended to create nor shall it be construed to create any affirmative development obligations to develop the Project, or liability in Developer under this Agreement if the development fails to occur. It is the intention of this provision that Developer be able to develop the Property in accordance with its own time schedules and the Project Approvals.

5.9 Processing. Nothing in this Agreement shall be construed to limit the authority or obligation of City to hold necessary public hearings, nor to limit the discretion of City or any of its officers or officials with regard to subsequent project approvals that require the exercise of discretion by City, provided that such discretion shall be exercised consistent with the vested rights granted by this Agreement, the Applicable Law, and the Project Approvals.

6. **Property Grading.**

6.1 Phasing. For mutual benefit, the Parties desire mass grading of the Property prior to the Dublin Boulevard Extension through the Property. Pursuant to Dublin Municipal Code Section 7.16.170(B), when the intended use of a site requires approval of a discretionary zoning permit, a grading permit shall not be issued until said approval. The Parties agree that the intended use, exclusively for purposes of Dublin Municipal Code Section 7.16.170(B) and this Section, shall mean the Dublin Boulevard Extension. In accordance with this Section, Developer may apply for, and City may issue a grading permit, notwithstanding approval of a discretionary zoning permit for the intended use of the remainder of the Project site.

6.2 Slope Easement. The Project Approvals require Developer to dedicate a Slope Easement ("**SE**") for that portion of the Property adjacent to the future Dublin Boulevard frontage, if mass grading has not commenced per the preliminary grading plan as shown on the Vesting Tentative Tract Map 8663. Developer shall cooperate in good faith with the City Engineer on the extent of the SE dedication necessary to accommodate the Dublin Boulevard Extension. The SE shall be dedicated by separate instrument, in a form satisfactory to the City Engineer and City Attorney, prior to the first final or parcel map filed by

Developer within the three-year (3) period referenced in Section 8. If a final or parcel map is not filed by Developer within the three-year (3) period, the SE shall be dedicated in conjunction with the Dublin Boulevard Extension right-of-way dedication described in Section 8.

7. **Affordable Housing.**

7.1 Units Required by Regulations. Developer proposes up to 238 residential units on the Property. Pursuant to the City's Inclusionary Zoning Regulations (Chapter 8.68 of the Dublin Municipal Code) (the "**Regulations**"), developers of more than twenty (20) residential units are required to set aside 12.5% of the total number of units in the project as affordable units as specified.

7.2 Alternative Compliance Authorized. Under the Regulations, certain exceptions permit developers to satisfy the obligation other than through on-site construction. For instance, part of this obligation can be satisfied through the payment of a fee in-lieu of construction of units. In addition, developers can satisfy their affordable housing obligations by, among other mechanisms, obtaining City Council approval of an alternative method of compliance that the City Council finds meet the purposes of the Regulations.

7.3 Satisfaction of City Requirements. Developer shall satisfy its affordable housing obligation through compliance with the Regulations.

8. **Right-of-Way Dedications.** The Project Approvals require Developer to dedicate a portion of the Property to the City in fee as right-of-way for the Dublin Boulevard Extension, in general conformance with the adopted Precise Plan, the most current design plans on file with the office of the City Engineer at the time of dedication, and the Vesting Tentative Tract Map 8663. Such dedication shall occur no later than three (3) years from the approval date of the Vesting Tentative Tract Maps 8663, 8666, and 8667. The dedicated right-of-way shall be shown on the first final or parcel map filed within three-years (3) of the approval date of Vesting Tentative Tract Maps 8663, 8666, and 8667. If a final or parcel map is not filed within the three-year (3) period, the right-of-way shall be dedicated by a separate deed instrument, in a form satisfactory to the City Engineer and City Attorney. Developer agrees that it will not receive any

compensation or receive any Eastern Transportation Impact Fee ("**EDTIF**") credits for dedicating the right-of-way for the Dublin Boulevard Extension.

9. **Community Facilities District – Service and Maintenance of Public Streets and Improvements.**

9.1 Community Facilities District. Developer agrees to cooperate in the formation of, or annexation into, a community facilities district or districts established pursuant to the Mello-Roos Act, including approval of RMA for the purpose of financing the services and maintenance of all public streets (including storm drain systems, streetlights, and other street appurtenances) constructed by the Developer within the future residential tract parcels after City's acceptance of improvements. Developer agrees that the boundaries of the district(s) will include all of the Property, and that Developer will not contest and will, for and on behalf of all of the Property, vote in favor of formation of or annexation into the district(s) prior to filing the first final map. Developer shall pay its fair share of administrative costs incurred by the City associated with the formation of and/or annexation into the district(s), as determined by the City Engineer, prior to filing the first final map.

9.2 Alternative Method of Compliance. Notwithstanding the foregoing, City agrees that Developer may alternatively establish a maintenance fund, in an amount to be determined by the City Engineer, that compensates for all future maintenance of all public streets (including storm drain systems, street lights, and other street appurtenances) within Parcels 7 and 8 (future residential tract), as shown on the Vesting Tentative Tract Maps 8663, 8666, and 8667, after City's acceptance of improvements. If Developer complies with this Section 9.2 prior to filing the first final map, Developer shall be exempt from compliance with Section 9.1.

10. **Eastern Dublin Transportation Impact Fee Credits.** Developer shall not use or apply any EDTIF credits that it purchased or transferred from any other credit-holder to satisfy Developer's obligations set forth herein. City agrees that EDTIF credits for all eligible "Public Improvements" as defined in Section 13 shall be provided for use by Developer upon completion of construction or upon bonding for said "Public Improvements." Developer shall also have the right to transfer or sell any eligible EDTIF credits that it receives from the City to future commercial (GC/CO) or residential developers of the

various parcels of Tract 8663 in accordance with the requirements of the *Consolidated Impact Fee Administrative Guidelines,* February 2024.

11. **Cooperation with Mitigation.**

11.1 The City is in the midst of pursuing regulatory-agency permits for the Dublin Boulevard Extension project ("DBE project") that crosses through the Property. The Property is such that the City is required to mitigate for the permanent indirect impacts on special status species in the areas of the Property south of Dublin Boulevard. Developer's Project will require Developer to mitigate for direct impacts on special status species in the areas of the Property south of Dublin Boulevard. The City has already committed to financing the mitigation of the DBE project, and Developer will directly benefit from such expenditure. Meanwhile, Developer is prepared to submit permits of its own to the resource agencies, and those permit submittals will require a mitigation plan that includes mitigation for the permanent indirect impacts south of Dublin Boulevard, and the City is not yet prepared to submit its permits. The City has caused its consultant, Resource Environmental Solutions, Inc., to begin developing a plan to make its mitigation solution available for Developer's use in mitigating the Project's direct impacts. The Parties agree to cooperate in a commercially reasonable manner to effectuate the goal of making the City's mitigation solution available to Developer. Accordingly, each party agrees to deliver whatever consents may be necessary to accomplish such objective.

12. **Nature Community Parkland**.

12.1 Purchase and Sale. Subject to to-be-negotiated terms, the Developer will sell, and City will purchase, using revenues derived from the Public Facilities Fee ("PFF"), the approximately 42.62 acres of land on the Property that is presently designated as "Open Space" under the City's General Plan and the Eastern Dublin Specific Plan (the "Nature Park Land") for a total purchase price of $27,847,908 ("Purchase Price"). The purchase price is based on the land value of $653,400 per acre used in the City's PFF program. If the final acreage delivered to the City is more or less than 42.62 acres, but not more than 49.10 acres, the Purchase Price shall be adjusted accordingly. The Parties agree to negotiate in good faith toward a mutually agreeable purchase and sale agreement (the "PSA") within six months of the Effective Date.

12.1.1 Initial Payment. The Parties agree that the City's initial payment under the PSA will take the form of a $7,269,164 payment (or such amount as may be adjusted below) (the "Initial Payment") to the Developer to

purchase the Nature Parkland from the PFF that will be simultaneously paid by the Developer to the City for the Mitigation Cost. The Initial Payment calculation of $7,269,164 is the City's present estimate of the City's cost of mitigating for the permanent indirect impacts on special status species of the Dublin Boulevard Extension project on the Property in areas south of Dublin Boulevard (the "Mitigation Cost"). Should the Mitigation Cost exceed $7,269,164, the Initial Payment shall be increased to be equal to the increased amount. Developer has previously committed to reimbursing the City for the Mitigation Cost because the Mitigation offsets the Developer's obligation to mitigate for the direct impacts on special species of the development on the same lands. Should negotiations on the PSA not be proceeding to the City's satisfaction, the City may elect at any time to require Developer to reimburse it for the Mitigation Cost.

12.1.2 Remaining Balance. With regard to the remaining balance of the Purchase Price after the Initial Payment, the Parties acknowledge that the Public Facilities Fee funds presently available are insufficient to allow the City to pay the full amount of the Purchase Price in the short term. The City acknowledges that its obligation to negotiate in good faith toward the PSA includes negotiating a mutually agreeable payment schedule for payment of the balance of the Purchase Price (the "Payment Schedule") that would be reflected in the PSA. If the Parties are unable to agree on the Payment Schedule in the PSA, Developer may elect to have the balance treated as a credit under the terms of the PFF program.

12.2 Wetlands. The Parties acknowledge that there are the jurisdictional wetlands on the Nature Park Land and that Developer's Resource Agency Permits may subject such lands to a deed restriction or conservation easement for wetland preservation. The Parties agree that the ownership of such lands, and the impact of the deed restriction or conservation easement, should the City take ownership of such lands, on the Purchase Price are unresolved and will have to be resolved in the course of negotiating the PSA. If the City were to take ownership of the jurisdictional wetlands, the Developer shall provide a maintenance fund or establish a maintenance mechanism for maintenance of the wetlands within the Nature Park Land as required by the Resource Agencies.

13. **Public Improvements.** The parties agree that the Project's build out will require the completion of certain improvements and that the City's approval of Vesting Tentative Tract Maps 8663, 8666, and 8667 shall not prevent the City

from later requiring the completion ofthe following in conjunction with later phases of the project:

13.1 Dublin Boulevard. In conjunction with development of either Parcel 1 or Parcel 2 of Vesting Tentative Tract Map 8663, Developer shall coordinate with the City of Dublin and Alameda County Transportation Commission (ACTC) on the Dublin Boulevard – North Canyons Parkway Extension Project. Developer shall construct Dublin Boulevard Extension Project improvements between Fallon Road and Croak Road, consistent with the latest Dublin Boulevard Extension Project Improvement Plans. The Developer shall be eligible for Eastern Dublin Traffic Impact Fee (EDTIF) credits for the cost of the eligible improvements constructed or bonded for excluding the land cost of the right-of-way, not to exceed the cost shown in the EDTIF.

13.2 Dublin Boulevard. In conjunction with development of either Parcel 3 or Parcel 9 of Vesting Tentative Tract Map 8663, Developer shall coordinate with the City of Dublin and Alameda County Transportation Commission (ACTC) on the Dublin Boulevard – North Canyons Parkway Extension Project. Developer shall construct Dublin Boulevard Extension Project improvements between Fallon Road and easterly project terminus or any portion not yet constructed within the project boundary, consistent with the latest Dublin Boulevard Extension Project Improvement Plans. The Developer shall be eligible for Eastern Dublin Traffic Impact Fee (EDTIF) credits for the cost of the eligible improvements constructed or bonded for excluding the land cost of the right-of-way, not to exceed the cost shown in the EDTIF.

13.3 Dublin Boulevard / Fallon Road Intersection. In conjunction with development of either Parcel 1, Parcel 2, Parcel 3 or Parcel 9 of Vesting Tentative Tract Map 8663, Developer shall complete the Dublin Boulevard / Fallon Road intersection improvements to accommodate the following intersection lane geometry. The minimum width of through lanes and turn lanes adjacent to the median and the curb shall be 12'.

- Northbound: three left-turn lanes, four through lanes, two right-turn lanes
- Southbound: two left-turn lanes, four through lanes, one right-turn lane
- Eastbound: two left-turn lanes, three through lanes, two right-turn lanes
- Westbound: three left-turn lanes, three through lanes, one right-turn lane

The Developer shall be eligible for Eastern Dublin Traffic Impact Fee (EDTIF) credits for the cost of the eligible improvements constructed or bonded for

excluding the land cost of the right-of-way, not to exceed the cost shown in the EDTIF.

13.4 Fallon Road / Fallon Gateway – Parcel 1 Access Intersection. In conjunction with development of either Parcel 1, Parcel 2, Parcel 3 or Parcel 9 of Vesting Tentative Tract Map 8663, Developer shall complete the Fallon Road / Fallon Gateway intersection to accommodate the following intersection lane geometry. The minimum width of through lanes and turn lanes adjacent to the median and the curb shall be 12'.

- Northbound: two left-turn lanes, four through lanes, one right-turn lane
- Southbound: one left-turn lane, four through lanes, one right-turn lane
- Westbound: Applicant shall provide the appropriate number of through lanes, left-turn lanes, right-turn lanes with sufficient storage space to accommodate project traffic.

The Developer shall be eligible for Eastern Dublin Traffic Impact Fee (EDTIF) credits for the cost of the eligible improvements constructed or bonded for excluding the land cost of the right-of-way, not to exceed the cost shown in the EDTIF.

13.5 Fallon Road. In conjunction with development of either Parcel 1, Parcel 2, Parcel 3 or Parcel 9 of Vesting Tentative Tract Map 8663, Developer shall complete the following improvements and be eligible for Eastern Dublin Traffic Impact Fee (EDTIF) credits for the cost of the eligible improvements constructed or bonded for excluding the land cost of the right-of-way, not to exceed the cost shown in the EDTIF:

13.5.1 Ultimate widening and frontage improvements for Fallon Road along the Parcel 1 project frontage, including northbound travel lanes between I-580 Interchange to Dublin Boulevard. Street improvements shall include, but are not limited to 8' wide protected bicycle lane and minimum 3' wide median, and minimum 8' wide sidewalk. The cross-section of Fallon Road shall have a minimum of four through travel lanes in each direction plus turn lanes at the intersections; and

13.5.2 Improvements north of Dublin Boulevard to provide connectivity to existing sidewalk to the north, City acknowledges that a portion of the necessary right of way is owned by DR Acquisitions, LLC and that it would need to be acquired by Developer or the City prior to improvements on that portion of the right of way being completed. The City acknowledges that the

requirements related to the improvements described in this Subsection 13.5 will be subject to Government Code section 66462.5; and

13.5.3 Class IV bike lanes in both directions, consisting of a 3-foot wide median and an 8-foot wide bicycle lane with protected intersections at every signalized intersection along Fallon Road from the I-580 Interchange to Central Parkway per the City's Bicycle and Pedestrian Plan.

13.6 Croak Road. In conjunction with any development proposal of Parcel 1 of Vesting Tentative Tract Map 8663, Developer shall request the abandonment of Croak Road south of Dublin Boulevard, acquire the lands at "Fair Market Value", and incorporate the lands into its project, prior to issuance of a building permit for Parcel 1. The vacation of Croak Road shall exclude the portion of right-of-way reserved for future Valley Link project. Developer shall pay all costs associated with the right-of-way vacation and parcel acquisition. The City would offset any Developer costs associated with the Developer or the City acquiring the DR Acquisitions, LLC lands described in subsection 13.5, from the amounts payable by Developer for the acquisition of to-be-abandoned Croak Road.

13.7 East-West Street South of Dublin Boulevard. Unless Croak Road is maintained as a private street, Parcel 1 of Vesting Tentative Tract Map 8663 shall include a private street that runs parallel to Dublin Boulevard connecting to Fallon Road at the intersection with Fallon Gateway and Dublin Boulevard and Croak Road intersection, which street shall include bicycle and pedestrian connectivity.

13.8 I-580 / Fallon Road Interchange Fair Share. The Developer shall pay the fair share towards the construction of the Phase 2 I-580/Fallon Road Interchange improvements no later than 90-days after recordation of the first residential final map (Tract 8666 or 8667) and no building permits for the residential development shall be issued until the fair share payment has been made. The fair share will be determined based on the Phase 2 Interchange cost and the City's Local Transporation Analysis and any additional analysis subject to approval of the City Engineer. Should the trips associated with actual development on any of either Parcel 1, Parcel 2, Parcel 3 or Parcel 9 of Vesting Tentative Tract Map 8663 be less than used to calculate the fair-share payment, the City will consider an appropriate refund to the then-owner of such parcel to reflect the reduced number of trips.

13.9 Vehicle Trip Reduction with Transportation Demand Management. To reduce the impact of the project generated traffic along Fallon Road and Dublin Boulevard, Developer shall be required to prepare and implement in conjunction with each subsequent Site Development Review ("SDR") a Transportation Demand Management plan ("TDM plan") to reduce vehicle trips to and from the project site(s), to the satisfaction of the City Engineer. The TDM plan shall include trip reduction measures necessary to achieve a minimum overall target of trip reduction to reduce peak hour trips by 10% or an appropriate amount of trip reduction based on future transportation analysis but not less than 10% for office and residential uses. The TDM plan shall also include and implement TDM Best Management Practices (BMPs) for the retail uses. The SDR conditions shall require City approval of the TDM plan prior to the issuance of a certificate of occupancy for the first building. The SDR plan shall require annual reporting of trips, surveys, and the making of revisions to the TDM plan as needed to meet the trip reduction targets or thresholds to the satisfaction of the City Engineer. Vehicle trip reductions will be measured through counts of vehicles that enter and exit the site and by comparison of the results to established trip thresholds. TDM reduction targets will be applied to establish the thresholds. The estimates and thresholds will be reviewed and approved by the City Engineer.

TDM measures that target office employees shall be described in detail in the TDM plan, including information regarding the direct implementing party. The following TDM measures shall be considered for inclusion in the TDM plan.

13.9.1 On-site support facilities including bicycle paths, pedestrian paths linking buildings and bus stops.

13.9.2 In building support facilities including showers, changing rooms, bicycle storage rooms and bicycle racks.

13.9.3 Ridesharing options for long distance commuters such as carpool and vanpool matching services.

13.9.4 Guaranteed ride home services for commuters who carpool, take transit or bicycle to work.

13.9.5 Financial incentives such as pre-tax benefits for transit and bicycle expenses (e.g., Commuter Check) or subsidized transit passes (e.g., Commuter Checks, Clipper Cards) for all employees.

13.10 Future Transportation Analysis. Developer acknowledges that future Site Development Review approvals will require additional transportation analysis, including but not limited to the following (Parcel references are to Parcel designations in Vesting Tentative Tract Map 8663):

13.10.1 The planned access along Dublin Boulevard to Parcel 1 and Parcel 2, between Fallon Road and Croak Road.

13.10.2 The east-west connection between Fallon Gateway intersection and the signalized intersection of Dublin Boulevard/Croak Road.

13.10.3 The intersection of Dublin Boulevard / Croak Road.

13.10.4 The planned access along Dublin Boulevard to Parcel 3 and Parcel 9.

13.10.5 Adverse effects to the Fallon Road-El Charro Road/I-580 Interchange.

13.10.6 Adverse effects to the Dublin Boulevard/Fallon Road intersection.

13.11 In the event of any conflict between this Section 13 and the conditions of approval for the Project Approvals regarding the Public Improvements described in this Section 13, the terms of this Section 13shall control.

14. **Amendment or Cancellation.**

14.1 Modification Because of Conflict with State or Federal Laws. The Project and Property shall be subject to state and federal laws and regulations and this Agreement does not create any vested right in state and federal laws and regulations in effect on the Effective Date. If state or federal laws or regulations enacted after the Effective Date of this Agreement prevent or preclude compliance with one or more provisions of this Agreement or require changes in plans, maps or permits approved by the City, the Parties shall meet and confer in good faith in a reasonable attempt to modify this Agreement to comply with such federal or state law or regulation. Any such amendment or suspension of the Agreement shall be subject to approval by the City Council (in accordance with Chapter 8.56). Each Party agrees to extend to the other its

prompt and reasonable cooperation in so modifying this Agreement or approved plans.

14.2 Amendment of Development Agreement by Mutual Consent. This Agreement ma1y be amended in writing from time to time by mutual consent of the Parties hereto and in accordance with the procedures of the Development Agreement Statute and Chapter 8.56. Review and approval of an amendment to this Development Agreement shall be strictly limited to consideration of only those provisions to be added or modified. No amendment, modification, waiver, or change to this Development Agreement or any provision hereof shall be effective for any purpose unless specifically set forth in a writing that expressly refers to this Development Agreement and signed by the duly authorized representatives of both Parties.

14.2.1 Partial Amendment. When a Party seeking such an amendment owns or has an equitable right to only a portion of the whole of the Property ("**Portion**"), then such Party may only seek amendment of this Agreement as directly relates to the Portion, and the Party owning any other Portion shall not be required or entitled to be a signatory or to consent to an amendment that affects only another Party's Portion.

14.3 Amendments. Any amendments to this Agreement which relate to (a) the Term; (b) the permitted uses of the Property as provided in paragraph 5.1; (c) provisions for "significant" reservation or dedication of land; (d) conditions, terms, restrictions or requirements for subsequent discretionary actions; (e) an increase in the density or intensity of use of the overall Project; (f) the maximum height or size of proposed buildings; or (g) monetary contributions by Developer as provided in this Agreement, shall be deemed an "**Amendment**" and shall require notice or public hearing before the Planning Commission and the City Council before the Parties may execute an amendment hereto. The City's Public Works Director shall determine whether a reservation or dedication is "significant" in the context of the overall Project.

14.4 Clarifications. If and when, from time to time, during the Term of this Agreement, City and Developer agree refinements and clarifications are necessary or appropriate with respect to the details of performance of City and Developer hereunder, City and Developer shall effectuate such clarifications through letter agreements (each, a "**Clarification**") approved by City and Developer, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further clarified from time to time as necessary with future approval by City and Developer. No such Clarification

shall constitute an amendment to this Agreement requiring public notice or hearing. The City Manager or his or her designee shall have the authority to determine on behalf of City whether a requested clarification is of such a character to constitute an Amendment subject to Section 14.3 or a Clarification subject to this Section 14.4. The City Manager shall have the authority to review, approve, and execute Clarifications to this Agreement provided that such Clarifications are not Amendments.

14.5 Cancellation by Mutual Consent. Except as otherwise permitted herein, this Agreement may be canceled in whole or in part only by the mutual consent of the parties or their successors in interest, in accordance with the provisions of the Development Agreement Statute and Chapter 8.56. Any fees paid pursuant to this Agreement prior to the date of cancellation shall be retained by the City.

15. **Annual Review.**

15.1 Review Date. The annual review date for this Agreement shall be between July 15 and August 15, 2024, and thereafter between each July 15 and August 15 during the Term. Review shall be conducted in accordance with Section 8.56.140 of Chapter 8.56 and the provisions of this Section 15.

15.2 Initiation of Review. The City's Community Development Director shall initiate the annual review, as required under Section 8.56.140 of Chapter 8.56, by giving to Developer thirty (30) days prior written notice that the City intends to undertake such review. Not less than thirty (30) days after receipt of the notice, Developer shall provide evidence to the Director, as reasonably determined necessary by the Director, to demonstrate good faith compliance with the material terms and provisions of the Agreement as to the whole or relevant portion of the Property owned by Developer. The burden of proof by substantial evidence of compliance is upon Developer.

15.3 Staff Reports. To the extent practical, the City shall deposit in the mail to Developer a copy of all staff reports, and related exhibits concerning contract performance at least five days prior to any public hearing addressing annual review.

15.4 Costs. Costs reasonably incurred by the City in connection with the annual review shall be paid by Developer in accordance with the City's schedule of fees in effect at the time of review.

16. **Default.**

16.1 Remedies Available. Upon the occurrence of an event of default, the Parties may pursue all remedies at law or in equity which are not otherwise provided for in this Agreement or in the City's regulations governing development agreements, expressly including, but not limited to, the remedy of specific performance of this Agreement.

16.2 Notice and Cure. Upon the occurrence of an event of default by either Party, the non-defaulting party shall serve written notice of such default upon the defaulting Party. Subject to a Mortgagee's right to cure pursuant to Section 16.2 hereof, if the default is not cured by the defaulting Party within thirty (30) days after service of such notice of default, the non-defaulting Party may then commence any legal or equitable action to enforce its rights under this Agreement; provided, however, that if the default cannot be cured within such thirty (30) day period, the non-defaulting Party shall refrain from any such legal or equitable action so long as the defaulting Party begins to cure such default within such thirty (30) day period and diligently pursues such cure to completion. Any notice of default given hereunder shall specify in detail the nature of the failures in performance that the noticing Party claims constitutes the event of default, all facts constituting substantial evidence of such failure, and how such failure may be satisfactorily cured in accordance with the terms and conditions of this Agreement. During the time periods herein specified for cure of a failure of performance, the Party charged therewith shall not be considered to be in default for purposes of (a) termination of this Agreement, (b) institution of legal proceedings with respect thereto, or (c) issuance of any approval with respect to the Project. Failure to give notice shall not constitute a waiver of any default.

16.3 No Damages against City. Notwithstanding anything to the contrary contained herein, in no event shall damages be awarded against the City upon an event of default or upon termination of this Agreement.

17. **Estoppel Certificate.** Either Party may, at any time, and from time to time, request written notice from the other Party requesting such party to certify in writing that, (a) this Agreement is in full force and effect and a binding obligation of the Parties; (b) this Agreement has not been amended or modified either orally or in writing, or if so amended, identifying the amendments; and (c) to the knowledge of the certifying Party, the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults. A Party receiving a

request hereunder shall execute and return such certificate within thirty (30) days following the receipt thereof, or such longer period as may reasonably be agreed to by the Parties. The City Manager of the City shall be authorized to execute any certificate requested by Developer. Should the Party receiving the request not execute and return such certificate within the applicable period, this shall not be deemed to be a default, provided that such Party shall be deemed to have certified that the statements in clauses (a) through (c) of this Section are true, and any Party may rely on such deemed certification. City acknowledges that a certificate hereunder may be relied upon by Transferees (as defined in Section 21.2) and Mortgagees (as defined in Section 18.1).

18. **Mortgagee Protection; Certain Rights of Cure.**

18.1 Mortgagee Protection. This Agreement shall be superior and senior to any lien placed upon the Property, or any portion thereof after the date of recording this Agreement, including the lien for any deed of trust or mortgage ("**Mortgage**"). Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all the terms and conditions contained in this Agreement shall be binding upon and effective against any person or entity, including any deed of trust beneficiary or mortgagee ("**Mortgagee**") who acquires title to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

18.2 Mortgagee Not Obligated. Notwithstanding the provisions of Section 18.1 above, no Mortgagee shall have any obligation or duty under this Agreement, before or after foreclosure or a deed in lieu of foreclosure, to construct or complete the construction of improvements, or to guarantee such construction of improvements, or to guarantee such construction or completion, or to pay, perform or provide any fee, dedication, improvements or other exaction or imposition; provided, however, that a Mortgagee shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements provided for or authorized by the Project Approvals or by this Agreement.

18.3 Notice of Default to Mortgagee and Extension of Right to Cure. If the City receives notice from a Mortgagee requesting a copy of any notice of default given Developer hereunder and specifying the address for service thereof, then the City shall deliver to such Mortgagee, concurrently with service thereon to Developer, any notice given to Developer with respect to any claim by the City that Developer has committed an event of default. Each Mortgagee shall

have the right during the same period available to Developer to cure or remedy, or to commence to cure or remedy, the event of default claimed set forth in the City's notice. The City, through its City Manager, may extend the thirty-day cure period provided in paragraph 12.2 for not more than an additional sixty days upon request of Developer or a Mortgagee.

19. **Severability.** The unenforceability, invalidity or illegality of any provisions, covenant, condition, or term of this Agreement shall not render the other provisions unenforceable, invalid or illegal; provided that, if the unenforceability, invalidation, or illegality would deprive either City or Developer of material benefits derived from this Development Agreement, or make performance under this Development Agreement unreasonably difficult, then City and Developer shall meet and confer and shall make good faith efforts to amend or modify this Development Agreement in a manner that is mutually acceptable to City and Developer.

20. **Attorneys' Fees and Costs.**

20.1 Prevailing Party. If the City or Developer initiates any action at law or in equity to enforce or interpret the terms and conditions of this Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs in addition to any other relief to which it may otherwise be entitled.

20.2 Third Party Challenge. If any person or entity not a party to this Agreement initiates an action at law or in equity to challenge the validity of any the Project Approvals (including this Agreement), the Parties shall cooperate in defending such action. The Parties hereby agree to affirmatively cooperate in defending said action and to execute a joint defense and confidentiality agreement in order to share and protect information, under the joint defense privilege recognized under applicable law. Developer shall bear its own costs of defense as a real party in interest in any such action and shall reimburse the City for all reasonable court costs and attorneys' fees expended by the City in defense of any such action or other proceeding.

21. **Transfers and Assignments.**

21.1 Agreement Runs with the Land. All of the provisions, rights, terms, covenants, and obligations contained in this Agreement shall be binding upon and inure to the benefit of the Parties and their respective heirs, successors and assignees, representatives, lessees, and all other persons acquiring the Property, or any portion thereof, or any interest therein, whether by operation of

law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitude and shall constitute covenants running with the land pursuant to applicable laws, including, but not limited to, Section 1468 of the Civil Code of the State of California. Each covenant to do, or refrain from doing, some act on the Property hereunder, or with respect to any owned property, (a) is for the benefit of such properties and is a burden upon such properties, (b) runs with such properties, and (c) is binding upon each party and each successive owner during its ownership of such properties or any portion thereof, and shall be a benefit to and a burden upon each party and its property hereunder and each other person succeeding to an interest in such properties.

21.2 Right to Assign. Developer may wish to sell, transfer, or assign all or portions of its Property to other developers (each such other developer is referred to as a "**Transferee**"). In connection with any such sale, transfer or assignment to a Transferee, Developer shall have the right to sell, transfer or assign to such Transferee any or all rights, interests and obligations of Developer arising hereunder and that pertain to the portion of the Property being sold or transferred, to such Transferee, provided, however, that: except as provided herein, no such transfer, sale or assignment of Developer's rights, interests and obligations hereunder shall occur without prior written notice to City and approval by the City Manager, which approval shall not be unreasonably withheld, conditioned, or delayed.

21.3 Approval and Notice of Sale, Transfer or Assignment. The City Manager shall consider and decide on any transfer, sale, or assignment of this Agreement within ten (10) days after Developer's notice, provided all necessary documents, certifications, and other information are provided to the City Manager to enable the City Manager to determine whether the proposed Transferee can perform Developer's obligations hereunder. Notice of any such approved sale, transfer, or assignment (which includes a description of all rights, interests and obligations that have been transferred and those which have been retained by Developer) shall be recorded in the official records of Alameda County, in a form acceptable to the City Manager, concurrently with such sale, transfer or assignment.

21.4 Considerations for Approval of Sale, Transfer or Assignment. In considering the request, the City Manager shall base the decision upon the proposed assignee's reputation, experience, financial resources, access to credit, and capability to successfully carry out the development of the Property to completion. The City Manager's approval shall be for the purposes of a) providing notice to City; b) assuring that all obligations of Developer are

allocated as between Developer and the proposed purchaser, transferee, or assignee as provided by this Agreement; and c) assuring City that the proposed purchaser, transferee, or assignee is financially capable of performing Developer's obligations hereunder not withheld by Developer. Notwithstanding the foregoing, the City Manager's approval shall not be required for an assignment to an entity or entities controlling Developer, controlled by Developer, or under common control with Developer, provided that Developer owns and controls no less than fifty percent (50%) of such successor entity or controls the day-to-day management decisions of such successor entity.

21.5 Release upon Transfer. Upon the transfer, sale, or assignment of all of Developer's rights, interests, and obligations hereunder pursuant to Section 21.2 of this Agreement, Developer shall be automatically released from the obligations under this Agreement, with respect to the Property transferred, sold, or assigned, arising subsequent to the date of City Manager approval of such transfer, sale, or assignment; provided, however, that if any transferee, purchaser, or assignee approved by the City Manager expressly assumes all of the rights, interests, and obligations of Developer under this Agreement, Developer shall be released with respect to all such rights, interests, and assumed obligations. In any event, the transferee, purchaser, or assignee shall be subject to all the provisions hereof and shall provide all necessary documents, certifications, and other necessary information prior to City Manager approval.

21.6 Developer's Right to Retain Specified Rights or Obligations. Developer may withhold from a sale, transfer or assignment of this Agreement or any portion of the Property transferred, certain rights, interests and/or obligations which Developer wishes to retain, provided that Developer specifies such rights, interests, and/or obligations in a written document to be appended to this Agreement and recorded with the Alameda County Recorder prior to the sale, transfer, or assignment of the Property. Developer's purchaser, transferee, or assignee shall then have no interest or obligations for such rights, interests, and obligations and this Agreement shall remain applicable to Developer with respect to such retained rights, interests, and/or obligations.

21.7 Partial Assignment. In the event of a partial Transfer, City shall cooperate with Developer and any proposed Transferee to allocate rights and obligations under the Development Agreement and the Project Approvals among the retained Property and the transferred Property. Provided that City receives a copy of the assignment and assumption agreement by which Transferee assumes the transferred rights and obligations associated with the

transferred Property: (i) any subsequent breach with respect to the transferred obligations shall not constitute a breach with respect to the retained rights and obligations of such transferor (or any other Transferee) under the Development Agreement, and (ii) any subsequent breach with respect to the retained obligations of Transferor (or any other Transferee) shall not constitute a breach with respect to the transferred rights and obligations of a Transferee under the Development Agreement. The Transferor and the Transferee each shall be solely responsible for the reporting and annual review requirements relating to the portion of the Property owned by such Transferor/Transferee. Any amendment to the Development Agreement between City and a Transferor or Transferee shall only affect the portion of the Property owned by such Transferor or Transferee.

22. **Bankruptcy.** The obligations of this Agreement shall not be dischargeable in bankruptcy.

23. **Indemnification.** Developer agrees to indemnify, defend, and hold harmless the City, and its elected and appointed councils, boards, commissions, officers, agents, employees, and representatives from any and all claims, costs (including legal fees and costs) and liability for any personal injury or property damage which may arise directly or indirectly as a result of any actions or inactions by Developer, or any actions or inactions of Developer's contractors, subcontractors, agents, or employees in connection with the construction, improvement, operation, or maintenance of the Project, provided that Developer shall have no indemnification obligation with respect to negligence or wrongful conduct of the City, its contractors, subcontractors, agents, or employees, or with respect to the maintenance, use or condition of any improvement after the time it has been dedicated to and accepted by the City or another public entity (except as provided in an improvement agreement or maintenance bond). If City is named as a party to any legal action, City shall cooperate with Developer, shall appear in such action, and shall not unreasonably withhold approval of a settlement otherwise acceptable to Developer.

24. **Insurance.**

24.1 Commercial General Liability Insurance. During the Term of this Agreement, Developer shall maintain in effect a policy of commercial general liability insurance with a per-occurrence combined single limit of not less than $1,000,000. The policy so maintained by Developer shall name the City as an additional insured and shall include either a severability of interest clause or cross-liability endorsement. City and Developer agree that such insurance

may include alternative risk management programs, including self-insurance, or a combination of self-insurance and insurance, provided that such alternative risk management programs provide protection equivalent to that specified under this Agreement.

24.2 Workers' Compensation Insurance. During the Term of this Agreement, Developer shall maintain Workers' Compensation insurance for all persons employed by Developer for work at the Project site. Developer shall require each contractor and subcontractor similarly to provide Workers' Compensation insurance for its respective employees. Developer agrees to indemnify the City for any damage resulting from Developer's failure to maintain any such insurance.

24.3 Evidence of Insurance. Prior to issuance of any permits for the Project, including grading permits, Developer shall furnish the City satisfactory evidence of the insurance required in Sections 24.1 and 24.2 and evidence that the carrier is required to give the City at least fifteen (15) days prior written notice of the cancellation or reduction in coverage of a policy unless replaced with similar coverage. The insurance shall extend to the City, its elective and appointive boards, commissions, officers, agents, employees, representatives, and to Developer performing work on the Project.

25. **Sewer and Water.** Developer acknowledges that it must obtain water and sewer permits from the Dublin San Ramon Services District ("**DSRSD**") which is another public agency not within the control of the City. City agrees that it shall not take any action with DSRSD opposing Developer's efforts to reserve water and sewer capacity sufficient to serve the Project described herein.

26. **Notices.** All notices required or provided for under this Agreement shall be in writing. Notices required to be given to the City shall be addressed as follows:

City Manager
City of Dublin
100 Civic Plaza
Dublin, CA 94568
Phone No.: (925) 833-6650
Fax No.: (925) 833-6651

With copies to: City Attorney

Notices required to be given to Developer shall be addressed as follows:

GH PacVest, LLC
Lingyun Sun, Chief Americas Officer
2800 Post Oak Blvd., Suite 5115
Houston, TX 77056
Phone No.: (832) 787-0627
Email: lsun@gha-group.com

A Party may change address by giving notice in writing to the other Party and thereafter all notices shall be addressed and transmitted to the new address. Notices shall be deemed given and received upon personal delivery, or if mailed, upon the expiration of forty-eight (48) hours after being deposited in the United States Mail. Notices may also be given by overnight courier, which shall be deemed given the following day or by facsimile transmission or email, which shall be deemed given upon verification of receipt.

27. **Agreement is Entire Understanding.** This Agreement, including its exhibits, constitutes the entire understanding and agreement of the Parties and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof.

28. **Exhibits.** The following document is referred to in this Agreement and is attached hereto and incorporated herein as though set forth in full:

Exhibit A Legal Description of Property

29. **Recitals.** The foregoing Recitals are true and correct and are made a part hereof.

30. **Counterparts.** This Agreement may be executed by each Party on a separate signature page, and when the executed signature pages are combined, shall constitute one single instrument. This Agreement is executed in two (2) duplicate originals, each of which is deemed to be an original.

31. **Recordation.** The City shall record a copy of this Agreement within ten (10) days following execution by all Parties. Thereafter, if this Agreement is

terminated, modified, or amended, the City Clerk shall record notice of such action with the Alameda County Recorder.

32. **No Third-Party Beneficiaries.** Nothing contained in this Agreement is intended to or shall be deemed to confer upon any person, other than the Parties and their respective permitted successors and assigns, any rights, or remedies hereunder.

33. **Applicable Law.** This Agreement shall be construed and enforced in accordance with the laws of the State of California.

34. **Time is of the Essence.** Time is of the essence for each provision of this Agreement for which time is an element.

35. **Further Actions and Instruments.** Each Party to this Development Agreement shall cooperate with and provide reasonable assistance to the other Party and take all actions necessary to ensure that the Parties receive the benefits of this Development Agreement, subject to satisfaction of the conditions of this Development Agreement. Upon the request of any Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Development Agreement to carry out the intent and to fulfill the provisions of this Development Agreement or to evidence or consummate the transactions contemplated by this Development Agreement.

36. **Section Headings.** Section headings in this Development Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants, or conditions of this Development Agreement.

37. **Construction of Agreement.** This Development Agreement has been reviewed and revised by legal counsel for both Developer and City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Development Agreement.

38. **Authority.** The persons signing below represent and warrant that they have the authority to bind their respective Party and that all necessary

board of directors', shareholders', partners', city councils', or other approvals have been obtained.

39. **Non-Intended Prevailing Wage Requirements.** Except for public improvements constructed by the Developer and to be dedicated to the City (which are subject to conditions of Project Approval), nothing in this Development Agreement shall in any way require, or be construed to require, Developer to pay prevailing wages with respect to any work of construction or improvement within the Project (a "**Non-Intended Prevailing Wage Requirement**"). But for the understanding of the Parties as reflected in the immediately preceding sentence, the Parties would not have entered into this Development Agreement based upon the terms and conditions set forth herein. Developer and City have made every effort in reaching this Development Agreement to ensure that its terms and conditions will not result in a Non-Intended Prevailing Wage Requirement. These efforts have been conducted in the absence of any applicable existing judicial interpretation of the recent amendments to the California prevailing wage law. If, despite such efforts, any provision of this Development Agreement shall be determined by any court of competent jurisdiction to result in a Non-Intended Prevailing Wage Requirement, such determination shall not invalidate or render unenforceable any provision hereof; provided, however, that the Parties hereby agree that, in such event, this Development Agreement shall be reformed such that each provision of this Development Agreement that results in the Non-Intended Prevailing Wage Requirement will be removed from this Development Agreement as though such provisions were never a part of the Development Agreement, and, in lieu of such provision(s), replacement provisions shall be added as a part of this Development Agreement as similar in terms to such removed provision(s) as may be possible and legal, valid and enforceable, but without resulting in the Non-Intended Prevailing Wage Requirement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the date and year first above written.

CITY OF DUBLIN

By: _____
Linda Smith, City Manager

Attest:

_____
Marsha Moore, City Clerk

Approved as to form:

_____
John Bakker, City Attorney

DEVELOPER

GH PacVest, LLC

By: _____
Name: Lingyun Sun
Its: Chief Americas Officer

(NOTARIZATION ATTACHED)

Exhibit A
LEGAL DESCRIPTION

Real property in the City of Dublin , County of Alameda, State of California, described as follows:

PARCEL A:

PARCEL ONE:

BEING A PORTION OF SECTION 2, TOWNSHIP 3 SOUTH, RANGE 1, EAST MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHERN LINE OF THE STATE HIGHWAY FROM DUBLIN TO LIVERMORE AS SAID LINE IS DEFINED IN THAT CERTAIN DEED FROM ALICE M. SHORT AND BEATRICE B. BRIGHT, TO THE STATE OF CALIFORNIA RECORDED MARCH 13, 1934, IN BOOK 3008 OF OFFICIAL RECORDS OF ALAMEDA COUNTY AT PAGE 324, WITH THE EASTERN LINE OF COUNTY ROAD 6152, AS SAID COUNTY ROAD IS DESCRIBED IN THAT CERTAIN DEED FROM HENRIETTA FARRELLY TO COUNTY OF ALAMEDA, RECORDED JANUARY 2, 1918, IN BOOK 2612, OF DEEDS, AT PAGE 352, ALAMEDA COUNTY RECORDS; RUNNING THENCE SOUTH 89° 30' EAST ALONG THE NORTHERN LINE OF SAID STATE HIGHWAY 814.50 FEET; THENCE NORTH 0° 31' WEST 2855.00 FEET TO THE NORTH BOUNDARY LINE OF TOWNSHIP 3 SOUTH, RANGE 1 EAST, MOUNT DIABLO BASE AND MERIDIAN; THENCE WEST ALONG THE LAST NAMED LINE 435.70 FEET TO THE EASTERN LINE OF SAID COUNTY ROAD NO. 6152; THENCE ALONG THE LAST NAMED LINE THE FOLLOWING COURSES AND DISTANCES; SOUTH 36° 35' WEST 23.40 FEET; THENCE SOUTH 23° 20' WEST 901.40 FEET; THENCE SOUTH 0° 31' EAST 2001.40 FEET TO THE POINT OF BEGINNING.

ALSO BEING A PORTION OF THE SANTA RITA RANCHO.

EXCEPTING THEREFROM THE PORTION CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED FEBRUARY 15, 1950, BOOK 6021, PAGE 575, SERIES NO. AE-13413.

ALSO EXCEPTING THEREFROM THE PORTION CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED OCTOBER 24, 1968, BOOK 2279, PAGE 110, SERIES NO. BA-117504.

PARCEL TWO:

A PORTION OF THE PARCEL OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED NO. 6832 RECORDED FEBRUARY 15, 1950, IN BOOK 6021, PAGE 575, ALAMEDA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE EASTERLY LINE OF CROAK ROAD (ALSO KNOWN AS COUNTY ROAD NO. 6152) AT THE MOST NORTHERLY CORNER OF SAID PARCEL; THENCE ALONG THE GENERAL NORTHERLY LINE OF SAID PARCEL FROM A TANGENT THAT BEARS SOUTH 0°21'44" WEST, ALONG A CURVE TO THE LEFT, WITH A RADIUS OF 50.00 FEET, THROUGH AN ANGLE OF 44°54'24", AN ARC LENGTH OF 39.19 FEET; THENCE NORTH 88°33'15" WEST, 9.88 FEET; THENCE NORTH 89°59'16" WEST, 4.70 FEET TO THE EASTERLY LINE OF SAID CROAK ROAD; THENCE ALONG LAST SAID LINE NORTH 0°21'44" EAST, 35.14 FEET TO THE POINT OF COMMENCEMENT.

PARCEL THREE:

COMMENCING AT A POINT ON THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN SAID STATE DEED NO. 32178 (REEL 2001 OR IMAGE 911), DISTANT THEREON S. 0°21'44" W., 159.94 FEET FROM THE

NORTHEASTERLY CORNER OF LAST SAID PARCEL; THENCE FROM A TANGENT THAT BEARS S. 31°56'43" W., ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 270.00 FEET, THROUGH AN ANGLE OF 56°35'28", AN ARC LENGTH OF 266.68 FEET; THENCE S. 89°59'16" E., 221.42 FEET TO THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN SAID STATE DEED NO. 6833 (VOLUME 6402 OR PAGE 393); THENCE ALONG LAST SAID LINE AND ALONG THE EASTERLY LINE OF SAID PARCELS DESCRIBED IN SAID STATE DEED NO. 32177 (REEL 1995 OR IMAGE 343) AND SAID STATE DEED NO. 32178 (REEL 2001 OR IMAGE 911) N. 0°21'44" E., 127.11 FEET TO THE POINT OF COMMENCEMENT.

PARCEL B:

A PORTION OF THAT PARCEL OF LAND DESCRIBED IN THE INDENTURE FROM SAMUEL B. MARTIN TO OWEN P. SUTTON, RECORDED JUNE 7, 1862, IN BOOK M OF DEEDS AT PAGE 266, BEING A PORTION OF THE SANTA RITA RANCHO, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINES OF FALLON ROAD, A COUNTY ROAD WITH A WIDTH OF 60 FEET AS SAID ROAD IS DESCRIBED IN THE INDENTURE TO THE COUNTY OF ALAMEDA, RECORDED JULY 31, 1941, IN BOOK 4115 OF OFFICIAL RECORDS, AS PAGE 57, WITH THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED IN AFORESAID INDENTURE FROM SAMUEL B. MARTIN TO OWEN P. SUTTON; SAID POINT OF BEGINNING BEING LOCATED ON THE ARC OF A CURVE HAVING A RADIUS OF 430.00 FEET, THE CENTER OF WHICH BEARS SOUTH 63° 55' 40" WEST; THENCE ALONG SAID NORTH LINE, SOUTH 89° 18' 00" EAST, 2,543.32 FEET TO A POINT ON THE NORTHERLY PROJECTION OF THE WEST LINE OF COUNTY ROAD NO. 6152, KNOWN AS CROAK ROAD AND DESCRIBED IN THE INDENTURE TO THE COUNTY OF ALAMEDA, RECORDED JANUARY 2, 1918 IN BOOK 2612 OF DEEDS AT PAGE 352; THENCE ALONG SAID WEST LINE AND PROJECTION THEREOF, SOUTH 0° 19' 30" EAST, 2274.37 FEET TO THE EASTERLY PROJECTION OF THE NORTH LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO UNION OIL COMPANY OF CALIFORNIA, RECORDED JUNE 4, 1956 IN BOOK 8048 OF OFFICIAL RECORDS AT PAGE 339; THENCE ALONG SAID NORTH LINE NORTH 89° 20' 00" WEST, 200.40 FEET TO THE WEST LINE OF SAID UNION OIL COMPANY PARCEL; THENCE ALONG SAID WEST LINE SOUTH 0° 25' 00" EAST, 242.29 FEET TO A POINT ON THE NORTH LINE OF STATE FREEWAY 580, AS DESCRIBED IN THE INDENTURE TO THE STATE OF CALIFORNIA, RECORDED JULY 7, 1967 ON REEL 1995 OF OFFICIAL RECORDS AT IMAGE 347, SAID POINT BEING LOCATED ON THE ARC OF A CURVE HAVING A RADIUS OF 222.02 FEET, THE CENTER OF WHICH BEARS NORTH 8° 11' 49" WEST; THENCE ALONG SAID NORTH LINE OF STATE FREEWAY 580 AS FOLLOWS: WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8° 51' 49" AN ARC DISTANCE OF 34.35 FEET: THENCE TANGENT TO SAID CURVE NORTH 89° 20' 00" WEST, 302.60 FEET: THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 4972.48 FEET, THROUGH A CENTRAL ANGLE OF 3° 33' 15" AN ARC DISTANCE OF 308.45; THENCE TANGENT TO SAID CURVE NORTH 85° 46' 45" WEST, 556.93 FEET; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 972.09 FEET, THROUGH A CENTRAL ANGLE OF 45° 00' 00" AN ARC DISTANCE OF 763.48 FEET; THENCE TANGENT TO SAID CURVE NORTH 40° 46' 45" WEST 369.85 FEET; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 278.03 FEET, THROUGH A CENTRAL ANGLE OF 47° 30' 55" AN ARC DISTANCE OF 230.57 FEET; THENCE ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 30.00 FEET, THROUGH A CENTRAL ANGLE OF 89° 37' 40" AN ARC DISTANCE OF 46.93 FEET; THENCE TANGENT TO SAID CURVE, NORTH 1° 20' 00" EAST, 92.02 FEET; THENCE NORTH 88° 40' 00" WEST, 12.00 FEET TO THE EAST LINE OF AFORESAID FALLON ROAD; THENCE ALONG SAID EAST LINE OF FALLON ROAD AS FOLLOWS: NORTH 1° 20' 00" EAST, 1457.58 FEET; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 430.00 FEET, THROUGH A CENTRAL ANGEL OF 27° 24' 20" AN ARC DISTANCE OF 205.68 FEET TO THE POINT OF BEGINNING.

PARCEL C:

A PORTION OF THAT PARCEL OF LAND DESCRIBED IN DEED NO. 32178 (AZ69610) TO STATE OF

CALIFORNIA, RECORDED JULY 18, 1967, IN REEL 2001, IMAGE 911, OFFICIAL RECORDS OF ALAMEDA COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL, DISTANT THEREON NORTH 83º 33' 16" WEST, 8.01 FEET FROM THE NORTHEASTERLY CORNER OF SAID PARCEL; THENCE ALONG THE GENERAL NORTHERLY LINE OF THAT PARCEL OF LAND SHOWN AS PARCEL 11 OF THAT CERTAIN SET OF MAPS OF 20 SHEETS ENTITLED "RELINQUISHMENT IN THE COUNTY OF ALAMEDA", RECORDED JUNE 19, 1973, IN REEL 3444, IMAGE 722 TO 761, INCLUSIVE, OFFICIAL RECORDS OF ALAMEDA COUNTY, SOUTH 0º 21' 44" WEST, 18.69 FEET AND ALONG A TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 222.00 FEET THROUGH AN ANGLE OF 82º 13' 05", AN ARC LENGTH OF 318.57 FEET TO THE WESTERLY LINE OF FIRST SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 0º 21' 44" EAST, 242.28 FEET TO THE NORTHERLY LINE OF FIRST SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH 88º 33' 16" EAST 191.97 FEET TO THE POINT OF COMMENCEMENT.

APN: 905-0001-006-03 (Parcel One of Parcel A), 985-0027-005 (Parcel Two of Parcel A), 985-0027-002 (Parcel B) and 985-0027-004 (Parcel C)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of Texas)
) ss.
County of HARRIS)

On JUNE 21, 2024 before me, MELISSA CAO, a Notary Public, in and for said State and County, personally appeared LINGYUN SUN, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of Texas that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

MELISSA CAO
Notary Public, State of Texas
Comm. Expires 07-31-2027
Notary ID 130316308

NOTARY PUBLIC

5533936.6

5533936.10

KITTELSON & ASSOCIATES

DUBLIN FALLON 580 PROJECT

LOCAL TRANSPORTATION ANALYSIS

Dublin, CA

April 3, 2024

Inside front cover

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Dublin Fallon 580 Project Local Transportation Analysis (LTA)

Dublin, CA

Prepared for:

,

Prepared by:
Kittelson & Associates, Inc.
155 Grand Avenue, Suite 505
Oakland, CA 94612
510.839.1742

Project Manager:
Aaron Elias
Associate Engineer

Project Principal:
Damian Stefanakis
Senior Principal Planner

Project Number 29998

April 3, 2024

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Section 1 Introduction

1. INTRODUCTION

This report presents the findings of the local transportation assessment (LTA) conducted for the proposed development of the property owned by GH PacVest and known as the Dublin Fallon 580 project (Project), located east of Fallon Road and south of Central Parkway in Dublin, CA.

Project Description

The Project is proposing to develop property that is located east of Fallon Road and south of Central Parkway in Dublin, CA. The applicant for the Project identified the proposed project as a mix of residential, industrial, and commercial uses. The identified uses include:

- 238 Multifamily Residential Dwelling Units
- 2,888,400 Square Feet of Advanced Manufacturing
- 314 Hotel Rooms
- 100,000 Square Feet of Retail
- 100,000 Square Feet of Office

The resulting trip generation per the 11th Edition of the Institute of Transportation Engineer's (ITE) Trip Generation manual for the daily, AM peak hour, and the PM peak hour is shown in Table 1.

Table 1: ITE Trip Generation Estimate for the Project

Description	Size	Units	ITE	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Multi-Family	238	du	220	1,604	23	73	96	77	45	122
Advanced Manufacturing	2,888.4	ksf	140	13,720	1,493	472	1,965	663	1,475	2,138
Hotel	314	Rooms	310	2,509	81	64	145	95	91	186
Retail	100	ksf	820	3,701	52	32	84	163	177	340
Office	100	ksf	710	1,084	134	18	152	24	120	144
Total				22,618	1,783	659	2,442	1,022	1,908	2,930

Section 2
System Overview

2. SYSTEM OVERVIEW

The following section describes the existing conditions of the study area, including roadway, transit, bicycle, and pedestrian networks.

Roadway Network

Freeways

Interstate 580 (I-580) is a generally east-west freeway that runs south of the project site. I-580 connects the San Francisco Bay Area to the west and the City of Livermore to the east. The posted speed limit in the vicinity of the project is 65 miles per hour (mph). Express lanes are present in both directions and are in effect Monday through Friday from 5:00 a.m. to 8:00 p.m.

Arterials/Collectors/Local Roadways

Dublin Boulevard is a six-lane divided east-west roadway that extends west of the project site. Dublin Boulevard is classified in the City's General Plan[1] as an arterial between its western limits and Tassajara Road and classified as a collector between Tassajara Road and Fallon Road (as well as the proposed extension to North Canyons Parkway). On-street parking is not permitted along this roadway and the posted speed limit is 45 mph in the vicinity of the project. Dublin Boulevard is proposed to be extended connecting from its current terminus at Fallon Road to North Canyons Parkway in Livermore.

Central Parkway is a two-lane divided east-west roadway that extends west from Croak Road west of the project to Sterling. The roadway generally runs through residential land uses and provides access to Cottonwood Creek K-8 School near the project. Central Parkway is classified as an arterial between Tassajara Road and Fallon Road and as a collector for its remaining extent. On-street parking is permitted east of Sunset View Drive near the project and in other segments abutting residential land uses. The posted speed limit is 25 mph in vicinity of the project. Central Parkway would be extended with the Francis Ranch (East Ranch) project with the proposed Project widening to the ultimate configuration.

Croak Road is a north-south roadway that is currently not accessible to the public near the project site. Croak Road connects to Fallon Road near I-580, Central Parkway at its eastern terminus, and Terracina Drive. The roadway is classified as a local residential roadway between Central Parkway and Positano Parkway. Once the Dublin Boulevard extension is constructed, Croak Road will connect Dublin Boulevard and Central Parkway. In the interim, Francis Ranch (East Ranch) will construct part of Croak Road as a two lane roadway near Central Parkway.

Fallon Road/El Charro Road is a north-south divided roadway that widens from four lanes south of Central Parkway to six lanes to the north; south of I-580, Fallon Road becomes El Charro Road within the City of Pleasanton. Fallon Road is classified as an arterial roadway near the project site. The roadway primarily serves residential land uses within the City of Dublin, with some retail located near I-580. On-

[1] The City of Dublin General Plan. *Chapter 5: Land Use and Circulation – Circulation and Scenic Highways Element*. Amended 2022. https://www.dublin.ca.gov/DocumentCenter/View/7799/Chapter-5-May-2020?bidId=

street parking is not permitted along this roadway. The posted speed limit is 45 mph in the vicinity of the project.

Stoneridge Drive/Jack London Boulevard is an east-west roadway located south of I-580; the roadway is Stoneridge Drive within the City of Pleasanton and Jack London Boulevard within the City of Livermore. Stoneridge Drive/Jack London Boulevard is classified as an arterial between Foothill Road and its eastern limits. On-street parking is not permitted along this roadway. Class II bicycle lanes are present along much of its length. The posted speed limit is 40 mph in the City of Pleasanton (Stoneridge Drive) and increases to 45 mph in the City of Livermore (Jack London Boulevard). Stoneridge Drive is a 4 to 6-lane roadway; Jack London Boulevard varies from 2 to 6 lanes.

Tassajara Road is a major north-south roadway in Dublin that connects to Fallon Road/Camino Tassajara to the north and the City of San Ramon and Contra Costa County to the south. Tassajara Road is classified as an arterial roadway within the City of Dublin; south of I-580 within the City of Pleasanton, the roadway becomes Santa Rita Road. The roadway varies from two lanes to five lanes and is divided along its southern portion, between Stoneridge Drive and Dublin Ranch Drive. On-street parking is not permitted along this roadway. The posted speed limit is 35 mph within the study area. Class II bicycle lanes are present, except for on the overpass over I-580.

Hacienda Drive is a north-south roadway that provides access to office, residential, and retail land uses such as Hacienda Crossings and Persimmon Place. Hacienda Drive is classified as an arterial and ranges from 3 lanes to 6 lanes. On-street parking is not permitted. The posted speed limit is 35 mph within the study area.

North Canyons Parkway is an east-west arterial roadway that will connect to the planned Dublin Boulevard extension at its present western terminus at Doolan Road. The roadway merges with Portola Avenue at Collier Canyon Road. It is a four-lane, divided road with a posted speed limit of 40 mph near the study area. On-street parking is generally prohibited, and a bicycle lane is present on both sides of the road. North Canyons Parkway provides access to commercial and office land uses east of the project site, including several hotels and a Costco Wholesale warehouse.

Airway Boulevard is a north-south roadway in Livermore that provides access to I-580 and the Livermore Municipal Airport and connects to North Canyons Parkway at its northern terminus. It is classified as an arterial roadway and is a divided six-lane road north of Kitty Hawk Rd/I-580 EB off-ramp. The posted speed limit is 45 mph. Class II bicycle lanes are present, except for on the overpass over I-580.

Transit Facilities

The Project area is served by Tri-Valley Wheels, which provides fixed-route bus service operated by the Livermore Amador Valley Transit Authority (LAVTA) to Dublin, Livermore, Pleasanton, and neighboring communities. Wheels also offers a Dial-A-Ride Paratransit service to eligible patrons in Dublin, available wherever fixed-route service is operating. Three routes directly serve the area surrounding the Project – Route 2, Route 30R (Rapid), and Route 501 (School Route). Currently, Route 30R follows Dublin Boulevard to Fallon Road, where it detours to I-580 before connecting to North Canyons Parkway. With the

extension of Dublin Boulevard, this route is likely to use the extension and directly serve the non-residential portions of the Project which have access via Dublin Boulevard.

The area is also served by Bay Area Rapid Transit (BART), with the nearest station being Dublin/Pleasanton which is located approximately four miles west of the site.

Table 2 provides details about the bus service that serves the Project area, and

Table 2. Existing Transit Facilities

Route	Route Type	Major Destinations	Day	Times	Frequency
2	Fixed Route	E. Dublin/Pleasanton BART, Dublin Ranch, Emerald Glen Park, Fallon Middle School	Weekdays	One AM trip, one PM trip	2 per day
30R	Rapid Route	Lawrence Livermore National Laboratory, East Ave., Livermore Transit Center, Portola Park, and Ride, Las Positas College, N. Canyons, Dublin Blvd, E. Dublin BART, Dublin Civic Center, W. Dublin BART	Weekdays	5:00 AM to 11:00 PM	Every 30 minutes
			Weekends	5:00 AM to 11:00 PM	Hourly
501 (A, B, C)	School Route	Positano, Fallon Road, Silvera Ranch, Tassajara Road, Central Pwky., Dublin HS	Weekdays	One AM trip, one PM trip for each route	2 per day

Source: *wheeelsbus.com*

Bicycle & Pedestrian Facilities

Dublin's existing bikeway system consists of the following bikeway types, as defined in the City of Dublin's *Bicycle and Pedestrian Plan* (2023).

- **Class I Multi-Use Paths** provide a separate facility designed for the exclusive use of bicycles, pedestrians, and other non-motorized uses with minimal vehicle crossflows.
  - *Class IA Paths* exist along a separate alignment.
  - *Class IB Sidepaths* double as sidewalks along the side of the roadway.
- **Class II Bicycle Lanes** are on-street bikeways that provide a dedicated space for exclusive or semi-exclusive bicycle use.
  - *Class IIA Lanes* are conventional one-way striped bike lanes.
  - *Class IIB Lanes* are upgraded bike lanes with striped buffers or green conflict markings.
- **Class III Bicycle Routes** do not provide a dedicated space for bicycles but instead, bikes share the lane with motorists and signs, or pavement markings indicate the bike route.
  - *Class IIIA Routes* are signage-only routes.
  - *Class IIIB Routes* have wide curb lanes or shoulders.
  - *Class IIIC Routes* are routes with standard shared-lane markings ("sharrows").
- **Class IV Separated Bicycle Lanes** are bicycle lanes that provide vertical separation (e.g. grade separation, flexible posts, planters, on-street parking, etc.) from motorists on roadways.

Existing bicycle facilities in the vicinity of the project include:

- Fallon Road has Class II facilities north of Dublin Boulevard, as well as Class IB sidepaths on the west side, north of Gleason Drive.
- Dublin Boulevard generally has Class II facilities west of Fallon Road.
- Central Parkway generally has Class II facilities east and west of Fallon Road. However, there is a Class III facility on Central Parkway eastbound between Fallon Road and Sunset View Drive. Central Parkway east of Fallon Road also has Class IB sidepaths.
- Stoneridge Drive/Jack London Boulevard has Class II facilities east and west of El Charro Road.
- Airway Boulevard has Class II bicycle facilities south of N. Canyons Parkway.
- N. Canyons Parkway has Class II facilities east of Airway Boulevard

Section 3
Traffic Operations Analysis

3. TRAFFIC OPERATIONS ANALYSIS

Study Location & Data Collection

Based on consultation with relevant agency staff, seventeen (17) existing intersections near the study location were identified as study locations. An additional five (5) intersections are included to account for two future intersections (identified with a "*" below) and three project driveways (identified with an "**" below). This results in a total of twenty-two (22) intersections which include:

1. Hacienda Drive & Dublin Boulevard
2. Tassajara Road & Central Parkway
3. Tassajara Road & Dublin Boulevard
4. Tassajara Road & I-580 WB Ramps
5. Santa Rita Rd & I-580 EB Ramps/Pimlico Dr
6. Tassajara Road & Fallon Road
7. Fallon Road & Positano Parkway
8. Fallon Road & Central Parkway
9. Fallon Road & Dublin Boulevard
10. Fallon Road & Fallon Gateway
11. Fallon Road & I-580 WB Ramps
12. El Charro Road & I-580 EB Ramps
13. El Charro Road & Jack London Boulevard
14. Central Parkway & Sunset View Drive
15. Central Parkway & Panorama Drive/Pino Grande Road
16. Airway Boulevard & N. Canyons Parkway
17. Airway Boulevard & I-580 WB Ramps
18. Dublin Boulevard & Commercial Access Driveway**
19. Pandora Way & Residential Project Access Driveway (Parcel 7)**
20. Croak Road & Central Parkway*
21. Croak Road & Project Access (Parcel 8)**
22. Croak Road & Dublin Boulevard*

Data at the 17 intersections that exist today were collected on January 18, 2024 which was a typical midweek day with good weather when schools were in session. Appendix A contains the raw count data from this data collection effort. In addition to intersection counts, signal timing plans were requested for each study intersection that is signalized from the jurisdiction that owns the signal which included the city of Dublin, city of Pleasanton, and Caltrans.

Analysis Methodologies & Level of Service Standards

Traffic operations were evaluated for the twenty-two study intersections using level of service (LOS) which describes the operating conditions experienced by users of a facility. LOS is a qualitative measure of the effect of a few factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents locations over capacity and/or experiencing significant delays. These conditions are generally described in Table 3.

Table 3. General Level of Service Definitions

LOS	Description of Traffic Conditions	Average Delay per Vehicle (Seconds)	
		Signalized Intersection	Unsignalized Intersection
A	LOS A represents free-flow travel with excellent levels of comfort and convenience and the freedom to maneuver.	≤10.0	≤10.0
B	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.	>20.0 and ≤35.0	>15.0 and ≤25.0
D	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	>80.0	>50.0

Source: *Highway Capacity Manual*

Intersection Operations

To ascertain the existing traffic conditions, traffic operations were evaluated at the twenty-two study intersections. Level of service (LOS) was determined for each intersection for the following scenarios:

- Existing Conditions (2024 conditions without the project)
- Near-Term No Project (Estimate of conditions in 2028 without the Project)
- Near-Term Plus Project (Conditions in 2028 plus just the residential portion of the Project)
- Cumulative (2040) No Project (Based on the City of Dublin travel demand model)
- Cumulative (2040) Plus Project (2040 conditions plus full buildout of the Project)

Intersection operations were evaluated using the *Highway Capacity Manual* (HCM) 7th Edition methodologies as implemented by the Vistro software program. The HCM 7th Edition procedure calculates a weighted average stop delay in seconds per vehicle at an intersection and assigns a level of service designation based on the delay. Based on the City of Dublin's Transportation Impact Analysis Guidelines (July 2021), the following criteria were used to determine whether the Project resulted in a significant effect on the local transportation system.

Signalized Intersections:

- At a study, signalized intersection which is located outside the Downtown Dublin Specific Plan area, the project would cause the motor vehicle LOS to degrade to worse than LOS D (i.e., LOS E or F);
- At a study, signalized intersection which is located within the Downtown Dublin Specific Plan area, the project would cause the motor vehicle (LOS to degrade to worse than LOS E (i.e., LOS F);
- At a study, signalized intersection which is located outside the Downtown Dublin Specific Plan area where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by six (6) seconds or more; or
- At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause: (a) the overall volume-to-capacity (V/C) ratio to increase 0.03 or more; or (b) the critical movement V/C ratio to increase by 0.05 or more.
- For intersections located along routes of regional significance, the Tri-Valley Transportation Plan and Action Plan identifies LOS E or better as the standard for the Multimodal Transportation Service Objective (MTSO) related to intersection LOS. Routes of regional significance in the study area include:
    - Dublin Boulevard
    - Tassajara Road
    - Fallon Road
    - North Canyons Parkway
    - Jack London Boulevard

Unsignalized Intersections

- At a study, unsignalized intersection which is located outside the Downtown Dublin Specific Plan area, the project would cause the motor vehicle LOS to degrade to worse than LOS D (i.e., LOS E or F) and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour traffic signal warrant;
- At a study, unsignalized intersection which is located within the Downtown Dublin Specific Plan area, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour traffic signal warrant; or
- At a study, unsignalized intersection where the motor vehicle level of service is operating below the LOS threshold, the project would add ten (10) or more vehicles to the critical movement and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour traffic signal warrant.

Existing Conditions

Based on the existing intersection count data, intersection geometry (Appendix B), and signal timing sheets, the existing traffic operations at the study intersections for the AM and PM peak hours were calculated and reported in Table 4. Appendix C contains the detailed output sheets from the analysis software documenting these findings. As shown, all intersections operate at LOS D or better.

Table 4 Existing Operations - Weekday AM and Weekday PM Peak Hours

#	Intersection	Existing AM			Existing PM		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.35	43.5	D	0.40	38.7	D
2	Tassajara Road & Central Parkway	0.58	28.1	C	0.48	27.9	C
3	Tassajara Road & Dublin Boulevard	0.48	31.8	C	0.67	37.0	D
4	Tassajara Road & I-580 WB Ramps	0.59	13.2	B	0.63	11.1	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.73	31.4	C	0.81	33.2	C
6	Tassajara Road & Fallon Road	0.64	21.9	C	0.39	15.2	B
7	Fallon Road & Positano Parkway	0.78	22.1	C	0.50	9.3	A
8	Fallon Road & Central Parkway	0.57	31.9	C	0.36	20.9	C
9	Fallon Road & Dublin Boulevard	0.53	20.1	C	0.48	21.4	C
10	Fallon Road & Fallon Gateway	0.53	13.3	B	0.59	13.0	B
11	Fallon Road & I-580 WB Ramps	0.77	8.2	A	0.54	17.1	B
12	El Charro Road & I-580 EB Ramps	0.39	6.8	A	0.54	6.9	A
13	El Charro Road & Jack London Boulevard	0.29	10.5	B	0.69	11.3	B
14	Central Parkway & Sunset View Drive	0.76	31.0	C	0.26	11.1	B
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.15	8.0	A
16	Airway Boulevard & N. Canyons Parkway	0.27	13.7	B	0.46	16.4	B
17	Airway Boulevard & I-580 WB Ramps	0.22	9.8	A	0.21	10.1	B
18	Dublin Boulevard & Commercial Access Driveway	N/A			N/A		
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			N/A		
20	Croak Road & Central Parkway	N/A			N/A		
21	Croak Road & Project Access (Parcel 8)	N/A			N/A		
22	Croak Road & Dublin Boulevard	N/A			N/A		

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

Near-Term Conditions

Near-term conditions represent background traffic growth to the year 2028. These volumes were derived based on an interpolation of the city of Dublin's travel demand model outputs for the years 2020 and 2040. The transportation network and signal timing were kept the same as existing conditions. The resulting intersection operations are shown in Table 5. All study intersections were found to operate at LOS D or better. Near-term lane configurations and traffic volumes are provided in Appendix D. Appendix E provides the detailed output sheets for near-term conditions.

Table 5 Near-Term Operations - Weekday AM and Weekday PM Peak Hours

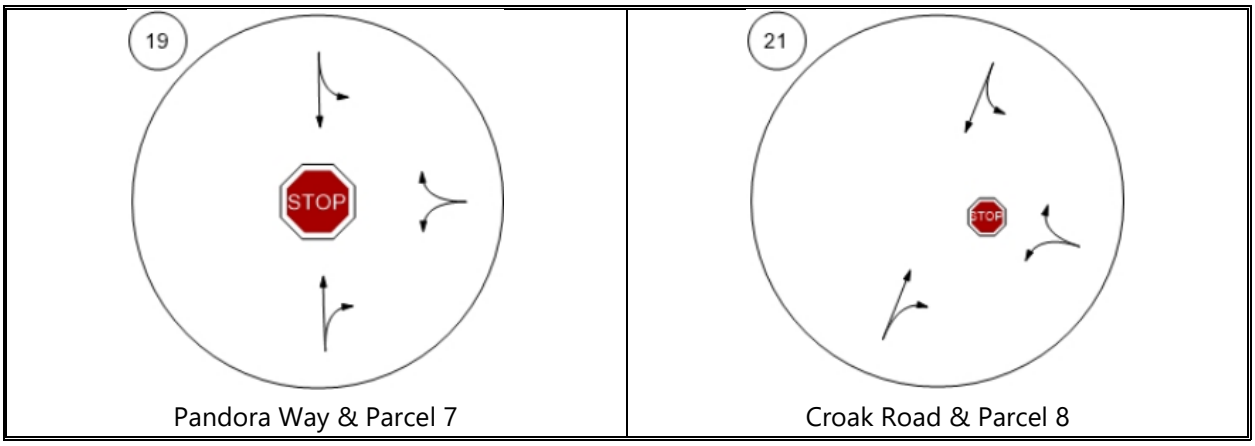
#	Intersection	Near-Term AM			Near-Term PM		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.39	41.8	D	0.47	39.7	D
2	Tassajara Road & Central Parkway	0.59	28.3	C	0.55	32.0	C
3	Tassajara Road & Dublin Boulevard	0.60	39.5	D	0.84	51.5	D
4	Tassajara Road & I-580 WB Ramps	0.63	13.4	B	0.67	11.5	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.75	32.5	C	0.85	35.0	D
6	Tassajara Road & Fallon Road	0.67	22.8	C	0.43	15.6	B
7	Fallon Road & Positano Parkway	0.86	31.3	C	0.56	10.7	B
8	Fallon Road & Central Parkway	0.57	32.1	C	0.40	21.2	C
9	Fallon Road & Dublin Boulevard	0.55	23.2	C	0.68	34.2	C
10	Fallon Road & Fallon Gateway	0.53	13.1	B	0.63	13.4	B
11	Fallon Road & I-580 WB Ramps	0.75	8.7	A	0.59	24.5	C
12	El Charro Road & I-580 EB Ramps	0.43	6.8	A	0.60	7.2	A
13	El Charro Road & Jack London Boulevard	0.42	13.8	B	0.72	13.9	B
14	Central Parkway & Sunset View Drive	0.76	31.6	C	0.26	11.2	B
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.15	8.0	A
16	Airway Boulevard & N. Canyons Parkway	0.44	17.8	B	0.62	25.1	C
17	Airway Boulevard & I-580 WB Ramps	0.25	13.5	B	0.25	9.0	A
18	Dublin Boulevard & Commercial Access Driveway	N/A			N/A		
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			N/A		
20	Croak Road & Central Parkway	N/A			N/A		
21	Croak Road & Project Access (Parcel 8)	N/A			N/A		
22	Croak Road & Dublin Boulevard	N/A			N/A		

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

Near-Term Plus Project Conditions

Near-term plus project conditions were developed to determine the effect that the residential component of the project will have on the transportation system under opening year conditions. The analysis assumes the transportation network would remain the same as today with the two residential parcels being accessed by Central Parkway. This analysis analyzed two project driveway intersections (#19 & #21) and assumes the intersection of Croak Road and Central Parkway would be constructed but would only be used by Project traffic. The lane configuration and volumes are provided in Appendix F while Appendix G has the detailed operational output sheets. Appendix L shows the change in traffic volumes between the near term no project and plus project scenarios.

Two project driveways would be needed in the near term with project scenario to provide access to the two residential parcels with one accessed off Pandora Way and the second accessed from Croak Road. The lane configuration and traffic control assumed for these two intersections is shown below. As shown, the access for parcel 7 was assumed to be all-way stop control. This was assumed since the project is proposing a connection where Pino Grande Road curves to meet Pandora Way. All-way stop presents a conservative analysis of intersection operations for this access location and improved safety given the roadway curvature. Parcel 8 is proposed to be side street stop controlled.



Pandora Way & Parcel 7 | Croak Road & Parcel 8

A summary of the intersection operations compared to the no project conditions are shown in Table 6 and Table 7 for the AM and PM peak hours, respectively. As shown, the residential component of the Project has limited effect on intersection operations and all intersections operate at or better than their respective LOS standard.

Table 6: Near-Term Operations AM Peak Hour with and without the Project

#	Intersection	Near-Term AM			Near-Term AM PP		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.39	41.8	D	0.39	41.9	D
2	Tassajara Road & Central Parkway	0.59	28.3	C	0.59	28.4	C
3	Tassajara Road & Dublin Boulevard	0.60	39.5	D	0.60	40.0	D
4	Tassajara Road & I-580 WB Ramps	0.63	13.4	B	0.63	13.4	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.75	32.5	C	0.75	32.5	C
6	Tassajara Road & Fallon Road	0.67	22.8	C	0.67	22.8	C
7	Fallon Road & Positano Parkway	0.86	31.3	C	0.86	31.7	C
8	Fallon Road & Central Parkway	0.57	32.1	C	0.61	34.1	C
9	Fallon Road & Dublin Boulevard	0.55	23.2	C	0.57	23.4	C
10	Fallon Road & Fallon Gateway	0.53	13.1	B	0.54	13.5	B
11	Fallon Road & I-580 WB Ramps	0.75	8.7	A	0.78	9.0	A
12	El Charro Road & I-580 EB Ramps	0.43	6.8	A	0.44	6.8	A
13	El Charro Road & Jack London Boulevard	0.42	13.8	B	0.42	13.8	B
14	Central Parkway & Sunset View Drive	0.76	31.6	C	0.86	42.5	D
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.47	13.3	B
16	Airway Boulevard & N. Canyons Parkway	0.44	17.8	B	0.44	17.9	B
17	Airway Boulevard & I-580 WB Ramps	0.25	13.5	B	0.25	13.4	B
18	Dublin Boulevard & Commercial Access Driveway	N/A			N/A		
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			0.06	7.1	A
20	Croak Road & Central Parkway	N/A			0.06	7.9	A
21	Croak Road & Project Access (Parcel 8)	N/A			0.04	8.5	A
22	Croak Road & Dublin Boulevard	N/A			N/A		

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

Table 7: Near-Term Operations PM Peak Hour with and without the Project

#	Intersection	Near-Term PM			Near-Term PM PP		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.47	39.7	D	0.47	40.2	D
2	Tassajara Road & Central Parkway	0.55	32.0	C	0.55	32.0	C
3	Tassajara Road & Dublin Boulevard	0.84	51.5	D	0.85	53.0	D
4	Tassajara Road & I-580 WB Ramps	0.67	11.5	B	0.68	11.7	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.85	35.0	D	0.85	35.2	D
6	Tassajara Road & Fallon Road	0.43	15.6	B	0.43	15.6	B
7	Fallon Road & Positano Parkway	0.56	10.7	B	0.56	10.7	B
8	Fallon Road & Central Parkway	0.40	21.2	C	0.41	21.5	C
9	Fallon Road & Dublin Boulevard	0.68	34.2	C	0.68	34.2	C
10	Fallon Road & Fallon Gateway	0.63	13.4	B	0.63	13.3	B
11	Fallon Road & I-580 WB Ramps	0.59	24.5	C	0.59	26.5	C
12	El Charro Road & I-580 EB Ramps	0.60	7.2	A	0.61	7.2	A
13	El Charro Road & Jack London Boulevard	0.72	13.9	B	0.72	13.9	B
14	Central Parkway & Sunset View Drive	0.26	11.2	B	0.31	11.2	B
15	Central Parkway & Panorama Drive/Pino Grande Road	0.15	8.0	A	0.18	8.3	A
16	Airway Boulevard & N. Canyons Parkway	0.62	25.1	C	0.62	25.1	C
17	Airway Boulevard & I-580 WB Ramps	0.25	9.0	A	0.25	9.0	A
18	Dublin Boulevard & Commercial Access Driveway	N/A			N/A		
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			0.06	7.1	A
20	Croak Road & Central Parkway	N/A			0.04	7.1	A
21	Croak Road & Project Access (Parcel 8)	N/A			0.01	8.4	A
22	Croak Road & Dublin Boulevard	N/A			N/A		

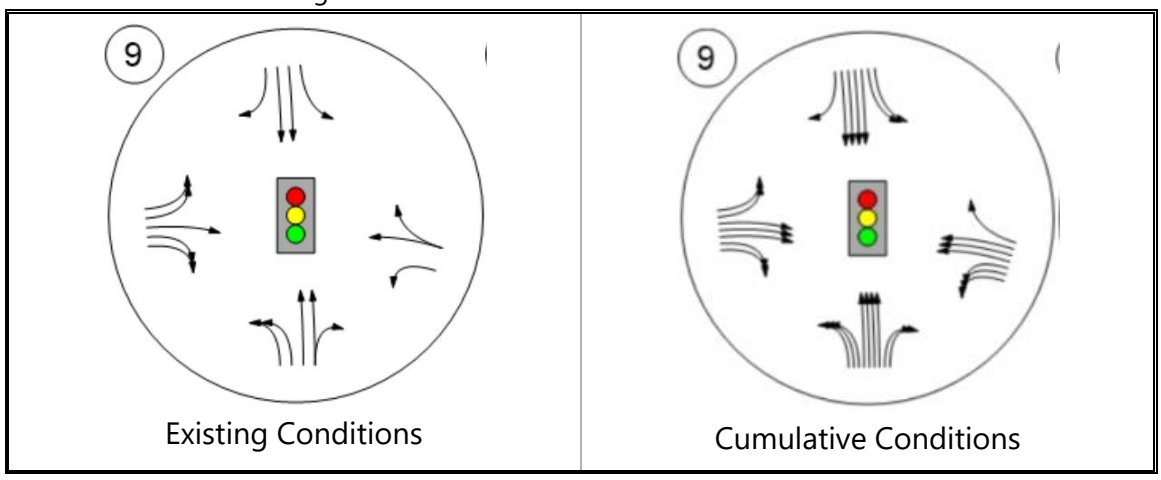
Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

Cumulative Conditions

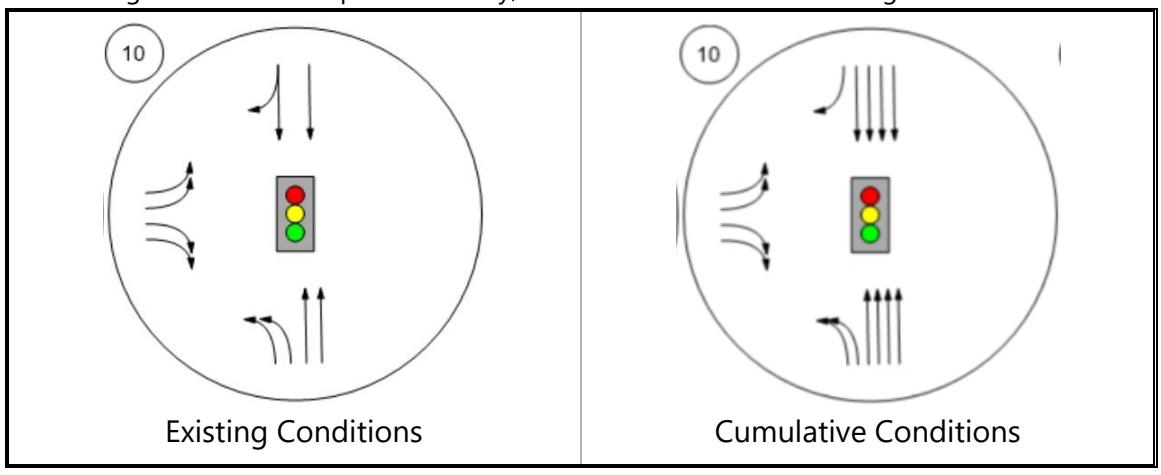
Cumulative conditions assesses whether the Project will have significant effects to the transportation network in the year 2040 which is the current horizon year for the city of Dublin travel demand model. Cumulative no project conditions analyze the operations of the study intersections in 2040 based on changes to the transportation network and travel demand growth from land use changes between today and 2040. Cumulative lane configurations and traffic volumes are provided in Appendix H. Appendix I provides the detailed output sheets for Cumulative conditions.

Key changes to the transportation network affecting the study intersections are related to Dublin Boulevard which is proposed to be extended from Fallon Road east to North Canyons Parkway. This extension will also result in the extension of Croak Road to connect Central Parkway with the Dublin Boulevard extension. Finally, Fallon Road is assumed to be widened to four through lanes in each direction between the I-580 WB Off-Ramp and Central Parkway consistent with the plan line study. The effects on lane configuration are detailed below comparing existing and cumulative conditions.

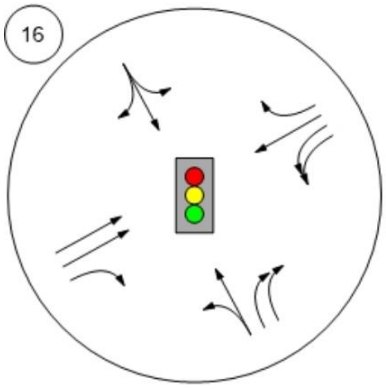
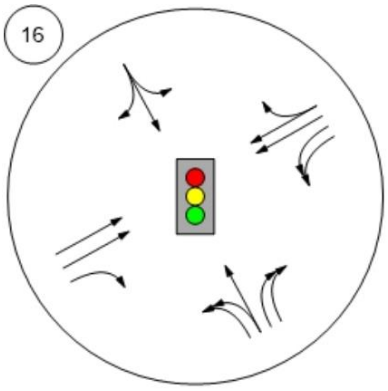
- **Fallon Road and Dublin Boulevard (#9)** – Based on discussions with the city of Dublin, the current 65% design plans for the Dublin Boulevard extension, and the Fallon Road plan line, this intersection will be reconfigured as shown below.



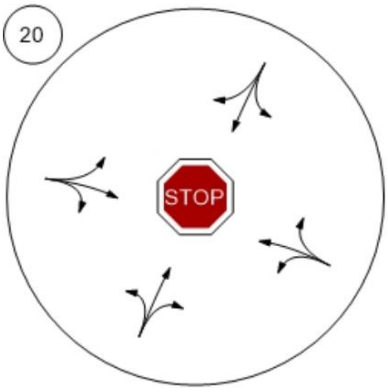
- **Fallon Road and Fallon Gateway (#10)** – Based on discussions with the city of Dublin and considering the Fallon Road plan line study, this intersection will be reconfigured as shown below.



- **Airway Boulevard & N. Canyons Parkway (#16)** – As part of the Dublin Boulevard extension project, this intersection will be reconfigured as shown below.

Existing Conditions	Cumulative Conditions
	

- **Croak Road & Central Parkway (#20)** – As part of planned roadway changes in the future, this intersection will provide access to new housing development off Central Parkway and be part of the Croak Road connection between Central Parkway and Dublin Boulevard. The intersection is assumed to be configured as shown below.

Existing Conditions	Cumulative Conditions
N/A (Does Not Exist Today)	

- **Croak Road & Dublin Boulevard (#22)** – As part of planned roadway changes in the future, this intersection will connect Central Parkway to Dublin Boulevard via Croak Road. The intersection is assumed to be configured as shown below.

Existing Conditions	Cumulative Conditions
N/A (Does Not Exist Today)	

The operations of the study intersections under cumulative conditions are summarized in Table 8. Four intersections are anticipated to operate below their respective LOS standard. These intersections include:

- Tassajara Road and Dublin Boulevard is projected to operate at LOS F in the AM and PM peak hours which is below the LOS E standard for intersections on routes of regional significance.
- Fallon Road & Positano Parkway is projected to operate at LOS F in the AM peak hour which is below the LOS E standard for intersections on routes of regional significance.
- Airway Boulevard & N. Canyons Parkway is projected to operate at LOS F in the PM peak hour which is below the LOS E standard for intersections on routes of regional significance.
- Airway Boulevard & I-580 WB Ramp is projected to operate at LOS E in the AM peak hour which is below the LOS D standard for signalized intersections not on routes of regional significance.

Table 8 Cumulative Operations - Weekday AM and Weekday PM Peak Hours

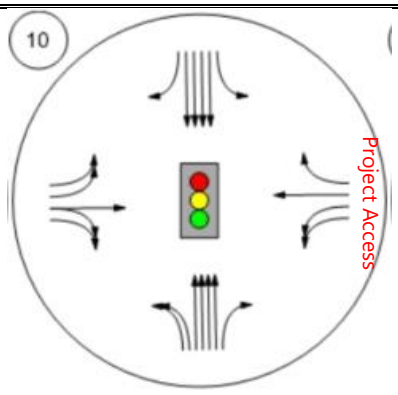
#	Intersection	Cumulative AM			Cumulative PM		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.57	64.8	E	0.67	46.0	D
2	Tassajara Road & Central Parkway	0.64	29.3	C	0.78	48.7	D
3	Tassajara Road & Dublin Boulevard	1.19	178.7	F	1.35	144.3	F
4	Tassajara Road & I-580 WB Ramps	0.76	15.2	B	0.81	15.5	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.81	36.4	D	0.97	48.3	D
6	Tassajara Road & Fallon Road	0.73	26.7	C	0.52	18.0	B
7	Fallon Road & Positano Parkway	1.09	94.2	F	0.71	16.6	B
8	Fallon Road & Central Parkway	0.59	32.8	C	0.61	25.8	C
9	Fallon Road & Dublin Boulevard	0.70	43.7	D	0.74	48.1	D
10	Fallon Road & Fallon Gateway	0.33	9.6	A	0.48	10.7	B
11	Fallon Road & I-580 WB Ramps	0.71	13.5	B	0.75	61.5	E
12	El Charro Road & I-580 EB Ramps	0.69	7.5	A	0.79	8.5	A
13	El Charro Road & Jack London Boulevard	0.75	41.7	D	0.78	31.1	C
14	Central Parkway & Sunset View Drive	0.79	33.4	C	0.26	11.4	B
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.15	8.1	A
16	Airway Boulevard & N. Canyons Parkway	0.69	23.8	C	1.19	145.0	F
17	Airway Boulevard & I-580 WB Ramps	0.47	64.2	E	0.36	7.9	A
18	Dublin Boulevard & Commercial Access Driveway	N/A			N/A		
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			N/A		
20	Croak Road & Central Parkway	0.50	11.6	B	0.59	13.5	B
21	Croak Road & Project Access (Parcel 8)	N/A			N/A		
22	Croak Road & Dublin Boulevard	0.62	21.1	C	0.64	18.8	B

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

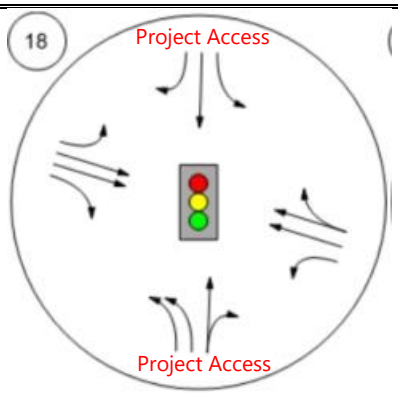
Cumulative Plus Project Conditions

The cumulative plus project analysis estimates the effect of the full Project on conditions in 2040. The Project was coded into the travel demand model due to its size and potential to change non-project travel patterns in the vicinity. Lane configurations were similar to the no project cumulative conditions but there were three additional intersections added including one for each residential partial (also modeled for the near-term plus project conditions) and an access point for the industrial development that was added between Fallon Road and Croak Road along the Dublin Boulevard extension.

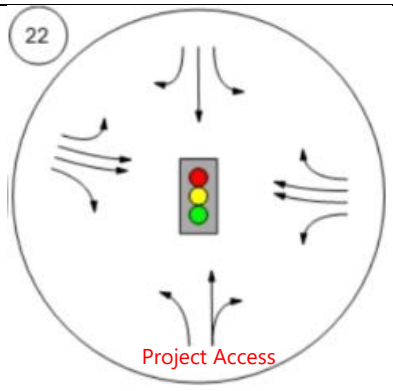
There are no site plans for any component of the Project except the residential parcels. Kittelson has assumed that the office, retail, and hotel components of the Project will be accessed via the Fallon Road & Fallon Gateway intersections. No access is assumed at this intersection for the approximately 2.9 million square feet of advanced manufacturing space. These land uses are all assumed to have access to either the Dublin Boulevard extension or Croak Road. Lane configurations assumed in this analysis for the access points into the non-residential portions of the Project are shown below. The residential access points would remain the same as shown in the near-term plus project conditions.



Fallon Road & Fallon Gateway



Dublin Boulevard & Commercial Full Access between Fallon Road and Croak Road



Dublin Boulevard & Croak Road

The lane configuration and volumes are provided in Appendix J while Appendix K has the detailed operational output sheets. Appendix M shows the change in traffic volumes between the near term no project and plus project scenarios. A summary of the intersection operations compared to the no project

conditions are shown in Table 9 and Table 10 for the AM and PM peak hours, respectively. Key findings from the cumulative plus project evaluation include:

- **Tassajara Road & Dublin Boulevard (#3)** is projected to operate at LOS F with and without the Project under cumulative conditions. However, the Projects effect on traffic volumes in the area result in enough of a change that the Project improves intersection operations at this location in both the AM and PM peak hour. No recommendations for improvement are proposed at this location since the operations are improving.
- **Fallon Road & Positano Parkway (#7)** is projected to fail in the AM peak hour for the cumulative no project scenario. The redistribution of vehicles as a result of the Project resulted in the intersection improving to LOS E for the AM peak hour which meets the LOS E standard for intersections on routes of regional significance. No recommendations for improvement are proposed at this location since the Project results in an improvement to operations at the intersection where it will meet the LOS standard.
- **Fallon Road & Dublin Boulevard (#9)** is projected to deteriorate from LOS D to LOS F in the PM peak hour as a result of the Project. Recommendations for improvement at this location are detailed in the next section of the report.
- **Fallon Road & I-580 WB Ramps (#11)** is projected to deteriorate to LOS F in the AM and PM peak hours as a result of the Project. While there are plans to improve the interchange of Fallon Road and I-580, this analysis has assumed there are no changes to present a conservative case. Recommendations for improvement at this location are detailed in the next section of the report.
- **Airway Boulevard & N. Canyons Parkway (#16)** is projected to fail in the PM peak hour for the cumulative no project scenario. The redistribution of vehicles as a result of the Project resulted in reduced delay at the intersection. No recommendations for improvement are proposed at this location since the Project results in an improvement to operations at the intersection.
- **Airway Boulevard & I-580 WB Ramp (#17)** is projected to operate at LOS E in the AM peak hour under cumulative no project conditions. The redistribution of vehicles as a result of the Project will improve the intersection to LOS D. No recommendations for improvement are proposed at this location since the Project results in an improvement to operations.

Table 9: Cumulative Operations AM Peak Hour with and without the Project

#	Intersection	Cumulative AM			Cumulative AM PP		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.57	64.8	E	0.56	56.7	E
2	Tassajara Road & Central Parkway	0.64	29.3	C	0.64	29.1	C
3	Tassajara Road & Dublin Boulevard	1.19	178.7	F	1.20	166.8	F
4	Tassajara Road & I-580 WB Ramps	0.76	15.2	B	0.78	15.9	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.81	36.4	D	0.81	36.3	D
6	Tassajara Road & Fallon Road	0.73	26.7	C	0.70	26.4	C
7	Fallon Road & Positano Parkway	1.09	94.2	F	1.05	75.0	E
8	Fallon Road & Central Parkway	0.59	32.8	C	0.66	42.9	D
9	Fallon Road & Dublin Boulevard	0.70	43.7	D	0.80	45.0	D
10	Fallon Road & Fallon Gateway	0.33	9.6	A	0.43	15.8	B
11	Fallon Road & I-580 WB Ramps	0.71	13.5	B	1.06	179.5	F
12	El Charro Road & I-580 EB Ramps	0.69	7.5	A	0.84	10.1	B
13	El Charro Road & Jack London Boulevard	0.75	41.7	D	0.87	76.7	E
14	Central Parkway & Sunset View Drive	0.79	33.4	C	0.79	34.4	C
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.38	12.0	B
16	Airway Boulevard & N. Canyons Parkway	0.69	23.8	C	0.73	25.1	C
17	Airway Boulevard & I-580 WB Ramps	0.47	64.2	E	0.48	42.7	D
18	Dublin Boulevard & Commercial Access Driveway	N/A			0.65	33.8	C
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			0.06	7.1	A
20	Croak Road & Central Parkway	0.50	11.6	B	0.51	11.8	B
21	Croak Road & Project Access (Parcel 8)	N/A			0.06	10.4	B
22	Croak Road & Dublin Boulevard	0.62	21.1	C	0.65	36.0	D

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

Table 10: Cumulative Operations PM Peak Hour with and without the Project

#	Intersection	Cumulative PM			Cumulative PM PP		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.67	46.0	D	0.68	44.5	D
2	Tassajara Road & Central Parkway	0.78	48.7	D	0.76	45.1	D
3	Tassajara Road & Dublin Boulevard	1.35	144.3	F	1.33	133.1	F
4	Tassajara Road & I-580 WB Ramps	0.81	15.5	B	0.82	16.7	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.97	48.3	D	0.97	45.6	D
6	Tassajara Road & Fallon Road	0.52	18.0	B	0.49	17.1	B
7	Fallon Road & Positano Parkway	0.71	16.6	B	0.71	15.1	B
8	Fallon Road & Central Parkway	0.61	25.8	C	0.62	26.3	C
9	Fallon Road & Dublin Boulevard	0.74	48.1	D	0.89	83.4	F
10	Fallon Road & Fallon Gateway	0.48	10.7	B	0.73	42.4	D
11	Fallon Road & I-580 WB Ramps	0.75	61.5	E	1.20	113.4	F
12	El Charro Road & I-580 EB Ramps	0.79	8.5	A	0.83	8.5	A
13	El Charro Road & Jack London Boulevard	0.78	31.1	C	0.80	38.6	D
14	Central Parkway & Sunset View Drive	0.26	11.4	B	0.29	11.8	B
15	Central Parkway & Panorama Drive/Pino Grande Road	0.15	8.1	A	0.15	8.2	A
16	Airway Boulevard & N. Canyons Parkway	1.19	145.0	F	1.15	142.7	F
17	Airway Boulevard & I-580 WB Ramps	0.36	7.9	A	0.38	9.2	A
18	Dublin Boulevard & Commercial Access Driveway	N/A			0.95	54.9	D
19	Pandora Way & Residential Project Access Driveway (Parcel 7)	N/A			0.06	7.1	A
20	Croak Road & Central Parkway	0.59	13.5	B	0.61	14.0	B
21	Croak Road & Project Access (Parcel 8)	N/A			0.02	10.4	B
22	Croak Road & Dublin Boulevard	0.64	18.8	B	0.85	44.6	D

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Delay in seconds; Grey highlighted cells indicate operations below the LOS standard; N/A indicated intersection does not exist under the analysis scenario.

95th Percentile Queue

In addition to an assessment of intersection operations, 95th percentile queues were assessed for each of the study intersections during the AM and PM peak hours. Comparisons between the estimated queue storage and estimated queue length are shown in Table 11 and Table 12. Queues shown in these tables are reported in feet and rounded up to the nearest 5 foot increment. Grey highlighted cells indicate where 95th percentile queues are estimated to exceed the available queue storage. Potential recommendations to address queues are provided when the Project causes the queue to exceed the available storage, or the Project increases the queue for a movement already exceeding the storage by 25 feet (one vehicle) or more. The following intersections and movements were found to meet these criteria:

- Hacienda Drive & Dublin Boulevard (#1)
  - The Project causes the NBL turn lane to exceed the available storage by 5 feet under cumulative conditions in the PM peak hour.
- Tassajara Road & Central Parkway (#2)
  - The Project causes the EBR turn lane, which already exceeds the available storage under cumulative conditions in the PM peak hour, to increase from 275 feet to 355 feet.
- Tassajara Road & Dublin Boulevard (#3)
  - The Project causes the NBR turn lane, which is already exceeding the available storage, to increase from approximately 1,810 feet to 2,170 feet under cumulative plus project conditions in the AM peak hour.
  - The Project causes the NBR turn lane, which is already exceeding the available storage, to increase from approximately 1,200 feet to 1,260 feet under near-term plus project conditions in the PM peak hour.
- Santa Rita Rd & I-580 EB Ramps/Pimlico Dr (#5)
  - The Project causes the SBL turn lane, which is already exceeding the available storage, to increase from approximately 440 feet to 500 feet under cumulative plus project conditions in the PM peak hour.
- Fallon Road & Positano Parkway (#7)
  - The Project causes the NBR turn lane to exceed the available storage by 10 feet under cumulative conditions in the PM peak hour.
- Fallon Road & Central Parkway (#8)
  - The Project causes the WBL turn lane to increase from 200 feet to 255 feet (approximately two vehicles) under near-term plus project conditions in the AM peak hour. This causes the WBL turn movement to exceed the available 200 foot storage.
- Fallon Road & Dublin Boulevard (#9)
  - The Project causes the southbound right turn lane, which is already exceeding the available storage under cumulative no project conditions in the AM peak hour and PM peak hours, to increase from 355 feet to 530 feet in the AM and 195 feet to 350 feet in the PM.
  - The Project causes the SBL turn lane, which already exceeds the available storage under cumulative PM conditions, to extend from 210 feet to 390 feet.
- Fallon Road & I-580 WB Ramps (#11)
  - The Project causes the SBR turn lane to exceed the available storage by more than 1,500 feet in the PM peak hour under cumulative conditions.

- Airway Boulevard & N. Canyons Parkway (#16)
    - The Project causes the westbound left turn, which is already exceeding the available storage under cumulative conditions in the AM peak hour, to increase from 280 feet to 310 feet.

Table 11: AM Peak Hour 95th Percentile Queue in Feet

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
Intersection 1: Hacienda Drive & Dublin Boulevard	**Storage**	250	380	300	220	300	250	275	-
	Existing	130	120	15	110	75	60	175	-
	Near-Term	145	120	15	125	75	75	240	-
	Near-Term Plus Project	145	120	15	125	75	75	250	-
	Cumulative	195	120	15	170	75	105	740	-
	Cumulative Plus Project	205	125	15	115	75	95	625	-
Intersection 2: Tassajara Road & Central Parkway	**Storage**	325	325	300	215	225	225	300	-
	Existing	50	55	25	70	150	95	170	-
	Near-Term	55	60	25	75	150	95	170	-
	Near-Term Plus Project	55	60	25	75	150	95	170	-
	Cumulative	60	75	35	100	150	95	170	-
	Cumulative Plus Project	50	70	30	80	150	95	170	-
Intersection 3: Tassajara Road & Dublin Boulevard	**Storage**	380	250	295	290	265	330	395	-
	Existing	90	270	25	55	55	60	190	-
	Near-Term	115	465	35	65	65	60	220	-
	Near-Term Plus Project	120	470	35	70	65	60	225	-
	Cumulative	165	1810	60	85	70	60	260	-
	Cumulative Plus Project	185	2170	65	95	70	60	230	-
Intersection 4: Tassajara Road & I-580 WB Ramps	**Storage**	-	-	-	-	-	-	1325	1325
	Existing	-	-	-	-	-	-	205	110
	Near-Term	-	-	-	-	-	-	205	110
	Near-Term Plus Project	-	-	-	-	-	-	205	110

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Cumulative	-	-	-	-	-	-	205	115
	Cumulative Plus Project	-	-	-	-	-	-	205	115
Intersection 5: Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	**Storage**	-	-	425	-	625	-	200	250
	Existing	-	-	240	-	410	-	105	185
	Near-Term	-	-	240	-	440	-	105	185
	Near-Term Plus Project	-	-	240	-	440	-	105	185
	Cumulative	-	-	240	-	555	-	105	190
	Cumulative Plus Project	-	-	240	-	550	-	105	195
Intersection 6: Tassajara Road & Fallon Road	**Storage**	175	175	175	225	475	175	100	100
	Existing	180	5	5	175	85	175	20	10
	Near-Term	200	10	5	210	100	190	20	10
	Near-Term Plus Project	200	10	5	210	100	190	20	10
	Cumulative	260	10	5	320	160	240	25	20
	Cumulative Plus Project	250	10	5	275	150	230	30	15
Intersection 7: Fallon Road & Positano Parkway	**Storage**	-	225	335	-	-	-	360	450
	Existing	-	150	290	-	-	-	175	345
	Near-Term	-	155	315	-	-	-	185	615
	Near-Term Plus Project	-	155	315	-	-	-	185	625
	Cumulative	-	170	375	-	-	-	200	2075
	Cumulative Plus Project	-	160	395	-	-	-	215	1765
Intersection 8: Fallon Road & Central Parkway	**Storage**	300	255	295	245	350	230	250	250
	Existing	35	160	105	60	35	50	200	85
	Near-Term	40	160	105	65	40	50	200	85

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Near-Term Plus Project	40	185	110	70	40	55	255	95
	Cumulative	50	160	110	75	45	105	205	85
	Cumulative Plus Project	50	170	110	75	45	130	210	90
Intersection 9: Fallon Road & Dublin Boulevard	**Storage**	430	-	140	225	400	400	-	-
	Existing	190	80	0	100	115	145	0	0
	Near-Term	200	115	5	135	115	140	15	45
	Near-Term Plus Project	210	115	5	150	115	140	15	45
	Cumulative	195	135	15	355	135	90	10	295
	Cumulative Plus Project	175	625	105	530	135	105	10	315
Intersection 10: Fallon Road & Fallon Gateway	**Storage**	275	-	-	-	210	210	-	-
	Existing	60	-	-	-	10	25	-	-
	Near-Term	60	-	-	-	10	25	-	-
	Near-Term Plus Project	60	-	-	-	10	25	-	-
	Cumulative	55	-	-	-	10	20	-	-
	Cumulative Plus Project	75	-	90	-	10	40	30	25
Intersection 11: Fallon Road & I-580 WB Ramps	**Storage**	-	-	-	225	-	-	1550	1550
	Existing	-	-	-	75	-	-	35	40
	Near-Term	-	-	-	85	-	-	40	50
	Near-Term Plus Project	-	-	-	100	-	-	45	50
	Cumulative	-	-	-	145	-	-	65	95
	Cumulative Plus Project	-	-	-	180	-	-	85	130
Intersection 12: El Charro Road & I-580 EB Ramps	**Storage**	-	-	-	-	605	605	-	-

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Existing	-	-	-	-	25	20	-	-
	Near-Term	-	-	-	-	25	25	-	-
	Near-Term Plus Project	-	-	-	-	25	25	-	-
	Cumulative	-	-	-	-	25	35	-	-
	Cumulative Plus Project	-	-	-	-	100	40	-	-
Intersection 13: El Charro Road & Jack London Boulevard	**Storage**	125	-	650	450	450	325	400	775
	Existing	5	-	30	15	25	5	10	25
	Near-Term	15	-	35	35	35	5	25	45
	Near-Term Plus Project	20	-	35	35	35	5	25	50
	Cumulative	100	-	75	185	95	25	125	210
	Cumulative Plus Project	120	-	75	200	110	25	120	230
Intersection 14: Central Parkway & Sunset View Drive	**Storage**	250	250	100	100	225	800	150	-
	Existing	200	20	30	225	65	245	25	-
	Near-Term	205	25	30	230	65	250	30	-
	Near-Term Plus Project	225	25	30	285	70	235	30	-
	Cumulative	220	25	30	240	65	275	30	-
	Cumulative Plus Project	225	25	30	245	65	275	50	-
Intersection 15: Central Parkway & Panorama Drive/Pino Grande Road	**Storage**	-	-	-	100	275	-	100	-
	Existing	-	-	-	5	5	-	0	-
	Near-Term	-	-	-	5	5	-	0	-
	Near-Term Plus Project	-	-	-	5	5	-	0	-
	Cumulative	-	-	-	5	5	-	0	-

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Cumulative Plus Project	-	-	-	5	5	-	5	-
Intersection 16: Airway Boulevard & N. Canyons Parkway	**Storage**	535	535	-	-	-	500	110	-
	Existing	165	55	-	-	-	70	70	-
	Near-Term	335	65	-	-	-	100	130	-
	Near-Term Plus Project	335	65	-	-	-	100	130	-
	Cumulative	420	105	-	-	-	190	280	-
	Cumulative Plus Project	435	120	-	-	-	220	310	-
Intersection 17: Airway Boulevard & I-580 WB Ramps	**Storage**	-	-	-	-	-	-	1400	1400
	Existing	-	-	-	-	-	-	35	75
	Near-Term	-	-	-	-	-	-	30	150
	Near-Term Plus Project	-	-	-	-	-	-	30	150
	Cumulative	-	-	-	-	-	-	30	725
	Cumulative Plus Project	-	-	-	-	-	-	35	565
Intersection 18: Dublin Boulevard & Commercial Access Driveway	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	80	-	25	35	270	415	0	-
Intersection 19: Pandora Way & Residential Project Access Driveway (Parcel 7)	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-

AM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 20: Croak Road & Central Parkway	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 21: Croak Road & Project Access (Parcel 8)	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 22: Croak Road & Dublin Boulevard	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	0	-	105	-	0	0	0	10
	Cumulative Plus Project	45	-	120	-	205	120	380	55

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Queues in feet rounded up to nearest 5 foot increment; Grey highlighted cells indicate 95th percentile queues exceeding the available storage; "-" indicates turn pocket does not exist.

Table 12: PM Peak Hour 95th Percentile Queue in Feet

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
Intersection 1: Hacienda Drive & Dublin Boulevard	**Storage**	250	380	300	220	300	250	275	-
	Existing	90	210	55	100	105	70	145	-
	Near-Term	125	215	55	95	140	115	160	-
	Near-Term Plus Project	130	225	55	95	140	135	175	-
	Cumulative	220	210	55	80	280	310	200	-
	Cumulative Plus Project	255	245	55	80	200	330	225	-
Intersection 2: Tassajara Road & Central Parkway	**Storage**	325	325	300	215	225	225	300	-
	Existing	110	130	35	35	115	160	120	-
	Near-Term	110	160	40	35	115	200	135	-
	Near-Term Plus Project	110	160	40	35	115	200	135	-
	Cumulative	110	240	55	50	115	275	175	-
	Cumulative Plus Project	115	230	45	50	115	355	170	-
Intersection 3: Tassajara Road & Dublin Boulevard	**Storage**	380	250	295	290	265	330	395	-
	Existing	120	555	50	60	160	205	170	-
	Near-Term	125	1200	90	65	165	205	220	-
	Near-Term Plus Project	125	1260	90	65	165	205	220	-
	Cumulative	140	3830	230	75	190	215	430	-
	Cumulative Plus Project	145	3665	225	90	195	225	430	-
Intersection 4: Tassajara Road & I-580 WB Ramps	**Storage**	-	-	-	-	-	-	1325	1325
	Existing	-	-	-	-	-	-	160	75
	Near-Term	-	-	-	-	-	-	160	75
	Near-Term Plus Project	-	-	-	-	-	-	160	75

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Cumulative	-	-	-	-	-	-	160	80
	Cumulative Plus Project	-	-	-	-	-	-	200	95
Intersection 5: Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	**Storage**	-	-	425	-	625	-	200	250
	Existing	-	-	380	-	315	-	85	245
	Near-Term	-	-	390	-	340	-	85	245
	Near-Term Plus Project	-	-	390	-	345	-	85	245
	Cumulative	-	-	440	-	425	-	85	245
	Cumulative Plus Project	-	-	500	-	465	-	85	245
Intersection 6: Tassajara Road & Fallon Road	**Storage**	175	175	175	225	475	175	100	100
	Existing	30	10	5	70	85	25	5	5
	Near-Term	30	10	5	75	100	25	5	5
	Near-Term Plus Project	30	10	5	75	105	25	5	5
	Cumulative	35	10	10	100	170	35	5	10
	Cumulative Plus Project	35	10	10	95	145	30	5	5
Intersection 7: Fallon Road & Positano Parkway	**Storage**	-	225	335	-	-	-	-	-
	Existing	-	90	40	-	-	-	45	35
	Near-Term	-	110	75	-	-	-	60	40
	Near-Term Plus Project	-	110	75	-	-	-	60	40
	Cumulative	-	200	270	-	-	-	120	60
	Cumulative Plus Project	-	235	205	-	-	-	95	110
Intersection 8: Fallon Road & Central Parkway	**Storage**	300	255	295	245	350	230	250	250
	Existing	50	90	25	65	40	40	65	25

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Near-Term	50	90	30	70	40	55	65	25
	Near-Term Plus Project	50	145	30	70	40	60	75	30
	Cumulative	60	110	35	85	55	265	85	30
	Cumulative Plus Project	75	125	35	80	80	270	95	30
Intersection 9: Fallon Road & Dublin Boulevard	**Storage**	430	-	140	225	400	400	-	-
	Existing	125	165	0	80	185	245	0	0
	Near-Term	175	335	0	125	185	195	0	0
	Near-Term Plus Project	175	355	0	130	200	195	0	0
	Cumulative	240	75	210	195	215	170	115	50
	Cumulative Plus Project	350	340	390	350	295	285	795	250
Intersection 10: Fallon Road & Fallon Gateway	**Storage**	275	-	-	-	210	210	-	-
	Existing	90	-	-	-	20	65	-	-
	Near-Term	100	-	-	-	20	75	-	-
	Near-Term Plus Project	100	-	-	-	20	75	-	-
	Cumulative	110	-	-	-	25	80	-	-
	Cumulative Plus Project	145	-	215	-	35	160	450	105
Intersection 11: Fallon Road & I-580 WB Ramps	**Storage**	-	-	-	225	-	-	1550	1550
	Existing	-	-	-	170	-	-	85	155
	Near-Term	-	-	-	190	-	-	110	170
	Near-Term Plus Project	-	-	-	200	-	-	110	170
	Cumulative	-	-	-	220	-	-	170	170
	Cumulative Plus Project	-	-	-	1985	-	-	140	190

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
Intersection 12: El Charro Road & I-580 EB Ramps	**Storage**	-	-	-	-	605	605	-	-
	Existing	-	-	-	-	30	25	-	-
	Near-Term	-	-	-	-	30	30	-	-
	Near-Term Plus Project	-	-	-	-	30	30	-	-
	Cumulative	-	-	-	-	40	45	-	-
	Cumulative Plus Project	-	-	-	-	55	40	-	-
Intersection 13: El Charro Road & Jack London Boulevard	**Storage**	125	-	650	450	450	325	400	775
	Existing	5	-	75	130	55	5	5	55
	Near-Term	10	-	105	160	80	25	15	80
	Near-Term Plus Project	10	-	105	160	80	25	15	80
	Cumulative	80	-	320	380	255	190	80	190
	Cumulative Plus Project	310	-	355	340	275	235	100	195
Intersection 14: Central Parkway & Sunset View Drive	**Storage**	250	250	100	100	225	800	150	-
	Existing	5	5	5	20	25	5	0	-
	Near-Term	5	5	5	20	25	5	5	-
	Near-Term Plus Project	5	5	5	25	25	5	5	-
	Cumulative	5	5	5	20	25	10	5	-
	Cumulative Plus Project	10	5	5	25	25	5	10	-
Intersection 15: Central Parkway & Panorama Drive/Pino Grande Road	**Storage**	-	-	-	100	275	-	100	-
	Existing	-	-	-	5	5	-	0	-
	Near-Term	-	-	-	5	5	-	0	-
	Near-Term Plus Project	-	-	-	5	5	-	0	-
	Cumulative	-	-	-	5	5	-	0	-

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Cumulative Plus Project	-	-	-	5	5	-	5	-
Intersection 16: Airway Boulevard & N. Canyons Parkway	**Storage**	535	535	-	-	-	500	110	-
	Existing	185	70	-	-	-	145	200	-
	Near-Term	190	150	-	-	-	310	275	-
	Near-Term Plus Project	190	150	-	-	-	310	275	-
	Cumulative	85	350	-	-	-	1705	920	-
	Cumulative Plus Project	120	360	-	-	-	1395	905	-
Intersection 17: Airway Boulevard & I-580 WB Ramps	**Storage**	-	-	-	-	-	-	1400	1400
	Existing	-	-	-	-	-	-	30	100
	Near-Term	-	-	-	-	-	-	35	105
	Near-Term Plus Project	-	-	-	-	-	-	35	105
	Cumulative	-	-	-	-	-	-	35	120
	Cumulative Plus Project	-	-	-	-	-	-	35	140
Intersection 18: Dublin Boulevard & Commercial Access Driveway	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	545	-	95	365	145	180	0	-
Intersection 19: Pandora Way & Residential Project Access Driveway (Parcel 7)	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-

PM Peak Hour 95th Percentile Queues in Feet (Rounded Up to Nearest 5 Feet)									
Intersection		NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 20: Croak Road & Central Parkway	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 21: Croak Road & Project Access (Parcel 8)	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	-	-	-	-	-	-	-	-
	Cumulative Plus Project	-	-	-	-	-	-	-	-
Intersection 22: Croak Road & Dublin Boulevard	**Storage**	-	-	-	-	-	-	-	-
	Existing	-	-	-	-	-	-	-	-
	Near-Term	-	-	-	-	-	-	-	-
	Near-Term Plus Project	-	-	-	-	-	-	-	-
	Cumulative	0	-	20	-	75	0	10	20
	Cumulative Plus Project	365	-	105	-	210	45	195	55

Source: Kittelson & Associates, 2024 based on Highway Capacity Manual, 7th Edition Methodologies
Notes: Queues in feet rounded up to nearest 5 foot increment; Grey highlighted cells indicate 95th percentile queues exceeding the available storage; "-" indicates turn pocket does not exist.

CMP ASSESSMENT

This section presents the findings of the Alameda CTC Land Use analysis under Existing Conditions and Cumulative Conditions with and without the Project. The Alameda County Transportation Commission (Alameda CTC) Land Use analysis was performed to comply with its congestion management plan (CMP) Land Use Analysis Program. In the CMP, development projects generating more than 100 PM net new peak hour trips are analyzed to determine their effect on Metropolitan Transportation System (MTS) roadways. Since the Alameda CTC Land Use Analysis Program's 100-trip criteria is in the PM peak hour this analysis was evaluated in the PM peak hour only.

The city of Dublin's travel demand model, which is a more refined version of the Alameda CTC travel demand model for Dublin, was used to determine the project's effect on V/C ratio for the base year (2020) and future year (2040) models. Kittelson used the model to determine volume, capacity, and V/C ratio for all Tier 1 and Tier 2 CMP segments in the city of Dublin located east of Interstate 680. This included the Interstate 580 freeway, Dublin Boulevard, Fallon Road, Dougherty Road, Tassajara Road, and Village Parkway.

The findings of the CMP analysis using the city of Dublin's travel demand model for volume, capacity, an V/C ratio is shown in Table 13 and Table 14 for existing and 2040 conditions with and without project, respectively. Alameda CTC does not have an adopted threshold for determining when a CMP segment is affected by a land use analysis project. Past analyses within the city of Dublin have used the following criteria to assess CMP roadway segment effects:

- For a roadway segment of the Alameda CTC CMP Network, the project would cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the v/c ratio to increase by 0.02 or more for a roadway segment that would operate at LOS F without the project.

As shown in Table 13 and Table 14, some CMP segments were found to operate at LOS F. However, the Project did not result in any CMP segments deteriorating to LOS F or increase the V/C ratio for and intersection already at LOS F by 0.02 or more. Therefore, the Project is not anticipated to have a substantial effect on CMP segments in the city of Dublin.

Table 13: Analysis of CMP Segments for Existing Conditions

CMP ID	CMP Route	From	To	# of Lanes	Capacity (vphpl)	Existing No Project			Existing Plus Project			Project Trips	Δ V/C
						Volume (vph)	LOS	V/C	Volume (vph)	LOS	V/C		
F21	I-580 - EB	I-680	Hopyard	6	13,200	10,063	D	0.76	10,104	D	0.77	41	0.00
F22	I-580 - EB	Hopyard	Santa Rita	5	9,900	8,785	D	0.89	8,899	D	0.90	114	0.01
F23	I-580 - EB	Santa Rita	El Charro	5	9,900	9,368	E	0.95	9,389	E	0.95	21	0.00
F24	I-580 - EB	El Charro	SR 84/Airway Blvd.	5	9,900	**10,170**	**F**	**1.03**	**10,184**	**F**	**1.03**	14	0.00
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	5	9,900	5,959	C	0.60	5,962	C	0.60	3	0.00
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	5	9,900	5,928	C	0.60	5,938	C	0.60	10	0.00
F39	I-580 - WB	Tassajara Rd	I-680	5	9,900	7,315	C	0.74	7,323	C	0.74	8	0.00
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	3	3,300	887	A	0.27	896	A	0.27	9	0.00
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	3	3,300	2,242	B	0.68	2,197	B	0.67	-45	-0.01
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	3	3,300	2,979	D	0.90	2,941	D	0.89	-38	-0.01
T334	Dublin Blvd.-EB	Tassajara Road	Fallon Road	3	3,150	1,071	A	0.34	1,079	A	0.34	8	0.00
T231	Dublin Blvd.-WB	Fallon Road	Tassajara Road	3	3,150	165	A	0.05	170	A	0.05	5	0.00
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	3	3,300	233	A	0.07	237	A	0.07	4	0.00
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	3	3,300	91	A	0.03	91	A	0.03	0	0.00
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	3	3,300	541	A	0.16	540	A	0.16	-1	0.00
T239	Fallon Rd.-NB	I-580	Tassajara Road	3	3,150	1,088	A	0.35	1,171	A	0.37	83	0.03
T342	Fallon Rd.-SB	Tassajara Road	I-580	3	3,150	534	A	0.17	553	A	0.18	19	0.01
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	3	3,300	3,292	E	1.00	3,286	E	1.00	-6	0.00
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	3	3,150	2,657	D	0.84	2,654	D	0.84	-3	0.00

CMP ID	CMP Route	From	To	# of Lanes	Capacity (vphpl)	Existing No Project			Existing Plus Project			Project Trips	Δ V/C
						Volume (vph)	LOS	V/C	Volume (vph)	LOS	V/C		
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	3	3,150	743	A	0.24	744	A	0.24	1	0.00
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	4	4,400	1,184	A	0.27	1,189	A	0.27	5	0.00
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	2	2,100	2,093	E	1.00	2,093	E	1.00	0	0.00
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	2	2,100	1,373	B	0.65	1,380	B	0.66	7	0.00
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	1	1,050	625	A	0.60	627	A	0.60	2	0.00
T163	Tassajara Road-NB	Fallon Rd	County Line	1	1,050	833	C	0.79	837	C	0.80	4	0.00
T164	Tassajara Road-SB	County Line	Fallon Rd	1	1,050	450	A	0.43	452	A	0.43	2	0.00
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	1	1,050	283	A	0.27	282	A	0.27	-1	0.00
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	2	2,100	485	A	0.23	488	A	0.23	3	0.00
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	3	3,150	845	A	0.27	847	A	0.27	2	0.00
T291	Village Parkway - NB	Dublin Boulevard	County Line	2	2,100	649	A	0.31	646	A	0.31	-3	0.00
T394	Village Parkway - SB	Dublin Boulevard	County Line	2	2,100	445	A	0.21	440	A	0.21	-5	0.00

Source: Kittelson & Associates, 2024 based on CMP Segment information from the city of Dublin's Travel Demand Model
Notes: Bolded text indicates LOS below the CMP standard; V/C = Volume to Capacity Ratio.

Table 14: Analysis of CMP Segments for 2040 Conditions

CMP ID	CMP Route	From	To	# of Lanes	Capacity (vphpl)	2040 No Project			2040 Plus Project			Project Trips	Δ V/C
						Volume (vph)	LOS	V/C	Volume (vph)	LOS	V/C		
F21	I-580 - EB	I-680	Hopyard	6	13,500	10,242	D	0.76	10,193	D	0.76	-49	0.00
F22	I-580 - EB	Hopyard	Santa Rita	5	10,125	9,478	E	0.94	9,443	E	0.93	-35	0.00

CMP ID	CMP Route	From	To	# of Lanes	Capacity (vphpl)	2040 No Project			2040 Plus Project			Project Trips	Δ V/C
						Volume (vph)	LOS	V/C	Volume (vph)	LOS	V/C		
F23	I-580 - EB	Santa Rita	El Charro	5	10,125	**10,125**	**F**	**1.00**	**10,172**	**F**	**1.00**	47	0.00
F24	I-580 - EB	El Charro	SR 84/Airway Blvd.	5	10,125	**10,807**	**F**	**1.07**	**10,923**	**F**	**1.08**	116	0.01
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	5	10,125	6,837	C	0.68	6,763	C	0.67	-74	-0.01
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	5	10,125	6,806	C	0.67	7,290	C	0.72	484	0.05
F39	I-580 - WB	Tassajara Rd	I-680	5	10,125	8,099	D	0.80	8,273	D	0.82	174	0.02
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	3	3,300	1,421	A	0.43	1,391	A	0.42	-30	-0.01
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	3	3,300	2,932	D	0.89	2,894	D	0.88	-38	-0.01
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	3	3,300	3,207	E	0.97	3,264	E	0.99	57	0.02
T334	Dublin Blvd.-EB	Tassajara Road	Fallon Road	3	3,150	2,759	D	0.88	2,652	D	0.84	-107	-0.03
T231	Dublin Blvd.-WB	Fallon Road	Tassajara Road	3	3,150	426	A	0.14	523	A	0.17	97	0.03
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	3	3,300	424	A	0.13	485	A	0.15	61	0.02
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	3	3,300	471	A	0.14	557	A	0.17	86	0.03
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	3	3,300	1,126	A	0.34	1,248	A	0.38	122	0.04
T239	Fallon Rd.-NB	I-580	Tassajara Road	3	3,150	1,027	A	0.33	1,209	A	0.38	182	0.06
T342	Fallon Rd.-SB	Tassajara Road	I-580	3	3,150	1,045	A	0.33	1,072	A	0.34	27	0.01
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	3	3,300	3,244	E	0.98	3,254	E	0.99	10	0.00
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	3	3,150	2,907	E	0.92	2,911	E	0.92	4	0.00
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	3	3,150	920	A	0.29	909	A	0.29	-11	0.00
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	4	3,300	1,073	A	0.33	1,044	A	0.32	-29	-0.01
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	2	2,100	1,789	D	0.85	1,830	D	0.87	41	0.02

CMP ID	CMP Route	From	To	# of Lanes	Capacity (vphpl)	2040 No Project			2040 Plus Project			Project Trips	Δ V/C
						Volume (vph)	LOS	V/C	Volume (vph)	LOS	V/C		
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	2	2,100	1,680	C	0.80	1,598	C	0.76	-82	-0.04
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	2	2,100	894	A	0.43	824	A	0.39	-70	-0.03
T163	Tassajara Road-NB	Fallon Rd	County Line	2	2,100	1,064	A	0.51	1,068	A	0.51	4	0.00
T164	Tassajara Road-SB	County Line	Fallon Rd	2	2,100	823	A	0.39	768	A	0.37	-55	-0.03
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	2	2,100	346	A	0.16	354	A	0.17	8	0.00
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	2	2,100	553	A	0.26	556	A	0.26	3	0.00
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	3	3,150	1,036	A	0.33	1,145	A	0.36	109	0.03
T291	Village Parkway - NB	Dublin Boulevard	County Line	2	2,100	1,192	A	0.57	1,265	A	0.60	73	0.03
T394	Village Parkway - SB	Dublin Boulevard	County Line	2	2,100	733	A	0.35	723	A	0.34	-10	0.00

Source: Kittelson & Associates, 2024 based on CMP Segment information from the city of Dublin's Travel Demand Model
Notes: Bolded text indicates LOS below the CMP standard; V/C = Volume to Capacity Ratio.

PARKING ASSESSMENT

The residential units for the Project are in two different parcels. Parcel 7 is accessed off Pandora Way and Pino Grande Road and contains 128 residential units. Parcel 8 is accessed off Croak Road and contains 110 units. This section analyzes whether these two parcels provide adequate parking to meet the requirements of Dublin's municipal code. Dublin's municipal code requires residential units that are townhouses similar to the Project to provide two enclosed garage parking spaces per unit and one on-street parking space located within 150 feet of the unit. The site plans dated February 2024 show slightly fewer parking spaces indicating a request for a parking requirement reduction. Table 15 provides a comparison between the required parking per the Dublin Municipal Code and the provided parking detailed in the site plan. As shown, guest parking has about ten (10) fewer spaces than the parking required per the municipal code.

Table 15: Municipal Code Required Vs. Site Plan Provided Residential Parking

		Municipal Code		Site Plan	
	Units	Enclosed	Guest	Enclosed	Guest
Parcel 7	128	256	128	256	120
Parcel 8	110	220	110	220	108
Total	238	476	238	476	228

To assess whether the loss of ten parking spaces is significant, Kittelson reviewed the Institute of Transportation Engineers' (ITE) Parking Generation Manual 5th Edition. This manual does not contain parking studies for single family dwelling units such as the Project's townhouses. The most similar land use where parking data is available is multifamily housing (low-rise). Table 16 provides a comparison between the municipal code, the site plan total, and the ITE parking generation estimate based on the 33rd, average, and 85th percentile demand. As shown, both the municipal code and the side plan require/provide significantly more parking than the 85th percentile parking generation numbers. This indicates that both Parcel 7 and Parcel 8 should not be affected by the loss of ten parking spaces compared to the code.

Table 16: ITE Parking Generation Vs. Provides and Municipal Code Requirements

	Units	Municipal Code Total	Site Plan Total	ITE Parking Generation		
				33rd	Average	85th
Parcel 7	128	384	376	132	155	195
Parcel 8	110	330	328	114	134	168
Total	238	714	704	246	289	363

While a reduction from code requirements of ten parking spaces is unlikely to result in insufficient parking supply, the municipal code does require the guest parking to be within 150 feet of the building. In both Parcel 7 and Parcel 8, some guest parking is available within 150 feet of all the residential units. However, the majority of guest parking is provided at the southern end of the site plan, especially for Parcel 8. If

guest parking were assigned to individual units, there would be many units in the northern part of the site plan that would have their guest parking more than 150 feet from the unit. Kittelson believes this does not align with the municipal code requirements to provide guest parking within 150 feet since most guests visiting residential units in the northern part of the site plan would have to park more than 150 feet from the residential unit.

4. DISCUSSION OF EFFECTS & RECOMMENDED IMPROVEMENTS

Based on the operations assessment under existing, near-term, and cumulative conditions, two intersections were identified as experiencing a significant effect because of the Project. Details of the effect and proposed improvements are discussed in this section.

Fallon Road & Dublin Boulevard

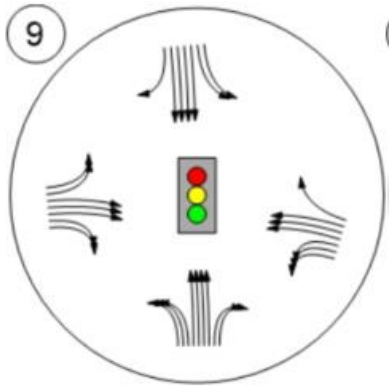
This intersection serves as one of the primary access points serving the approximately 2.9 million square feet of advanced manufacturing land use proposed by the Project. The majority of these jobs are anticipated to depart the Project in the PM peak hour heading west along Dublin Boulevard or making a left onto Fallon Road to access the I-580 freeway. There is little land use to the east or north of the Project which results in a heavy demand for the westbound movements at Fallon Road & Dublin Boulevard. The westbound left turn at this intersection for example is projected to increase from about 190 vehicles to almost 1,200 vehicles. This amount of left turn volume overloads the triple left turn lanes at this location resulting in poor intersection operations.

There are few options at this location to reduce the effect of the Project since it is already operating with triple left turns lanes. Therefore, Kittelson recommends two strategies that can be considered in parallel. The first is an extensive TDM strategy to reduce vehicle trips in the PM peak hour. Kittelson estimated that trip generation in the PM peak hour would need to show more than a 50% reduction to project trips. Should a significant reduction not be feasible, the city should consider requesting upgrades to multimodal infrastructure such as protected bike lanes along Fallon Road in lieu of improvements that benefit vehicles.

In addition to a comprehensive TDM plan, the advanced manufacturing component of the Project should be able to access Fallon Road at the Fallon Gateway intersection. There is additional capacity at this intersection to carry more westbound left turn volumes which would reduce the demand for the westbound left turn at Dublin Boulevard on Fallon Road. The effect on LOS cannot be fully quantified without a detailed site plan which will be needed to make the assignment split between exiting onto Dublin Boulevard or onto Fallon Road via Fallon Gateway.

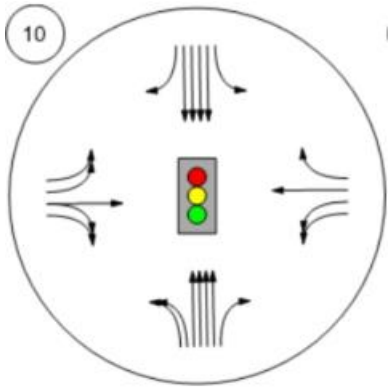
Once a site plan is submitted, a careful review should be performed to ensure that the demand for vehicles exiting the advanced manufacturing components of the Project are able to distribute as evenly as possible between the two intersections along Fallon Road at Fallon Gateway and Dublin Boulevard.

The layout of this intersection was analyzed to align with the Fallon Road plan line study which calls for four lanes in each direction. This lane alignment and the recommended queue storage for the turn lanes based on cumulative plus project conditions is shown below.

 Fallon Road (N/S) & Dublin Boulevard (E/W) Proposed Lane Assignment	NBL: 350′ NBR: 625′ SBL: 390′ SBR: 530′ EBL: 295′ EBR: 285′ WBL: 795′* WBR: 315′ *Demand exceeds capacity, implementing TDM measures and providing internal project connections to Fallon Gateway will reduce queue length

Fallon Road & Fallon Gateway

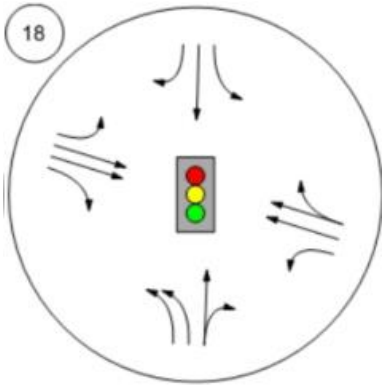
As a primary intersection providing access to the Project and one of two allowing access to Fallon Road for Project traffic, this intersection has a high volume of vehicles. Based on the operations analysis the minimum lane configuration for this intersection along with the required queue storage for turn lanes is shown below. A single SB left turn lane into the project should be sufficient. Exiting the project on the east leg should have a double left turn lane, a through lane, and a right turn lane. If an internal connection to the advanced manufacturing land uses connects at Fallon Gateway, the WB left turn storage would increase as left turning vehicles shift from the Fallon Road and Dublin Boulevard intersection.

 Fallon Road (N/S) & Fallon Gateway (E/W) Proposed Lane Assignment	NBL: 145′ NBR: 100′ SBL: 215′ SBR: 100′ EBL: 35′ EBR: 160′ WBL: 450′ WBR: 105′

Dublin Boulevard & Commercial Access

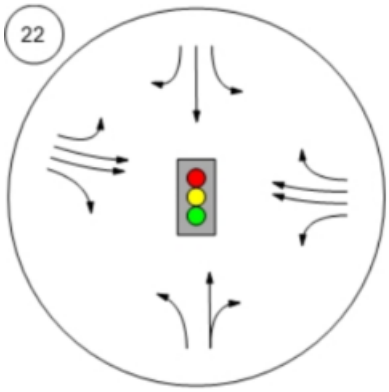
The commercial access to the advanced manufacturing land uses is assumed to connect development parcels north and south of Dublin Boulevard at approximately the half-way point between Fallon Road and Croak Road. Based on our forecasts and operations analysis, the lane configuration and turn storage

for this intersection is shown below. The queue for the northbound left turn lane may be reduced should an internal connection between the advanced manufacturing land uses and Fallon Gateway be provided.

 Commercial Access (N/S) & Dublin Boulevard (E/W) Proposed Lane Assignment	NBL: 545′ NBR: N/A* SBL: 95′ SBR: 365′ EBL: 270′ EBR: 415′ WBL: 100′ WBR: N/A* N/A* – Right turn lane not analyzed for this movement

Dublin Boulevard & Croak Road

Croak Road south of Dublin Boulevard would provide access to the advanced manufacturing land uses located south of Dublin Boulevard. The assumed lane configuration for this intersection and the estimated minimum queue storage based on cumulative conditions forecasts are shown below.

 Croak Road (N/S) & Dublin Boulevard (E/W) Proposed Lane Assignment	NBL: 365′ NBR: N/A* SBL: 120′ SBR: 285′ EBL: 210′ EBR: 120′ WBL: 380′ WBR: 55′ N/A* – Right turn lane not analyzed for this movement

Fallon Road & I-580 WB Ramps

This intersection represents the primary freeway access intersection for the Project. This results in a degradation of intersection operations for both the AM and PM peak hours. In the AM peak hours, the Project contributes a large volume to the northbound thorough volume (almost 860 vehicles) which are coming from either the eastbound off-ramp or from south of the interchange along El Charro Road for traffic coming from Pleasanton. The reverse is happening in the PM peak hour with the Project adding almost 660 vehicles to the westbound on-ramp and about 300 traveling through the interchange to El Charro Road. The net effect is LOS F operations with the Project.

This intersection has plans to be improved in the future. However, the funding of these improvements is unclear and Kittelson decided on a conservative analysis where the interchange remains under its existing configuration. Based on the Project's effect on the intersection, Kittelson recommends any improvements to the interchange should include at least two northbound through lanes. Adding the additional northbound lane to the existing configuration was found to improve the operations of the westbound ramp terminal intersection to LOS D in both the AM and PM peak hours. It is unlikely this can be achieved without replacing the bridge over I-580 in order to add extra lanes. Therefore, the city should consider requesting a fair share contribution to upgrade the interchange to its ultimate configuration.

95th Percentile Queue Reduction Recommendations

- Hacienda Drive & Dublin Boulevard (#1)
  - Given the queue is only projected to exceed the available storage by 5 feet in 2040 with the Project, no recommendations are proposed at this intersection.
- Tassajara Road & Central Parkway (#2)
  - Due to limited ROW and since the queue storage already exceeds 200 feet, lengthening of the turn lane is not recommended. Kittelson recommends the Project be conditioned to update the signal timing at this location to reduce the EBR queue to the extent feasible.
- Tassajara Road & Dublin Boulevard (#3)
  - Future forecasts call for a substantial increase for the NBR turn movement at this intersection. A development in the SE corner of this intersection is in the entitlements stage and is anticipated to construct the second NB right turn lane.
- Santa Rita Rd & I-580 EB Ramps/Pimlico Dr (#5)
  - Limited ROW prevents the extension of the SBL turn pocket or the addition of a second lane. Therefore, it is recommended the Project be conditioned to implement a signal timing improvement project to reduce the SBL turn lane queue to the extent feasible.
- Fallon Road & Positano Parkway (#7)
  - The queue for the NBR is projected to only exceed the available storage by 10 feet under cumulative plus project conditions. Since this is a future projection and the increase is less than one vehicle length, no improvements at this intersection are recommended.
- Fallon Road & Central Parkway (#8)
  - There is limited ROW to extend the WBL turn lanes at this intersection and only the near-term condition was found to exceed the available storage. Therefore, it is recommended

the Project be conditioned to implement a signal timing improvement project at this intersection to reduce the WBL turn lane queue to the extent feasible.

- Fallon Road & Dublin Boulevard (#9)
  - As noted in the operations recommendations above, there is little that can be done at this intersection other than reduce the Project's trip generation since it is assumed to already operated with three left turn lanes. Therefore, the TDM measures such as long-term bicycle lockers, a shuttle service to the nearest BART station, carpool pairing, and vanpool services should be considered. Once a more detailed site plan is established, an effective TDM plan can be developed.
- Fallon Road & I-580 WB Ramps (#11)
  - The Fallon Road and I-580 interchange is proposed to be improved in the future. The Project should make a fair share contribution to replacing the interchange to reduce the effect of the SBR turn lane queues under cumulative conditions.
- Airway Boulevard & N. Canyons Parkway (#16)
  - Due to limited ROW, the queue effect occurring under cumulative conditions, and since the intersection is being improved as part of the Dublin Boulevard extension, it is recommended the Dublin Boulevard extension Project reduce queues to the extent feasible as part of the final signal timing plans for the intersection. No recommendations are proposed for the Project's conditions of approval.



Appendix A: Raw Counts

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Dublin Fallon 580 Project

CEQA Addendum

April 8,2024
Planning Application Number: PLPA-2023-00033

Dublin Fallon 580 Project

CEQA Addendum

April 8, 2024

Project Overview

This Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and assesses the potential environmental impacts of implementing the proposed project described below. The Initial Study consists of a completed environmental checklist and a brief explanation of the environmental topics addressed in the checklist.

The subject of this Initial Study is the Dublin Fallon 580 Development project, which includes the potential development of General Commercial/Campus Office (GC/CO), Open Space (OS), Parks/Public Recreation (P/PR), and Medium High (MH) Density Residential uses on approximately 192-acres in eastern Dublin within the Eastern Dublin Specific Plan (EDSP) area and Fallon Village project site. Implementation of the proposed project would result in a General Plan/Specific Plan Amendment to eliminate the Public/Semi-Public (P/SP) land use designation on the project site and amend the land use designation on 42.6 +/- acres from OS to P/PR, a Stage 1 Development Plan amendment, a Stage 2 Development Plan for the residential parcels, and a Development Agreement. The project applicant has also submitted a Large Lot Vesting Tentative Tract Map to subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units and up to 3,299,670-square feet of GC/CO uses. Additionally, the project applicant has submitted two Small Lot Vesting Tentative Tract Maps (VTTMs) for development of the MH Density Residential uses.

Prior CEQA Analysis

Prior CEQA analysis includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report (EIR) (1993); 2) the East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR (2002); and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs" or "previous CEQA findings," and are described below.

Eastern Dublin General Plan Amendment and Specific Plan EIR (1993)

The Eastern Dublin General Plan Amendment and Specific Plan EIR and an addendum (Eastern Dublin EIR) were certified by the City Council on August 22, 1994. This EIR analyzed General Plan Amendments affecting a 6,920-acre area and the adoption of the Eastern Dublin Specific Plan (EDSP), which encompassed a 3,328-acre area and provides a comprehensive planning framework for future development in Eastern Dublin. The area considered in this EIR included

the project site within the General Plan Amendment area. The Eastern Dublin EIR evaluated the following impacts:

- Land Use
- Population, Employment, and Housing
- Traffic and Circulation
- Community Services and Facilities
- Sewer, Water, and Storm Drainage
- Soils, Geology, and Seismicity
- Biological Resources
- Visual Resources
- Cultural Resources
- Noise
- Air Quality
- Fiscal Considerations

The Eastern Dublin EIR identified the following significant and unavoidable impacts:

- Cumulative loss of agriculture and open space land
- Cumulative traffic
- Extension of certain community facilities (natural gas, electric, and telephone service)
- Consumption of non-renewable natural resources
- Increases in energy uses through increased water treatment and disposal and through operation of the water distribution system
- Inducement of substantial growth and concentration of population
- Earthquake ground shaking
- Loss or degradation of botanically sensitive habitat
- Regional air quality
- Noise
- Alteration of visual character

The City adopted a Mitigation Monitoring Plan, which includes mitigation measures and a monitoring plan that continues to apply to development in eastern Dublin. The City Council also adopted a Statement of Overriding Considerations (Resolution No. 53–93) in connection with their certification of the Eastern Dublin EIR.

East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR (2002)

In 2002, the City approved an annexation, pre-zoning, and related PD-Planned Development District Stage I Development Plan for the East Dublin Properties area (same area later named "Fallon Village"). The East Dublin Properties project site consists of 1,132 acres within the EDSP area and includes in its entirety the 192-acre GH PacVest Property. An Initial Study (IS) was prepared to determine if the East Dublin Properties project required additional environmental review beyond that analyzed in the Eastern Dublin EIR. The IS found that many of the anticipated impacts of the East Dublin Properties project were adequately addressed in the Eastern Dublin EIR given: 1) the comprehensive planning for the development area; 2) the Eastern Dublin EIR's analysis of buildout under the EDSP land use designations and policies; 3) the long-term 20-30 year focus of the EDSP and the Eastern Dublin EIR; 4) the East Dublin Properties project was specifically contemplated in the Eastern Dublin EIR; and 5) the East Dublin Properties project consisted of the same land uses analyzed in the Eastern Dublin EIR.

Although the IS concluded that the Eastern Dublin EIR adequately analyzed most of the potential environmental impacts of the East Dublin Properties project, it also identified the potential for new significant impacts or substantially intensified impacts beyond those previously analyzed. As a result, the Eastern Dublin EIR was updated and supplemented by the Programmatic East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR (2002 Supplemental EIR), which updated the analyses of agricultural resources, biology, air quality, noise, traffic and circulation, schools, and utilities.

In certifying the 2002 Supplemental EIR, the City adopted a Mitigation Measures and Monitoring Program and a Statement of Overriding Considerations (Resolution No. 40-02) for the following impacts:

- Exceedance of Bay Area Air Quality Management District air quality standards
- Cumulative loss/degradation of sensitive habitats
- Cumulative traffic operations at several intersections, including Dougherty Road/Dublin Boulevard, Hacienda Drive/Dublin Boulevard, and Fallon Road/Dublin Boulevard
- Freeway operations on Interstate 580 (I-580) and I-680

These mitigation measures continue to apply to development in eastern Dublin, including the project site.

Fallon Village Supplemental EIR (2005)

In 2005, the City of Dublin considered additional approvals for the 1,132-acre Fallon Village area. These requested approvals had three components:

1. Amendments to the General Plan and EDSP to include the entire 1,132-acre Fallon Village area and to reflect changes to the land use designations on the site;

2. Revisions to the 2002 approval of the Planned Development Rezone with a Stage I Development Plan to increase the number of dwellings units by 582 to a total of 3,108 units and increase non-residential uses from 1,081,725 square feet to 2,503,175 square feet of commercial and office uses; and
3. A Stage 2 Development Plan, Vesting Tentative Map, Development Agreement, and Lot Line Adjustment for the development of the northernly 488 acres of the Fallon Village area to allow 1,078 dwelling units, a school, parks, and associated use.

The City approved all three components of the Fallon Village project.

On December 6, 2005, the City certified the Final Supplemental Fallon Village Project Environmental Impact Report (2005 Supplemental EIR) that analyzed the new uses and revisions to the previous approvals for the Fallon Village project.

The 2005 Supplemental EIR identified potentially significant environmental impacts and related mitigation measures. The City adopted a Mitigation Measures and Monitoring Program for this approval that continues to apply to development in the Fallon Village area, including the project site. In addition, as part of Resolution No. 222-05, the City adopted a Statement of Overriding Considerations for the following significant and unavoidable impacts: traffic impact to Dublin Boulevard/Dougherty Road intersection, cumulative impacts to local roadways, consistent with the Alameda County Congestion Management Plan, demolition of the Fallon Ranch House and an increase in regional emissions beyond Bay Area Air Quality Management District (BAAQMD) thresholds.

The City Intended this 2005 Supplemental EIR to be used by state or regional agencies in their review of permits required for development in the Fallon Village area (e.g., California Department of Fish and Wildlife Streambed Alteration Agreements, California Endangered Species Act permits, Water Quality Certification or waiver by the Regional Water Quality Control Board under the Clean Water Act) (see, Draft 2005 Supplemental EIR, p. 27).

Proposed CEQA Analysis in this Document

The proposed project is generally based on the land use designations established by the City of Dublin's General Plan and EDSP. This Initial Study relies on the EDSP EIRs which collectively evaluated the development of more than 3,300 acres in the eastern part of the City.

The City prepared a CEQA analysis using the City's Initial Study Checklist, April 8, 2024, incorporated herein by reference, to assess whether any further environmental review is required for the proposed project. Pursuant to CEQA Guidelines Section 15164, the City determined, based on substantial evidence, that **no subsequent EIR or Negative Declaration is required for the project and an Addendum to the EDSP EIRs is the appropriate CEQA review** per the following:

No Subsequent Review is Required per CEQA Guidelines Section 15162

CEQA Guidelines Section 15162 identifies the conditions requiring subsequent environmental review. After a review of these conditions, the City determined that no subsequent EIR or Negative Declaration is required for this project. This is based on the following analysis:

a) *Are there substantial changes to the project involving new or more severe significant impacts?*

There are no substantial changes to the project as analyzed in the EDSP EIRs. The proposed project would maintain all existing land uses and conform to all development regulations except for an increase in floor area ratio (FAR) to 0.60 for the uses in the GC/CO parcels. As demonstrated in the Initial Study, the project does not include substantial changes to the project analyzed under the EDSP EIRs, will not result in additional significant impacts, and no additional mitigation measures are required.

b) *Are there substantial changes in the circumstances under which the project is undertaken involving new or more severe significant impacts?*

There are no substantial changes to the circumstances assumed in the EDSP EIRs that would result in new or substantially more severe significant impacts from the project than those previously identified in the EDSP EIRs. As described for each CEQA topic in the Initial Study, the existing environmental conditions or circumstances 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 EDSP EIRs. Although the EDSP area continues to develop around the project site, the site remains undeveloped grazing land. This is documented in the Initial Study.

c) *Is there new information of substantial importance, which was not known and could not have been known at the time of the previous EIR that shows the project will have a significant effect not addressed in the previous EIR; or previous effects are more severe than previously analyzed; or, previously infeasible mitigation measures are now feasible but the applicant declined to adopt them; or mitigation measures considerably different from those in the previous EIR would substantially reduce significant effects but the applicant declines to adopt them?*

As documented in the Initial Study, there is no new information showing a new or more severe significant effect beyond those identified in the EDSP EIRs. Similarly, the Initial Study documents found that there are no new or different feasible mitigation measures or alternatives to reduce significant effects of the project which the applicant declines to adopt. All previously adopted mitigations continue to apply to the project. The EDSP EIRs adequately describe the impacts and mitigations associated with the proposed development on portions of the EDSP area.

d) *If no subsequent EIR-level review is required, should a subsequent negative declaration be prepared?*

No subsequent EIR or Negative Declaration is required because there are no significant impacts of the project beyond those identified in the EDSP EIRs and no other standards for supplemental review under CEQA are met, as documented in the Initial Study.

Conclusion

This Addendum is prepared pursuant to CEQA Guidelines Section 15164 based on the attached Initial Study. Through the adoption of this Addendum and related Initial Study, the City determines that the proposed project does not require a subsequent or supplemental EIR or Negative Declaration under CEQA Section 21166 or CEQA Guidelines Sections 15162 and 15163. The City further determines that the EDSP EIRs adequately address the potential environmental impacts of the proposed project.

As provided in Section 15164 of the CEQA Guidelines, this Addendum need not be circulated for public review, but shall be considered with the prior environmental documents before making a decision on this project.

The Initial Study and EDSP EIRs are incorporated herein by reference and are available for public review during normal business hours, Monday through Friday, from 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m., in the Community Development Department, Dublin City Hall, 100 Civic Plaza, Dublin CA.

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Dublin Fallon 580 Project

Environmental Checklist/Initial Study

April 8, 2024
PLPA-2023-00000

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Dublin Fallon 580 Project
Initial Study

Introduction

This Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and assesses the potential environmental impacts of implementing the proposed project described below. The Initial Study consists of a completed environmental checklist and a brief explanation of the environmental topics addressed in the checklist.

Because the proposed project is generally based on the land use designations established by the City of Dublin General Plan and Eastern Dublin Specific Plan, this Initial Study relies on the Program Environmental Impact Report (EIR) prepared for the Eastern Dublin General Plan Amendment (Eastern Extended Planning Area) and Eastern Dublin Specific Plan (Eastern Dublin EIR), [1] which evaluated the development of over 3,300 acres in the eastern part of the City. The Eastern Dublin EIR was certified by the City in 1993. Two addenda to the Eastern Dublin EIR were subsequently adopted by the City.

In 2002, a Supplemental EIR (2002 SEIR)[2] to the Eastern Dublin EIR was prepared for the East Dublin Properties Stage 1 Development Plan and Annexation project (same area later named "Fallon Village"). The 2002 SEIR was certified by the City in 2002. The 2002 SEIR analyzed annexation of approximately 1,120 acres in eastern Dublin to the City and the Dublin San Ramon Services District, as well as a Prezoning and related PD-Planned Development District Stage 1 Development Plan. The land uses and intensities evaluated in the 2002 SEIR were consistent with both the Dublin General Plan and the Eastern Dublin Specific Plan and included development of up to 2,526 residential units, 581,090 square feet of commercial use, 840,360 square feet of industrial space, a junior high school, elementary school, parks and open space uses.

In 2005, the City prepared a Supplemental EIR for the Fallon Village Project (Fallon Village SEIR)[3] to amend the previous entitlements to include approximately 1,134 acres within the Eastern Dublin Specific Plan, revise the Stage 1 Development Plan (PD-1) to modify the existing land uses and roadway alignments established in 2002, and approve a Stage 2 Development Plan for

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1 Dublin, City of. 1992. Final Environmental Impact Report, State Clearinghouse No. 91103064, Eastern Dublin General Plan Amendment and Specific Plan. December.

2 Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

3 Dublin, City of. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

the northern portion of the Fallon Village project area. The Fallon Village Project allowed for development of up to 3,108 residential units, up to 2,503,175 square feet of commercial, office, light industrial and mixed-use development, two elementary school sites, parks, utility extensions and open spaces within the 1,134-acre site. The City certified the Fallon Village SEIR in December 2005.

The subject of this Initial Study is the Dublin Fallon 580 project, which includes development of General Commercial/Campus Office (GC/CO), Open Space (OS), Parks/Public Recreation (P/PR), and Medium High (MH) Density Residential uses on approximately 192-acres in eastern Dublin within the Eastern Dublin Specific Plan area and Fallon Village project site.

Background & Project Description

Project Title

Dublin Fallon 580

Lead Agency Name and Address

City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

Contact Person and Phone Number

Crystal De Castro
Senior Planner
Phone: 925-833-6610
crystal.decastro@dublin.ca.gov

Project Location

The approximately 192-acre project site is located in the eastern portion of Dublin (Assessor's Parcel Numbers [APN]: 905-0001-006-03; 985-0027-002; 985-0027-005; 985-0027-004). The project site is located east of Fallon Road and north of Interstate 580 (I-580). Croak Road divides the project site from north to south and the future Dublin Boulevard Extension Project bisects the project site from west to east. Figures 1 and 2 provide the regional location and aerial photograph of the project site and surrounding land uses, respectively.

Project Applicant's/Sponsor's Name and Address

GH PACVEST, LLC
2800 Post Oak Blvd., Suite 5115
Houston, TX 77056

General Plan Designation

Medium High Density Residential (13.7 acres), General Commercial/Campus Office (126.3 acres), Parks/Public Recreation (P/PR) - (7.2 acres), Open Space (44.9 acres), and Public/Semi-Public (2.5 acres)

Zoning

Planned Development (PD) Ordinance No. 32-05 and Ordinance No. 13-08

Project Description

Project Background and Prior Environmental Review

The project is included in three previous CEQA documents, as noted below. Collectively, these three environmental review documents are referred to as the "EDSP EIRs" or "previous CEQA findings."

Eastern Dublin General Plan Amendment and Eastern Dublin Specific Plan Program EIR (State Clearinghouse No. 1991103064). A Program EIR for the Eastern Dublin General Plan Amendment (Eastern Extended Planning Area) and the Eastern Dublin Specific Plan (EDSP) was certified by the City Council in 1993 by Resolution No. 51-93. This document and its related addenda collectively are referred to as the Eastern Dublin EIR. The Eastern Dublin EIR evaluated the following impacts:

- Land Use
- Population, Employment and Housing
- Traffic and Circulation
- Community Services and Facilities
- Sewer, Water and Storm Drainage
- Soils, Geology and Seismicity
- Biological Resources
- Visual Resources
- Cultural Resources
- Noise
- Air Quality

- Fiscal Considerations

The City adopted a Statement of Overriding Considerations (Resolution No. 53–93) for the following significant and unavoidable impacts:

- Cumulative loss of agriculture and open space land
- Cumulative traffic
- Extension of certain community facilities (natural gas, electric and telephone service)
- Consumption of non-renewable natural resources
- Increases in energy uses through increased water treatment and disposal and through operation of the water distribution system
- Inducement of substantial growth and concentration of population
- Earthquake ground shaking
- Loss or degradation of botanically sensitive habitat
- Regional air quality
- Noise
- Alteration of visual character

The Eastern Dublin EIR was challenged in court and the court upheld the adequacy of the EIR. The City adopted two addenda documents to the Eastern Dublin EIR as noted above.

East Dublin Properties Supplemental EIR (State Clearinghouse No. 2001052114). In 2001, the Eastern Dublin Property Owners (EDPO) requested annexation, Prezoning, and related approvals for a 1,120-acre area within eastern Dublin. The City prepared a Supplemental EIR (2002 SEIR) to the Eastern Dublin EIR to evaluate potential development within this area. The 2002 SEIR was certified by the City on April 2, 2002, by City Council Resolution No. 40-02. The 2002 SEIR analyzed annexation of the property to the City of Dublin and Dublin San Ramon Services District (DSRSD), amendments to the Dublin General Plan and Eastern Dublin Specific Plan, a Planned Development (PD) Prezoning, and Stage 1 Development Plan. Following certification of the 2002 SEIR, the City approved a PD Prezoning with related Stage 1 and 2 Development Plans for the site.

The 2002 SEIR analyzed the environmental impacts associated with development of up to 2,526 residential units, 581,090 square feet of commercial use, 840,360 square feet of industrial space, a junior high school, elementary school, parks and open space uses (the EDPO Project). Based on an Initial Study prepared in 2001, the 2002 SEIR provided updated analyses for agricultural resources, biological resources, air quality, noise, traffic and circulation, schools, and utilities. The City adopted a Statement of Overriding Considerations (Resolution No. 40-02) for the following impacts:

- Exceedance of Bay Area Air Quality Management District air quality standards

- Cumulative loss/degradation of sensitive habitats
- Cumulative traffic operations at several intersections, including Dougherty Road/Dublin Boulevard, Hacienda Drive/Dublin Boulevard, and Fallon Road/Dublin Boulevard
- Freeway operations on Interstate 580 (I-580) and I-680

Fallon Village Project Supplemental EIR (State Clearinghouse No. 2005062010). A Supplemental EIR was prepared to evaluate the environmental impacts associated with amendments to the previous entitlements to include the entire 1,132-acre site within the Eastern Dublin Specific Plan area. The EIR also evaluated the impacts associated with modifying the land uses and roadway alignments established in the 2002 Stage 1 Development Plan (PD-1) to allow for future development of up to 3,108 residential units, up to 2,503,175 square feet of commercial, office, light industrial, and mixed-use development, two elementary school sites, parks and open spaces.

The Fallon Village SEIR evaluated the following impacts:

- Land Use and Planning
- Traffic and Transportation
- Community Services and Facilities
- Sewer, Water, and Storm Drainage
- Soils, Geology, and Seismicity
- Biological Resources
- Visual Resources
- Cultural Resources
- Noise
- Air Quality
- Hazards and Hazardous Materials
- Parks and Recreation

The Fallon Village SEIR identified significant and unavoidable impacts associated with the traffic impacts at the Dublin/Dougherty intersection, cumulative impacts to freeway operations on Interstate 580 (I-580) and I-680, traffic levels exceeding County monitoring standards, demolition of the historic Fallon Ranch House and increase in regional air quality emissions. The City adopted a Statement of Overriding Considerations (Resolution No. 40-02) for these impacts.

Proposed Project

The proposed project consists of a General Plan/Specific Plan Amendment, Stage 1 Planned Development Amendment, Stage 2 Development Plan for the residential parcels, Vesting Tentative Tract Maps, and Development Agreement.

The General Plan/Specific Plan Amendment would eliminate approximately 2.5-acres of designated Public/Semi-Public (P/SP) land use on the project site and amend the land use designation on approximately 42.6-acres from Open Space (OS) to Parks/Public Recreation (P/PR). Implementation of the proposed project would result in the subdivision of the approximately 192-acre site into 11 parcels to accommodate proposed residential, commercial/office, park, and open space uses. A total of 238 residential units are proposed within approximately 13.7-acres designated as Medium High (MH) Density Residential, up to 3,299,670-square feet of commercial/office uses is proposed on approximately 126.3-acres designated as General Commercial/Campus Office (GC/CO), approximately 49.8-acres of parkland is designated as P/PR, and approximately 2.3-acres of OS is designated in the General Pland and EDSP, as shown below in Table A and Figure 3. Additionally, the project applicant has submitted two Small Lot Vesting Tentative Tract Maps (VTTMs) for development of the MH Density Residential with a Stage 2 Development Plan.

Table A: Proposed Development

Parcel Number	Use	Number of Units/Building Size	Gross Acreage[1]	Density (dwelling units/acre)/FAR
1	General Commercial/Campus Office	1,944,780 square feet	74.41	0.60
2	General Commercial/Campus Office	455,550 square feet	17.43	0.60
3	General Commercial/Campus Office	526,902 square feet	20.16	0.60
4	Parks/ Public Recreation (Natural Community Park)	NA	33.40	NA
5	Parks/ Public Recreation (Community Park)	NA	7.22	NA
6	Parks/ Public Recreation (Natural Community Park)	NA	9.19	NA
7	Medium High Density Residential	128 residential units	6.50	19.7
8	Medium High Density Residential	110 residential units	7.20	15.3
9	General Commercial/Campus Office	321,473 square feet	12.30	0.60
10	Open Space	NA	2.28	NA
11	General Commercial/Campus Office	50,965 square feet	1.95	NA
TOTAL		238 residential units 3,299,670 square feet	192.04	

Source: MacKay & Somps (2024)
NA – Not Applicable

In 2005, the City approved the Fallon Village PD-1 and certified the SEIR, establishing the land uses and intensities for the Fallon Village properties. The proposed project would retain the proposed land use designations for the Dublin Fallon property as identified in the General Plan, EDSP and PD-1 with some minor revisions to the proposed acreages and land use designations, as shown in Table B below. Figure 4 illustrates the existing and proposed land use plan.

Table B: Proposed Uses Compared to Existing Approved Uses

	Proposed Uses			Existing Approved Stage 1 PD and Eastern Dublin Specific Plan			
Land Use	**Gross Acreage[3] (acre)**	**Number of Units/ Building Size**	**Density (dwelling units/acre)/ FAR**	**Gross Acreage[3] (acre)**	**Maximum Number of Units/ Building Size**	**Density Range/ FAR (per EDSP)**	**Density Range/ FAR (per Stage 1 PD)**
Medium High (MH) Density Residential	13.70	238 units	17.4 du/acre	13.5	238 units	14.1-25.0 du/acre[2]	14.1-25.0 du/acre
General Commercial/Campus Office (GC/CO)	126.25	3,299,670 square feet	0.2 - 0.6 FAR	126.4	1,522,161 square feet	0.2 - 0.8FAR[2]	0.2 - 0.8 FAR
Parks/Public Recreation (P/PR) - Community Park	7.22	-	-	7.2	-	-	-
Parks/Public Recreation (P/PR) – Natural Community Park	42.59	-	-	0	-	-	-
Open Space (OS)	2.28	-	-	44.9	-	-	-
Public Semi-Public[1] (P/SP)	0	-	-	2.5	-	-	-
Total	**192.04**			**190.4[1]**			

Source: MacKay & Somps (2024)

[1] Public/Semi-Public is a floating land use. Final location to be determined at time of PD-2 approval and acreage will be deducted from affected land use. The Public/Semi-Public site is designated in the 2023-2031Housing Element to yield 74 low-income units

[2] Development projections in the EDSP do not represent maximum development potential, but assume lower, more realistic, development potential based on historical evidence of similar development in other communities. The EDSP assumed a density of 20 du/acre for Medium High Density Residential and an FAR of .28 for General Commercial/Campus Office.

[3] Acreages from prior General Plan, Specific Plan, and PD1 approvals were based on assumed boundary limits. Proposed Acreages reflected in this application have been updated to match resolved boundary survey data dated January 2017. [Note the discrepancy in total acreages]

Residential

The proposed project would consist of the development of 238 residential townhome units consistent with the General Plan MH Density Residential land use designation and a Planned Development Stage 2 Development Plan for the two residential parcels (Parcel 7 and Parcel 8). Table C shows the existing and proposed residential land uses proposed with the Small Lot VTTMs. Figure 5 shows the proposed site plan for the residential portion of the proposed project.

Table C: Proposed Residential Uses Compared to Existing Approved Uses

	Proposed Stage 2 PD			Existing Approved Stage 1 PD and Eastern Dublin Specific Plan			
Land Use	**Gross Acreage[1]**	**Number of Units**	**Density (dwelling units/acre)/ FAR**	**Gross Acreage[1]**	**Maximum Number of Units/ Building Size**	**Density Range/Max FAR (per EDSP)**	**Density Range/Max FAR (per Stage 1 PD)**
Parcel 7 – Tract 8666 Medium High (MH) Density Residential	6.5	128	19.7	6.5	130	14.1-25.0 du/acre	14.1-25.0 du/acre
Parcel 8 – Tract 8667 Medium High (MH) Density Residential	7.2	110	15.3	7.0	108	14.1-25.0 du/acre	14.1-25.0 du/acre
Total	**13.7**	**238**		**13.5**	**238**		

Source: MacKay & Somps (2024)

[1] Acreages from prior General Plan, Specific Plan, and PD1 approvals were based on assumed boundary limits. Proposed Acreages reflected in this application have been updated to match resolved boundary survey data dated January 2017. [Note the discrepancy in total acreages]

Proposed development would consist of three-story (maximum 40 feet in height) townhome units with front doors facing the primary private streets and facing outward toward surrounding uses, as well as front doors located along common landscape paseos. Each unit would have a private two-car garage, accessible from a private alley. Balconies and decks would provide private outdoor space for each unit.

Dublin Municipal Code (DMC) Section 8.68.030 requires the project to construct 12.5 percent of the 238 units as affordable units. Therefore, 30 affordable units are required for this project under the DMC. Pursuant to Section 8.68.040 A, the project proposes to pay a fee in lieu of constructing 40 percent of the required affordable units. Therefore, 18 affordable units would be constructed on the project site. The allocation of income levels for the 18 affordable units would be seven units for low-income households and 11 units for moderate-income households as required by the DMC.

A total of 703 parking spaces (375 parking spaces on Parcel 7 and 328 parking spaces on Parcel 8) would be provided to accommodate the proposed residential development. Of these, 476 parking spaces would be residential in-garage spaces and 228 would be guest parking located primarily along the southern boundary of the two residential parcels with guest parking also dispersed throughout each neighborhood.

General Commercial/Campus Office

The proposed project would include development of general commercial and campus office uses consistent with the GC/CO designation and PD zoning on the five GC/CO parcels (Parcels 1, 2, 3, 9, and 11), totaling approximately 126.3-acres. Consistent with the PD-GC/CO zoning, these parcels could accommodate a range of community and regional serving retail, service and office use, including a compatible mixture of these uses. Future development of these parcels

would be consistent with the City's development standards, including minimum lot area, required setbacks, landscape buffers and a maximum height limit of 45 feet.[4]

As shown in Table B, the project would include a 0.6 floor area ratio (FAR) for the GC/CO portion of the project site, which is consistent with the FAR allowed in the Fallon Village PD-1 and Eastern Dublin Specific Plan and an increase from the 0.28 FAR assumed under the Eastern Dublin Specific Plan and analyzed in the EDSP EIRs. Based on the 0.6 FAR, the proposed project would result in the development of up to 3,299,670 square feet of general commercial/campus office development compared to the 1,522,161 square feet of development anticipated in the EDSP and evaluated in the EDSP EIRs. Although the FAR limit has been increased, the project applicant has proposed a mix of limited light manufacturing, hotel, retail, and office uses for the GC/CO parcels that is compatible with the surrounding area and falls within the anticipated development intensity (e.g., traffic, air emissions) anticipated in the EDSP EIRs.

Access, Circulation, and Parking

Primary access to Parcel 7 would be via a planned private street connection into the existing Jordan Ranch development at the west and east ends of Pandora Way, respectively. The primary vehicular connection to Pandora Way provides access to nearby arterial roadways via Central Parkway west to Fallon Road and via the planned extension of Central Parkway east to Croak Road (constructed as part of the Francis Ranch project) and on to the future Dublin Boulevard Extension. Pedestrian walkways and bike paths would connect to the adjacent Jordan Ranch project and a landscaped green corridor with an 8-foot multi-use walkway is proposed along the northwest edge of Parcel 7, connecting directly to a future 7.2-acre Community Park immediately to the west. Note: The primary connection to the Community Park will be from Central Parkway, just west of Cottonwood Creek School. Access from Parcel 7 would be secondary access via private streets and public access easements. In addition, due to site topography, Parcel 7 would require the installation of perimeter retaining walls to conform with the existing and proposed elevations surrounding the site.

Primary vehicular access to Parcel 8 would be provided via an east/west private street off of Croak Road, running along the southern edge of Parcel 8. The proposed grades would allow for potential future extension east into the adjacent Righetti property. Pedestrian walkways would connect to a proposed urban pocket park at the north end of Parcel 8 at a proposed EVA fire access with pedestrian connection also provided to the Francis Ranch community to the north, and to Central Parkway through the urban pocket park. Due to site topography, Parcel 8 would require the installation of perimeter retaining walls to conform with the existing and proposed elevations surrounding the site.

Primary access to the GC/CO parcels would be provided by the future Dublin Boulevard Extension. A signalized intersection would provide access to Parcels 1 and 2. Access to Parcels 9 and 3 would be via a right-in/right-out only access point. In addition, a private roadway would

[4] The maximum height for General Commercial and Campus Office uses is 45 feet. If the principal structure is within 50 feet of a residential structure, the maximum height limit is 35 feet.

be provided off Fallon Road, adding a fourth leg to the existing Fallon Gateway/Fallon Road intersection. Croak Road north of Dublin Boulevard would be widened and provide additional access to the GC/CO parcels. The conceptual circulation plan is shown in Figure 6.

Open Space and Landscaping

The project would include dedication of land for a future 7.2-acre Community Park and 42.6 acres for a Natural Community Park. As outlined in the 2022 Parks and Recreation Master Plan, the Community Park amenities include picnic areas with tables, play equipment, restrooms, and three soccer fields. The conversion of 42.6 acres of OS to P/RP would help address the City's parkland deficit by providing land for a future Natural Community Park designed for low impact use and maintenance, with hiking and walking trails.

The Planned Development Stage 2 Development Plan includes landscape design guidelines and a planting palette to create a unified community aesthetic. The landscape theme would feature vibrant, blossoming plants and evergreens that complement the proposed architecture and encourage pedestrian access and connectivity within the residential development and to adjacent neighborhoods. The entrance to each residential parcel would have its own character, while still fitting in with the surrounding community. Internal streets and sidewalks would be planted with various street trees, placed to maximize solar exposure. Low-growing groundcover would enhance pedestrian connections to the public sidewalks. An urban pocket park is proposed at the north end of Parcel 8 at the EVA and would include decorative hardscape area with surrounding landscape and amenities. This will be designed in conjunction with the location of the connection to Central Parkway and Francis Ranch to the north.

The preliminary landscape plan for the commercial areas will be included in the future Stage 2 Development Plan for those areas.

Utilities and Infrastructure

The project site is currently served by overhead electric and communication lines and by sanitary sewer septic systems and on-site well water. Existing and proposed utility connections are discussed below and shown in Figure 7.

Water. Water service would be provided by the Dublin San Ramon Services District (DSRSD). The proposed project would include the installation of new water lines on the site that would connect to the proposed potable water and recycled water (if available) mains within the future Dublin Boulevard Extension and Croak Road and the existing water main at Pandora Way.

Wastewater. Wastewater service would be provided by DSRSD. New sanitary sewer lines would be installed within the project site and would tie into proposed sanitary sewer mains within the future Dublin Boulevard Extension, the sanitary sewer main along Croak Road (proposed with the Francis Ranch project) and the existing sanitary sewer main at Pandora Way.

Stormwater. The project site is currently undeveloped and, therefore, contains minimal impervious surfaces. The proposed project would include bioretention facilities and storm

drains on each MH and GC/CO parcel for stormwater quality control. Proposed bioretention and storm drain facilities would discharge to existing/proposed storm drainpipes.

Hydromodification vaults would be included on-site to provide flow duration controls for the project. Proposed storm drainage facilities would conform to the Alameda County C.3 Stormwater Technical guidelines and requirements.

Electricity and Gas. Electricity and gas service would be provided to the project site by the Pacific Gas & Electric Company (PG&E). The proposed project would include connections to proposed electricity and natural gas lines within the future Dublin Boulevard Extension and Croak Road and existing lines within Pandora Way.

Grading and Construction

Cut and fill from project grading would be balanced on-site. It is anticipated that the maximum depth of excavation for building pads would be approximately 45 feet and the maximum depth of utility trenching would be approximately 15 feet.

If approved, construction of the proposed project would begin with the residential development on Parcel 7, followed by the residential development on Parcel 8 and concluding with the development of the GC/CO parcels, Natural Community Park, and the Community Park. The proposed project would include phased construction, which would consist of site preparation and grading, building construction and asphalt paving/landscaping. Overall, construction of the proposed project is anticipated to last approximately ten years, with development of the GC/CO pending the completion of the Dublin Boulevard Extension.

Project Entitlements

The City is the CEQA Lead Agency for the proposed project and will consider the environmental impacts of the proposed project as part of the project approval. Permits and approvals required for the proposed project include a General Plan/Specific Plan Amendment to eliminate the P/SP land use designation and amend the land use designation on 42.6 acres from OS to P/PR, a Planned Development Zoning with a Stage 1 Development Plan amendment, a Stage 2 Development Plan for the MH Density Residential uses only, a Large Lot VTTM (Tract 8663), two Small Lot VTTMs for development of the MH Density Residential uses (Tracts 8666 and 8667), and a Development Agreement. In addition, subsequent Site Development Review Permits would be required for the project. Ministerial actions would be required for implementation of the project including issuance/approval of grading permits, encroachment permits, improvements plans, and building permits.

Environmental Setting

Project Site and Existing Facilities

The approximately 192-acre project site is located in the eastern portion of the City of Dublin. The site is bounded by Jordan Ranch and Francis Ranch[5] to the north, the vacant Righetti property [6] to the east, Fallon Road and the existing Fallon Gateway shopping center to the west and Croak Road and Interstate 580 (I-580) to the south. The project site is vacant and is currently used for intermittent cattle grazing activities. The future Dublin Boulevard Extension[7] bisects the project site from west to east. Croak Road bisects the site from north to south. The topography of the project site consists of nearly level ground along the southern portion of the site adjacent to I-580 and Fallon Road, with rolling hills occurring along the northern portion. Hillslopes range from 346 feet to 480 feet above sea level.

The project site supports five habitat types consisting of non-native annual grassland, seasonal wetland/pond, drainages, emergent marsh and riparian woodlands. Rolling hills, located in the northern portion of the project site, contain ephemeral drainages which capture and drain the hills into a more gradually sloped valley floor. An extension of an unnamed intermittent drainage flows through the northwestern corner of the site adjacent to Croak Road. A roadside ditch along Croak Road (located just outside the western boundary of the site) is characterized by cattails (*Typha latifolia*), willow trees (*Salix* spp.), and hydrophytic foliage. During wet seasons this ditch overflows onto the project site creating a large complex of perennial marsh and seasonal wetland depression, which provide suitable habitat to many wildlife species. The southern portion of the project site contains several small wetlands intermingled within the grassland. An abandoned quarry pond in the northeast portion of the project site supports a seasonal pond feature and seasonal wetlands bordered by a small band of riparian woodland.

Characteristic grassland vegetation across the project site includes wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), hare barley (*Hordeum murinum* spp. *leporinum*), Italian ryegrass (*Festuca perennis*), black mustard (*Brassica nigra*), yellow starthistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), milk thistle (*Silybum marianum*), filaree (*Erodium* spp.), bur clover (*Medicago polymorpha*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), rabbit's foot grass (*Polypogon monspeliensis*), cattail (*Typha* spp.), Baltic rush (*Juncus balticus*), flatsedge (*Cyperuss eragrostis*), curly dock (*Rumex crispus*), and common spike rush (*Eleocharis palustris*). Common shrubs and trees include coyote brush (*Baccharis pilularis*), cottonwood (*Populus fremontii*), coast live oak (*Quercus agrifolia*), Peruvian

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5 The Francis Ranch project consists of development of the 165.5-acre site with a 573-unit residential project within six neighborhoods, two neighborhood parks 11.5 acres, and a two-acre Semi-Public Site

6 Current plans for the Righetti property would include development of up to 96 residential units, up to 372,350 square feet of industrial use and up to 321,125 square feet of campus office/light industrial uses.

7 The Dublin Boulevard Extension, which is being planned and implemented by the City of Dublin, would include a new roadway extension between the eastern terminus of Dublin Boulevard in the City of Dublin and the western terminus of North Canyons Parkway in the City of Livermore, traversing land in Dublin and Alameda County before terminating at the western border of Livermore.

peppertree (*Schinus molle*), eucalyptus (*Eucalyptus* spp.), and willow trees. Several ornamental trees are located within the far east-central portion of the project site, which was once developed with a homestead and related farming / ranch out-buildings.

Environmental Checklist

Environmental Factors Potentially Affected by the Project

Although the proposed project could have a significant effect on the environment, because all of the potentially significant effects for the environmental factors listed below have been analyzed adequately in earlier EIRs or other environmental review documents pursuant to applicable standards, and have been avoided or mitigated pursuant to earlier EIRs or other environmental review documents, including revisions or mitigation measures that are imposed upon the proposed project, there are no significant environmental impacts as a result of the proposed project.

	Aesthetics		Agricultural and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous Materials
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
	Noise		Population / Housing		Public Services
	Recreation		Transportation / Traffic		Tribal Cultural Resources
	Utilities / Service Systems		Wildfire		Mandatory Findings of Significance

Instructions

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question (see Source List, attached). A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that any effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated”: applies where incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. “Earlier Analysis” may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:
    a. Earlier analysis used. Identify earlier analyses and state where they are available for review.
    b. Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    - The significance criteria or threshold, if any, used to evaluate each question; and
    - The mitigation measure identified, if any, to reduce the impact to less than

significant

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Determination

On the basis of this initial evaluation:

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

CITY OF DUBLIN

_____ _____

Crystal De Castro, Senior Planner Date

Explanation of Environmental Checklist Responses

Aesthetics

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
1. AESTHETICS. Would the project:			
a) Have a substantial adverse effect on a scenic vista?			X
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

Environmental Setting

The project site is located within the southernmost portion of the Eastern Dublin area. As described in the Eastern Dublin EIR, the southern portion of the Eastern Dublin area is flat, open, and covered with grasslands and agricultural field crops. The northern portions include steeper foothills with canyons settled with farms and ranchettes. Much of the Eastern Dublin area has since been developed consistent with the land uses identified in the EDSP and subsequent planning approvals.

The project site is vacant and is currently used for intermittent cattle grazing activities. The future Dublin Boulevard Extension bisects the project site from west to east. The future Croak Road extension bisects the site from north to south.

The topography of the project site consists of nearly level ground along the southern boundary adjacent to Croak Road, with rolling hills occurring along the northern boundary. Hillslopes range 346 feet to 480 feet above sea level.

No designated State scenic highways are located near the project site. However, I-580 located just south of the project site, is an eligible State scenic highway and a designated Alameda County scenic route. The project site is visible from both eastbound and westbound I-580.

Vehicle head and taillights on area roadways, and lighting associated with I-580, are the existing sources of light and glare in the project area.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to standardized tract development, obscuring distinctive natural features, alteration of hillsides, ridges, and watercourses, alteration of Dublin's visual identity as a freestanding city, scenic vistas, and scenic routes. All of these impacts were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR. The Eastern Dublin EIR determined that impacts associated with the alteration of the rural/open space visual character of the project area and alteration of the visual character of the flatlands would be significant and unavoidable. The following mitigation measures would apply to the proposed project:

MM 3.8/1.0 Establish a visually distinctive community which preserves the character of the natural landscape by protecting key visual elements and maintaining views from major travel corridors and public spaces.

MM 3.8/2.0 Implement the land use plan for the Project site which emphasizes retention of the predominant natural features, such as ridgelines and watercourses, and sense of openness that characterize eastern Dublin.

MM 3.8/3.0 Preserve the natural open beauty of the hills and other important visual resources, such as creeks and major stands of vegetation.

MM 3.8/4.0 Visual impacts of extensive grading shall be reduced by sensitive engineering design, by using gradual transition from graded areas to natural slopes and by revegetation.

MM 3.8/4.1 Alterations of existing natural contours shall be minimized. Grading shall maintain the natural topography as much as possible. Grading beyond actual development areas shall be for remedial purposes only.

MM 3.8/4.4 Graded slopes shall be re-contoured to resemble existing landforms in the immediate area. Cut and graded slopes shall be revegetated with native vegetation suitable to hillside environments.

MM 3.8/4.5 The height of cut and fill slopes shall be minimized to the greatest degree possible. Grades for cut and fill slopes should be 3:1 or less whenever feasible.

MM 3.8/5.1 Structures shall not be located where they would obstruct scenic views or appear to extend above an identified scenic ridgetop (i.e., silhouetted) when viewed from designated scenic routes.

MM 3.8/6.0 Tassajara Creek and other stream corridors are visual features that have special scenic value for the planning area. The visual character of these corridors should be protected from unnecessary alteration or disturbance and adjoining development should be sites to maintain visual access to the stream corridors.

MM 3.8/7.0 Preserve views of designated open space areas.

MM 3.8/8.1 The City should require that projects with potential impacts on scenic corridors to submit a detailed visual analysis with development project application. Applicants will be required to submit graphic simulations and/or section drawn from affected travel corridors through the parcel in question, representing typical views of the parcel from scenic routes. The graphic depiction of the location and massing of the structure and associated landscaping can then be used to adjust the project design to minimize the visual impacts.

2002 SEIR

The effects of the Eastern Dublin Property Owners (EDPO) Project on visual resources were addressed in the Initial Study prepared as part of the 2002 SEIR. The Initial Study determined that the EDPO Project would have no impacts beyond those identified in the Eastern Dublin EIR because the development footprint and intensity of development was the same as previously analyzed.

Fallon Village SEIR

No additional impacts or mitigation were identified in the Fallon Village SEIR.

Project Impacts and Mitigation Measures

(a) Scenic vistas, views

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include: 1) scenic quality; 2) sensitivity level; and 3) view access. The City of Dublin General Plan identifies the visually sensitive ridgelines located in the open space areas in the Western and Eastern Extended Planning Areas of the City as scenic resources. I-580 provides scenic views of these ridgeline areas and is an Alameda County-designated scenic route.

Implementation of the proposed project would subdivide the 192-acre site into eleven parcels to accommodate the proposed development of up to 238 residential units on two residential parcels (Parcel 7 and Parcel 8). The residential units would consist of three-story (maximum 40 feet in height) townhomes with front doors facing the primary private streets and facing outward toward surrounding uses, as well as front doors located along common landscape

paseos. The project applicant has submitted two Small Lot Vesting Tentative Tract Maps (VTTMs) for development of the MH Density Residential uses to accommodate the proposed project.

The proposed project would also include up to 3,299,670 square feet of general commercial/campus office uses. The general commercial/campus office uses would be consistent with the GC/CO land use designation and PD zoning on the five GC/CO parcels (Parcels 1, 2, 3, 9 and 11), totaling approximately 126.3-acres. Consistent with the PD-GC/CO zoning, these parcels could accommodate a range of community and regional serving retail, service and office uses, including a compatible mixture of these uses. Future development of these parcels would be consistent with the City's development standards, including minimum lot area, required setbacks, landscape buffers and a maximum height limit of 45 feet.[8]

Additionally, the project would include 7.2-acres for a Community Park, 2.3-acres of Open Space, and 42.6-acres for a Natural Community Park.

The proposed development would be visible from public vantage points, including Collier Canyon Road, the future Dublin Boulevard Extension, and I-580, which is an eligible State scenic highway and a designated Alameda County scenic route.

The Eastern Dublin EIR contains Figure 3.8-H, Visually Sensitive Ridgelands, depicting portions of the Eastern Dublin area that contains ridges and ridgelands which are considered to be visually sensitive. As identified in the Eastern Dublin EIR, the lower and hillside areas located closer to I-580 with topographic elevations generally ranging between approximately 460 and 480 feet above sea level are designated as "Visually Sensitive Ridgelands-restricted development." As described above, the Eastern Dublin EIR determined that development associated with implementation of the EDSP would alter the character of existing scenic vistas and obscure important sightlines. These impacts were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR and listed above.

Consistent with the findings in the Fallon Village SEIR, due to the elevation and existing topography of the project site, proposed development would continue to limit views of the primary ridgeline and affect scenic vistas from I-580 and other public vantage points. Although the density of the proposed general commercial/campus office uses would be greater than previously analyzed in the EDSP EIRs, the general type and massing of buildings would not be significantly different than analyzed in the EDSP EIRs. However, consistent with the findings of the Fallon Village SEIR, proposed development would continue to limit views of the primary ridgeline, designated as scenic resource in the Eastern Dublin EIR.

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[8] The maximum height for General Commercial and Campus Office uses is 45 feet. If the principal structure is within 50 feet of a residential structure, the maximum height limit is 35 feet.

Consistent with Mitigation Measure 3.8/5.0, identified in the Eastern Dublin EIR, the proposed project would be required to undergo site-specific design review to ensure the project is consistent with City of Dublin design standards, property development regulations and performance standards related to aesthetics and to lessen the severity of visual changes resulting from the proposed project. Further, the proposed project would be required to implement other Mitigation Measures (MM 3.8/3.0, MM 3.8/4.0, MM 3.8/4.1, MM 3.8/4.4, MM 3.8/4.5, MM 3.8/5.1) identified in the Eastern Dublin EIR, which include design features to minimize visual impacts (e.g., sensitive grading, sensitive engineering design, revegetation). With implementation of the aforementioned Mitigation Measures, no new impacts or substantially more severe significant impacts to scenic vistas and views, beyond those identified in the EDSP EIRs, would occur.

(b) Scenic resources

As described above, I-580 located just south of the project site, is an eligible State scenic highway and an Alameda County designated scenic route. The I-580 scenic corridor is defined as the area which is both within 3,500 feet on each side of the centerline of I-580 and visible from I-580. Per City of Dublin General Plan policies, design review would be required for all projects visible from a designated scenic route in order to enhance a positive image of Dublin as seen by through travelers.

As described in Section 1.a, the proposed project would alter views from I-580 and result in a change in visual conditions, as described in the EDSP EIRs. However, development of the proposed project would not substantially damage scenic resources, such as trees, rock outcroppings, or historic buildings, as these resources are not currently present on the project site. Further, the mitigation measures identified in the EDSP EIRs and the visual policies in the City of Dublin General Plan would apply to the proposed project, and the proposed project would be required to undergo site-specific design review to ensure the project is consistent with City of Dublin design standards. With implementation of the aforementioned Mitigation Measures, no new impacts or substantially more severe significant impacts related to scenic resources, beyond those identified in the EDSP EIRs, would occur.

(c) Substantially degrade the visual character of public views of the site or surrounding area

Development of the proposed project would alter the existing visual character of the project area and vicinity by introducing residential, community park, and general commercial/campus office uses onto the existing largely undeveloped parcel. A total of 238 residential units are proposed within approximately 13.7 acres designated MH Density Residential in the General Plan and EDSP. Residential development would be three stories high, with a maximum height of up to 40 feet. Approximately 3,299,670 square feet of general commercial/campus office use is proposed on approximately 126.3-acres. Future development of these parcels would be consistent with the City's development standards, including minimum lot area, required setbacks, landscape buffers and a maximum height limit of 45 feet. Additionally, the project would include 7.2-acres for a Community Park, 2.3-acres for Open Space, and 42.6-acres for a Natural Community Park.

As outlined in the Project Description, the project proposes a 0.6 floor area ratio (FAR) for the GC/CO parcels, which is an increase from the FAR established for these uses in the EDSP EIRs. However, the proposed project would include establishment of residential and commercial design guidelines to regulate the design of the proposed uses within the project site. Design guidelines for the proposed residential development include variation in roof forms and heights, setbacks for the upper floors, variation in materials, and earth-toned colors to minimize the visual scale of proposed structures and to provide visual interest. Landscaping is proposed to promote a cohesive landscape within the residential areas of the project site, including flowering plant material that complements the site architecture, provides seasonal color, and connects adjacent uses and activities. Similar guidelines would need to be established for the proposed commercial areas of the project site as part of the subsequent approvals. Implementation of these design elements would further mitigate the visual impact of the building heights and massing.

As described above, the Eastern Dublin EIR determined that visual impacts associated with the alteration of the rural/open space character of the project area and alteration of the visual character of the flatlands would be significant and unavoidable. Other impacts to visual resources, including impacts to distinctive natural features, scenic vistas, and scenic routes, and alteration of hillsides, ridges, and watercourses were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR. Although the density of the proposed general commercial/campus office uses would be greater than previously analyzed in the EDSP EIRs, the general type and massing of buildings would not be significantly different. Consistent with the findings of the Eastern Dublin EIR, the proposed project would alter the visual character of the project site, which would be converted from rural development to urban development, with general commercial/campus office uses and residential buildings. Because the general type and massing of the proposed buildings would not be significantly different than those considered in the EDSP EIRs, the difference in density would not substantially increase the severity of this previously identified impact. Therefore, changes to the existing visual environment would be the same as described in the EDSP EIRs.

The mitigation measures identified in the Eastern Dublin EIR and the visual policies in the City of Dublin General Plan would apply to the proposed project. In addition, the proposed project would be required to undergo site-specific design review to ensure the project is consistent with City of Dublin design standards, property development regulations and performance standards related to aesthetics and to lessen the severity of visual changes resulting from the proposed project. With implementation of the aforementioned mitigation measures, no new impacts or substantially more severe significant impacts related to the visual character of the site and surrounding area, beyond those identified in the EDSP EIRs, would occur.

(d) Create a new source of substantial light or glare

Similar to the development evaluated in the EDSP EIRs, the proposed project would introduce new light sources to the project site, including new building lighting, light standards along proposed roadways, parking areas and pedestrian pathways, and loading facilities. At night, these new sources of light would be visible from a distance; however, the addition of new light

sources associated with the proposed project would generally blend in with lighting of adjacent development projects to the north and west and would represent a continuation of the existing development within this area of the City. Consistent with City requirements, exterior lighting would be shielded so that direct glare and reflections are confined within the boundaries of the project site. Site lighting would be directed downward and away from adjoining properties and public rights-of-way such that no light spillover onto adjacent properties or streets would occur.

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. Proposed exterior building materials for the residential development would primarily include stone, brick or lap siding. These non-reflective building materials would not result in potential glare impacts within the project site or surrounding areas, and notably at the street level. With adherence to City requirements, no new impacts or substantially more severe significant impacts associated with light and glare, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified aesthetic/visual impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to aesthetic resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Agricultural and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?			X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X
c) 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?			X
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X
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?			X

Environmental Setting

The project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The surrounding area is characterized by undeveloped open space and residential uses.

The Farmland Mapping and Monitoring Program categorizes the project site as Grazing Land and Urban and Built-Up Land. Grazing Land is defined as land on which the existing vegetation is suited to the grazing of livestock. Other Land includes land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres.

Urban and Built-Up land is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include

residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified less than significant impacts related to discontinuation of agricultural uses, loss of farmlands of local importance, indirect impacts resulting from non-renewal of Williamson Act contracts, and conversion of non-urban lands. Although the Eastern Dublin EIR determined that the loss of agricultural uses within the Eastern Dublin Area was less than significant, the Eastern Dublin EIR identified the cumulative loss of agricultural lands and open space as a significant and unavoidable impact and a Statement of Overriding Considerations was adopted for this impact.

2002 SEIR

A review of potential prime agricultural soils within the project area was conducted as part of the 2002 SEIR. The 2002 SEIR determined that no additional prime agricultural lands occur in the project area beyond those identified at the time the Eastern Dublin EIR was certified; therefore, no new significant impacts related to prime agricultural soils or cancellation of Williamson Act contracts were identified.

Fallon Village SEIR

No additional impacts or mitigation related to agricultural resources were identified in the Fallon Village SEIR.

Project Impacts and Mitigation Measures

(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland)

As described above, the project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other type of farmland to non-agricultural uses. Therefore, no new impacts or substantially more severe significant impacts associated with the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur.

(b) Conflict with existing zoning for agricultural use or a Williamson Act contract

The project site is currently classified as Planned Development (PD) Ordinance No. 32-05 on the City's Zoning Map. The project site is not currently used for agricultural purposes, not zoned for agricultural uses, and is not protected by, or eligible for, a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural uses or Williamson Act contracts. No new impacts or substantially more severe significant impacts related to conflicts with existing zoning for agricultural use or Williamson Act contract would occur.

(c) Conversion of land from Farmland or forest use

As described above, the project site is currently classified as Planned Development (PD) Ordinance No. 32-05 on the City's Zoning Map, which allows for a mix of residential, general commercial/campus office, and limited light manufacturing uses on the project site. Neither the project site nor the surrounding area is zoned for agricultural use, forest land, timberland, or timberland production. Therefore, no new impacts or substantially more severe significant impacts associated with the conversion of farmland or forest land would occur.

(d) Result in loss of forest land or conversion of forest

No forest or timberland exists on the project site or in the surrounding area and the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no new impacts or substantially more severe significant impacts associated with the loss or conversion of forest land would occur.

(e) Conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use

None of the project parcels are currently used as farmland or forest land. The proposed project would not result in the conversion of farmland on or off the project site to non-agricultural uses because there are no agricultural uses on or in the immediate vicinity of the project site. Likewise, the proposed project would not result in impacts related to changes in the existing environment that could result in the conversion of agricultural land to non-agricultural uses. Therefore, the no new impacts or substantially more severe significant impacts associated with the conversion of farmland or forest land to non-agricultural uses would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified agricultural impacts, nor result in new significant impacts to agricultural resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

California Department of Conservation (DOC). California Farmland Conservancy. California Important Farmland Finder. Website: maps.conservation.ca.gov/dlrp/ciff/ (accessed September 13, 2023).

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Air Quality

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
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. Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?			X
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?			X
c) Expose sensitive receptors to substantial pollutant concentrations?			X
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X

Environmental Setting

The proposed project is located in the City of Dublin and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Dublin, and the rest of the Air Basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and federal government. The State has also set standards for sulfate and visibility. BAAQMD is under State non-attainment status for ozone and particulate matter standards. BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified that mobile source CO emissions would be less than significant and construction dust emissions would be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR. In addition, the Eastern Dublin EIR identified that impacts associated with construction equipment/vehicle emissions, mobile source reactive organic gasses (ROG) and nitrogen oxide (NO_x) emissions, and stationary source emissions would be significant and unavoidable. Thus, a Statement of Overriding Considerations was adopted. The following mitigation measures would apply to the proposed project:

MM 3.11/1.0 The City of Dublin shall:

- Require watering in late morning and at the end of the day; the frequency of watering should increase if wind exceeds 15 mph. Watering should include all excavated and graded areas and material to be transported off-site. Use recycled or other non-potable water resources where feasible.
- Require daily cleanup of mud and dust carried onto street surfaces by construction vehicles.
- Require excavation haul trucks to use tarpaulins or other effective covers.
- Require that, upon completion of construction, measures shall be taken to reduce wind erosion. Replanting and repaving should be completed as soon as possible.
- Require that unnecessary idling of construction equipment is avoided.
- Require that, after grading is completed, fugitive dust on exposed soil surfaces shall be controlled using the following methods:
    - All inactive portions of the construction site should be seeded and watered until grass growth is evident.
    - Require that all portions of the site shall be sufficiently watered to prevent excessive amounts of dust.
    - Require that, at all times, the following procedures should be followed:
        - On-site vehicle speed shall be limited to 15 mph.
        - Use of petroleum-based palliative shall meet the road oil requirements of the Air Quality District. Non-petroleum-based tackifiers may be required by the Public Works Director.
        - The Public Works Department will handle all dust complaints. The Public Works Director may require the services of an air quality consultant to advise the City on the severity of the dust problem and additional ways to mitigate impacts on residents, including temporarily halting project construction. Dust concerns in adjoining communities as well as the City of Dublin shall be

controlled. Control measures shall be related to wind conditions. Air quality monitoring of PM levels shall be provided as directed by the Public Works Director in Dublin.

MM 3.11/2.0 Minimize construction interference with regional non-project traffic movement by:

- Scheduling receipt of construction materials to non-peak travel periods.
- Routing construction traffic through areas of least impact sensitivity.
- Limiting lane closures and detours to off-peak travel periods.
- Providing ride-share incentives for contractor and subcontractor personnel.

MM 3.11/3.0 Require emissions control from on-site equipment through a routine mandatory program of low-emissions tune-ups.

MM 3.11/4.0 Require preparation of a construction impact reduction plan that incorporates all proposed air quality mitigation strategies with clearly defined responsibilities for plan implementation and supervision.

MM 3.11/5.0 Exercise interagency cooperation with a sub-regional and on a regional basis to integrate air quality planning efforts with transportation, transit, and other infrastructure plans.

MM 3.11/6.0 Maintain consistency among specific development plans and regional transportation and growth management plans.

MM 3.11/7.0 Implement transportation demand management (TDM) techniques to reduce mobile source emissions.

MM 3.11/8.0 Optimize the existing transportation system to reduce congestion and shift travel to non-peak travel periods.

MM 3.11/9.0 Coordinate levels of growth with roadway transportation facilities improvements to accommodate travel demand without inducing demand by providing excess system capacity.

MM 3.11/10.0 Encourage mixed-use development that provides housing, jobs, goods and services in close proximity.

MM 3.11/11.0 Require linkage between growth of housing and job opportunities consistent with a positive sub-regional contribution to jobs/housing ratio balances.

MM 3.11/12.0 Stationary source emissions associated with Project development should also be minimized where feasible to reduce overall cumulative impacts. Minimum energy conservation standards are established in Title 24 of the California Code of Regulations. Design practice can achieve a slightly greater level of conservation than the minimum standards. A conservation target level for some fraction of Eastern Dublin development of 10 percent above the minimum should be implemented as an appropriate acknowledgement of the desired "environmentally-friendly" community character for this Project.

MM 3.11/13.0 Solid waste recycling should be included in all development planning to ensure that recycling criteria specified in AB-939 can be most easily met.

2002 SEIR

A review of potential operational air quality impacts was conducted as part of the 2002 SEIR. The 2002 SEIR determined that no additional operational air quality impacts would occur beyond those identified at the time the Eastern Dublin EIR was certified; therefore, no new significant impacts related to air quality were identified.

Fallon Village SEIR

No additional impacts were identified in the Fallon Village SEIR. However, the Fallon Village SEIR identified the following supplemental mitigation measures that would be applicable to the proposed project:

SM-AQ-1: In addition to the measures identified in Mitigation Measure 3.11/1.0 of the Eastern Dublin EIR, the City of Dublin shall:

a) Require construction contractors to water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

b) Require construction contractors to sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction sites.

c) Require construction contractors to install sandbags or other erosion control measures to prevent silt runoff to public roadways.

SM-AQ-2: In addition to the measures identified in Mitigation Measure 3.11/5.0-11.0 of the Eastern Dublin EIR, the City of Dublin shall require that the following be implemented:

a) The Project proponent should coordinate with LAVTA for the eventual extension of transit service to the Project area. Project proponents should construct or reserve necessary right-of-way for transit facilities such as bus turnouts/bus bulbs, benches, etc.

b) Bicycle land and/or paths, connected to community-wide network should be provided as part of the Stage 1 Development Plan.

c) Sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network should be provided as part of the Stage 1 Development Plan.

d) Consider shuttle service to regional transit system or multimodal center.

e) Consider providing a satellite telecommute center for Project residents if this is feasible in terms of a convenient location.

f) Provide interconnected street network, with a regular grid or similar interconnected street pattern.

SM-AQ-3: Same as Supplemental Mitigation AQ-2.

Project Impacts and Mitigation Measures

(a) Consistency with the applicable clean air plan

BAAQMD's Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas (GHG) emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

As described below, the proposed project: (1) does not support the goals of the Clean Air Plan because the proposed project's operational emissions would exceed the BAAQMD thresholds; (2) includes applicable control measures from the Clean Air Plan because the proposed project would promote the BAAQMD's initiatives to reduce vehicle trips and vehicle miles traveled (VMT) and would comply with the latest California Green Building Standards Code (CALGreen) standards; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan since the proposed project would include applicable control measures from the Clean Air Plan. However, since the proposed project would not support the goals of the Clean Air Plan, the project is not consistent with the Clean Air Plan.

Clean Air Plan Goals.The proposed project would result in significant and unavoidable operational emissions in violation of the BAAQMD's significance thresholds. Therefore, the project would conflict with the Clean Air Plan goals.

The primary goals of the Bay Area Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health in the Bay Area, reduce GHG emissions and protect climate.

BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. If a project exceeds these thresholds, it is not aligned with the Clean Air Plan goals.

Construction Emissions. As discussed below, with implementation of Supplemental Mitigation Measure SM-AQ-1, as modified below, and Mitigation Measures 3.11/2.0 and 3.11/3.0 from the Eastern Dublin EIR, the project would result in less-than-significant construction-period emissions.

Operational Emissions. As discussed below, the proposed project would result in significant and unavoidable operational emissions. Therefore, the project would conflict with the Clean Air Plan goals.

Clean Air Plan Control Measures.The control measures of the Clean Air Plan include measures in the following categories: Stationary Source Measures, Transportation Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures.

The proposed project is consistent with the applicable Clean Air Plan control measures.

Stationary Source Control Measures. The Stationary Source Control Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by BAAQMD and then enforced by BAAQMD's Permit and Inspection programs. Since the project would not include any stationary sources of emissions, the Stationary Source Control Measures of the Clean Air Plan are not applicable to the project.

*Transportation Control Measures.*BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The project would subdivide the 192-acre site into 11 parcels to accommodate proposed residential, limited light manufacturing, hotel, retail and office uses within the project area. The proposed project would increase pedestrian and bicycle connectivity through the site and to adjacent developments. Croak Road and Dublin Boulevard are proposed to be extended to provide access to the project site and would have sidewalks on both sides of the road. Additionally, new bicycle facilities are proposed on the future Dublin Boulevard Extension and Croak Road, which would serve the project site. The proposed project is not anticipated to interfere with any plans or policies for transit usage in the area such as the Dublin Boulevard Extension project, which will have bus pull outs, bus pads, and passenger pads along the roadway. As such, the proposed project's proximity to surrounding uses and the ability for pedestrians and bicyclists to access the project site would support the ability of employees and residents to use alternative modes of transportation. Therefore, the project would not conflict

with BAAQMD initiatives to reduce vehicle trips and VMT and would encourage the use of alternate means of transportation through increasing pedestrian and bicyclist access.

Energy Control Measures. The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply exclusively to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the project.

Building Control Measures. BAAQMD has authority to regulate emissions from certain sources in buildings such as boilers and water heaters but has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes, to facilitate adoption of best GHG control practices and policies. The proposed project would be required to comply with the latest CALGreen standards. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the project.

Agriculture Control Measures. The Agriculture Control Measures are designed to primarily reduce emissions of methane. Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the project.

Natural and Working Lands Control Measures. The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to enact ordinances that promote urban-tree plantings. The proposed project would plant -trees and landscaping throughout the project site. As described in the Project Description, the project would include dedication of land for a future 7.2-acre Community Park and 42.6 acres for a Natural Community Park. Additionally, the Planned Development Stage 2 Development Plan includes landscape design guidelines and a planting palette to create a unified community aesthetic. The landscape theme would feature blossoming plants and evergreens that complement the proposed architecture and encourage pedestrian access and connectivity within the residential development and to adjacent neighborhoods. In addition, the project site supports five habitat types consisting of non-native annual grassland, seasonal wetland/pond, drainages, emergent marsh and riparian woodlands. As discussed in Section 4., Biological Resources , with implementation of mitigation measures and regulatory requirements, which require compensatory mitigation for loss of wetlands, no new impacts or substantially more severe significant impacts related to wetlands, beyond those identified in the EDSP EIRs, would occur. Therefore, the proposed project would not conflict with the Natural and Working Lands Control Measures of the Clean Air Plan.

Waste Management Control Measures. The Waste Management Measures focus on reducing or capturing methane emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management

(e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

Water Control Measures. The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the project.

Super-GHG Control Measures. The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

Clean Air Plan Implementation. As discussed above, the proposed project would implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan.

However, as discussed above and below, the proposed project would conflict with the goals of the Clean Air Plan, due to an exceedance of the operational emission thresholds. The EDSP EIRs did not evaluate consistency with the applicable clean air plan; however, operational emissions were determined to be significant and unavoidable and a Statement of Overriding Considerations was adopted. The proposed project would contribute to this significant and unavoidable impact identified in the EDSP EIRs but would not result in any new or more severe impacts compared to those previously identified in the EDSP EIRs. Therefore, no new impacts or substantially more severe significant impacts associated with conflict with an air quality plan would occur.

(b) Violate air quality standards or cause cumulatively considerable air pollutants

As demonstrated below, construction emissions associated with the project would be less than significant with implementation of the Supplemental Mitigation Measure SM-AQ-1, as identified in the Fallon Village SEIR, and modified below. However, the proposed project would violate air quality standards due to operational-related emissions; therefore, operation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants. The proposed project would contribute to the significant and unavoidable impacts identified in the EDSP EIRs but would not result in operational impacts that are new or more significant than those analyzed in the EDSP EIRs.

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants: CO, ozone (O_3), NO_2, SO_2, Pb, and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. As identified above, BAAQMD is under State non-attainment status for ozone, PM_{10}, and $PM_{2.5}$ standards. The Air Basin is also classified as non-attainment for both the federal ozone 8-hour standard and the federal $PM_{2.5}$ 24-hour standard.

Air quality standards for the proposed project are regulated by the BAAQMD CEQA Air Quality Guidelines. According to the BAAQMD CEQA Air Quality Guidelines, to meet air quality standards for operational-related criteria air pollutant and air precursor impacts, the project must not:

- Contribute to CO concentrations exceeding the State ambient air quality standards;
- Generate average daily construction emissions of ROG, NO_x, or $PM_{2.5}$ greater than 54 pounds per day or PM_{10} exhaust emissions greater than 82 pounds per day; or
- Generate average operational emissions of ROG, NO_x or $PM_{2.5}$ of greater than 10 tons per year or 54 pounds per day or PM_{10} emissions greater than 15 tons per year or 82 pounds per day.

The following sections describe the proposed project's construction- and operational-related air quality impacts and CO impacts.

Construction Emissions.As discussed above, the EDSP EIRs found that that proposed development would result in significant and unavoidable impacts associated with construction activities. Mitigation Measures 3.11/1.0, 3.11/2.0, 3.11/3.0, and 3.11/4.0, and SM-AQ-1 were identified, but were insufficient to reduce impacts to a less-than-significant level and, therefore, a Statement of Overriding Considerations was adopted for the project.

During construction of the proposed project, construction dust would affect local and regional air quality at various times during build-out period of the project. The dry, windy climate of the area during the summer months combined with the fine, silty soils of the region create a high potential for dust generation. Emissions during the grading phase of construction are primarily associated with exhaust from large earth moving equipment and dust generated by grading activities. Emissions in later stages of construction would primarily be associated with construction employee commute vehicles, asphalt paving, mobile equipment, stationary equipment, and architectural coatings.

The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} near the construction activity. Depending on the weather, soil conditions, the amount of activity taking place, and nature of dust control efforts, these impacts could affect existing or future residential areas within or near the project.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With implementation of these Basic Best Management Practices for Construction-Related Fugitive Dust Emissions, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic

congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2022.1, consistent with BAAQMD recommendations. The proposed project would include phased construction, which would consist of Phase 1 from June 2024 to June 2026, Phase 2 from June 2025 to June 2027, and Phase 3 from June 2024 to June 2034. Overall, construction of the proposed project is anticipated to last approximately 10 years and is anticipated to be fully improved by 2034. Phase 1 would include 128 residential units, 23,090 square feet of parking lot area, 101,780 square feet of total non-parking asphalt, 26,800 square feet of hardscape, and 51,000 square feet of landscaping on approximately 6.5 acres. Phase 2 would include 110 residential units, 11,790 square feet of parking lot area, 60,400 square feet of total non-parking asphalt, 30,980 square feet of hardscape, and 111,000 square feet of landscaping on approximately 7.2 acres. Phase 3 would include the limited light manufacturing, hotel, retail, and office uses on approximately 130 acres. The construction worker and vendor trips per day during Phases 1 and 2 were provided by the project applicant, which was included in CalEEMod. Cut and fill from project grading would be balanced on-site. This analysis also assumes the use of Tier 2 construction equipment, as required by current CARB OFFROAD regulations. Construction-related emissions are presented in Table D. CalEEMod output sheets are included in Appendix A.

Table D: 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 $PM_{2.5}$**
Average Daily Emissions	14.5	31.2	41.3	0.1	10.4	3.2
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (October 2023).
BMP = Best Management Practices

As shown in Table D, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions. BAAQMD requires implementation of BAAQMD's Basic Best Management Practices for Construction-Related Fugitive Dust Emissions (best management practices) to minimize construction fugitive dust impacts. The EDSP EIRs identified Mitigation Measure 3.11/1.0 and Supplemental Measure SM-AQ-1 to minimize emission of dust. BAAQMD has since adopted newer and more restrictive dust control measures to reduce construction dust and construction vehicle emissions to which the project applicant must adhere in order to reduce this construction impact to a less-than-significant level. Therefore, Supplemental Mitigation Measure SM-AQ-1, as identified in the Fallon Village SEIR, has been modified, as shown below (with additions in underline and deletions in ~~strikethrough~~), to include BAAQMD's most current best management practices and require that construction equipment meets the California Air Resources Board (CARB) Tier 2 emissions

standards equipped with Level 3 diesel particulate filters or equivalent. Mitigation Measures 3.11/2.0 and 3.11/3.0 would still be applicable to the proposed project.

SM-AQ-1: In addition to the measures identified in Mitigation Measure 3.11/1.0 of the East Dublin EIR, the City of Dublin shall:

a) Require construction contractors to water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.

b) Require construction contractors to sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction sites.

c) Require construction contractors to install sandbags or other erosion control measures to prevent silt runoff to public roadways.

d) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

e) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

f) All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

g) All vehicle speeds on unpaved roads shall be limited to 15 mph.

h) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

i) Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

j) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

k) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

l) A publicly visible sign shall be posted with the telephone number and person to contact at the City of Dublin regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

m) During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project construction at a minimum meets the California Air Resources Board Tier

2 emissions standards equipped with Level 3 diesel particulate filters or equivalent. Verification shall be provided to the City for confirmation.

With implementation of Supplemental Mitigation Measure SM-AQ-1, as modified above, and Mitigation Measures 3.11/2.0 and 3.11/3.0, the proposed project would not result in any new or more severe impacts related to construction period emissions compared to those previously identified in the EDSP EIRs.

Operational Emissions.The EDSP EIRs found that proposed development would result in significant and unavoidable impacts associated with operational activities. Mitigation Measures 3.11/5.0, 3.11/6.0, 3.11/7.0, 3.11/8.0, 3.11/9.0, 3.11/10.0, and 3.11/11.0 and SM-AQ-2 and SM-AQ-3 were identified but were insufficient to reduce impacts to a less-than-significant level and, therefore, a Statement of Overriding Considerations was adopted for the project.

Long-term air pollutant emission impacts associated with the proposed project are those related to mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings, the use of landscape maintenance equipment, and the use of consumer products).

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement, and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of PM emissions compared with diesel-powered vehicles.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and consumer products.

Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table E. Trip generation rates for the project were based on the project's trip generation estimate, as described in Section 18. Transportation/Traffic, which estimates that the proposed project would generate approximately 22,618 average daily trips associated with the proposed residential, limited light manufacturing, hotel, retail, and office uses. In addition, CalEEMod assumes that the proposed project would not include any wood-burning fireplaces. When project-specific data were not available, default assumptions (e.g., energy usage, water usage, and solid waste generation) from CalEEMod were used to estimate project emissions.

The primary emissions associated with the project would be regional in nature, meaning that air pollutants would be rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions would be released in other areas of the Air Basin. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table E for ROG, NO_x, PM_{10}, and $PM_{2.5}$.

Table E: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Proposed Project Emissions				
Pounds Per Day				
Mobile Source Emissions	53.0	46.2	140.2	36.0
Area Source Emissions	105.5	0.8	0.1	0.1
Energy Source Emissions	2.2	39.6	3.0	3.0
Total Project Emissions	**160.7**	**86.6**	**143.4**	**39.2**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**No**
Tons Per Year				
Mobile Source Emissions	9.7	8.4	25.6	6.6
Area Source Emissions	19.2	0.1	<0.1	<0.1
Energy Source Emissions	0.4	7.2	0.6	0.6
Total Project Emissions	**29.4**	**15.8**	**26.2**	**7.2**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**No**
EDSP EIRs Emissions				
EDSP EIR (Mobile Source Emissions)	109.5	102.9	78.9	-
Fallon Village SEIR (Mobile Source Emissions)	116.9	116.6	89.9	-
BAAQMD Thresholds	**54.0**	**54.0**	**82.0**	**-**
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**-**

Source: LSA (October 2023).

The results shown in Table E indicate the project would exceed the significance criteria for daily and annual ROG, NO_x, and PM_{10} emissions. As shown in Table E, $PM_{2.5}$ emissions would be below the thresholds. As discussed above, the EDSP EIRs found that proposed development would result in significant and unavoidable impacts associated with operation activities. Mitigation Measures 3.11/5.0, 3.11/6.0, 3.11/7.0, 3.11/8.0, 3.11/9.0, 3.11/10.0, and 3.11/11.0 and SM-AQ-2 and SM-AQ-3 were identified but were insufficient to reduce impacts to a less-than-significant level and, therefore, a Statement of Overriding Considerations was adopted for the project. The EDSP EIRs evaluated emissions estimates using the URBEMIS-2002 emission model, which is now considered outdated and only calculated mobile source emissions; area and energy source emissions were not evaluated. As discussed above, the proposed project would generate approximately 22,618 average daily trips, while buildout of the uses evaluated

in the Fallon Village SEIR would generate approximately 45,550 average daily trips. Therefore, although the proposed project's total emissions are higher than the mobile source emissions identified in the Fallon Village SEIR, area and energy source emissions were not analyzed in the EDSP EIRs. If area and energy source emissions were included in the EDSP EIRs, the total operational emissions would have been higher than the proposed project. Emissions associated with area and energy sources are not new information that was not known or could not have been known at the time these previous EIRs were certified. The issue of energy sources (e.g., electricity and natural gas) and area sources (e.g., architectural coatings, the use of landscape maintenance equipment, and the use of consumer products) was widely known prior to the certification of these EIRs. As such, although the proposed project would contribute to the significant and unavoidable impacts identified in the EDSP EIRs, it would not result in operational impacts that are new or more significant than those analyzed in the EDSP EIRs.

Localized CO Impacts.The EDSP EIRs found that the project would generate additional traffic volumes, increasing local levels of carbon monoxide. However, the EDSP EIRs determined that such increases would be below the standard of air quality significance.

Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. BAAQMD's CEQA Air Quality Guidelines include recommended methodologies for screening and quantifying concentrations of localized CO levels for intersections that would be in a project vicinity. A screening level analysis using guidance from the BAAQMD CEQA Air Quality Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to BAAQMD's CEQA Air Quality Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

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

Implementation of the proposed project would not conflict with the Alameda County Transportation Commission's congestion management programs. The proposed project would generate approximately 2,068 AM peak hour trips and 2,523 PM peak hour trips. The project's contribution to peak hour traffic volumes at intersections in the vicinity of the project site

would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards.

Overall, with implementation of Supplemental Mitigation Measure SM-AQ-1, as modified above, and Mitigation Measures 3.11/2.0 and 3.11/3.0, the proposed project would not result in any new or more severe impacts associated with the violation of air quality standards as compared to those identified in the EDSP EIRs.

(c) Expose sensitive receptors to pollutant concentrations

With implementation of mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts associated with exposing sensitive receptors to pollutant concentrations would occur with implementation of the project.

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. The closest sensitive receptors to the project site include residential uses and Cottonwood Creek School located adjacent to the northern border of the project site.

The proposed project site is located in an urban area in close proximity to existing residential uses that could be exposed to diesel emission exhaust during the construction period. As such, to estimate the potential cancer risk from project construction equipment exhaust (including diesel particulate matter), a construction health risk assessment (HRA), which evaluates construction-period health risk to off-site receptors, was performed for the proposed project, and the analysis is presented below. 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.

Table F below identifies the results of the analysis utilizing the CalEEMod outputs, assuming the use of Tier 2 construction equipment, consistent with current minimum CARB standards. Model snapshots of the sources are provided in Appendix B.

Table F: Unmitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

Project Construction	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Maximally Exposed Residential Receptor	19.20	0.054	0.000	0.268
Maximally Exposed School Receptor	17.52	0.045	0.000	0.223
Maximally Exposed Worker Receptor	1.36	0.052	0.000	0.261
Threshold?	**10.0**	**1.0**	**1.0**	**0.30**
Exceed?	**Yes**	**No**	**No**	**No**

Source: LSA (October 2023).

As shown in Table F, the project's maximum cancer risk for the residential receptor maximally exposed individual (MEI) would be 19.20 in one million and the school receptor risk would be 17.52 in one million, which would exceed the BAAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower at 1.36 in one million, which would not exceed the BAAQMD cancer risk threshold of 10 in one million. The chronic hazard index would be 0.054 for the residential receptor MEI, 0.045 for the school receptor MEI, and 0.052 for the worker receptor MEI, which would be below the threshold of 1.0. In addition, the acute hazard index would be nominal (0.000), which would not exceed the threshold of 1.0. The $PM_{2.5}$ concentration would be 0.268 for the residential receptor MEI, 0.223 for the school receptor MEI, and 0.261 for the worker receptor MEI, which would be below the threshold of 0.3 $\mu g/m^3$. However, construction contractors would be required to implement BAAQMD's Basic Construction Mitigation Measures and use construction equipment that meets the CARB Tier 2 emissions standards equipped with Level 3 diesel particulate filters or equivalent as identified in the Fallon Village SEIR and Supplemental Mitigation Measure SM-AQ-1, as modified above.

Table G identifies the results of the analysis with implementation of Supplemental Mitigation Measure SM-AQ-1, as modified above.

Table G: Mitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

Project Construction	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Maximally Exposed Residential Receptor	2.90	0.003	0.000	0.062
Maximally Exposed School Receptor	2.62	0.003	0.000	0.052
Maximally Exposed Worker Receptor	0.21	0.003	0.000	0.060
Threshold?	**10.0**	**1.0**	**1.0**	**0.30**
Exceed?	**No**	**No**	**No**	**No**

Source: LSA (October 2023).

As shown in Table G, the project's maximum cancer risk for the residential receptor MEI would be 2.90 in one million, the school receptor risk would be 2.62 in one million, and the worker receptor risk would be 0.21 in one million, which would be below the BAAQMD cancer risk threshold of 10 in one million. Therefore, with implementation of modified Supplemental Mitigation Measure SM-AQ-1, construction of the proposed project would not exceed BAAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. With implementation of modified Mitigation Measure SM-AQ-1, no new impacts or substantially more severe significant impacts associated with exposing sensitive receptors to pollutant concentrations would occur.

(d) Odors

During construction, the various diesel-powered vehicles and equipment in use on the site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is, therefore, considered less than significant. In addition, the proposed project is consistent with the land uses established in Planned Development Ordinance No. 32-05 and would not include any activities or operations that would generate objectionable odors and once operational, it would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, no new impacts or substantially more severe significant impacts associated with odors would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified air quality impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, as modified above, there would be no new or substantially more severe significant impacts to air quality beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

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Biological Resources

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
4. BIOLOGICAL RESOURCES. Would the project:			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X
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?			X
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?			X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X
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?			X

Environmental Setting

The following discussion of biological resources within the project site is based on the results of a Biological Resources Assessment, special-status plant survey, listed large brachiopod wet season survey, and arborist report prepared for the proposed project (Appendices C through F, respectively).

The project site consists entirely of undeveloped grazing ranchland and open space. The land uses on nearby properties consist of agricultural, residential, open space, and commercial uses as well. Five habitat types were identified within the study area during the plant surveys: non-native annual grassland, seasonal wetland/pond, drainages, emergent marsh, and riparian woodlands. These habitats are discussed below.

Non-Native Annual Grassland

Most of the project site consists of non-native annual grassland and much of this grassland is currently grazed by cattle. The species include wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), hare barley (*Hordeum murinum* spp. *leporinum*), and Italian ryegrass (*Festuca perennis*), among others. Common non-native forbs observed during field surveys include black mustard (*Brassica nigra*), Mediterranean linseed (*Bellardia trixago),* yellow starthistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), milk thistle (*Silybum marianum*), filaree (*Erodium* spp.), and bur clover (*Medicago polymorpha*).

Seasonal Wetland/Pond

The seasonal wetlands across the project site are characterized by Italian rye grass (*Festuca perennis),* seaside barley (*Hordeum marinum),* Baltic rush, (*Juncus balticus),* bristly oxtongue (*Helminthotheca echioides),* common toad rush (*Juncus bufonius),* beardless wild rye (*Elymus triticoides),* timothy grass (*Phleum alpinum),* bulrush (*Typha latifolia),* curly dock (*Rumex crispus),* tall flatsedge (*Cyperus eragrostis),* hyssop lossestrife (*Lythrym hyssopifolia),* brass buttons (*Cotula coronopifolia),* soft brome (*Bromus hordeaceus),* prickly lettuce (*Lactuca serriola),* Congdon's tarplant, and rabbit's foot grass.

Drainages

Six drainages exist on the project site. One intermittent channel lies within the riparian woodland on the northwestern corner, four drainages are spread within the hills of the central northern part of the project site, and one drainage is located along the eastern project site boundary. Dominant vegetation within the drainage features consist primarily of salt grass (*Distichilis spicata*), iris leaf rush (*Juncus xiphioides*) and rabbit's foot grass (*Polypogon monspeliensis*) with sporadic yerba mansa (*Anamopsis californica*) and watercress (*Nasturtium officinale*) within the northwestern corner.

Emergent Marsh

The emergent marsh, located in the southwest corner of the project site, contains water year-round and is primarily characterized by a large stand of cattails (*Typha* sp.). The cattail stand covers the entire emergent marsh along with a few scattered willow trees (*Salix* spp.) present along the boundary of Croak Road. Several hydrophytic species are present within the willow undergrowth such as, cutleaf water parsnip (*Berula erecta),* prickly lettuce, and rabbits foot grass.

Riparian Woodland

A group of willow (*Salix sp*) and cottonwood trees (*Populus fremontii*) surround the quarry pond within the northern portion of the project site. Additionally, a dense group of willow,

cottonwood, and coast live oak (*Quercus agrifolia*) trees surround the intermittent drainage within the northwestern corner of the site.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to direct habitat loss, indirect habitat loss due to vegetation removal for construction and development activities, and loss or degradation of sensitive habitat. The Eastern Dublin EIR also identified potentially significant impacts related to special-status wildlife, including San Joaquin kit fox, California red-legged frog (CRLF), California tiger salamander (CTS), western pond turtle, tri-colored blackbird, golden eagle, burrowing owl, American badger, special-status invertebrates and others. Mitigation measures were identified to reduce significant impacts. One significant and unavoidable impact was identified related to the cumulative loss or degradation of botanically sensitive habitat, and a Statement of Overriding Considerations was adopted. The following mitigation measures would apply to the proposed project:

MM 3.7/1.0 Direct disturbance or removal of trees or native vegetation cover should be minimized and be restricted to those areas actually designated for the construction of improvements.

MM 3.7/5.0 All areas of disturbance should be revegetated as quickly as possible to prevent erosion. Native trees (preferably those species already on site), shrubs, herbs, and grasses should be used for revegetation of areas to remains as natural open space. The introduction of non-native plant species should be avoided.

MM 3.7/14.0 The City should enact and enforce an erosion and sedimentation control ordinance establishing performance standards to ensure maintenance of water quality and protection of stream channels. The ordinance should regulate grading and development activities adjacent to streams and wetland areas and require revegetation of all ground disturbance immediately after construction to reduce erosion potential. Until such an ordinance is in place, the City shall require project applicants to provide a detailed erosion and sedimentation control plan as part of the project submittal.

MM 3.7/16.0 Existing sensitive habitats shall be avoided and protected where feasible.

MM 3.7/17.0 Construction near drainages shall take place during the dry season.

MM 3.7/19.0 The use of rodenticides and herbicides within the Project area should be restricted to avoid impacts on wildlife. The City shall require any poisoning programs to be done in cooperation with and under supervision of the Alameda County Department of Agriculture.

MM 3.7/20.0 The City shall require development applicants to conduct a pre-construction survey within 60 days prior to habitat modification (clearing construction and road site, etc.) to verify the presence of sensitive species, especially the San Joaquin kit fox, nesting raptors, the red-legged frog, the western pond turtle, the California tiger salamander, the tri-colored blackbird and other species of concern.

MM 3.7/22.0 Maintain a minimum buffer (at least 100 feet) around breeding sites of the red-legged frog, California tiger salamander and the Western pond turtle identified by MM 3.7/20.0.

MM 3.7 /23.0 Maintain a natural open space zone (Golden Eagle Protection Zone) around the golden eagle nest located in the northeast corner of the planning area. Exceptions to this setback will have to be approved by the U.S. Fish and Wildlife Service (USFWS), based on field examinations of the site to determine what constitutes "harassment" of the eagles at this particular location. Construction within this protection zone will not be allowed unless it is determined that the eagles have ceased to use the nest site for two consecutive years as verified by the USFWS.

MM 3.7 /24.0 During the golden eagle reproductive period (July-January), an additional temporal buffer will be established within 250 feet of the Golden Eagle Protection Zone. During this period, construction and development activities will not be allowed within this temporal zone.

MM 3.7 /25.0 Partial mitigation for the loss of useable foraging habitat will be provided by MM 3.7 / 23 which establishes a Golden Eagle Protection Zone. Additional mitigation will be provided by the 571.1 acres of Open Space and 2,672.3 acres of Rural Residential land use of the Project. Combined, the Golden Eagle Protection Zone and the 3,243.4 acres of land projected for open space protection or low intensity development would provide suitable foraging habitat.

MM 3.7/27.0 Maintain a minimum buffer (at least 300 feet) around known or those identified by pre-construction surveys (MM 3.7/20.0) nesting sites of the burrowing owl and breeding sites of the American badger during the breeding season to avoid direct loss of individuals (March – September).

2002 SEIR

The 2002 SEIR determined that implementation of the EDPO project would result in potentially significant supplemental impacts to seasonal wetlands and intermittent streams, sensitive habitats not previously analyzed, special-status plant species, San Joaquin kit fox, California red-legged frog (CRLF), special-status invertebrates, California tiger salamander (CTS), nesting raptors, golden eagle, burrowing owl, nesting passerines, and bat species. Supplemental mitigation measures were identified to reduce these impacts to a less than significant level. The following supplemental mitigation measures are applicable to the proposed project:

SM-BIO-1 (*reference only)*: A Resource Management Plan (RMP) shall be prepared for the Project area for the City of Dublin's review and approval prior to or concurrent with submittal of any land use entitlement requests. The RMP shall include all properties in the Project area and any necessary off-site mitigation lands, and address consistency with local policies, such as the Stream Restoration Program and the Grazing Management Plan and mitigation measures contained in the Eastern Dublin EIR and this SEIR (for the full text of this mitigation see Chapter 3.3 [in the SEIR]).

SM-BIO-2: Plant surveys, as outlined in United States Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) protocols, shall be conducted across the Project area in early spring, late spring, and late summer to confirm presence or absence of special-status plant species. Results of these surveys shall be addressed in the RMP (SM-BIO-1) and in project-level environmental review of all subsequent development applications in the Project area.

SM-BIO-3: Once presence is determined for a special-status plant species, areas supporting the species should be avoided to the extent feasible.

SM-BIO-4: If a special-status plant species cannot be avoided, then the area containing the plant species must be measured and one of the following steps must be taken to ensure replacement on a 1:1 ratio (by acreage):

a) Permanently preserve, through use of a conservation easement or other similar method, an equal amount of acreage either within the Project area or off-site that contains the plant; or

b) Harvest seeds from the plants to be lost or use seeds from another source within the Tri-valley area and seed an equal amount of area suitable for growing the plant either within the Project area or off-site. Such area shall be preserved and protected in perpetuity. If the plants fail to establish after a five-year period, then step "a" above must be implemented.

   Prior to submittal of a Stage 2 development plan or tentative map, the developer shall submit a written report to the City for its review and approval demonstrating how the developer will comply with this mitigation measure, including the steps it will take to ensure that transplanting or seeding will be successful.

SM-BIO-5: To the extent feasible, implementation of the Project through subsequent preparation of Stage 2 development proposals on a property-by-property basis shall be designed to avoid and minimize adverse effects to waters of the United States (which include seasonal wetlands and intermittent streams) within the Project area. Examples of avoidance and minimization include (1) reducing the size of future individual development projects within the Project area, (2) design future development projects within the Project area so as to avoid and/or minimize impacts to waters of the United

States, and (3) establish and maintain wetland or upland vegetated buffers to protect open water such as streams. In order to protect the particularly sensitive Arroyo willow riparian woodland and red-legged frog habitat found in the Fallon Road drainage from Fallon Road upstream to its terminus, future development projects within the Project area either shall completely avoid this drainage or limit impacts to bridge crossings (as opposed to fill) or other such minimally impacting features.

SM-BIO-6: To the extent that avoidance and minimization are not feasible and wetlands, intermittent streams or other waters will be filled, such impacts shall be mitigated at a 2:1 ratio (measures by acreage) within the Project area if feasible, through the creation, restoration or enhancement of wetlands, intermittent streams or other waters. Such mitigation area shall be preserved and protected in perpetuity. Prior to submittal of a Stage 2 development plan or tentative map for any property within the Project area, the property owner shall submit a written report to the City for its review and approval demonstrating how the owner will comply with this mitigation measure.

SM-BIO-7: If mitigation within the Project area is not feasible, then the developer shall mitigate the fill of wetlands or other waters at a 2:1 ratio (measured by acreage) at an off-site location acceptable to the City. Such mitigation area shall be preserved and protected in perpetuity. Prior to submittal of a Stage 2 development plan or tentative map, the property owner shall submit a written report to the City for its review and approval demonstrating how the owner will comply with this mitigation measure.

SM-BIO-8: Botanically sensitive habitats shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan, as outlined in Mitigation Measure BIO-SM-1 above.

SM-BIO-9: Future development of properties within the Project area shall comply with the amended Eastern Dublin San Joaquin Kit Fox Protection Plan which reflects the latest protocols for kit fox habitat evaluations, presence/absence surveys, pre-construction surveys and precautionary construction measures.

SM-BIO-10: San Joaquin kit fox habitat shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan, as outlined in Mitigation Measure BIO-SM-1 above.

SM-BIO-11: Focused surveys following USFWS protocol shall be conducted in habitat considered suitable for CRLF on properties within the Project area which have not already been surveyed. The current protocol (USFWS 1997b) requires that two daytime and two nighttime surveys be performed over a suitable four-day period. Results of these surveys shall be submitted to the City for review.

SM-BIO-12: Specific CRLF habitat areas, including the drainage upstream and east of the current Fallon Road alignment shall be included in and protected and enhanced by

implementation of the Resource Management Plan, as outlined in Mitigation Measure BIO-SM-1 above.

SM-BIO-13: To the extent feasible, development on individual properties within the Project area shall avoid all areas of identified suitable CRLF aquatic and dispersal habitat. Specifically, development should avoid aquatic habitat and provide a 300 to 500-foot buffer on each side of any stream which provides CRLF habitat. Limited permanent development may occur within this buffer zone (such as a trail through the length of the buffer zone, or a bridge crossing across the buffer zones) so long as it will have only minor impacts on the habitat. Limited temporary development activity may occur within this buffer zone to create trails, install bridges, etc. and to allow for grading activities along the edge of the buffer zone, so long as such activity will have only minor impacts on the habitat.

SM-BIO-14: If avoidance is infeasible, then mitigation lands providing similar or better habitat for CRLF at a 3:1 replacement ratio or suitable ratio determined by the USFWS, shall be preserved and protected in perpetuity. This mitigation, to be proposed in a mitigation and monitoring plan submitted to the City, shall be required prior to submittal of the Stage 2 Development Plans and tentative maps for any specific property within the Project area. In selecting off-site mitigation lands, preference shall be given to preserving large blocks of habitat rather than many small parcels, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas. If the identified mitigation lands have been approved by the City, the following guidelines [outlined in SM-BIO-15] implemented prior to and during construction would reduce impacts to individual CRLF and preserved CRLF habitat.

SM-BIO-15: The following construction-related CRLF avoidance and protection measures shall be followed for all future development activity in the Project area, on a property-by-property basis:

- Prior to construction, a map shall be prepared to delineate upland areas from preserved wetland areas.
- The wetland construction boundary shall be fenced to prohibit the movement of CRLF into the construction area and control siltation and disturbance to wetland habitat. Following installation of fencing, its property location shall be verified by a qualified biologist. The biologist shall ensure that at no time during construction is vegetation removed inside of the fenced area. If construction necessitates the removal of vegetation within the fenced area, additional mitigation will be required. Additionally, the biologist shall walk the length of the fence once each construction day to ensure the CRLF are not trapped within the enclosure. The biologist shall walk the length of the fence more than once a day in areas where CRLF are most abundant.

- Pre-construction surveys within the construction zone shall be conducted by a qualified biologist with appropriate permits to handle CRLF. If no CRLF are detected during these surveys then construction activities may proceed. If CRLF are found within the construction disturbance zone, they shall immediately be moved passively, or captured and moved, to suitable upstream sites.
- All construction employees shall participate in an endangered species/special-status habitat education program to be presented by a qualified biologist prior to construction activities. The program shall cover such topics as identifying wetland habitat and areas used by CRLF, identification by CRLF by photos, the state and federal Endangered Species Acts, and the consequence of violating the terms of these acts.
- All construction adjacent to wetlands shall be regularly monitored to ensure that impacts do not exceed those included within the protect standards of the mitigations. Work performed within 500 feet of aquatic habitat shall be monitored by the biologist, who shall document pre-project and post-project conditions to ensure compliance.
- During construction, the biologist shall be on site whenever construction within any aquatic habitats is to occur. Any construction activity within ordinary high water shall be photo documented by the biologist. In addition, a biologist with the appropriate permits to relocate CRLF shall be available for construction as needed.

SM-BIO-16: Special-status invertebrate habitat shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan, as outlined in Mitigation Measure BIO-SM-1 above.

SM-BIO-17: The following vernal pool habitat surveys and mitigation shall be implemented for each property within the Project area:

- Surveys of potential habitat for special status invertebrates are required. If suitable habitat is identified, then such habitat shall be surveyed to determine whether it is occupied by special-status invertebrates. If impacts to occupied habitat will occur (including direct impact as a result of habitat destruction, and indirect impact due to disturbance of areas within 250 feet of occupied habitat), the following measures shall be followed:

  a) Preservation: For every acre of habitat directly impacted at least two vernal pool credits shall be dedicated within a USFWS-approved mitigation bank or, in accordance with USFWS evaluation of site-specific conservation values, three acres of vernal pool habitat may be preserved within the Project area or off-site as approved by the USFWS.

b) Creation: For every acre of habitat indirectly impacted, at least one vernal pool credit shall be dedicated within a USFWS-approved mitigation bank, or, in accordance with USFWS evaluation of site-specific conservation values, two acres of vernal pool habitat may be created and monitored within the Project area or on off-site as approved by the USFWS.

- Vernal pool habitat and associated upland areas which are preserved on site shall be preserved and managed in perpetuity.
- All avoided habitat on site shall be monitored by a qualified biologist during the time of construction. The monitoring biologist shall have authority to stop all activities that may result in destruction or take of listed invertebrate species or destruction of their habitat. Resumption of construction shall occur after appropriate corrective measures have been taken. The biologist shall report any unauthorized impacts to USFWS.
- Fencing shall be placed and maintained around any and all preserved vernal pool habitat.

All on-site construction personnel shall receive instruction regarding the presence of listed species and their habitat maintained around any and all preserved vernal pool habitat.

SM-BIO-18: California tiger salamander habitat shall be included in and shall be protected and enhanced by implementation of a Resource Management Plan as outlined in Mitigation Measure SM-BIO-1.

SM-BIO-19: If avoidance is infeasible, mitigation lands, providing similar or better aquatic and upland habitat for California tiger salamander (CTS) at a 1:1 ratio shall be set aside in perpetuity. Upland habitat shall be mitigated by preserving upland on-site, or if necessary, by preserving currently occupied upland tiger salamander habitat off-site. Aquatic habitat shall be mitigated by creating an equal number (or acreage) of new aquatic California tiger salamander breeding areas within the preserved upland habitat. This mitigation, included in a mitigation and monitoring plan, shall be submitted to the City prior to submittal of Stage 2 development plans and tentative maps. In selecting off-site mitigation lands, preference shall be given to preserving large blocks of habitat rather than many small parcels, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas.

SM-BIO-20: A qualified biologist shall conduct pre-construction surveys for nesting raptors. If an active nest is found the following mitigation measures shall also be implemented.

SM-BIO-21: If construction must occur during the nesting season, all potential nesting trees within the footprint of development should be removed prior to the nesting season to prevent occupied nests from being present when construction begins.

SM-BIO-22: Construction should occur between August 1 and February 1 to avoid disturbance of nesting raptors during the nesting season. This construction window could be adjusted if monitoring efforts determine that nesting was completed before August 1.

SM-B1O-23: If removal of nesting trees is infeasible and construction must occur within the breeding season, a nesting raptor survey shall be performed by a qualified biologist prior to tree disturbance.

SM-BIO-24: All active nests shall be identified by flagging and a buffer zone, depending on the species, shall be established around the nesting tree. Buffer zones shall be no smaller than 200 feet.

SM-B1O-25: If construction is scheduled when young birds have not yet fledged, an exclusion zone around the nest shall be established or construction shall be delayed until after the young have fledged as determined by a qualified biologist.

SM-BIO-26: Nesting raptor habitat shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan as outlined in Mitigation Measure SM-BI0 1.

SM-BIO-27: The territory of the golden eagle nesting pair shall be included in and protected and enhanced by implementation of a Resource Management Plan, as outlined in Mitigation Measure SM-BI0-1. The protected golden eagle foraging territory affects areas in the northern portion of the Project area designated for Rural Residential/Agricultural uses. Development standards and uses for these areas shall incorporate the following measures:

- Homesites in this portion of the Project area shall be located in valley bottoms adjacent to existing or planned residential development.
- Permitted agricultural uses shall be limited to grazing to maintain suitable golden eagle foraging habitat.
- Rodent control in this portion of the Project area shall be prohibited.

SM-BIO-28: If construction is scheduled during the nesting season (February 1 - August 31), preconstruction survey should be conducted on the entire Project area and within 150 meters (500 feet) of the Project area prior to any ground disturbance. To avoid take of over-wintering birds, all burrows should be surveyed 30 days prior to ground disturbance between the months of September 1 and January 31. If ground disturbance is delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed.

SM-BIO-29: If over-wintering birds are present no disturbance should occur within 150 feet of occupied burrows. If owls must be moved away from the disturbance area,

passive relocation techniques, following CDFG 1995 guidelines, should be used rather than trapping. If no over-wintering birds are observed, burrows may be removed prior to the nesting season.

SM-BIO-30: Maintain a minimum buffer (at least 250 feet) around active burrowing owl nesting sites identified by pre-construction surveys during the breeding season to avoid direct loss of individuals (February 1- September 1).

SM-BIO-31: If removal of unoccupied potential nesting burrows prior to the nesting season is infeasible and construction must occur within the breeding season, a nesting burrowing owl survey shall be performed by a qualified biologist within 30 days prior to construction. Owls present on site after February 1 will be assumed to be nesting on site or adjacent to the site. All active burrows shall be identified.

SM-BIO-32: All active nesting burrows shall have an established 250-foot exclusion zone around the burrow.

SM-BIO-33: If construction is scheduled during summer, when young are not yet fledged, a 250-foot exclusion zone around the nest shall be established or construction shall be delayed until after the young have fledged, typically by August 31.

SM-BIO-34: When destruction of occupied burrows is unavoidable, existing unsuitable burrows should be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a 2:1 ratio on protected lands, as provided for below.

SM-BIO-35: A minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird, shall be acquired, and permanently preserved and protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG.

SM-BIO-36: The project proponent shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan should include success criteria, remedial measures, and an annual report to CDFG.

SM-BIO-37: Burrowing owl habitat shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan as outlined in Mitigation Measure BIO-SM-1.

SM-BIO-38: If construction is scheduled to occur during the nesting season (February 1-August 15), all potential nesting sites and structures (i.e., shrubs and tules) within the footprint of development should be removed prior to the beginning of the nesting season. However, because the removal of grassland habitat is infeasible, mitigation for impacts to California horned lark are addressed more particularly in Mitigation Measures SM-BI0-39 to SM-BI0-41, below.

SM-BIO-39: If removal of nesting trees and shrubs within the footprint of development is infeasible and construction must occur within the breeding season, a nesting bird survey should be performed by a qualified biologist within 30 days prior to construction. These surveys shall cover grassland habitat for potential nesting California horned lark. Birds present on site after February 1 will be assumed to be nesting on site or adjacent to the site.

SM-BIO-40: All active nests shall be identified by flagging and a buffer zone, depending on the species, shall be established around the nest site. Buffer zones can range between 75 feet to 100 feet.

SM-BIO-41: If construction is scheduled during summer, when young have not yet fledged, an exclusion zone around the nest shall be established or construction shall be delayed until after the young have fledged, typically by July 15.

SM-BIO-42: Habitat for nesting passerines shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan as outlined in SM-B10-1.

SM-BI0-43: A qualified bat biologist shall conduct occupancy surveys of the Project area to determine whether any mature trees, snags or suitable buildings that would be removed during future project construction provide hibernacula or nursery colony roosting habitat.

SM-BI0-44: If presence is observed, removal of roost habitat should be conducted at specific times of the year. Winter roosts are generally occupied between October 15 through January 30 and maternity colonies are generally occupied between February 15 and July 30. If bats are using roost sites that need to be removed, the roosting season of the colony shall be determined, and the removal shall be conducted when the colony is using an alternate roost.

SM-BI0-45: Habitat for these bat species shall be included in and shall be protected and enhanced by implementation of the Resource Management Plan as outlined in Mitigation Measure SM-B10-1.

Fallon Village SEIR

The Fallon Village SEIR determined that although the Fallon Village Project proposed a similar type and density of development analyzed in the Eastern Dublin EIR and 2002 SEIR, due to changes in the project design and identification of new sensitive habitats not identified in the EDSP EIRs, new impacts to biological resources, including California tiger salamander, California red-legged frog, burrowing owl, and western pond turtle were identified. Supplemental mitigation measures were identified to reduce these impacts to a less-than-significant level. The following supplemental mitigation measures are applicable to the proposed project:

SSM-BIO-1 (revised). If special-status plants cannot be avoided, then the area containing the plant that is to be impacted, and the approximate number of plants to be impacted, must be determined, and the following steps must be taken:

a) Harvest seeds from the plants to be lost, or use seeds from another source within the in Livermore and Amador valleys, and their surrounding watersheds, and seed an area suitable for supporting the plant, either within the Project area or off-site, at a level sufficient to replace the impacted individuals at a 1:1 ratio on an individual plant and basis, and at a ratio no less than 0.5:1 on an occupied habitat basis. The mitigation site shall be preserved and protected in perpetuity. If the mitigation site fails to support at least as many plants as were impacted within a five-year period, then step "b" below must be implemented.

b) Permanently preserve, through use of a conservation easement or other similar method, an equal amount of acreage either within the Project area or off-site that contains the plant.

   Prior to submission of a Stage 2 development plan or tentative map, the developer shall submit a written report to the City for its review and approval demonstrating how the developer will comply with this mitigation measure, including the steps it will take to ensure that transplanting or seeding will be successful.

SSM-BIO-2 (revised) (burrowing owl). During the breeding season (February 1-August 31) prior to submittal of Stage 2 development proposals for a particular parcel, or during a subsequent breeding season but prior to the initiation of construction, a survey shall be conducted according to CDFG protocols to determine whether Burrowing Owls are present, and if present, the number of nesting pairs of Burrowing Owls present on the parcel.

SSM-BIO-3 (revised) (burrowing owl). Pre-construction surveys for burrowing owls shall be conducted by a qualified biologist prior to any ground disturbance between September 1 and January 31. If ground disturbance is delayed or suspended for more than 30 days after the survey, the site should be re-surveyed. If no over-wintering birds are present, burrows should be removed prior to the nesting season. If over-wintering birds are present, no disturbance should occur within 150 feet of occupied burrows. If owls must be moved away from the disturbance area during this period, passive relocation measures must be prepared according to current CDFG burrowing owl guidelines, approved by CDFG, and completed prior to construction.

SSM-BIO-4 (revised) (burrowing owl). If construction is scheduled during the nesting season (February 1-August 31), pre-construction surveys should be conducted on the entire site-specific Project area and within 500 feet of such Project area prior to any ground disturbance. A minimum buffer (at least 250 feet) shall be maintained during the breeding season around active burrowing owl nesting sites identified in pre-construction

surveys to avoid direct loss of individuals. Owls present on site after February 1 will be assumed to be nesting on or adjacent to the site unless evidence indicates otherwise. All active burrows shall be identified. If construction around active nests is scheduled to occur when nests are active (i.e., if they contain, or are assumed to contain, eggs or un-fledged young), a 250-foot exclusion zone around the nest shall be established or construction shall be delayed until after the young have fledged, typically by August 31. If owls are present during the early part of the breeding season, and evidence indicates that they have not yet begun nesting, they may be passively relocated from the site if authorized by CDFG.

SSM-BIO-5 (revised) (burrowing owl). If destruction of occupied (breeding or non-breeding season) burrows, or any burrows that were found to be occupied during pre-construction surveys, is unavoidable, a strategy will be developed to replace such burrows by enhancing existing burrows or creating artificial burrows at a 2:1 ratio on permanently protected lands adjacent to occupied burrowing owl habitat, and will include permanent protection of a minimum of 6.5 acres of burrowing owl habitat per pair or unpaired resident owl. A plan shall be developed and approved by CDFG describing creation or enhancement of burrows, maintenance of burrows and management of foraging habitat, monitoring procedures and significance criteria, funding assurance, annual reporting requirements to CDFG, and contingency and remediation measures.

Supplemental Mitigation Measure SM-BI0-1 (loss or degradation of botanically sensitive habitats). Impacts to central coast riparian scrub habitat shall be mitigated through the restoration or enhancement of riparian habitat at a 3:1 ratio (on an acreage basis), preferably within the proposed aquatic and buffer zone or corridor zone management areas on-site. If mitigation within the Project area is not feasible, then the developer shall mitigate impacts to central coast riparian scrub through the restoration or enhancement of riparian habitat at a 3:1 ratio (measured by acreage) at an off-site location acceptable to the City. Any riparian mitigation areas shall be preserved and protected in perpetuity. Restored habitat shall be monitored for a period of five years including preparation of an annual report each year.

Supplemental Mitigation Measure SSM-BI0-2 (California red-legged frog). If avoidance is infeasible, then mitigation lands providing similar or better habitat for CRLF shall be preserved and protected in perpetuity. Mitigation will be required at a 3:1 replacement ratio for essential aquatic habitat (including verified aquatic breeding habitat) and associated upland habitat within 100 m of essential aquatic habitat, and at a 1.5:1 replacement ratio for dispersal habitat as defined herein (Figure 3.3-D Exhibit 4.7.4). Alternately, the latter ratio may be reduced at the discretion of the City if additional essential aquatic habitat is provided. The amount of reduction shall be proportional to the amount of additional essential habitat provided, up to a maximum reduction of fifty percent. Because aquatic breeding habitat and perennial water bodies providing summer refugia are expected to limit CRLF population size in the dry eastern

Alameda/Contra Costa region more than the availability of suitable upland habitat, flexibility in this mitigation requirement (i.e., to allow for the creation of ponds to serve as partial mitigation for impacts to upland habitat) provides an opportunity to create greater benefit to CRLF populations on a landscape level. This mitigation shall be proposed in a mitigation and monitoring plan submitted to the City. In selecting off-site mitigation lands, preference shall be given to preserving large blocks of habitat rather than many small parcels, selecting mitigation land within the Livermore and Amador valleys, and their surrounding watersheds, to account for local loss of proposed critical habitat, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas.

Supplemental Mitigation Measure SSM-B10-3 (California tiger salamander). To compensate for the permanent loss of up to 1.31 acres of aquatic CTS breeding habitat, developers of individual parcels will create and/or enlarge suitable breeding ponds at a 2:1 ratio (mitigation to impact, on an acreage basis), in or adjacent to areas currently supporting CTS and with sufficient surrounding upland habitat to provide a high likelihood of establishment and persistence of a breeding population. In selecting off-site mitigation lands, preference shall be given to preserving one large block of habitat rather than many small parcels, selecting mitigation land within the Livermore and Amador valleys, and their surrounding watersheds, to account for local loss of proposed critical habitat, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas. Land selected for mitigation shall be permanently preserved through use of a conservation easement or similar method and shall be managed for use by CTS by a conservation entity. This mitigation shall be proposed in a mitigation and monitoring plan submitted to the City for approval.

Supplemental Mitigation Measure SSM-BIO-4 (California tiger salamander). To compensate for the permanent loss of up to 658.3 acres of upland CTS habitat, developers of individual parcels will acquire, preserve, and manage suitable upland habitat at a 1:1 ratio (mitigation to impact, on an acreage basis), in or adjacent to areas currently supporting CTS and within 2200 feet of a suitable breeding pond. Alternately, this ratio may be reduced (i.e., to less than 1:1 mitigation for lost upland habitat), at the discretion of the City, if additional aquatic breeding habitat (beyond that required by SM-BIO-11) is provided. The amount of reduction shall be proportional to the amount of additional essential habitat provided, up to a maximum reduction of fifty percent. Because aquatic breeding habitat is expected to limit CTS population size in the dry eastern Alameda/Contra Costa region more than the availability of suitable upland habitat, flexibility in this mitigation requirement (i.e., to allow for the creation of breeding ponds to serve as partial mitigation for impacts to aestivation habitat) may benefit CTS populations on a landscape level. This mitigation requirement may be combined with SM-BIO-11 from the 2002 SEIR so that the overall mitigation results in creation/restoration and preservation of breeding ponds (to mitigate impacts to aquatic breeding habitat according to SM-BIO-11) and preservation of associated upland habitat

(to mitigate impacts to upland habitat according to SM-BIO-12). In selecting off-site mitigation lands, preference shall be given to preserving one large block of habitat rather than many small parcels, selecting mitigation land within the in Livermore and Amador valleys, and their surrounding watersheds, to account for local loss of proposed critical habitat, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas. Land selected for mitigation shall be permanently preserved through use of a conservation easement or similar method and shall be managed for use by CTS by a conservation entity. This mitigation shall be proposed in a mitigation and monitoring plan submitted to the City for approval.

Project Impacts and Mitigation Measures

The *Dublin 580 Fallon East: CEQA Bio Mitigation Measures Status and Implementation Plan*[9] (CEQA Bio Mitigation Measures Status and Implementation Plan) (Appendix G) outlines the measures that will be implemented by the project applicant in compliance with the mitigation requirements identified in the EDSP EIRs and listed above. Additionally, it was prepared to satisfy SM-BIO-1, identified in the 2002 SEIR, which requires a Resource Management Plan be prepared for the project area prior to or concurrent with submittal of any land use entitlement requests. The Resource Management Plan for East Dublin Properties (East Dublin Properties RMP) was prepared in 2004 and includes the project site. The CEQA Bio Mitigation Measures Status and Implementation Plan addresses applicable mitigation measures for the development of the proposed project that are consistent with the East Dublin Properties RMP.

(a) Substantial adverse effect on candidate, sensitive, or special status species

Special-status species are defined as follows:

- Species that are listed, formally proposed for listing, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species on California Rare Plant Rank (CRPR) Lists 1A, 1B, and 2 in the CNPS Inventory of Rare and Endangered Plants;
- Animal species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW);
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines; and

[9] WRA, Environmental Consultants. 2024. *Dublin 580 Fallon East: CEQA Bio Mitigation Measures Status and Implementation Plan.* February 22.

- Species considered being a taxon of special concern by the relevant local agencies.

Special Status Plant Species

Based on habitat types and nearby California Natural Diversity Database (CNDDB) occurrences, a total of 12 special status plant species were determined to have a potential to occur on the project site. Nine of these species were found to be absent from the project site based on the results of the 2017 and 2022 plant surveys. Three special status plants were observed on the project site during the August 2022 survey - Congdon's tarplant (*Centromadia parryi ssp. congdonii*), which is a CNPS List 1B species, saline clover (*Trifolium hydrophilum*), and San Joaquin spearscale (*Extriplex joaquiniana*). All three of these species are CNPS List 1B species. Because these species are present on the project site, development of the proposed project would impact special-status plant species.

Consistent with Mitigation Measure SM-BIO-2, identified in the 2002 SEIR, a rare plant survey has been prepared for the proposed project (Appendix D). In addition, the proposed project would be required to implement Mitigation Measures SM-BIO-3 and SM-BIO-4, as identified in the 2002 SEIR, as well as SSM-BIO-1 as identified in the Fallon Village SEIR to mitigate impacts to special status plant species. These measures require permanent preservation of areas that contain special-status plants or replacement planting.

As discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, several special status plant surveys identifying and mapping sensitive plan populations have been completed for the project site. Most of these sensitive populations occur within the proposed grading footprint and cannot be avoided. In order to minimize impacts to special status plant species, a Mitigation Plan consistent with the requirements of SM-BIO-4, SSM-BIO-1, and the Eastern Alameda County Conservation Strategy (EACCS) would be prepared and implemented. The Mitigation Plan would include the preservation of on- and off-site mitigation measures in perpetuity, and/or seed harvest with subsequent establishment of an equal area for each population at a 1:1 ratio on an individual plant and basis, and at a ratio no less than 0.5:1 on an occupied habitat basis within 5 years, preserved in perpetuity. On-site mitigation opportunities may include deed-restricted and preserved creek, wetland, and upland habitat potentially suitable to establish populations of the rare plants impacted by the proposed project. Potential off-site mitigation would include compensatory mitigation on parcels within the same regional watershed and the purchase of mitigation credits from the N3 Ranch[10] mitigation bank or other agency-approved alternative mitigation bank or turnkey mitigation site.

[10] The N3 Ranch is an approximately 50,000-acre private property located south of the City of Livermore in Alameda, San Joaquin, Santa Clara, and Stanislaus counties. It is a suitable mitigation site for mitigating the proposed project's impacts to jurisdictional waters of the U.S and State, as well as a location for species-specific mitigation.

Overall, implementation of these measures would ensure impacts to special-status plant species are reduced to less-than-significant levels.

Special-Status Wildlife

A focused review of literature and data sources was conducted in order to determine which special-status wildlife species had potential to occur in the vicinity of the project site. Current agency status information was obtained from USFWS[11] for species listed as Threatened or Endangered, as well as Proposed and Candidate species for listing, under the federal Endangered Species Act (ESA), and from CDFW[12] [13] for species listed as Threatened or Endangered by the state of California under the California Endangered Species Act (CESA) or listed as "species of special concern" by CDFW. A list of special-status wildlife species with potential to occur in the project vicinity is provided in the Biological Resources Assessment (Appendix C). Based on the results of the database search, literature review, and the field survey, 35 special-status wildlife species were evaluated for the project area. Of these species, 21 species were determined to be present or potentially present on the project site due to the presence of suitable habitat and are discussed in detail due to their status and their close proximity of occupied habitat. These species are further discussed below.

Foraging or Nesting Birds. A total of 17 bird species were identified as having potential to occur on the project site. Three species - red-tailed hawk, American kestrel, and Cooper's hawk were all observed during the August 2022 survey and potentially utilize the project site for foraging and/or nesting. Nine bird species including the tricolored blackbird, burrowing owl, loggerhead shrike, great horned owl, white-tailed kite, western screech owl, red-shouldered hawk and barn owl were all identified to have a high potential to occur on the site in a nesting and foraging capacity. The northern harrier and California horned lark were identified as having a moderate potential to be present on the project, while the sharp-shinned hawk, golden eagle, ferruginous hawk, and the American peregrine falcon have a potential to use the project site for foraging but are unlikely to nest on the project site.

The proposed project has the potential to impact bird species, either directly through the removal of nests and foraging habitat or indirectly from noise or human presence during construction of the proposed project. Breeding seasons vary from year to year depending on the species, weather, and other conditions, but nesting birds could be disturbed anytime from February through August. Within the project area, birds may nest in trees, shrubs, grasslands, bare ground, and on manmade structures and equipment. Breeding birds are most likely to abandon nests early in the nest cycle. If the young birds are forced to fledge early, they could be subject to predation or starvation, which could result in reproductive failure. Construction-

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11 United States Fish and Wildlife Service (USFWS). 2022a. Endangered and threatened plant and animal species. Accessed on September 2, 2022. https://www.fws.gov/endangered/

12 California Department of Fish and Wildlife (CDFW). 2022a. State and federally listed Endangered, Threatened, and Rare plants of California. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109390&inline

13 California Department of Fish and Wildlife (CDFW). 2022b. Special animals. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline

related activities could result in loss or abandonment of an active burrowing nest through direct disturbance of an occupied burrow or through noise, vibration, or visual disturbance. In addition, construction-related activities could result in harm to wintering burrowing owls, should they occur in or near the construction area.

Implementation of Mitigation Measures SM-BIO-38 through SM-BIO-42, identified in the 2002 SEIR, which require a preconstruction nesting bird survey be conducted during the nesting bird season and establishment of buffer zones around nest sites would reduce potential impacts to nesting bird species to a less than significant level. Additionally, implementation of Mitigation Measures 3.7/23.0 and 3.7/25.0 identified in the Eastern Dublin EIR, and SM-BIO-20 through SM-BIO-27, identified in the 2002 SEIR, would reduce potential impacts to white-tailed kite, golden eagle, and other raptor species to less than significant levels, by requiring pre-construction surveys, establishment of buffer/exclusion zones, and protection of habitat through the Resource Management Plan.

The proposed project would also be required to implement Mitigation Measures SM-BIO-28 through SM-BIO-37, identified in the 2002 SEIR, which require preconstruction burrowing owl surveys, the establishment of various exclusionary buffers during construction, details requirements for replacing or enhancing burrows and foraging habitat, and requires funding for long-term management and monitoring of the protected lands. In addition, SSM-BIO-2, SSM-BIO-3, SSM-BIO-4, and SSM-BIO-5 identified in the Fallon Village SEIR, which also require preconstruction burrowing owl surveys and establishment of buffers, would also be implemented to mitigate impacts to burrowing owls. Implementation of these measures would ensure impacts to burrowing owls are reduced to less-than-significant levels by requiring pre-construction surveys, establishment of buffer/exclusion zones, and protection of habitat through the RMP.

As discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, available documentation for the project site, including CDFW's CNDDB, the Biological Resources Assessment, and unpublished results from site visits by biologists over the past years, indicates that the project site has not been occupied by burrowing owl since 2002. Consistent with SSM-BIO-2, burrowing owl surveys would be conducted on the project site prior to project construction. If burrowing owl is found to occupy the project site, a Burrowing Owl Mitigation Plan would be prepared in coordination with CDFW, and SSM-BIO-3 through SSM-BIO-5 would be implemented.

Overall, implementation of these measures would ensure impacts to foraging and nesting birds, including burrowing owl, are reduced to less-than-significant levels**.**

Pallid Bat, Yuma myotis and Other Bat Species. Given the presence of suitable on-site habitat, the pallid bat and Yuma myotis have a moderate potential to occur on the project site in a foraging and roosting capacity. The Townsend's big-eared bat has a low potential to occur on the site due to the nearby human disturbance. Although no evidence of bats was identified during the site survey, the riparian trees and large eucalyptus and oak trees could provide roosting habitat, while the wetlands and drainages could provide foraging opportunities for

bats. Implementation of Mitigation Measures SM-BIO-43 through SM-BIO-45, identified in the 2002 SEIR, which require that a preconstruction survey be conducted and removal of potential roosting habitat be limited, would reduce potential impacts to bat species to a less than significant level.

California tiger salamander and California red-legged frog. Two amphibian species, the California tiger salamander (CTS) and the California red legged frog (CRLF), have been observed on the project site during various surveys. Both species have been documented within five miles of the project site, including a large population of CRLF just north of the project site within the Jordan Ranch ponds and drainage channel. The northern half of the project site is located within USFWS-designated critical habitat for CRLF; USFWS-designated critical habitat for CTS is located 2 miles northeast of the project site.

CRLF have been observed within the project site and just adjacent to the project site within the ditch along Croak Road. The quarry pond provides suitable breeding habitat for CTS, and CTS were identified during the field survey of the project site in March 2022. The seasonal wetlands and drainages on the project site contain suitable CRLF breeding and dispersal habitat and the multiple ground squirrel burrow complexes provide suitable upland refuge for both species. CRLF and CTS are present on-site and are likely to continue to utilize the site for breeding, foraging and dispersal. Development of the proposed project would result in the loss of breeding, foraging and upland habitat for CRLF and CTS. To mitigate potential impacts to CTS and CRLF, the proposed project would be required to implement Mitigation Measures 3.7/20.0 through 3.7/22.0, as identified in the Eastern Dublin EIR, SM-BIO-11, SM-BIO-12, SM-BIO-13, SM-BIO-14, SM-BIO-15, SM-BIO-18 and SM-BIO-19, as identified in the 2002 SEIR, and Supplemental Mitigation Measure SM-BIO-2, Supplemental Mitigation Measure SM-BIO-8 and Supplemental Mitigation Measure SM-BIO-9, as identified in the Fallon Village SEIR.

As discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, the proposed project would mitigate unavoidable impacts to CTS habitat at a 1:1 replacement ratio, pursuant to SM-BIO-19 and consistent with the EACCS, by preserving upland habitat on-site or currently occupied upland CTS habitat off-site. Further, aquatic habitat would be mitigated by creating an equal number (or acreage) of new aquatic CTS breeding areas within the preserved upland habitat, if feasible. Additionally, a CWA Section 404 permit application has been submitted for the proposed project, which requires consultation with USFWS (Endangered Species Act [ESA] Section 7 consultation) defining the adequate compensatory habitat mitigation ratio, acceptable mitigation lands, and/or mitigation credits, as well as avoidance and minimization measures to minimize incidental take of this species. The proposed project would also obtain an Incidental Take Permit from CDFW (California Fish and Game Code Section 2081 et seq.), which would define adequate compensatory mitigation. With implementation of all measures required by the USFWS/United States Army Corps of Engineers (Corps) through ESA Section 7 consultation, and California Fish and Game Code Section 2081 et seq., the requirements of SM-BIO-19 would be achieved concurrently.

In addition, as discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, the proposed project would mitigate unavoidable impacts to CRLF habitat at a 3:1 replacement ratio or suitable ratio determined by the USFWS through ESA Section 7 consultation, pursuant to SM-BIO-14 and consistent with the EACCS, including minimizing indirect impacts to CRLF and CRLF habitat by implementing best management practices such as erosion control, fencing, lighting, noise reduction, and invasive species management; providing habitat restoration, enhancement, creation, and preservation; and monitoring and reporting the effectiveness of mitigation and the status of the CRLF population and habitat. With implementation of all measures required by the USFWS/Corps through ESA Section 7 consultation, and consistency with the EACCS, the requirements of SM-BIO-14 would be achieved concurrently.

With implementation of these mitigation measures, impacts to CTS and CRLF would be reduced to a less-than-significant level.

Alameda Whipsnake and Western Pond Turtle The Alameda whipsnake was identified by the CNDDB as occurring within five miles of the project site; however, after an assessment of the site, it was concluded that the site does not provide habitat to support Alameda whipsnake. Due to the distance of the CNDDB occurrence and the abundance of dispersal barriers, Alameda whipsnake is presumed absent from the project site.

The CNDDB has listed western pond turtle as occurring within five miles of the project site, with the closest occurrence located 0.75 mile east of the project site. The permanent water located within the intermittent drainage in the northwest corner of the project site provides suitable habitat for western pond turtle; therefore, the western pond turtle has a moderate potential to occur on the project site. Development of the proposed project would result in the loss of habitat for western pond turtles. In addition, grading and other construction activities could result in mortality or harm of individual western pond turtles. The proposed project would be required to implement Mitigation Measures 3.7/20.0 through 3.7/22.0, as identified in the Eastern Dublin EIR. Implementation of these measures would reduce potential direct impacts to western pond turtle to a less-than-significant level by requiring pre-construction surveys for western pond turtle and establishment of a buffer around identified breeding sites for western pond turtle. With implementation of these mitigation measures, impacts to western pond turtles would be reduced to a less-than-significant level.

Vernal Pool Fairy Shrimp and Longhorn Fairy Shrimp. The vernal pool fairy shrimp and longhorn fairy shrimp were identified by the CNDDB as occurring within five miles of the project site. The location of the vernal pool fairy shrimp occurrence (Occurrence #99; 2000) is located 4.2 miles northeast of the project site within an alkali sink. The location of the longhorn fairy shrimp occurrence (Occurrence #24; 2018), is located 4.8 miles east of the project site. Suitable habitat in the form of seasonal wetlands/ponds occur on the project site; however, after wet and dry season protocol surveys were conducted in 2018 and 2022 with negative findings, these species are presumed absent. A listed branchiopod survey report was prepared in 2022 as a separate document with no listed vernal pool branchiopods observed on the project site. No impacts to

special-status invertebrates would occur. Therefore, no mitigation measures, as identified in the EDSP EIRs would apply.

For the reasons identified above, with implementation of the mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts to special-status species, beyond those identified in the EDSP EIRs, would occur.

(b) Substantial adverse effect on any riparian habitat or other natural community

The project site consists entirely of undeveloped grazing ranchland and open space. As previously discussed, five habitat types were identified within the project site during the plant surveys, including seasonal wetland/pond, drainages, emergent marsh, and riparian woodlands. The willows and Fremont cottonwoods that surround the quarry pond within the northern portion of the project site and the intermittent drainage within the northwestern corner of the project site qualify as riparian associated trees as they are growing among several wetland features and are species that are associated with the interface between land and water. These riparian trees would be regulated by CDFW. Implementation of the proposed project would require removal of these trees to accommodate proposed development. In addition, as described further below, the proposed project could also permanently impact jurisdictional waters including seasonal wetlands and other waters present on the project site.

Implementation of Mitigation Measures SM-BIO-5 through SM-BIO-8, as identified in the 2002 SEIR and Supplemental Mitigation Measure SM-BIO-1, as identified in the Fallon Village SEIR, would reduce potential impacts to sensitive natural communities to a less-than-significant level by requiring Stage 2 development proposals be designed to avoid and minimize adverse effects to waters of the United States, detailing the requirements for the creation, restoration or enhancement of wetlands, intermittent streams or other waters if avoidance and minimization is infeasible, implementing the Resource Management Plan, and detailing requirements for either a conservation easement or mitigation site if impacts to special-status plants cannot be avoided.

As discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, the proposed project has been designed to avoid and minimize adverse effects of waters of the United States (WOTUS) to the extent feasible, pursuant to SM-BIO-5. Specifically, the size of the proposed grading footprint has been reduced to allow of deed-restricted preservation of approximately 10.4 acres of waters and wetlands, including streams and associated riparian habitat and upland buffers. These avoidance areas include avoidance of the riparian woodland lining the drainage in the northwest corner of the property, along Fallon Road.

The proposed project also includes preservation of on-site willow riparian woodland occurring on the northwest corner of the project site and the widening and daylighting of portions of the downstream reaches of the perennial stream along Fallon Road, a portion of which currently flows through closed culvert pipes. To further address impacts to riparian habitat, a creek enhancement and mitigation design plan has been prepared for Jordan Creek as part of a

separate and distinct project [14], which is located at the northwest corner of the project site and extends off-site in a northeast direction.

Additionally, the proposed project would obtain authorization from the Corps, Regional Water Quality Control Board (RWQCB), CDFW, and USFWS as applicable. The permitting programs administered by these agencies (including compliance with California Fish and Game Codes 1602 and 2081, the CWA, Porter Cologne Water Quality Control Act, and State and Federal ESAs) would require the proposed project to avoid, minimize and compensate for potential impacts to all aquatic resources and special-status species and their habitats, including CRLF as previously discussed. With implementation of the agency-required avoidance, minimization and compensatory mitigation measures for the proposed project, the requirements of SM-BIO-5 would be achieved concurrently.

With implementation of these mitigation measures and regulatory requirements, no new impacts or substantially more severe significant impacts related to sensitive natural communities, beyond those identified in the EDSP EIRs, would occur.

(c) Substantial adverse effect on wetlands

As detailed in the Biological Resources Assessment prepared for the project site in October 2022, the project site contains wetlands and waters that could be considered jurisdictional by the Corps, RWQCB, and the CDFW. As described above, the project site supports four linear drainages that flow from north to south across the central northern portion of the project site. An additional linear drainage flows north to south along the eastern project site boundary. Water from an intermittent drainage in the northwestern corner of the project site enters a culvert, which flows under the project site and ultimately discharges into a roadside ditch adjacent to the project site. The roadside ditch and culvert eventually overflow onto the project site, creating a large emergent wetland. A complex of seasonal wetland depressions occurs within the southern portion of the project site and along the southern boundary. Additional wetlands were observed along the fringe of the quarry pond located in the northeastern corner of the project site. All of these features could be considered jurisdictional waters/wetlands by the Corps and Regional Water Quality Control Board (RWQCB) due to their hydric soils, dominant hydrophytic vegetation and hydrological conditions. In addition, as described above, riparian woodland surrounds the quarry pond and intermittent drainage in the northern portion of the project site. All of these features would be impacted by the proposed project.

The 2002 SEIR identified potentially significant impacts to seasonal wetlands and intermittent streams and included mitigation measures to reduce these impacts to a less-than-significant level. Consistent with Mitigation Measures SM-BIO-6 and SM-BIO-7, identified in the 2002 SEIR, the proposed project would be required to mitigate impacts to wetlands at a 2:1 ratio through

[14] ENGEO Incorporated. 2023. *GH PacVest Property Mitigation Creek, Dublin, California, Jordan Creek Geomorphic Basis of Design Report.* October 11. Revised October 20.

the creation, restoration or enhancement of wetlands, intermittent streams or other waters either on-site (SM-BIO-6) or off-site (SM-BIO-7).

As discussed in the CEQA Bio Mitigation Measures Status and Implementation Plan, the proposed project would mitigate unavoidable impacts to creeks and wetlands at a minimum ratio of 2:1 (measured by acre), pursuant to SM-BIO-6 and SM-BIO-7 and consistent with the EACCS. EACCS mitigation measures related to wetlands, intermittent streams and other waters are designed to protect and enhance the ecological functions and values of these aquatic resources. Consistent with the EACCS, the proposed project's mitigation would establish performance standards and success criteria. Mitigation of impacts on creeks and wetlands would be achieved through a combination of on-site creation/preservation, in combination with compensatory mitigation on parcels within the same regional watershed and obtaining credits from N3 Ranch mitigation or other agency-approved alternative mitigation bank or turnkey mitigation site.

Additionally, the proposed project would obtain authorization from the Corps, RWQCB, CDFW, and USFWS as applicable. The permitting programs administered by these agencies (including compliance with California Fish and Game Codes 1602 and 2081, the CWA, Porter Cologne Water Quality Control Act, and State and Federal ESAs) would require the proposed project to compensate for potential impacts to all aquatic resources and are expected to require compensatory mitigation for loss of aquatic resources at a ratio of 2:1 or higher. With implementation of the agency-required compensatory mitigation measures for the proposed project, the requirements of SM-BIO-6 and SM-BIO-7 would be achieved concurrently.

With implementation of these mitigation measures and regulatory requirements, which require compensatory mitigation for loss of wetlands, no new impacts or substantially more severe significant impacts related to wetlands, beyond those identified in the EDSP EIRs, would occur.

(d) Interfere or impede the movement of migratory fish or wildlife or adversely affect nursery sites

The majority of the project site consists entirely of undeveloped grazing ranchland and open space. Much of this grassland is currently dominated by native annual grasses. As described above, the project site supports four linear drainages that flow from north to south across the central northern portion of the project site and an additional linear drainage flows north to south along the eastern project site boundary. An intermittent drainage associated with riparian woodland is located in the northwestern corner of the project site. The intermittent drainage enters a culvert, which flows under the project site and ultimately discharges into a roadside ditch adjacent to the project site. The roadside ditch and culvert eventually overflow onto the project site, creating a large emergent wetland.

CRLF have been observed within the project site and just adjacent to the project site within the ditch along Croak Road. The seasonal wetlands and drainages on the project site contain suitable CRLF breeding and dispersal habitat and the multiple ground squirrel burrow complexes provide suitable upland refuge for both species. In addition, CRLF and CTS may

disperse across the project site to breeding habitat off-site. CRLF and CTS are present on-site and are likely to continue to utilize the site for breeding, foraging, and dispersal. Development of the proposed project could impact dispersal of the CRLF and CTS across the project site to breeding habitat off-site. To mitigate potential impacts to CTS and CRLF, the proposed project would be required to implement Mitigation Measures 3.7/20.0 and 3.7/22.0, as identified in the Eastern Dublin EIR, SM-BIO-11, SM-BIO-12, SM-BIO-13, SM-BIO-14, SM-BIO-15, SM-BIO-18 and SM-BIO-19, as identified in the 2002 SEIR, and Supplemental Mitigation Measure SM-BIO-2, Supplemental Mitigation Measure SM-BIO-8 and Supplemental Mitigation Measure SM-BIO-9, as identified in the Fallon Village SEIR. These mitigation measures require pre-construction surveys for CRLF and CTS, the establishment of habitat buffers, and details measures to be taken if avoidance is infeasible. With implementation of these mitigation measures, impacts to CTS and CRLF would be reduced to a less-than-significant level.

In addition, structures present on the project site could support bat maternity roosts and vegetation on or adjacent to the project site could provide nesting habitat for some species of native birds protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code. Implementation of the mitigation measures identified above would reduce potential impacts to nesting birds and bat roosts to a less than significant level by requiring preconstruction surveys, establishment of buffers around active nest/roost sites, and avoidance of these sites during project construction. Overall, with implementation of the aforementioned mitigation measures, no new impacts or substantially more severe significant impacts related to wildlife movement or use of wildlife nursery sites, beyond those identified in the EDSP EIRs, would occur.

(e) Conflict with local policies or ordinance include tree preservation

Heritage trees and approved street trees are protected under the Dublin Municipal Code, specifically Sections 7.56 (Street Trees) and 5.60 (Heritage Trees).

As defined in the Dublin Municipal Code, approved street trees include:

1. Any tree planted within any street right-of-way or adjacent easement, which conforms to the approved streetscape master plan;

2. Any existing tree within the right-of-way or adjacent easement, which conforms to the established species and location in any given area, and which was planted as a required street tree under the provisions of any improvement agreement, or as otherwise approved by the City; or

3. Any tree of the approved species and in an acceptable location, which was or may be planted as a replacement.

Heritage trees include any of the following:

1. Any oak, bay, cypress, maple, redwood, buckeye and sycamore tree having a trunk or main stem of twenty-four (24) inches or more in diameter measured at four (4) feet six (6) inches above natural grade.

2. A tree required to be preserved as part of an approved development plan, zoning permit, use permit, site development review, or subdivision map;

3. A tree required to be planted as a replacement for an unlawfully removed tree.

For private development projects, a permit is required from the City for the removal of any Heritage tree and removal/pruning of any approved street tree. In addition, for any property containing one or more Heritage trees, a plan to protect Heritage trees must be prepared and submitted to the City prior to the issuance of a demolition, grading, or building permit.

As described in the Preliminary Arborist Report, 105 trees representing seven species were identified on the project site, 96 trees within the project boundaries and an additional nine trees located along Croak Road near the intersection with Dublin Boulevard. Within the survey area, Fremont cottonwood (31 trees) and red willows (22 trees) were the most common species and represent 50 percent of the trees assessed. Of the 105 trees, three trees have been identified for potential preservation, including two red willow trees and a single Western Sycamore tree. The single Western Sycamore tree, which may qualify as a Heritage tree per the City of Dublin Municipal Code, would be retained as part of the proposed project pursuant to the City's Heritage Ordinance. However, the Preliminary Arborist Report prepared for the project site noted that due to the trunk damage and low health rating of the Western Sycamore tree, the tree will continue to decline and eventual collapse. The remaining 102 trees would be removed to accommodate proposed development. New trees would be planted as part of the proposed project, which would replace any trees to be removed. Compliance with the City's Heritage Tree Ordinance, including retaining the Western Sycamore tree which may qualify as a Heritage tree per the City of Dublin Municipal Code, would ensure potential impacts related to tree removal would be less than significant and the no conflict with a tree preservation ordinance would occur. Therefore, for the reasons described above, no new impacts or substantially more severe significant impacts related to conflicts with local policies or ordinance protecting biological resources, beyond those identified in the EDSP EIRs, would occur.

(f) Conflict with adopted habitat conservation or natural community conservation plans

The project site is located in Conservation Zone 4 of the East Alameda County Conservation Strategy (EACCS). The City of Dublin utilizes the EACCS as guidance for environmental permitting for public projects, and private development projects are encouraged to use the EACCS as a resource. However, the EACCS is neither a Habitat Conservation Plan nor a Natural Community Conservation Plan, but is a document intended to provide guidance during the project planning and permitting process to ensure that impacts are offset in a biologically effective manner. With implementation of mitigation measures identified above, the project would be consistent with the EACCS. The project site is not subject to any other adopted habitat conservation plan or natural community conservation plan. Therefore, the proposed

project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or State habitat conservation plan. For the reasons described above, no new impacts or substantially more severe significant impacts related to conflicts with adopted habitat conservation or natural community conservation plans, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified biological resources impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to biological resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Olberding Environmental Inc. 2022a. Preliminary Arborist Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California. May.

Olberding Environmental Inc. 2022b. Biological Resources Analysis Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California. October.

Olberding Environmental Inc. 2022c. Special-Status Plant Survey Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California. October.

Olberding Environmental Inc. 2022d. Listed Large Brachiopod Wet Season Survey 90-Day Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

WRA, Environmental Consultants. 2024. Dublin 580 Fallon East: CEQA Bio Mitigation Measures Status and Implementation Plan. February 22.

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
5. CULTURAL RESOURCES. Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines section 15064.5?			X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?			X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X

Environmental Setting

CEQA defines a "historical resource" as a resource which meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register);
- Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
- Identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code; or
- Determined to be a historical resource by a project's lead agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Under CEQA, historical resources can include precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

As described in the cultural resources study[15] prepared for the proposed project by Peak and Associates Inc. on May 27, 2022, a record search was conducted through the Northwest Information Center (NWIC) of the California Historical Resources Information System on February 23, 2022, to identify previous archaeological site records and cultural resource studies within the project site and vicinity. The NWIC, an affiliate of the Office of Historic Preservation (OHP), is the official State repository of cultural resources records and reports for Alameda County. The search encompassed the project site and surrounding 0.25-mile radius.

One prehistoric period resource, CA-ALA-508/H (P-01-00214) was recorded in the western portion of the project site in 1988. The site area was used as a pasture and corral in the historic era, and a light scatter of historic period artifacts were present. In May 2009, a program of backhoe trenching was conducted in which 20 trenches were excavated within the reported site area. Of the 20 trenches, 18 were entirely sterile. One trench contained historic period glass fragments. One trench yielded five fragments of a sandstone metate (or mealing stone). The materials from the site observed in 1988 were no longer present at the site. It was concluded that the site was a low-density surface site with no significant subsurface cultural deposits. As referenced in the cultural resources study prepared by Peak and Associates Inc., numerous other surveys with negative results have been conducted in the project site radius. A complete list of these surveys is provided as Appendix 2 of the cultural resources study.

A request was submitted to the Native American Heritage Commission (NAHC) to search the Sacred Lands File (SLF) for Native American cultural resources that may be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California. Cody Campagne, NAHC Cultural Resources Analyst, responded to the SLF search request on April 8, 2022, stating that the results were negative and that there were no known Native American cultural resources in the project site. The letter noted, however, that "the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area." In response to a more recent search request, Cody Campagne, NAHC Cultural Resources Analyst, responded on November 3, 2023, stating that the results were negative and that there were no known Native American cultural resources in the project site.

A survey of the project site was conducted from March 8 to 10, 2022. The project site has historically been and is currently used for cattle pasture, and includes remnants of corrals, fencing, and debris from removed dwellings and outbuildings. The portion of the project site east of Croak Road contained the remains of a mine on the north side, and associated equipment and debris radiating outward throughout the north half of the parcel. The age of this operation was determined to be modern. At the former house and building sites depicted on the USGS maps, no structures remain, but various household and building materials were present and may be associated with the former buildings. Brick, terracotta pipe fragments, aqua glass fragments, concrete chunks and windows glass were visible on the surface in all the

[15] Peak, Melinda A., Peak & Associates, Inc. 2022. *Cultural Resource Assessment for the Chen Anderson Project, City of Dublin, Alameda County, California.* May 27.

building areas. Old lumber and steel hardware was scattered and piled near one location. Two fire hydrants of unknown age and good condition remain near the locations of the two previous buildings east of Croak Road.

Remains of a corral and loading chute, water trough, and associated cattle-tending equipment were identified along the west boundary of the project site. The age of this collection could not be determined due to the wide variety in age of materials and equipment; however, the cultural resources study did not identify the collection as meeting the definition of a historical resource. No other historical or prehistoric resources were encountered.

In summary, no prehistoric or historic cultural resources were found to be present on the project site. However, archaeological cultural resources could still be encountered during construction at the project site.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to the disruption or destruction of identified and unidentified prehistoric resources, and disruption or destruction of identified and unidentified historic resources. Mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following mitigation measures would apply to the proposed project:

> **MM 3.9/1.0** All locations of prehistoric resources will need a program of mechanical and/or hand subsurface testing to determine the presence or absence of midden deposits associated with the surface indictors of aboriginal presence.
>
> **MM 3.9/2.0** All locations containing either midden components or concentrations of cultural materials located on the surface will be recorded on State of California site survey forms. The borders of any midden deposits or concentrations of cultural materials (other than single isolated artifact discoveries) will be staked so that accurate location maps can be produced by professional survey teams.
>
> **MM 3.9/3.0** If it can be demonstrated that these recorded and mapped locations will be impacted in any manner by future construction or indirectly impacted as a result of increased access to the area, a plan of evaluative testing of each resource will have to be devised in order to prepare responsive mitigation measures. Evaluative testing will consist of the collection and analysis of any surface concentrations of cultural materials, and the hand excavation and analysis of the scientific content of any midden components discovered during present or absence testing.
>
> **MM 3.9/4.0** The City shall retain the services of a qualified archaeologist to develop a protection program for prehistoric sites which contain either a surface or subsurface deposit of cultural materials or information which qualify under Appendix K of CEQA as

"significant" and which are located in areas of the project site where development will significantly alter the current conditions of the prehistoric resource.

MM 3.9/5.0 The discovery of historic or prehistoric remains during grading and construction will result in the cessation of such activities until the significant and extent of those remains can be ascertained by a certified archaeologist.

MM 3.9/6.0 The City of Dublin will require the following series of actions as part of the application process for development in eastern Dublin: site sensitivity determination; detailed research and field reconnaissance by a certified archaeologist; development of a mitigation plan pursuant to the policies of the EDSP and current CEQA guidelines.

MM 3.9/7.0 All properties with historic resources, which may be impacted by future development shall be subjected to in-depth archival research to determine the significance of the resources prior to any alteration.

2002 SEIR

Cultural resources were addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR determined that although the Fallon Village Project proposed a similar type and density of development analyzed in the Eastern Dublin EIR and 2002 SEIR, due to changes in the project design and identification of new historic resources not identified in the EDSP EIRs, new impacts to cultural resources, including potential impacts on unknown prehistoric resources on the Fallon Enterprises, Jordan and Chen Properties, potential impacts to the historic Fallon House and at the historic Croak Ranch Homestead could occur. Supplemental mitigation measures were identified to reduce potential impacts to cultural resources on these properties to a less-than-significant level. The following supplemental mitigation measures apply to the proposed project:

SSM-CUL-3. Prior to approval of a Stage 2 Development Plan for the Jordan and Chen properties, a detailed cultural resources assessment of combined historic/ prehistoric site at the 4J Ranch site (CA-Ala-508/H) shall be conducted to determine if the site is eligible for the California Register of Historical Resources. All mitigation measures identified in that study shall be incorporated into the Stage 2 Development Plan approval conditions.

Project Impacts and Mitigation Measures

(a) Historic resources

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the CRHR), it generally must be 50 years or older. Under CEQA, historical resources can include

precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts. CEQA requires agencies considering projects that are subject to discretionary action to consider the potential impacts on cultural resources that may occur from project implementation (see CEQA Guidelines Section 15064.5).

As described above, no prehistoric or historic cultural resources were found on the project site. However, it cannot be entirely ruled out that archaeological cultural resources could be encountered during construction at the project site. Should archaeological deposits be encountered during project ground disturbance, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (CEQA Guidelines Section 15064.5(b)(1)). If such resources are encountered, implementation of MM 3.9/5.0 and MM 3.9/6.0 identified in the Eastern Dublin EIR would reduce any potential impacts to archaeological and/or Native American resources to a less-than-significant level, by requiring a site sensitivity determination, detailed research, and field reconnaissance by a certified archaeologist, development of a mitigation plan pursuant to the policies of the EDSP and current CEQA guidelines and cessation of construction activities if unanticipated historic or prehistoric remains are uncovered during ground disturbing activities. Therefore, with adherence to MM 3.9/5.0 and MM 3.9/6.0 identified in the Eastern Dublin EIR, no new impacts or substantially more severe significant impacts to historic resources, beyond those identified in the EDSP EIRs, would occur.

(b) Archaeological resources

Pursuant to CEQA Guidelines Section 15064.5(c)(1), “When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource.” Archaeological sites that do not qualify as historical resources shall be assessed to determine if they qualify as “unique archaeological resources” pursuant to California Public Resource Code Section 21083.2. Archaeological deposits identified during project construction (if any) shall be treated by the City—in consultation with a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology—in accordance with MM 3.9/5.0 and MM 3.9/6.0 identified in the Eastern Dublin EIR. These measures, which require a site sensitivity determination, detailed research, and field reconnaissance by a certified archaeologist, development of a mitigation plan pursuant to the policies of the EDSP and current CEQA guidelines and cessation of construction activities if unanticipated historic or prehistoric remains are uncovered during ground disturbing activities would reduce potential impacts to any archaeological resources discovered during project construction to a less-than-significant level. Therefore, with adherence to MM 3.9/5.0 and MM 3.9/6.0 identified in the Eastern Dublin EIR and described above, no new or substantially more severe significant impacts to archaeological resources, beyond those identified in the EDSP EIRs, would occur .

(c) Human remains

Based on previous archaeological investigation and analysis and summarized above, there is a low potential for the disturbance of archaeological cultural resources or human remains.

However, in the event that human remains are encountered at any time during project work, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner shall notify the NAHC within 24 hours. The NAHC shall determine and notify a Most Likely Descendant (MLD) per PRC Section 5097.98. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD's recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with Section 7050.5 of the California Health and Safety Code and Public Resources Code Section 5097.98 regarding the treatment of human remains, which detail measures to be taken if unanticipated human remains are uncovered during construction of the project, would ensure that potential impacts to human remains would be less than significant. With adherence to applicable regulatory requirements, no new or substantially more severe significant impacts to human remains, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified cultural resources impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to cultural resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

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Peak & Associates, Inc. 2022. Cultural Resource Assessment for the Chen Anderson Project, City of Dublin, Alameda County, California. May 27.

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Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Energy

ENVIRONMENTAL IMPACTS Issues		New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
13.	**ENERGY. Would the project:**			
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X

Environmental Setting

The project site is located within Fallon Gateway of the EDSP. Commercial and industrial land within Fallon Gateway, east of Fallon Road, is required to incorporate the following sustainability practices:

- Build off the City's Complete Streets Policy and incorporate complete streets concepts within the private development's circulation system to ensure strong bicycle, pedestrian and transit connections within and between private developments and connections to the City's streets and existing and future transit hubs.
- Strong bicycle and pedestrian connections per the vision and goals of the City's Bicycle and Pedestrian Master Plan.
- Electric vehicle charging stations within each development.
- Transportation Demand Management (TDM) measures to reduce the demand of single occupancy vehicles, such as transit subsidy programs, shuttles, showers/lockers, bike share programs, parking, mobility and micromobility hubs.
- Buildings and related private infrastructure to help with electric grid management, by incorporating load shifting technologies, solar panels, battery storage and micro-grids.
- Reduce consumption of materials through reuse or recycling of all municipal solid waste materials back into nature or the marketplace in a manner that protects human health and the environment toward zero-waste goals.
- Incorporate smart cities technology infrastructure, and fiber-optic communications infrastructure.

- Street infrastructure for private drive aisles and streets and public streets certified as Greenroads.org Gold level or greater, ASCE Envision Rating of Gold or greater or similar equivalent.
- Design and construct buildings that meet the requirements to achieve Leadership in Energy and Environmental Design (LEED) Gold status or above.

Electricity

Electricity is a man-made resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, or nuclear resources) into energy. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).[16] In 2022, California consumed approximately 287,826 gigawatt-hours (GWh) or 287,826,110,475 kilowatt-hours (kWh).[17] Of this total, Alameda County consumed 10,395 GWh or 10,395,384,395 kWh.[18]

Natural Gas

Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over many years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings, generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).[19] In 2022, California consumed approximately 11,711 million therms or 11,710,641,194 therms, while Alameda County consumed approximately 377 million therms or approximately 377,309,788 therms.[20]

Fuel

Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil and gasoline. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. Based on fuel consumption obtained from EMFAC2021, vehicle

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16 California Energy Commission, 2022. 2022 Total System Electric Generation. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation (accessed October 2023).

17 California Energy Commission, 2023. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed October 2023).

18 Ibid.

19 U.S. Energy Information Administration. 2022. Natural Gas Explained-Use of Natural Gas. Website: https://www.eia.gov/energyexplained/natural-gas/use-of-natural-gas.php (accessed October 2023).

20 California Energy Commission, 2023. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed October 2023).

trips in Alameda County in 2023 are anticipated to consume 155.9 million gallons of diesel fuel and 553.9 million gallons of gasoline.

Previous CEQA Documents

Eastern Dublin EIR

At the time the Eastern Dublin EIR was prepared, the Environmental Checklist Form (Appendix G of the CEQA Guidelines) did not include energy. Therefore, the Eastern Dublin EIR did not specifically analyze impacts to energy. Because the EDSP EIRs have been certified, the determination of whether energy impacts need to be analyzed for this project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). Utilities and service systems impacts and mitigation measures, some of which are related to the demand for energy of additional service systems, were identified and found that the demand for utility extensions and consumption of non-renewable natural resources would result in a significant and unavoidable impact. The following mitigation measures would apply to the proposed project:

> **MM 3.4/46.0** Site Planning, Building Design, and Landscaping. The City shall require project applicants to demonstrate that specific site planning, building design, and landscaping measures have been incorporated into their projects to conserve the use of energy during construction and long-term operation. Such measures might include orientation of lots; buildings and windows; protection of solar access; active and passive solar applications; use of energy efficient materials; and function of landscaping. These measures will be incorporated into an energy conservation plan and shall be reviewed and approved by the City as part of specific development proposals.

2002 SEIR

A review of potential utilities impacts, including energy supply, was conducted as part of the 2002 SEIR. The 2002 SEIR determined that no additional utilities/energy supply impacts would occur beyond those identified at the time the Eastern Dublin EIR was certified. However, the 2002 SEIR identified the following supplemental mitigation measures that would be applicable to the proposed project:

> **SM-UTS-1** Require discretionary City review prior to the installation and use of distributed generators, including emergency generators.
>
> **SM-UTS-2** Prior to approval of future subdivision maps or Site Development Review applications (as may be applicable) by the City of Dublin, project developers shall submit "will serve" letters from PG&E indicating that adequate electricity and natural gas services are available to serve the proposed development project.

Fallon Village SEIR

No additional impacts or mitigation measures were identified in the Fallon Village SEIR.

The City of Dublin adopted a Statement of Overriding Considerations for the significant and unavoidable impact described above, which includes the project.

Project Impacts and Mitigation Measures

(a) Wasteful consumption of energy resources

The EDSP EIRs determined that development of the EDSP area would result in a significant and unavoidable impact due to the consumption of non-renewable natural resources, including energy consumption. Mitigation measures are identified in the EDSP EIRs to minimize this impact but were insufficient to reduce impacts to a less-than-significant level and, therefore, a Statement of Overriding Considerations was adopted for the project. Since preparation of the EDSP EIRs, the California Building Energy Efficiency Standards contained in Title 24 in the California Code of Regulations have been revised and updated to include more stringent requirements to prevent the unnecessary consumption of energy. Any future development on the project site would be required to comply with these standards. In addition, Chapter 7.94, Green Building, of the City of Dublin Municipal Code encourages sustainable construction in the following categories: planning and design, energy efficiency, water efficiency and conservation, materials conservation and resource efficiency and environmental quality. Furthermore, commercial and industrial land within Fallon Gateway, east of Fallon Road, is required to incorporate the sustainability practices, as described above.

(b) Conflict with local plan for renewable energy

The proposed project does not contain any features that would conflict with or obstruct a State or local plan for renewable energy or energy efficiency and is required to comply with state and local energy regulations, as described above.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified energy impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to energy resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

California Energy Commission, 2023. California Gasoline Data, Facts, and Statistics. Website: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics#:~:text=Gasoline%20is%20the%20most%20used,of%20Tax%20and%20Fee%20Administration%20 (accessed October 2023).

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Geology and Soils

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
6. GEOLOGY AND SOILS. 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?			X
ii) Strong seismic ground shaking?			X
iii) Seismic-related ground failure, including liquefaction?			X
iv) Landslides?			X
b) Result in substantial soil erosion or the loss of topsoil?			X
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?			X
d) Would the project 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?			X
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X

Environmental Setting

The following discussion is based on the results of the Preliminary Geotechnical Investigation prepared for the proposed project (Appendix H).

The project site is located within the Coast Range Geomorphic Province of Northern California. This province is generally characterized by northwest-trending mountain ranges and intervening valleys, which reflect the dominant northwest structural trend of the bedrock in the region.

The hill front along the northern portion of the project site is mapped as underlain by Plio-Pleistocene Livermore Gravels or nonmarine sedimentary units of the Tassajara Formation. Bedrock bedding is shown generally striking northwest and dipping steeply (85 degrees) to the southwest. At the base of slopes crossing the middle of the site, transitional slopes (mid-level terraces) are mapped as Pleistocene alluvial fan deposits and Holocene floodplain deposits further south extending into the valley portion of the site.

The Calaveras Fault separates the lowlands of the Dublin Valley from the hill areas to the west. The nearest active fault to the project site is the Mount Diablo Thrust, which is located approximately two miles from the site. This fault is considered capable of a moment magnitude earthquake of 6.7. Other active faults in the vicinity of the project site include the Hayward-Rodgers Creek, San Andreas, and Greenville faults, which are all considered active faults. The project site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone.

The project site ranges in elevation from approximately 355 feet above mean sea level (msl) in the south to approximately 576 feet above msl to the north. The southern portion of the project site is relatively level, transitioning to gently sloping hills in the northern portion.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to earthquake ground shaking, alteration of landforms, expansive soils, landslide and slope stability, and erosion and sedimentation. With the exception of the primary effects associated with seismic ground shaking, which was determined to be significant and unavoidable and, therefore, a Statement of Overriding Considerations was adopted for the project. All other impacts related to geology and soils would be reduced to less than significant with implementation of mitigation measure identified in the Eastern Dublin EIR. The following mitigation measures would apply to the proposed project:

> **MM 3.6/1.0** The primary effects of ground shaking to structures and infrastructures can be reduced to a generally acceptable level below failure/loss of life by using modern seismic design for resistance to lateral forces in construction. Building in accordance with Uniform Building Code and applicable County and City code requirements should reduce the potential for structural failure, major structural damage, and loss of life. However, some structural damage may occur, and it is possible that some residences/structures and infrastructures will not be safe for occupation/use after a large earthquake.

MM 3.6/2.0 In relatively flat areas which can be developed with minimal grading (the southern portion of the Project site and along Tassajara and Cottonwood Creeks):

- Locate improvements off (setback from) unstable and potentially unstable landforms such as landslides, colluvium filled swales, creek banks, and steep hill slopes.
- Remove, stabilize or reconstruct potentially unstable landforms, or
- Employ modern design, including appropriate foundation design and applicable codes and policies, in the construction of improvements that must be located on potentially unstable landforms or in areas underlain by alluvium with shallow groundwater levels which could be locally susceptible to liquefaction.

MM 3.6/4.0 Engineered retention structures and surface and subsurface drainage improvement should be uses as appropriate to improve the stability of sidehill fills and potentially unstable materials, particularly colluvium not entirely removed by grading.

MM 3.6/5.0 Seismically induced fill settlement can be substantially reduced if fills are properly designed with keyways and subsurface drainage, and are adequately compacted (i.e., minimum 90 percent relative compaction as defined by the American Society for Testing and Materials (ASTM) test method D1557).

MM 3.6/6.0 Design roads, structural foundations, and underground utilities to accommodate estimated settlement without failure, especially across transitions between fills and cuts. Potentially unstable stock pond embankments should be removed in development areas, unless they are reconstructed to current earthquake design standards.

MM 3.6/7.0 Final design of improvements in the Project site should be made in conjunction with a design-level geotechnical investigations and the reports should be submitted to the City of review prior to issuing any permits. These investigations should incorporate stability analysis of both natural slopes that could impact planned improvements, and planned engineered (cut and fill) slopes, assuming saturated conditions and earthquake shaking. Significant slopes should achieve a minimum factor of safety against failure of 1.5 for static conditions (where 1.0 is failure) and 1.2 under design pseudo-static earthquake loading. A displacement analysis should be performed for critical slopes to confirm the effectiveness of mitigation measures.

MM 3.6/14.0 The potential impact of expansive soils and rock with respect to Project improvements can be significantly reduced, or in many cases prevented by the recognition and characterization of site-specific conditions, and the formulation of appropriate design-level geotechnical investigation conducted for each specific proposed project.

MM 3.6/15.0 The potential for shrink and swell of expansive soils and rock can be reduced by controlling moisture and by treatment through measures listed below. Subsurface drainage alone is not generally effective against the effects of regional wet/drought cycles. Required measures for a specific project should be based on the recommendation of the project geotechnical consultant and approved by the City and include:

- Moisture conditioning prior to construction;
- Construction of surface and subsurface drainage to control infiltration after construction;
- Lime treatment, which can be used to produce non-expansive fill.

MM 3.6/16.0 The potential effects of expansive soil can be reduced by appropriate foundation and pavement design, including those design elements listed below.

- Adjustable foundation systems are not generally effective against the effects of regional wet/drought cycles and are considered undesirable because the systems require periodic maintenance, and their use should be discouraged. Appropriate design criteria should be developed by the project geotechnical consultant and approved by the City:
- Founding structural foundations below the zone of seasonal moisture change;
- Use of structurally supported floors; and
- Removal and replacement with non-expansive fill beneath structure slabs and asphaltic concrete.

MM 3.6/27.0 The potential impacts of short-term construction-related erosion and sedimentation can be reduced by timing grading activities to avoid the rainy season as much as possible, and by implementing one or more of the following interim control measures, which are designed to prevent concentration of runoff, control runoff velocity, and trap silt. Required measures for a specific project will be determined by the City and be a requirement of the grading permit.

- Water bars;
- Mulch-and-net blankets on exposed slopes;
- Straw bale dikes;
- Temporary culverts and swales;
- Sediment traps; and/or
- Silt fences.

MM 3.6/28.0 The potential impacts of long-term erosion and sedimentation can be reduced by the appropriate design, construction, and continued maintenance of surface and subsurface drainage of one or more of the following long-term control measures.

- Required measures for a specific project should be based on the recommendations of the project geotechnical consultants and approved by the City.
- Construction of sediment catch basins at strategic locations to prevent off site sedimentation from existing and/or potential on site sources;
- Design and construction of storm sewer systems that incorporate the cumulative effects of project buildout;
- Creek bank stabilization and repair of existing gullies;
- Revegetation and continued maintenance of graded slopes;
- Construction of drainage ditches or cut and fill slopes and/or natural slopes above developed areas;
- Closed downspout collection systems for individual structures;
- Design of cut and fill slopes to minimize, as much as possible, natural low velocity sheet flow runoff; and
- Periodic homeowner/landowner maintenance.

2002 SEIR

Geology and soils were addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR determined that although the Fallon Village Project proposed a similar type and density of development analyzed in the Eastern Dublin EIR and 2002 SEIR, due to proposed changes in grading policies and an increase in the proposed urbanized area, new impacts related to geology and soils could occur. Potentially significant impacts related to soil hazards/landslides and increased development were identified. Supplemental mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following supplemental mitigation measures are applicable to the proposed project:

SM GEO-1 (potential soil hazards due to alteration in the extent of Project grading). Prior to construction, design level geotechnical report(s) and corrective grading plan(s) depicting the locations and depths of landslide repairs, keyways and subsurface drains is required. The corrective grading plans shall identify appropriate mitigation for graded slopes. In order to stabilize slopes where unstable geologic materials extend at beyond proposed development area, geotechnical corrective grading may extend beyond the limits of improvements and into open space areas. Grading in open space areas shall be limited to excavations that remove unstable soils and landslide debris and backfilling

excavations with compacted, drained engineer fills. To provide stable construction slopes, the back slopes of excavated areas may extend up slope and beyond the limits of mapped slides. The corrective measures used will be typical and configured to conform at natural slope contours with materials and compaction at the approval of a geotechnical engineer. This may vary from original grade within repair envelope due to geotechnical and slope drainage considerations.

Project Impacts and Mitigation Measures

(a) Seismic hazards

Potential impacts related to seismic hazards are described below.

Fault Rupture. The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. Therefore, the project would have no impact related to fault rupture.

Ground Shaking. The project site and the entire San Francisco Bay Area are located in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point. The Modified Mercalli Intensity (MMI) scale is the most commonly used scale to measure the subjective effects of earthquake intensity. It uses values ranging from I to XII.

Mapping has been compiled by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) for the likely shaking intensities in the Bay Area that would have a 10 percent chance of occurring in any 50-year period. A large earthquake (magnitude 6.7 or greater) on one of the major active faults in the region would generate severe (MMI 8) ground shaking at the project site.

The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes. The City of Dublin has adopted the 2022 CBC (Title 24, Part 2 of the California Code of Regulations), which provides for stringent construction requirements on projects in areas of high seismic risk. The design and construction for the proposed project would be required to conform with, or exceed, current best standards for earthquake resistant construction in accordance with the most recent CBC adopted by the City and with the generally accepted standards of geotechnical practice for seismic design in Northern California, consistent with Mitigation Measure 3.6/1.0, identified in the Eastern Dublin EIR. In addition, the proposed project would be designed and constructed in accordance with the site-specific grading and construction techniques identified in the Preliminary Geotechnical Exploration to reduce impacts related to seismic ground

shaking to a less-than-significant level. With adherence to regulatory requirements and mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts related to ground shaking, beyond those identified in the EDSP EIRs, would occur.

Liquefaction. Liquefaction is the transformation of loose, fine-grained sediment to a fluid-like state similar to quicksand. This phenomenon occurs due to strong seismic activity and lessens the soil's ability to support a structural foundation. The primary factors affecting the possibility of liquefaction in soil are: (1) intensity and duration of earthquake shaking; (2) soil type and relative density; (3) overburden pressures; and (4) depth to groundwater. Soil most susceptible to liquefaction is clean, loose, fine-grained sands and non-plastic silts that are saturated.

The California Geological Survey (CGS) has mapped Seismic Hazard Zones that delineate areas susceptible to liquefaction and/or landslides that require proposed new developments in these areas to conduct additional investigation to determine the extent and magnitude of potential ground failure. According to mapping by CGS, portions of the project site are mapped as a liquefaction hazard zone. The proposed project would be designed and constructed consistent with the most current earthquake resistance standards for Seismic Zone 4 in the CBC and the site-specific recommendations identified in the Preliminary Geotechnical Exploration, which includes specifications for site preparation, such as grading and compaction requirements and foundation design criteria. In addition, implementation of mitigation measures MM 3.6/2.0, MM 3.6/4.0, MM 3.6/5.0, MM 3.6/6.0, and MM 3.6/7.0, identified in the Eastern Dublin EIR and described above would reduce potential impacts associated with these hazards to less than significant by requiring minimal grading and avoidance of unstable landforms, use of retention structures to improve slope stability, adequate compaction of fill material, accommodation of estimated settlement, and implementation of site-specific geotechnical recommendations. With adherence to regulatory requirements and mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts related to liquefaction, beyond those identified in the EDSP EIRs, would occur.

Landslide. Portions of the project site are also mapped by the CGS as a landslide zone. However, as described in the Preliminary Geotechnical Exploration, no known landslides are located within the project site with the exception of over steepened slopes within the former quarry. Therefore, the landslide risk is considered low. Therefore, no new impacts or substantially more severe significant impacts related to landslide, beyond those identified in the EDSP EIRs, would occur.

(b) Erosion/topsoil loss

The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. Exposed soils could be entrained in stormwater runoff and transported off the project site. Construction specifications require the preparation of a Stormwater Pollution and Prevention Plan (SWPPP) prior to any ground disturbance activities as required by the National Pollutant Discharge Elimination System (NPDES) General Permit (GP) for Construction (Order 2009-009-

DWQ). The SWPPP would provide the details of the erosion control measures to be applied on the project site during the construction period, including Best Management Practices (BMPs) for erosion control that are recognized by the RWQCB. Additional details regarding the SWPPP are provided in Section 9, Hydrology and Water Quality. In addition, the proposed project would be required to comply with Mitigation Measure 3.6/27.0 and Mitigation Measure 3.6/28.0 identified in the Eastern Dublin EIR, to reduce short- and long-term erosion and sedimentation associated with project construction and operation. Compliance with regulatory requirements and implementation of the mitigation measures identified in the EDSP EIRs would ensure impacts related to erosion and loss of topsoil would be reduced to a less than significant level. Therefore, no new impacts or substantially more severe significant impacts related to erosion or loss of topsoil, beyond those identified in the EDSP EIRs, would occur.

(c-d) Soil stability

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. According to the Preliminary Geotechnical Exploration, expansive clay soils were identified near the surface throughout the project site.

The proposed project would be designed and constructed consistent with the most current earthquake resistance standards for Seismic Zone 4 in the CBC and the site-specific recommendations identified in the Preliminary Geotechnical Exploration, which include specifications for site preparation, such as compaction requirements and foundation design criteria. Therefore, the project site is not anticipated to become unstable as a result of the proposed project, or potentially result in on- or off-site landslides, liquefaction, lateral spreading or settlement. In addition, implementation of mitigation measures MM 3.6/2.0, MM 3.6/4.0, MM 3.6/5.0, MM 3.6/6.0, and MM 3.6/7.0, identified in the Eastern Dublin EIR and described above would reduce potential impacts associated with unstable soils to a less-than-significant level by requiring minimal grading and avoidance of unstable landforms, use of retention structures to improve slope stability, adequate compaction of fill material, accommodation of estimated settlement, and implementation of site-specific geotechnical recommendations. Therefore, no new impacts or substantially more severe significant impacts related to soil stability, beyond those identified in the EDSP EIRs, would occur.

(e) Soil capability to support wastewater disposal, including septic

The proposed project would connect to the existing wastewater conveyance system. On-site treatment and disposal of wastewater is not proposed for the project; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems. Therefore, no new impacts or substantially more severe significant impacts, beyond those identified in the EDSP EIRs, would occur.

(f) Paleontological/unique geological resources

No paleontological resources or unique geologic features are known to exist within the project site and ground disturbance for the proposed project is not expected to extend deep enough to

affect native soils or to impact scientifically important paleontological resources. If such resources are encountered during ground-disturbing activities, implementation of Mitigation Measure 3.9/5.0, as identified in the Eastern Dublin EIR and listed in Section 5. Cultural Resources, which requires work stoppage in the event of discovery, would reduce any potential impacts to paleontological resources to a less-than-significant level. With implementation of this mitigation measure, no new impacts or substantially more severe significant impacts to paleontological resources, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified geology and soils impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to geology and soils beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

California Geological Survey. 2019. California Earthquake Hazards Zone Application. Website: maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed November 2023).

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

ENGEO. 2017. Preliminary Geotechnical Investigation, Chen and Anderson Properties, Dublin, California. January 25.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Metropolitan Transportation Commission and Association of Bay Area Governments. 2018. Probabilistic Earthquake Shaking Hazard Map. Website: mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8 (accessed October 2023).

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
7. GREENHOUSE GAS EMISSIONS. Would the project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X
b) Conflict with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

Previous CEQA Documents

Since certification of the Eastern Dublin EIR, 2002 SEIR, and Fallon Village SEIR, the issue of the contribution of greenhouse gasses to climate change has become a more prominent issue of concern as evidenced by passage of Assembly Bill 32 in 2006 and Senate Bill 32 in 2016.

Because the EDSP EIRs have been certified, the determination of whether greenhouse gasses and climate change need to be analyzed for this project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). Greenhouse gasses and climate change are not required to be analyzed under those standards unless it constitutes “new information of substantial importance, which was not known and could not have been known at the time the EDSP EIRs were certified as complete” (CEQA Guidelines Section 15162(a)(3)).

Greenhouse gas and climate change impacts were not analyzed in the EDSP EIRs; however, these impacts are not new information that was not known or could not have been known at the time these previous EIRs were certified. The issue of climate change and greenhouse gasses was widely known prior to the certification of these EIRs. The United Nations Framework Convention on Climate Change was established in 1992. The regulation of greenhouse gas emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997.

Therefore, the impact of greenhouse gasses on climate change was known at the time of the certification of the EDSP EIRs. Under CEQA standards, it is not new information that requires analysis in a supplemental EIR or Negative Declaration. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

Project Impacts and Mitigation Measures

(a-b) Generate greenhouse gas (GHG) emissions or conflict with GHG plans or regulations.

As discussed above, no additional environmental analysis is required under CEQA Section 21166 and CEQA Guidelines Section 15162.

Source(s)

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
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?			X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X
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?			X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

Environmental Setting

The project site consists almost entirely of undeveloped grazing ranchland and open space. The land uses on nearby properties are largely agricultural, with residential, open space, and commercial.

Phase I Environmental Site Assessments (ESAs) have been prepared for the three properties that comprise the project site, referred to as the Anderson, EBJ and Chen Parcels. The findings of these Phase I ESAs are summarized as follows:

- **Anderson Property.** This property encompasses the approximately 49 acres of the project site located east of Croak Road. As described in the ESA prepared for this property,[21] this portion of the project site consists of a rural residential compound and pastureland used for cattle grazing. Review of historical records indicates that this portion of the project site has consisted of a rural residential compound and pastureland since at least 1940. Several structures were observed within the project site during the site reconnaissance in 2016, including a dilapidated single-family house and five barns/sheds. These structures were subsequently demolished in 2017. Additional site improvements consist of bee boxes, fencing, wooden power poles and two fire hydrants. The site reconnaissance and records review did not find documentation or physical evidence of soil, groundwater or soil gas impairments associated with the use or past use of the portion of the project site. However, given the age of the structures on the project site, it is possible that asbestos-containing materials (ACM) or lead-based paint (LBP) materials are present within the structures.

- **EBJ Property.** This property includes approximately 0.84 acre along the southern boundary of the project site, just west of Croak Road. As described in the ESA prepared for this property,[22] this portion of the project site is currently vacant, undeveloped land. Review of historical aerials indicates that this portion of the project site was developed with structures in the late 1950s and remained developed until at least 1968. Based on review of the historical aerials, a service station may have been present from the late 1950s to the late 1960s. Due to lack of readily available information, it is unclear if an underground storage tank(s) remain on the project site and/or if contamination is present.

- **Chen Property.** This property encompasses the approximately 135 acres of the project site located between Fallon Road and Croak Road. As described in the ESA prepared for this property,[23] this portion of the project site consists of undeveloped pastureland used for cattle grazing. Review of historical records indicates that this portion of the project site consisted of a rural residential compound from at least 1939 to 1973. Two metal storage tanks were observed during the site reconnaissance conducted for the ESA. The two tanks, which appeared heavily rusted and had several punctures, were located near a debris pile in the northwest portion of this property, near Croak Road. The original contents of the tanks are unknown and it was not clear if the tanks were used as aboveground tanks (ASTs) or underground tanks (USTs). The site reconnaissance and records review did not find

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21 ENGEO Incorporated. 2016a. Phase I Environmental Site Assessment, Anderson Property, 3457 Croak Road, Dublin, California. November 8.

22 ENGEO Incorporated. 2018. Phase I Environmental Site Assessment, EBJ Parcel-Dublin, Dublin, California. August 10.

23 ENGEO Incorporated. 2016b. Phase I Environmental Site Assessment, Chen Property, Fallon Road – APN 985-27-2, Dublin, California. November 8.

documentation or physical evidence of soil, soil gas, or groundwater impairments associated with the use or past use of this portion of the project site.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR did not include a discussion of hazards and hazardous materials as an identified environmental topic area; however, the Eastern Dublin EIR did discuss the potential for hazardous materials releases as part of the analysis of solid waste disposal and fire protection. Mitigation measures identified for solid waste disposal are included in Section 18, Utilities and Service Systems. The Eastern Dublin EIR did identify potentially significant impacts related to wildfire and fire hazards. Mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following mitigation measures, as modified, would apply to the proposed project:

> **MM 3.4/9.0** Incorporate ~~Dougherty Regional Fire Authority (DRFA)~~[24] Alameda County Fire District recommendations on project design relating to access, water pressure, fire safety and prevention into the requirements for development approval. Require that the following DRFA design standards are incorporated where appropriate:
>
> - Use of non-combustible roof materials in all new construction.
> - Available capacity of 1,000 gallons per minute (gpm) at 20 pounds per square inch (PSI) fire flow from project fire hydrants on public water mains. For groupings of one-family and small two-family dwellings not exceeding two stories in height, the fire flow requirements are a minimum of 1,000 gpm. Fire flow requirements for all other buildings will be calculated based on building size, type of construction, and location.
> - A buffer zone along the backs of homes which are contiguous with the wildland area. This buffer zone is to be landscaped with irrigated (wet banding) or equivalent fire-resistive vegetation.
> - Compliance with DRFA minimum road widths, maximum street slopes, parking recommendations, and secondary access road requirements.
> - Require residential structures outside the DRFA's established response time and zone to include fire alarm systems and sprinklers.

[24] The Dougherty Regional Fire Authority (DRFA) was a Joint Powers Authority between the City of Dublin and the City of San Ramon to provide fire services for these two communities. DRFA had three fire stations - two in Dublin and one in San Ramon. DRFA was dissolved in 1997 with the Alameda County services being contracted to Alameda County Fire District and the small portion of San Ramon served by DRFA being annexed into the San Ramon Valley Fire District.

2002 SEIR

Hazards and hazardous materials were addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR determined that because the Fallon Village Project proposed several land uses changes, including converting the former "Future Study Area" land use designation to non-residential land uses, new impacts to related to hazards and hazardous materials could occur. Potentially significant impacts were identified including the potential for hazards from release of hazardous materials into the atmosphere from demolition of existing buildings and remediation of potentially contaminated sites. Supplemental mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following supplemental mitigation measures are applicable to the proposed project:

SM-HAZ-1. Prior to the demolition of any structures identified in the Environmental Site Assessments as potentially containing ACM or LBP, Project developer(s) shall undertake comprehensive asbestos and LBP surveys of those structures and implement appropriate ACM and LBP handling and disposal methods based on those surveys. As recommended in the ENGEO 2005 report, an environmental professional shall be present during demolition and pre-grading activities to inspect for potential environmental contaminants.

SM HAZ-2 (potential for soil/groundwater contamination and exposure hazards from existing hazardous materials). As identified in the Environmental Site Assessments for each property, all observed hazardous or potentially hazardous materials and potential containers of those materials shall be removed from the properties by licensed waste contractors prior to building demolition. If no building demolition is required, this removal shall be completed prior to any grading activities on an individual site. The contents of potential hazardous material containers shall be identified and disposed of accordingly, including specific methods to preclude airborne release of materials. All dumped scrap and miscellaneous material and equipment shall be removed from the site prior to any on-site development activities. If recommended in the ESA (i.e., Mandeville, Anderson, and Fallon Enterprises properties), an environmental professional shall view the property during demolition and pre-grading activities to ensure compliance with this measure.

SM-HAZ-3a (potential for soil/groundwater contamination from subsurface contamination). A Phase II ESA shall be conducted for the former gas station site north and west of Croak Road to obtain information with regard to operation, demolition, and removal of the former gasoline service station in order to better assess the likelihood of this use having a detrimental impact to soils and water quality at the EBJ Partners site and adjacent sites. This Assessment shall be completed and approved by the Alameda County Fire Department prior to any demolition or site grading, whichever is first. Additionally, a limited subsurface investigation shall be conducted for the EBJ parcel and

adjacent areas of the Anderson and Chen/Tseng properties to better assess whether impacts to soil and shallow groundwater have resulted from the former gas station.

SM-HAZ 3f (potential for soil/groundwater contamination from subsurface contamination). Upon development of each site, all existing wells shall be abandoned under permit from Zone 7 Water Agency and in accordance with all applicable regulations.

SM-HAZ 3g (potential for soil/groundwater contamination from subsurface contamination). When, or prior to, the existing structures are demolished, all existing septic systems and associated leach fields shall be pumped out and removed under permit from the Alameda County Health Department.

Project Impacts and Mitigation Measures

(a) Routine transport, use, or disposal of hazardous materials

The proposed project would demolish the existing structures on the project site and construct residential, general commercial/campus office and park uses. These types of land uses typically do not involve transport, use, or disposal of significant quantities of hazardous materials. However, the proposed GC/CO uses could include limited light manufacturing, hotel, retail, and office uses as permitted under the City's GC/CO designation that may involve the use, handling, and storage of commercially available hazardous materials associated with building maintenance, on-site vehicle use, and landscaping. These materials would likely include fuels, paints, flammable liquids, pesticides, and herbicides. However, hazardous materials stored and used at the site would be required to be managed in accordance with applicable local, State, and federal hazardous materials regulations that would reduce risks associated with leakage, explosions, fires, or the escape of harmful gases. The proposed project would generate quantities of hazardous materials similar in nature, type, and volume to the uses anticipated to be used as part of other foreseeable residential and commercial development projects identified in the EDSP EIRs. Therefore, no new impacts or substantially more severe significant impacts related to the routine transport, use, or disposal of hazardous materials, beyond those identified in the EDSP EIRs, would occur.

(b) Upset/accident

The Fallon Village SEIR identified potentially significant impacts related to the potential for an accidental release of hazardous materials associated with historic uses on the project site, including existing structures present on the project site that could contain ACM or LBP and potential contamination associated with the former gas station located at the corner of Croak Road and Collier Canyon Road. However, the Fallon Village SEIR determined that implementation of Supplemental Mitigation Measures SM-HAZ-1, SM-HAZ-2, SM-HAZ-3a, SM-HAZ-3a, SM-HAZ-3f and SM-HAZ-3g would reduce these impacts to a less-than-significant level through pre-construction environmental investigations for hazardous materials, implementation of appropriate ACM and LBP handling and disposal methods, appropriate removal of septic systems, and appropriate abandonment of existing wells. Since certification of

the Fallon Village SEIR, the existing structures on the project site have been removed; therefore, no impacts associated with the exposure of construction workers and others to ACM and LBP would occur. Implementation of the mitigation measures identified in the EDSP EIRs would ensure that impacts related to the potential for an accidental release of hazardous materials would be less than significant.

During construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. Management of these materials at the project site would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with the Construction General Permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) designed to reduce the risk of spills or leaks from reaching the environment. The SWPPP would also include a Spill Response Plan to address minor spills of hazardous materials. Compliance with SWPPP requirements would ensure that potential significant hazards associated with routine transport, use, or disposal of hazardous materials during and after construction would be less than significant. Therefore, no new impacts or substantially more severe significant impacts related to the accidental release of hazardous materials, beyond those identified in the EDSP EIRs, would occur.

(c) Near school

The nearest schools to the project site are Cottonwood Creek K-8 School, which abuts the project to the north, and Kolb Elementary School, which is approximately 0.75 mile to the northwest. As described in Section 8.b, the proposed project would be required to implement Supplemental Mitigation Measures SM-HAZ-1, SM-HAZ-2, SM-HAZ-3a, SM-HAZ-3f, and SM-HAZ-3g, which require pre-construction environmental investigations for hazardous materials, appropriate removal of septic systems, and appropriate abandonment of existing wells. With implementation of the mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts related to release of hazardous materials in proximity to existing schools beyond those identified in the EDSP EIRs, would occur.

(d) Hazardous materials list

Government Code Section 65962.5 states that the California Department of Toxic Substances shall compile and maintain annually a list of hazardous waste facilities subject to corrective action as part of the Health and Safety Code. This list is commonly referred to as the Cortese List. The project would not be located on a RWQCB Leaking Underground Tank Cleanup Site (LUST) or any other Cleanup Program Sites (formerly known as spills, leaks, investigations, and cleanups or SLIC). These two components comprise the State Cortese List of known hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no new impacts or substantially more severe significant impacts related to listing on a hazardous materials site compiled pursuant to Government Code Section 65962.5, beyond those identified in the EDSP EIRs, would occur.

(e) Proximity to a public airport

The Livermore Municipal Airport, a public utility airport operated by the City of Livermore, is located approximately 0.65-mile southeast of the project site. The entire project site is located within the Airport Influence Area (AIA) and the southern portion of the site, designated for GC/CO and P/PR uses, is located within the Airport Protection Area (APA). The majority of the project site (except the northwest corner) is located within Airport Safety Zone 6 as designated in the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP). No restrictions on residential development shall apply to the portions of Zone 6 that extend beyond the boundary of the APA. New residential land use designations, or the intensification of existing residential land uses, are prohibited within the APA. Nonresidential land uses may be allowed within the APA provided they are consistent with the criteria set forth in the ALUCP.

The project site is also located within the City's Airport Overlay Zoning District, which is coterminous with the AIA, as established by the Livermore Municipal Airport ALCUP. All permitted and conditionally permitted uses set forth in a PD Zoning District that was adopted and in effect prior to August 2012 are considered Existing Land Uses consistent with the ALUCP and do not require review by the Airport Land Use Commission (ALUC), unless changes to the existing land use results in an increase of non-conformity with ALUCP policies or the change would increase the intensity or density of use.

As outlined in the project description, the project proposes a 0.6 floor area ratio (FAR) for the GC/CO portions of the project site, which is an increase from the 0.35 FAR allowed in the EDSP and Fallon Village Stage 1 PD. The EDSP and Stage 1 PD allow an FAR of 0.20-0.80 for GC/CO uses. However, the EDSP (EIR) and Fallon Village SEIR evaluated a maximum 0.28 FAR for GC/CO uses. Although the density of the proposed general commercial uses would be greater than previously analyzed in the EDSP EIRs, the types of uses (GC/CO) would be the same as those approved in the EDSP EIRs and are consistent with the uses allowed within the APA and outlined in the ALUCP. Further, the mass and height of proposed buildings would not be significantly different than those approved in the EDSP EIRs. No hazardously tall structure or other hazards to aviation are anticipated to be proposed as part of the project or as part of the Stage 2 Development Plan for the GC/CO uses. Therefore, based on the foregoing analysis, the proposed project would not result in development of an incompatible land use within the ALUCP, would not add structures of a height such that it would create a hazard or obstruction, and would not result in the addition of a characteristic that would create a hazard to air navigation. Therefore, no new impacts or substantially more severe significant impacts related to proximity to a public airport, beyond those identified in the EDSP EIRs, would occur.

(f) Impair implementation of an emergency response plan or emergency evacuation plan

The Tri-Valley Local Hazard Mitigation Plan was developed in compliance with State requirements and also meets the requirements of the Federal Emergency Management Agency (FEMA) as the City's local hazard mitigation plan. The Tri-Valley Local Hazard Mitigation Plan provides a uniform hazard mitigation strategy for the Tri-Valley area, addressing a range of hazards including, but not limited to, earthquakes, floods and wildland fire. The City of Dublin

also has an adopted Comprehensive Emergency Management Plan and a Local Hazard Mitigation Plan to assess hazards and mitigate risks prior to a disaster event.

The project would subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units and up to 3,299,670 square feet of general commercial/campus office uses. The proposed project would be designed to provide adequate access to the site for fire/police/emergency medical service personnel in the event of an emergency at the project site. Development of the project site requires the construction of the Central Parkway Extension, Croak Road Extension, and Dublin Boulevard Extension to serve the residential development and general commercial/campus office development. In the event of an emergency on the site, employees and residents could exit the site via the Croak Road Extension, the proposed Central Parkway Extension, and the future Dublin Boulevard Extension. Once off the project site, employees and residents could access I-580 to exit the City and region. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Because the proposed project would not substantially alter or block the adjacent roadways, the proposed project would not be expected to impair the function of nearby emergency evacuation routes. Therefore, no new impacts or substantially more severe significant impacts related to implementation of an adopted emergency response plan or emergency evacuation plan, beyond those identified in the EDSP EIRs, would occur.

(g) Expose people or structures to wildland fires

A wildland fire is a fire occurring in a suburban or rural area which contains uncultivated land, timber, range, brush, or grasslands. Wildland fires are primarily a concern in areas where there is a mix of developed and undeveloped lands. The project site is not identified as an area of moderate, high, or very high fire hazard severity for the Local Responsibility Area. It is identified as an area of moderate fire hazard severity for the State Responsibility Area, as mapped by the California Department of Forestry and Fire Protection (CAL FIRE). The proposed project would be constructed in accordance with the requirements of the CBC, California Fire Code, and the City's Wildfire Management Plan. In addition, consistent with the City's entitlement process and Mitigation Measure 3.5/9.0 in the Eastern Dublin EIR, project plans would be reviewed by the Alameda County Fire Department to ensure that required fire protection elements are incorporated into final building plans, including provision of adequate water supply and pressure, and use of appropriate landscape and building materials. Therefore, no new impacts or substantially more severe significant impacts related to wildland fires, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified hazards and hazardous materials impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to hazards and hazardous materials beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

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Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
9. HYDROLOGY AND WATER QUALITY. Would the project:			
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X
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:			X
(i). Result in substantial erosion on- or off-site;			X
(ii). Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X
(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			X
(iv). Impede or redirect flood flows?			X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X

Environmental Setting

The project site is located within the Alameda Creek watershed which drains to the San Francisco Bay. The 660-square-mile Alameda Creek watershed is the largest watershed in the Bay Area, extending from Mount Hamilton north to Mount Diablo, east to the Altamont Hills and west to San Francisco Bay. The project site is located within the jurisdiction of Zone 7 of the

Alameda County Flood Control and Water Conservation District (Zone 7). The northern portion of the site is hilly and transitions to relatively flat areas immediately adjacent to I-580.

The project site is located within the San Francisco Bay Hydrologic Region. The San Francisco Bay RWQCB Basin Plan identifies the project as being within the Livermore Valley groundwater basin (Basin ID 2-10). As defined in Department of Water Resources (DWR) Bulletin 118 Update 2003 (California's Groundwater), the Livermore Valley Groundwater Basin (DWR Basin 2-10) extends from the Pleasanton Ridge east to the Altamont Hills and from the Livermore Uplands north to the Tassajara Uplands. The Geotechnical Update (ENGEO, 2004) prepared for the EDPO Project indicates that groundwater depths range from 14 to 40 feet. The Water Quality Report prepared for the Dublin Boulevard – North Canyons Parkway Extension Project confirms that groundwater levels are 20 to 25 feet below grade with higher groundwater levels (10 feet below grade) occurring in the area northwest of the existing I-580/Fallon Road interchange. Shallower groundwater may be present along major drainages, in colluvium-filled swales, and associated with existing stock ponds.

As described above, the project site supports four linear drainages that flow from north to south across the northern portion of the project site. Water from an intermittent drainage in the northwestern corner of the project site enters a culvert, which flows under the project site and ultimately discharges into a roadside ditch adjacent to the project site. The roadside ditch and culvert eventually overflow onto the project site, creating a large emergent wetland. A complex of ten seasonal wetland depressions occurs within the southern portion of the project site and along the southern boundary. Two small wetlands were also identified in the southeastern corner and along the southwestern boundary of the project site. Three other wetlands were observed along the fringe of the quarry pond located in the northeastern portion of the project site. All of these features are considered jurisdictional waters/wetlands by the Corps and RWQCB due to their hydric soils, dominant hydrophytic vegetation and hydrological conditions. In addition, as described above, riparian woodland surrounds the quarry pond and intermittent drainage in the northern portion of the project site. All of these features would be impacted by the proposed project.

Based on the Flood Insurance Rate Maps (FIRMs) published by the Federal Emergency Management Agency (FEMA) (06001C0328G and 06001C0329G, dated August 3, 2009), the project site is not located within a 500-year or 100-year flood plain.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to the overdraft of potential flooding, reduced groundwater recharge, and non-point sources of pollution. Mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following mitigation measures would apply to the proposed project:

> **MM 3.5/44.0** Require drainage facilities that will minimize any increased potential or erosion or flooding.

MM 3.5/45.0 Require channel improvements consisting of natural creek bottoms and side slopes with natural vegetation where possible to meet Policy 9.7 above.

MM 3.5/46.0 Storm Drainage Master Plan. Require a Master Drainage Plan be prepared for each development application prior to development approval. The plan shall include:

- Hydrologic studies of entire related upstream watersheds.
- Phase approach and system modeling.
- Documentation of existing conditions.
- Design-level analysis of the impacts of proposed development of the existing creek channels and watershed areas.
- Detailed analysis of effects of development on water quality of surface runoff.
- Detailed drainage design plans for each phase of the proposed project.
- Design features to minimize runoff flows within existing creeks/channels in order to alleviate potential erosion impacts and maintain riparian vegetation.

MM 3.5/47.0 Flood Control. Require development in the Planning Area to provide facilities to alleviate potential downstream flooding due to project development. These facilities shall include:

- Retention/detention facilities as appropriate to control peak runoff discharge rates.
- Energy dissipators at discharge locations to prevent channel erosion, as per Zone 7 guidelines. Energy dissipators should be designed to minimize adverse effects on biological resources and the visual environment; in particular, widespread use of riprap should be avoided.

MM 3.5/49.0 Plan facilities and select management practices in the EDSP EIR area that protect and enhance water quality.

MM 3.5/50.0 Zone 7 supports ongoing groundwater recharge program from the Central Basin.

MM 3.5/51.0 Develop community-based programs to educate local residents and businesses on methods to reduce non-point sources of pollution. Coordinate such programs with current Alameda County programs. Such programs include:

- Increased availability of liquid recycling centers (i.e., oil, greases, etc.) to reduce potential for dumping into storm drains.

- Programs that educate the public that catch basins and storm drains flow to creeks, to potable groundwater basins, and to the San Francisco Bay, including a potential program to paint labels at each catch basin and storm drain to alert people to these facts.

2002 SEIR

Hydrology and water quality were addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR identified two potentially significant impacts associated with an increase in impervious surfaces, resulting in increased stormwater runoff, which may not comply with the most recent surface water quality standards and hydromodification standards and, as a result, could add pollutants to nearby bodies of water. Supplemental mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following supplemental mitigation measures are applicable to the proposed project:

SM- SD-1 (changed surface water quality standards). The Stage 1 Development Plan shall require that the water quality source control and hydrologic design recommendations of the report prepared by ENGEO, Inc. (February 28, 2005) be implemented for all individual development projects within the Project area.

SM- SD-2 (changed surface water quality hydromodification standards). Development within the Project area shall comply with the hydromodification provisions of the Alameda County Clean Water Program as approved by the RWQCB and administered by the City of Dublin. If no Alameda County Clean Water Program permit has been adopted at the time individual development proposals are approved by the City the applicant may be required to submit hydrology and hydrologic analyses to identify specific increases in storm water runoff into downstream receiving waters. Such reports will be reviewed by both the City of Dublin and Zone 7 Water Agency. Development projects will also be required to pay the then-current Zone 7 Special Drainage Area fee (SDA7-1) in effect at the time of development.

Project Impacts and Mitigation Measures

(a) Violate water quality or waste discharge requirements or degrade surface or groundwater quality

Construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during development. Although surface runoff from the site would likely decrease with the proposed project (due to proposed stormwater treatment measures), runoff from the proposed landscaped areas may contain residual pesticides and nutrients (associated with landscaping) and sediment and trace metals

(associated with atmospheric deposition) during operation of the project. Implementation of mitigation measures MM 3.6/27.0 and MM 3.6/28.0, as described in Section 6, Geology and Soils, would ensure that potential water quality impacts associated with project construction are reduced to a less-than-significant level. The project would be required to comply with these mitigation measures.

In addition, because the project would result in the disturbance of greater than one acre of soil, project implementation is required to comply with the Construction General Permit, which requires preparation of a SWPPP and implementation of BMPs to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Compliance with the requirements of the Construction General Permit and implementation of mitigation measures MM 3.6/27.0 and MM 3.6/28.0 ensure that the proposed project would result in less-than-significant impacts to water quality during construction.

As the site is currently largely undeveloped, the proposed project would increase the total amount of impervious surface on the project site. The increase in impervious surface could result in increased stormwater runoff (both flow rate and volume) from the project site relative to pre-project conditions, which may result in hydromodification impacts (i.e., increased potential for erosion of creek beds and banks, silt pollution generation, or other adverse impacts on beneficial uses due to increased erosive force). Hydromodification is the alteration of the natural flow of water through a landscape, and often takes the form of creek channel erosion. Hydromodification is one of the leading sources of impairment in streams, lakes, and estuaries.

The proposed project is subject to the conditions of the Municipal Regional Permit (MRP) (Order No. R2-2022-0018 NPDES Permit No. CAS612008). The C.3 Stormwater Technical Guidance updated in February 2021 as per the Alameda County Clean Water Program, outlines low impact development (LID) provisions that MRP permit holders can use during planning of development activities to manage and reduce occurrences of stormwater runoff pollutant discharges. These LID methods aim to preserve existing natural landscapes to minimize imperviousness and water quality impacts.

The proposed project would be considered a “regulated project” under the MRP. Provision C.3 of the MRP requires new development and redevelopment projects that would replace more than 5,000 square feet of existing impervious surfaces to include post-construction stormwater control in project designs, including measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. Under the C.3

requirements, preparation and submittal of a Stormwater Control Plan (SCP) would be required for the project site. The purpose of a SCP is to detail the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the MRP. In particular, SCPs must include LID design measures, which reduce water quality impacts by preserving and recreating natural landscape features, minimizing imperviousness, and using stormwater as a resource, rather than a waste product. The proposed project would also be required to prepare a Stormwater Facility Operation and Maintenance Plan to ensure that stormwater control measures are inspected, maintained, and funded for the life of the project. Compliance with the C.3 requirements of the MRP would ensure that operation-period impacts to water quality would be less than significant.

The proposed project would include bioretention facilities and storm drains on each MH Density Residential and GC/CO parcel for stormwater quality control. Proposed bioretention and storm drain facilities would discharge to existing/proposed storm drainpipes. Proposed storm drainage facilities would conform to the Alameda County C.3 Stormwater Technical guidelines and requirements.

In addition, Mitigation Measure 3.5/46.0, identified in the Eastern Dublin EIR, which requires preparation of a storm drainage plan for the proposed project, and Mitigation Measure SM-SD-2, identified in the Fallon Village SEIR, which requires compliance with Alameda County C.3 requirements, would ensure that potential impacts associated with stormwater runoff would be reduced to a less-than-significant level.

Because the proposed project would be required to comply with applicable State and local regulations and mitigation measures identified in the EDSP EIRs, no new impacts or substantially more severe significant impacts related to water quality violations, wastewater discharges, or water quality degradation, beyond those identified in the EDSP EIRs, would occur.

(b) Substantially decrease or interfere with groundwater supplies

Although the proposed project would result in a net increase in impervious surface coverage compared to the existing condition, the proposed project would include the use of LID methods, including stormwater quality basins and storm drains throughout the site that would retain and clean stormwater on-site before discharging it into the municipal stormwater system, consistent with Provision C.3 of the MRP. Further, only the southernmost portion of the project site is located within the Livermore Valley groundwater basin; therefore, the increase in impervious surfaces on the project site would not substantially decrease or interfere with groundwater recharge.

The proposed project would connect to the existing water lines within the vicinity of the project site and would not require the use of groundwater. Due to the depth of groundwater and the shallow excavations required for project construction, dewatering is not anticipated during construction activities. Therefore, the proposed project would not substantially decrease or interfere with groundwater supplies. This impact would be less than significant. As such, no

new impacts or substantially more severe significant impacts related to groundwater supplies, beyond those identified in the EDSP EIRs, would occur.

(c) Substantially alter existing drainage patterns re: erosion/siltation, re: flooding, or degrade water quality

The proposed project would create new landscaped areas and impermeable surfaces, which would alter the existing drainage pattern of the project site. However, as discussed above, the proposed project would be required to comply with the C.3 requirements of the MRP, standard City development requirements related to stormwater, and mitigation measures identified in the Eastern Dublin EIR and Fallon Village SEIR, including Mitigation Measure 3.5/47.0, which requires preparation of a flood control plan for the proposed project.

As noted in Section 8.b and 9.a, the proposed project would be required to prepare a SWPPP as required by the Construction General Permit and consistent with mitigation measures MM 3.6/27.0 and MM 3.6/28.0, identified in the Eastern Dublin EIR, to reduce short- and long-term erosion and sedimentation associated with project construction and operation.

Required compliance with applicable regulations, implementation of City policies, and the mitigation measures identified in the EDSP EIRs, would reduce potential impacts of the project related to changes in drainage patterns to a less-than-significant level. Therefore, no new impacts or substantially more severe significant impacts related to drainage patterns, beyond those identified in the EDSP EIRs, would occur.

(d) Flood hazard, seiche, or tsunami

As described above, the project site is not located within a flood hazard area mapped by FEMA, or a mapped tsunami inundation area for Alameda County, and no seismically induced seiche waves have ever been documented in the San Francisco Bay area. Additionally, the proposed project would implement various design features to ensure contaminants would be contained. No impact would occur. Therefore, no new impacts or substantially more severe significant impacts related to flood hazard, seiche or tsunami, beyond those identified in the EDSP EIRs, would occur.

(e) Water Quality

The Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)[25] is the master policy document that establishes the water quality objectives and strategies needed to protect designated beneficial water uses in the San Francisco Bay region. The State Water Board and the Regional Water Board enforce compliance with the water quality objectives of the Basin Plan through the issuance of NPDES permits. As noted above, the proposed project would implement various design features to ensure the proposed project would have a less-than-significant impact related to water quality, including multiple bioretention basins and storm drains throughout the site that would retain and clean stormwater on-site before discharging it

[25] California Regional Water Quality Control Board San Francisco Bay Region. 2017. *Water Quality Control Plan for the San Francisco Bay Basin*. May 4.

into the municipal stormwater system, consistent with Provision C.3 of the MRP, with which all projects in the City of Dublin must comply.

The southernmost portion of the project site is located within the Livermore Valley groundwater basin. The sustainable Groundwater Management Act designated the Zone 7 Water Agency as the exclusive Groundwater Sustainability Agency (GSA) for the Livermore Valley Groundwater Basin (DWR Basin No. 2-10) and DWR designated the Livermore Valley Groundwater Basin as a medium-priority basin. Zone 7 submitted the 2016 Alternative Groundwater Sustainability Plan (AGSP) for the Livermore Valley groundwater basin to DWR, which approved the AGSP in 2019. In December 2021, Zone 7 submitted the 2021 Update of the AGSP for review by DWR. As described above, the proposed project would not interfere with groundwater recharge in the vicinity of the project site. The proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Therefore, no new impacts or substantially more severe significant impacts related to water quality, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified hydrology and water quality impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to hydrology and water quality resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

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Land Use and Planning

ENVIRONMENTAL IMPACTS Issues		New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
10.	**LAND USE AND PLANNING. Would the project:**			
a)	Physically divide an established community?			X
b)	Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X

Environmental Setting

The project site consists almost entirely of undeveloped grazing ranchland and open space. The land uses on nearby properties are largely agricultural, with residential , open space, and commercial.

The project site has General Plan land use designations of Medium High Density Residential (13.5 acres), and General Commercial/Campus Office (126.3 acres), Parks/Public Recreation-Community Park (7.2 acres), Open Space (44.9 acres), and Public/Semi Public (2.5 acres). The Medium High Density Residential designation allows attached residential units and typically includes detached, zero-lot line, duplex, townhouse, and garden apartment development at a density of 14.1 to 25.0 units per gross residential acre. The General Commercial/Campus Office designation provides flexibility in permitting a range of regional and community-serving retail and office uses. Mixed use projects incorporating retail, service, and office uses are encouraged. An FAR between 0.2 and 0.8 is allowed as specified in the EDSP. The Open Space designation includes areas dedicated as open space on subdivision maps, slopes great than 30 percent, stream protection corridors, woodlands, and grazing lands. The Public/Semi Public designation has a maximum FAR of 0.5 and allows for a combination of non-park public facilities (public schools, libraries, city offices buildings, etc.) and semipublic facilities (childcare centers, youth centers, senior centers).

The project site is zoned Planned Development (PD) Ordinance No. 32-05 and No.13-08. The intent of the PD zoning district is to create a more desirable use of the land, a more coherent and coordinated development, and a better physical environment than would otherwise be possible under a single zoning district or combination of zoning districts. A PD district is established through an adopted Development Plan, which establishes regulations for the use, development, improvement, and maintenance of the property within the PD district and consists of two stages. The project site is governed by the Stage 1 Development Plan adopted as part of the Fallon Village Project.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified less than significant impacts related to the substantial alteration to existing land use, on-site project land use conflicts, conversion of non-urban lands, and potential conflicts with land uses to the south, east and north. A potentially significant impact was identified related to potential conflicts with land uses to the west, which was determined to be less than significant with implementation of Mitigation Measure 3.1/1.0, which requires the City to coordinate with the Army regarding future development proposals in the vicinity of the Camp Parks Reserve Forces Training Area (RFTA).

2002 SEIR

Land use and planning was addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR determined that the expansion of the EDSP planning boundary and the designation of land uses resulting from the Fallon Village project would be consistent with the City's General Plan. No supplemental impacts related to land use and planning were identified.

Project Impacts and Mitigation Measures

(a) Physically divide an established community

The physical division of an established community typically refers to the construction of a feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The project would subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units, up to 3,299,670 square feet of general commercial/campus office uses to include limited light manufacturing, hotel, retail, and office uses on approximately 126.3 acres. The proposed project would also include a 7.2 acre Community Park and 42.6 acre Natural Community Park.

Primary access into the residential neighborhoods would be via Pandora Way within the Jordan Ranch development and an east/west private street off of Croak Road. Primary access to the GC/CO parcels would be provided by the proposed Dublin Boulevard Extension. Croak Road north of Dublin Boulevard would be widened and provide additional access to the GC/CO parcels. The proposed project would not result in the realignment or closure of any existing roads. Therefore, the proposed project would not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity. The proposed project would provide pedestrian connections to adjacent development as well as

hiking and walking trails within the proposed Park/Public Recreation lands. Therefore, no new impacts or substantially more severe significant impacts related to division of an established community, beyond those identified in the EDSP EIRs, would occur.

(b) Conflict with land use plan, policy, or regulation

The project would subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units and up to 3,299,670 square feet of general commercial/campus office uses to include limited light manufacturing, hotel, retail, and office uses. The proposed project would be consistent with the Medium High Density Residential land use designation in that number and type of residential units proposed is consistent with the density allowed under the City of Dublin General Plan, the EDSP, and subsequent planning entitlements. In addition, the proposed residential development would be compatible with the mix and intensity of uses located to the north of the project site, which generally consist of residential and public uses associated with the Jordan Ranch and Francis Ranch communities.

As outlined in the project description, the project proposes a 0.6 floor area ratio (FAR) for the GC/CO parcels. The EDSP and PD-1 allow an FAR of 0.20-0.80 for GC/CO uses. However, the EDSP EIR and Fallon Village SEIR evaluated a maximum 0.28 FAR for the GC/CO uses. The EDSP provides discretion to the City Council to approve a higher FAR if the proposed uses meet one or more of the following criteria:

- Unique project characteristics which result in reduced impacts relative to other uses in the same area (e.g., lower traffic generation);
- Unique project building requirements (e.g., warehouse uses that have large land coverage requirements but low employment densities); or
- Extraordinary benefits to the City.

The General Plan/Specific Plan Amendment would eliminate the Public/Semi-Public land use which would enable the applicant to utilize the full 6.5-acre site designated Medium/High Density Residential for residential units. While this would not increase the overall number of units on the site, it would enable them to spread those units across a larger area, resulting in a lower density product type.

The Housing Element identifies the Public/Semi-Public portion of the site as an opportunity site that can accommodate 74 lower-income units and is subject to the “No Net Loss” provisions. There is a site at the Transit Center that is already identified as an opportunity site in the Housing Element. This site has a surplus of units that can serve as an opportunity site to accommodate these 74 units. As a condition of approval for the proposed project, the City will require that these 74 units be transferred to another site (e.g., the Transit Center site) that can accommodate them. With this condition of approval, the proposed project would not conflict with the City’s Housing Element or State housing law.

The conversion of Open Space to Parks/Public Recreation helps address the City’s parkland deficit by providing an additional 42.6 +/- acres of Natural Community Parkland to

accommodate a future nature park designed for low impact use and maintenance, with hiking and walking trails. As part of the proposed Development Agreement terms, the Applicant would dedicate this land to the City to address the City's parkland deficit of approximately 50 acres.

As part of the project entitlements, the City would grant a General Plan/Specific Plan Amendment, Stage I Development Plan amendment to allow for the increased FAR, and Planned Development Rezone with a Stage 2 Development Plan for the MH Density Residential uses. The proposed General Plan/Specific Plan Amendment would eliminate the Public/Semi-Public land use designation on the project site and amend the land use designation on 42.6 acres from Open Space to Parks/Public Recreation.

With approval of the proposed General Plan/Specific Plan Amendment, Stage I Development Plan amendment and Planned Development Rezone, the proposed project would not conflict with any applicable land use plans, policies, or regulations. Therefore, no new impacts or substantially more severe significant impacts related to conformity with land use plans, beyond those identified in the EDSP EIRs, would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified land use and planning impacts, nor result in new significant impacts.

There are no applicable regulatory requirements or mitigation measures identified in the EDSP EIRs that are applicable to land use and planning and there would be no new or substantially more severe significant impacts to land use and planning beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
11. MINERAL RESOURCES. Would the project:			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X
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?			X

Environmental Setting

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil-bearing rock, but excluding geothermal resources, natural gas and petroleum. Rock, sand, gravel and earth are also considered minerals by the Department of Conservation when extracted by surface mining operations.

Neither the State Geologist nor the California Department of Mines and Geology (CDMG) have classified any areas in the City as containing mineral deposits that are either of Statewide significance or the significance of which requires further evaluation.

Previous CEQA Documents

None of the EDSP EIRs indicate that significant mineral resource deposits exist on the project site. Therefore, no impacts related to mineral resources were identified.

Project Impacts and Mitigation Measures

(a-b) Loss of known or identified mineral resource.

The project site is not located in a designated mineral resource area. Therefore, the proposed project would not result in the loss of a known mineral resource that would be of value to the region and residents of the state or the loss of availability of any known locally important mineral resource recovery site. Therefore, no new impacts or substantially more severe significant impacts related to mineral resources would occur.

Conclusion

Because the City does not have any mineral areas, there would be no impact, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Noise

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
12. NOISE. 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?			X
b) Generation of excessive ground borne vibration or ground borne noise levels?			X
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X

Environmental Setting

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem where the

motion may not be discernible, but there is less adverse reaction without the effects associated with the shaking of a building. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise, otherwise referred to as ground-borne noise. Typically, sources that have the potential to generate ground-borne noise are likely to produce airborne noise impacts that mask the radiated ground-borne noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment) and occasional traffic on rough roads. Problems with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that could be perceptible and annoying.

To assess existing noise levels, LSA conducted noise monitoring to establish the existing ambient noise environment at the project site. Two long-term (24-hour) noise measurements were conducted at the project site from November 9, 2023, to November 10, 2023. The existing measured noise levels at the project site range from approximately 62.2 dBA CNEL to 63.1 dBA CNEL. Local vehicle traffic on Central Parkway and occasional aircraft noise was reported as the primary noise source. Construction noise on Croak Road also contributed to the noise levels in the vicinity of the project site. Noise measurement sheets are provided in Appendix I. Figure 8 shows the long-term noise monitoring locations.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified that impacts related to the exposure of existing and proposed development to airport noise would be less than significant. The Eastern Dublin EIR also found that impacts related to exposure of proposed housing to future roadway noise, exposure of existing and proposed residences to construction noise, and noise conflicts due to the adjacency of diverse land uses permitted by plan policies supporting mixed-use development would be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR. In addition, the Eastern Dublin EIR identified that impacts associated with exposure of existing residences to future roadway noise and exposure of proposed residential development to noise from future military training activities at Camp Parks RFTA and the County jail would be significant and unavoidable. The City of Dublin adopted a Statement of

Overriding Considerations for this significant and unavoidable impact. The following mitigation measures would apply to the proposed project:

MM 3.10/1.0 Require that an acoustical study be submitted with all residential development projects located within the future Community Noise Equivalent Level (CNEL) 60 contour. The goal of the acoustical study is to show how the interior noise level will be controlled to a CNEL of 45 dB as required by Title 24, Pat II. The Title 24 goal of CNEL 45 should be applied to single-family housing.

MM 3.10/2.0 Require that development projects provide for noise barriers or berms near existing residences to control noise in outdoor use spaces. One possibility is the construction of solid fences around outdoor use areas. The noise control for existing residences should be evaluated on a case-by-case basis.

MM 3.10/4.0 Developers shall submit to the City a Construction Noise Management Program that identifies measures to be taken to minimize impacts on existing planning area residents. The program will include a schedule for grading and other major noise-generating activities that will limit these activities to the shortest possible number of days. Hours of construction activities shall be limited in keeping with Dublin ordinances. The Program for construction vehicle access to the site shall minimize construction truck traffic through residential areas. If construction traffic must travel through residential areas, then a mitigation plan should be developed. The Program may include barriers, berms or restrictions on hours.

MM 3.10/5.0 In order to minimize the impact of construction noise, all operations should comply with local noise standards relating to construction activities. When construction occurs near residential areas, then it should be limited to normal daytime hours to minimize the impact. Stationary equipment should be adequately muffled and located as far away from sensitive receptors as possible.

MM 3.10/6.0 Noise management plans shall be prepared and reviewed as part of development application for all mixed-use projects in which residential units would be combined with commercial, office, or other urban non-residential uses. The objective of the noise management plan would be to provide a high-quality acoustic environment for residents and nonresidential tenants/ owners by taking steps to minimize or avoid potential noise problems. The plan would be prepared by a qualified acoustical consultant. The plan would take into account the concerns of residents, nonresidential tenants/ owners, and maintenance personnel. The plan should be prepared at an early stage of the design process. Ideally, the acoustical consultant should provide input to the architect at a preliminary site plan stage, to make maximum use of detailed site planning to avoid noise conflicts.

2002 SEIR

A review of potential impacts related to the exposure of proposed and existing housing to noise levels in excess of standards established in the General Plan, exposure of future commercial, office and industrial uses to noise levels in excess of standards established in the General Plan, and exposure of people to or generation of excessive ground borne vibration or ground borne noise levels was conducted as part of the 2002 SEIR. The 2002 SEIR determined that no additional noise impacts would occur beyond those identified at the time the Eastern Dublin EIR was certified. However, the 2002 SEIR identified the following supplemental mitigation measures that would be applicable to the proposed project:

> **SM-NOISE-1** Require a noise insulation plan for general commercial (including any proposed office-type uses) and industrial land uses to be submitted for all such development projects located within the future CNEL 70 dBA contour. The plan shall show how interior noise levels would be controlled to acceptable levels. The acceptable level will depend on the type of use as set forth in the noise insulation plan. Interior noise levels could be controlled adequately by using sound-rated windows in windows closest to the streets and the freeway.
>
> **SM-NOISE-2** Except for local deliveries, restrict heavy truck traffic to designated arterial roadways and truck routes within the Project area and limit the hours of local deliveries to daytime hours as established by the City.

Fallon Village SEIR

No additional impacts were identified in the Fallon Village SEIR. However, the Fallon Village SEIR identified the following supplemental mitigation measures that would be applicable to the proposed project:

> **SM-NOISE-1 (aircraft flyovers).** All occupants of the residential dwellings within the proposed Project shall receive written notification at the time of sale, rental or lease of the potential for aircraft overflights of the Fallon Village Project area. Written notices shall be approved by the Dublin Community Development Director.
>
> **SM-NOISE-2 (future roadway noise affecting proposed residential development).** An acoustical study must be prepared for the project. The study shall show how the project will meet an indoor goal of 45 dBA CNEL. In addition, the study must show how noise in outdoor areas will meet the level of a CNEL of 60 dBA (CNEL of 65 dBA at City's discretion). Based on preliminary site development information it is likely that the project can meet the indoor goal with regular double-glazed windows (no special sound rating). A noise barrier may be required if backyards or other primary outdoor use spaces are located adjacent to either Croak Road or Upper Loop Road.
>
> **SM-NOISE-3 (compatibility of school and neighborhood park with future roadway noise).** The design of the elementary school and neighborhood park shall consider noise reduction measures to comply with City exterior noise exposure limits including but not

limited to appropriate siting of improvements, use of noise barriers and similar noise reduction techniques as may be needed.

SM-NOISE-4 (noise from Upper Loop Road affecting existing residences). Noise from Upper Loop Road is expected to generate a CNEL in excess of 60 dBA. The existing homes along the existing alignment of Fallon Road are currently exposed to an L_{dn} of about 56 to 59 dBA. It is unlikely but possible that the noise from Upper Loop Road would cause noise levels to increase by more than 6 dBA at these existing homes. However, an evaluation of noise from Upper Loop Road on existing dwellings shall be made and if it is found that the road would increase noise by more than 6 dBA in backyards of those existing homes, then appropriate noise mitigation measures (i.e., roadway alignment or noise barrier) shall be included in the new roadway design

Project Impacts and Mitigation Measures

(a) Generate noise exceeding standards

The short-term construction and long-term noise impacts associated with the proposed project are described below.

Short-Term Construction Noise Impacts. Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Table H lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally raise noise levels on roadways leading to the project site. Two main categories of trips would be generated by construction activities: (1) worker commute trips; and (2) haul/delivery truck trips. Heavy equipment would not be hauled to/from the project site daily; it would be hauled in at the beginning of construction and hauled out upon completion of construction.

The second type of short-term noise impact is related to noise generated during site preparation and the construction of the proposed project. The proposed project would include phased construction, and would be undertaken in discrete steps, each of which would have its own mix of equipment, and consequently its own noise characteristics. These various

sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels would vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table H lists the maximum noise levels from the Highway Construction Noise Handbook recommended for noise impact assessments for the loudest anticipated construction that would be used for the project based on a distance of 50 feet between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve one to two minutes of full power operation followed by three to four minutes at lower power settings.

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

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Air Compressor	40	80
Backhoe	40	80
Crane	16	85
Dozers	40	85
Excavator	40	85
Forklift	20	85
Generator	50	80
Grader	40	85
Loader	40	80
Paver	50	85
Roller	20	85
Scraper	40	85
Skid Steer Loader	40	80
Tractor	40	84
Trencher	50	82
Water Truck	40	84

Source: *Highway Construction Noise Handbook* (FHWA 2006).
dBA = A-weighted decibel
FHWA = Federal Highway Administration
ft = foot/feet
HP = horsepower
L_{max} = maximum noise level

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

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

Table I shows the composite noise levels of the two loudest pieces of equipment for each construction phase, at a distance of 50 feet from the construction area.

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

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

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA.

Table I: Equipment Noise by Construction Phase

Construction Phase	Loudest Equipment	Composite Noise Level at (dBA L_{eq} at 50 ft)
Site Preparation	Dozer	88
	Tractor	
Grading	Excavator	88
	Grader	
	Dozer	
	Scraper	
	Tractor	
Building Construction	Crane	86
	Forklift	
	Generator	
	Tractor	
	Welder	
Paving	Paver	86
	Paving Equipment	
	Roller	
Architectural Coating	Air Compressor	74

Sources: Compiled by LSA Associates, Inc. (2023). *Construction Noise Handbook* (FHWA 2006).
dBA = A-weighted decibel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum noise level

The closest sensitive receptors to the project site include a residence located approximately 200 feet north of Parcel 7 of the project site, measured from the center of the parcel, resulting in short-term noise levels of approximately 74 dBA L_{eq} at the closest residence.

Construction equipment would operate at various locations throughout the project site and construction activities at any one receptor location would occur for a limited duration. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area, the noise impacts would no longer occur once project construction is completed.

As compared to the EDSP EIRs, the proposed project would generate similar noise levels during construction and would implement the previously required mitigation measures, MM 3.10/4.0 and MM 3.10/5.0, to reduce construction related impacts to a less-than-significant level. With

implementation of these mitigation measures, the proposed project would not result in any new or more severe impacts compared to those identified in the EDSP EIRs.

Long-Term Off-Site Traffic Noise Impacts.The EDSP EIRs identified the sources of major noise affecting the EDSP area to be vehicular traffic stemming from I-580. The proposed project is estimated to generate an average daily traffic (ADT) volume of 22,618. The EDSP EIRs identified a potentially significant impact for future roadway noise as a result of build out of the EDSP, which includes the proposed project. Implementation of mitigation measures within the EDSP EIRs would reduce this impact to a less than significant level.

Long-Term Off-Site Operation-Related Noise Impacts.DMC Section 8.36.060(C)(3) states that for lots 5,000 square feet or larger, mechanical equipment that generates noise when located within a required setback as allowed by this subsection, and within 10 feet of an existing or potential residence, or an existing paved patio area on adjoining property, shall be enclosed as necessary to reduce noise at the property line to a maximum of 50 dBA at any time. As such, this analysis evaluates whether noise impacts associated with the long-term operation of the project comply with the 50 dBA L_{eq} standard. Stationary noise generated by the proposed project includes heating, ventilation, and air conditioning (HVAC) equipment, parking lot activities, and truck delivery and truck unloading activities.

*Parking Lot and Loading Activities.*Of the on-site stationary noise sources during operation of the project, noise generated by delivery truck activity would generate the highest maximum noise levels. Typical parking lot activities, such as people conversing or doors slamming, would generate noise levels of approximately 60 dBA to 70 dBA L_{max} at 50 feet, while delivery truck loading and unloading activities would generate noise levels of 75 dBA L_{max} at 50 feet based on measurements previously conducted by LSA.

The proposed commercial uses could include loading activities, which could generate potential noise sources that could affect noise-sensitive receptors in the project site vicinity. However, as discussed above, the closest off-site sensitive receptors to proposed commercial uses includes the residence located approximately 500 feet north of the closest commercial parcel of the project site. At this distance, loading and unloading activities would result in maximum noise levels generate a noise level of 55 dBA L_{max}. However, peak noise levels from loading and unloading would be intermittent and when averaged over one hour, these sources would not exceed the City's 50 dBA L_{eq} standard for residential land uses.

Mechanical Equipment. In addition, adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from HVAC equipment proposed with the project. The project is expected to have HVAC units serving each building, which could operate 24 hours per day. One HVAC unit would generate a noise level of 72 dBA L_{eq} at 3.3 feet, based on manufacturer testing of typical equipment for such uses. At 50 feet, the noise level associated with the operation of the proposed HVAC equipment would be below the City's 50 dBA L_{eq} exterior noise standard for mechanical equipment. Because the proposed HVAC system would be greater than 50 feet from nearby sensitives receptors, as described above, the proposed project would not result in 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 any other applicable standards.

Land Use Compatibility. The EDSP EIRs evaluated the noise compatibility of future development and found that depending on the location of new land uses that may be constructed, future noise levels within some portions of the Project Area could be incompatible with such uses. Therefore, the EDSP EIRs identified mitigation measures MM 3.10/1.0, MM 3.10/3.0, MM 3.10/6.0 and supplemental measures SM-NOISE-1, SM-NOISE-2 (future roadway noise affecting proposed residential development), SM-NOISE-3 (compatibility of school and neighborhood park with future roadway noise), and SM-NOISE-4 (noise from Upper Loop Road affecting existing residences) to reduce future roadway noise and exposure of proposed residential development to noise.

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 land uses is up to 60 dBA CNEL. Exterior noise levels of 61 to 70 dBA CNEL are considered conditionally acceptable when a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Exterior noise levels between 71 and 75 dBA CNEL are considered normally acceptable and noise levels over 75 dBA CNEL are considered clearly unacceptable. The normally acceptable interior noise level for residential land uses is 45 dBA CNEL.

The noise environment at the project site is dominated by vehicle traffic noise on the roadways surrounding the project site, occasional aircraft noise, and background construction noise. The measured noise levels at the project site range from approximately 62.2 dBA CNEL to 63.1 dBA CNEL. Based on the City's noise and land use compatibility standards, this noise level is considered conditionally acceptable for residential land uses. Therefore, the proposed project would be required to comply with MM 3.10/6.0, and SM-NOISE-2 (future roadway noise affecting proposed residential development). MM 3.10/1.0, which requires an acoustical study be submitted with all residential development projects located within the CNEL 60 contours would not apply because the project is outside of the CNEL 60 contours.

MM 3.10/6.0 requires preparation of noise management plans for all mixed-use projects in which residential units would be combined with commercial, office, or other urban non-residential uses. SM-NOISE-1, identified in 2002 SEIR, requires a noise insulation plan be

prepared for general commercial uses within the future CNEL 70 dBA contour that demonstrates how interior noise levels would be controlled to acceptable levels. SM-NOISE-2 (future roadway noise affecting proposed residential development) requires an acoustical study be prepared to show how residential development will meet indoor noise levels of 45 dBA CNEL and outdoor noise levels of 60 dBA CNEL.

With implementation of MM 3.10/6.0, SM-NOISE-1, and SM-NOISE-2 (future roadway noise affecting proposed residential development), the proposed project would achieve an acceptable interior and exterior noise level in accordance with the land use compatibility guidelines of the Noise Element of the City's General Plan and, therefore, there would be no impact. MM 3.10/3.0, SM-NOISE-3 (compatibility of school and neighborhood park with future roadway noise), and SM-NOISE-4 (noise from Upper Loop Road affecting existing residences) would not be applicable to the proposed residential units based on their location.

For the reasons outlined above, with adherence to the aforementioned mitigation measures, no new impacts or substantially more severe significant impacts related to noise in excess of established standards, beyond those identified in the EDSP EIRs, would occur.

(b) Generate excessive ground borne vibration or ground borne noise

Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis assesses the potential for building damage using vibration levels in peak particle velocity (in/sec PPV). The criteria for environmental impacts resulting from ground-borne vibration are based on the maximum levels for a single event. The guidelines within the Federal Transit Administration (FTA) Manual have been used to determine vibration impacts (refer to Table J, below).

Table J: Construction Vibration Damage Criteria

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

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), Table 12-3.
FTA = Federal Transit Administration PPV = peak particle velocity
in/sec = inches per second

The FTA Manual guidelines show that a vibration level of up to 0.2 in/sec PPV is considered safe for non-engineered timber and masonry buildings and would not result in any construction vibration damage. Therefore, in order to be conservative, the 0.2 in/sec PPV threshold has been used when evaluating vibration impacts at the nearest structures to the site.

Table K shows the PPV values at 25 feet from a construction vibration source. Bulldozers and other heavy-tracked construction equipment (except for vibratory rollers) generate approximately 0.089 in/sec PPV of groundborne vibration when measured at 25 feet.

Table K: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV (in/sec) at 25 feet
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	**0.089**
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).
in/sec = inches per second PPV = peak particle velocity

Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residential buildings in the project vicinity). While vibration from construction activity was not assessed in the EDSP EIRs, the proposed project is expected to include the use of heavy equipment similar to a large bulldozer. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project disturbance areas because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

The closest structure to the project site for the vibration analysis[26] includes the residence located approximately 20 feet north of Parcel 7 of the project site. At this distance, the closest structure would experience vibration levels of approximately 0.124 in/sec PPV with the use of heavy equipment at the property line. Based on this analysis, vibration levels would not exceed any of the established guidelines considered for damage potential. In addition, short-term construction impacts related to ground-borne vibration or ground-borne noise would be minimal and temporary in nature and would cease upon construction.

Once operational, increased traffic on I-580 and project area roadways also could increase groundborne vibration caused by the passage of heavy trucks or equipment along nearby streets. As such, implementation of SM-NOISE-2 was identified to reduce groundborne vibration from increased levels of heavy traffic to less than significant by restricting heavy truck traffic to certain roadways/routes within the EDSP area and limiting deliveries to daytime hours. With implementation of SM-NOISE-2, the proposed project would result in less-than-significant operational vibration impacts. Therefore, with implementation of this mitigation measure, no new impacts or substantially more severe significant impacts related to groundborne vibration, beyond those identified in the EDSP EIRs, would occur.

[26] For vibration, the analysis is conducted based on the distance between the perimeter of construction (edge of parcel) to the nearest adjacent structure, which for this project is 20 feet. For construction noise analyses, the distance is measures from the center of the parcel to the nearest surrounding use.

(c) Excessive noise level near an airport

The project site is located approximately 0.65-mile northwest of the Livermore Municipal Airport. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 60 dBA CNEL noise contours of this airport nor does any portion of the project site lie within two miles of any other airfield or heliport. Therefore, the proposed project would not result in the exposure of people residing or working in the project area to excessive noise levels and there would be no impact. Therefore, no new impacts or substantially more severe significant impacts related to excessive noise near an airport would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified noise impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant noise impacts beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Sources

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Population and Housing

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
13. POPULATION AND HOUSING. 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)?			X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X

Environmental Setting

According to the City of Dublin General Plan, in 2010, Dublin's total population was estimated at 46,036 and represented 17 percent of the 269,437 residents in the Tri-Valley area. Data from the 2020 U.S. Census indicates that Dublin's total population has grown to 72,589 and 24,426 housing units. The project site is currently undeveloped.

Previous CEQA Documents

Eastern Dublin EIR

Section 3.2 in the Eastern Dublin EIR provides the demographics, housing and employment context for the EDSP. The Eastern Dublin EIR provided a program-level analysis of the development potential envisioned for the EDSP area, including the increased development potential in the City, the Tri-valley area, and the entire San Francisco Bay Area. The Eastern Dublin EIR specifically evaluated new development potential in the EDSP area of up to 17,970 residential units and approximately 12 million square feet of non-residential space, including approximately five million square feet of commercial, four million square feet of office, and two million square feet of industrial park. No impacts related to population or displacement of existing housing were identified. Growth-inducing impacts associated with implementation of the EDSP were evaluated in Section 5.2 of the Eastern Dublin EIR. As stated in Section 5.2 of the Eastern Dublin EIR, expansion of the water distribution system infrastructure in anticipation of growth beyond the project site was determined to be growth-inducing. This impact was identified as a significant and unavoidable impact. Impacts related to utilities are discussed below in Section 18, Utilities and Service Systems. No mitigation measures were identified related to population and housing.

2002 SEIR

The 2002 SEIR identified no supplemental impacts resulting from the EDPO project because population growth associated with the EDPO would not be beyond that anticipated or planned for in the City of Dublin General Plan and the EDSP.

Fallon Village SEIR

No additional impacts or mitigation were identified in the Fallon Village SEIR.

Project Impacts and Mitigation Measures

(a) Population growth

The site is identified in the General Plan and the EDSP for MH Density Residential (13.5 acres), and GC/CO (126.3 acres), Parks/Public Recreation-Community Park (7.2 acres), Open Space (44.9 acres), and Public/Semi Public (2.5 acres). The extension of infrastructure onto the project site, including roadways and utilities that would only serve the proposed development, would not contribute to or cause additional growth to occur outside of the City boundaries or elsewhere within the vicinity of the project site, as the project site is surrounded by other properties that have been designated for development in the City's General Plan, EDSP and subsequent planning documents.

The proposed project would generate housing-related population growth by developing up to 238 residential dwelling units at the project site, which is consistent with the number of residential units considered and approved as part of the EDSP EIRs. According to the U.S. Census data, between 2016 and 2020, the City had an average of 2.99 persons per household. Based upon an average of 2.99 persons per household, and with up to 238 proposed residential units, the proposed project would increase the City's population by approximately 712 residents. Based on population estimates prepared for Plan Bay Area 2050,[27] this increase represents about 1.2 percent of the City's total estimated population in 2015 (56,165). The estimated population generated by the project (712 residents) would represent approximately 0.85 percent of the City's projected 2040 population (83,595). The population growth anticipated between 2010 and 2040 is expected to be 36,915; population associated with the project would represent 1.9 percent of the anticipated growth. The amount of residential development proposed as part of the current project is consistent with the population growth anticipated in the City's General Plan, the EDSP, and the Fallon Village project approvals. Therefore, the proposed project would not induce substantial unplanned population growth.

In addition, the proposed project would result in development of 3,299,670 square feet of GC/CO uses, which is an increase of 1,777,509 square feet from that considered and approved as part of the EDSP EIRs. Per the City's General Plan, the allowed employee density within the GC/CO land use designation is 385 square feet per employee. Therefore, the proposed project

[27] Association of Bay Area Governments and Metropolitan Transportation Commission. 2018. Plan Bay Area Projections 2040. May.

could provide employment opportunities for up to 8,571 employees at the project site or 4,617 additional employees than previously approved. According to the U.S. Census approximately 92 percent of Dublin residents worked outside of the City, while eight percent of Dublin residents both live and work within the City limits. Using this estimate, approximately 370 additional employees generated by the proposed project would require housing within the City or would move to the City solely for reasons of employment. These 370 employees could be accommodated by the residential development proposed as part of the project, other residential development nearby (e.g., Francis Ranch, Righetti project, Branaugh project), or residential development being constructed elsewhere in the City.

The portions of the project site designated as GC/CO are intended to provide for a wide variety of regional and community-serving retail and office uses. Because it is anticipated that these uses would provide employment, the proposed project would not induce substantial unplanned population growth in the area.

The proposed project would not induce substantial unanticipated population growth in the City, and the population increase would fall within the increase identified in the City's General Plan, including the Housing Element, the EDSP, and the Fallon Village Project approvals and, therefore, there would be no impact. No new impacts or substantially more severe significant impacts related to population growth would occur.

(b) Housing and resident displacement

The proposed project would not displace substantial numbers of existing housing or people, such that replacement housing would need to be constructed elsewhere, as the site is currently vacant and, therefore, there would be no impact. No new impacts or substantially more severe significant impacts related to housing and resident displacement would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified population and housing impacts, nor result in new significant impacts.

There are no applicable regulatory requirements or mitigation measures identified in the EDSP EIRs that are applicable to population and housing and there would be no new or substantially more severe significant impacts to population and housing beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Sources

Association of Bay Area Governments and Metropolitan Transportation Commission. 2018. Plan Bay Area Projections 2040. May.

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Public Services

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
a) Fire protection?			X
b) Police protection?			X
c) Schools?			X
d) Parks?			X
e) Other public facilities?			X

Environmental Setting

The proposed project is located within the City of Dublin and is served by the following existing public services.

Fire Protection

Fire suppression, emergency medical and rescue services, and other life safety services are provided to the project area and project site by the Alameda County Fire Department (ACFD). There are three fire stations in Dublin, with the closest to the project site being Fire Station No. 18 at 4800 Fallon Road, approximately 4.4 miles northwest. Back-up service to the project area would be provided by Fire Station 17, located at 6200 Madigan Road in Dublin.

Police Protection

The Alameda County Sherriff's Office provides contracted police protection to the project area and project site. The Dublin Police Services headquarters are located at 6361 Clark Avenue, west of the project site.

Schools

The project site is served by the Dublin Unified School District, which operates seven elementary, two middle, one K-8, one comprehensive high school, and one continuation high school, within the City of Dublin. The closest schools to the project site include Fallon Middle School, Jose Maria Amador Elementary School, and Cottonwood Creek K-8 School.

Parks

The City's Public Works Department oversees the maintenance of parks and recreational facilities throughout the City. According to the City's 2022 Parks and Recreation Master Plan, the City provides approximately 237.04 acres of parkland across 24 parks, including 18 neighborhood parks, 5 community parks, and one nature park. In addition to these park facilities, the City maintains over 26.26 miles of greenways and trails. Table L summarizes the parks within 1 mile of the project site.

Table L: Existing Parks in the Vicinity of the Project Site

Park	Park Type	Acres	Distance from Project Site	Park Amenities
Cottonwood Creek Park and School	Neighborhood Park	10.08	Directly adjacent to the northern project site boundary.	Play equipment and basketball courts.
Jordan Ranch Park	Neighborhood Park and Square	4.9	0.3 miles north of the project site.	Picnic tables/area, barbeque grills, play equipment, restrooms, volleyball courts (grass), walkways/trails, basketball courts, and drinking fountain.
Sunrise Park	Nature Park	10.75	0.04 miles west of the project site, across Fallon Drive.	Nature park/open space.
Clover Park	Neighborhood Square	2.0	0.2 miles west of the project site.	Picnic tables/area, play equipment, restrooms, walkways/trails, drinking fountain, and fitness equipment.
Fallon Sports Park	Active Community Park	60.1	0.2 miles northwest of the project site.	Picnic tables/area, barbeque grills, play equipment, restrooms, soccer fields, softball fields, lighted tennis courts, volleyball courts (sand), walkways/trails, fields for rental, basketball courts, baseball fields, batting cage, bocce ball courts, BMX course, cricket fields, and drinking fountain.
Bray Commons	Neighborhood Park and Square	4.8	0.5 miles west of the project site.	Picnic tables/area, barbeque grills, play equipment, restrooms, volleyball courts (grass), walkways/trails, basketball courts, dog run/dog park, and drinking fountain.

Source: City of Dublin. 2022. *Parks and Recreation Master Plan.*

Library Services

The Dublin Library is operated by Alameda County Library, with additional funding from the City of Dublin. The Dublin Library is located at 200 Civic Plaza, west of the project site.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to increased demand for police and fire protection services, fire response to outlying areas, exposure to wildlands hazards, increased demand for schools and school overcrowding, increased demand for parks and impacts on existing park and trail facilities. Mitigation measures were identified to reduce potential impacts to a less-than-significant level. The following mitigation measures would be applicable to the proposed project:

MM 3.4 / l .0 (Policy 8-4). Provide additional personnel and facilities and revise "beats" as needed in order to establish and maintain City standards for police protection service in Eastern Dublin.

MM 3.4/2.0 (Action Program 8D). Coordinate with the City Police Department regarding the timing of annexation and proposed development, so that the Department can adequately plan for the necessary expansion of services to the area.

MM 3.4/3.0 (Action Program 8E). Incorporate into the requirements of project approval Police Department recommendations on project design that affect traffic safety and crime prevention.

MM 3.4/5.0 Police Review of Proposed Projects. As a part of the development approval process in Eastern Dublin, the City shall require the Police Department to review and respond to the planned development with respect to:

- Project design layout relating to visibility, security and safety.
- Project circulation system and access issues.
- Project implications for emergency response times.

Prior to final approval of non-residential development and improvement plans, the City Police Department shall review the proposed use, layout, design, and other project features for police surveillance/ access, security devices, such as alarms and lighting, visibility, and any other police issues or concerns.

MM 3.4/7.0 (Program 8F). Establish appropriate funding mechanisms (e.g., Mello Roos District, developer financing with reimbursement agreements, etc.) to cover up-front costs of capital improvements (i.e., fire stations and related facilities and equipment).

MM 3.4/9.0 (Program 8H). Incorporate ~~Dougherty Regional Fire Authority (DRFA)~~[28] Alameda County Fire District recommendations on project design relating to access, water pressure, fire safety and prevention into the requirements for development approval. Require that the following DRFA design standards are incorporated where appropriate:

- Use of non-combustible roof materials in all new construction.
- Available capacity of 1,000 GPM at 20 PSI fire flow from project fire hydrants on public water mains. For groupings of one-family and small two-family dwellings not exceeding two stories in height, the fire flow requirements are a minimum of 1,000 GPM. Fire flow requirements for all other buildings will be calculated based on building size, type of construction, and location.
- A buffer zone along the backs of homes, which are contiguous with the wildland area. This buffer zone is to be landscaped with irrigated (wet banding) or equivalent fire-resistive vegetation.
- Automatic fire alarm systems and sprinklers in all nonresidential structures for human use.
- Compliance with DRFA minimum road widths, maximum street slopes, parking recommendations, and secondary access road requirements.
- Require residential structures outside the DRFA's established response time and zone to include fire alarm systems and sprinklers.

MM 3.4/17.0 (Policy 8-3). Ensure that new development in Eastern Dublin, including both residential and non-residential development, fully mitigates the impact of such growth on school facilities.

MM 3.4/29.0 (Policy 4-29). Ensure, as part of the approval process, that each new development provides its fair share of planned open space, parklands and trail corridors.

MM 3.4/31.0 (Action Program 4N). Calculate and assess in-lieu park fees based on the City's parkland dedication ordinance. Credit toward parkland dedication requirements will only be given for level or gently sloping areas suitable for active recreation use.

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[28] The Dougherty Regional Fire Authority (DRFA) was a Joint Powers Authority between the City of Dublin and the City of San Ramon to provide fire services for these two communities. DRFA had three fire stations - two in Dublin and one in San Ramon. DRFA was dissolved in 1997 with the Alameda County services being contracted to Alameda County Fire District and the small portion of San Ramon served by DRFA being annexed into the San Ramon Valley Fire District.

2002 SEIR

The 2002 SEIR did not identify any potentially significant supplemental impacts associated with fire and police protection, schools, parks, and other public facilities.

Fallon Village SEIR

The Fallon Village SEIR did not identify any potentially significant supplemental impacts related to public services.

Project Impacts and Mitigation Measures

(a) Fire protection

The Fallon Village SEIR determined that the additional residential development proposed as part of the Fallon Village project was assumed as part of the Eastern Dublin EIR and that the amount of additional non-residential development could be accommodated with existing fire personnel and facilities. The proposed project would subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units and up to 3,299,670 square feet of GC/CO uses, resulting in approximately 4,617 additional employees than were analyzed in the EDSP EIRs. Development of this additional square footage of non-residential use could incrementally increase demand for fire protection services. However, the proposed project is required to adhere to the California Building Code (CBC), the California Fire Code and City of Dublin codes, ordinance and regulations to minimize fire hazards, including fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements, which would reduce potential fire protection impacts. The additional 4,618 employees resulting from implementation of the proposed project would represent a small, approximately 1 percent, increase in the ACFD service population. In addition, the ACFD has a number of implemented and planned programs and projects related to expanding their capacity to provide fire protection services to their service area, including approval of a $30 million Training Center Project to be located in the City of Dubin, a $90 million Fire Safety Bond (Measure X) to repair, upgrade and replace outdated fire stations in unincorporated communities of Alameda County, and ongoing recruitment strategies as ACFD prepares its Strategic Business Plan for the period 2020-2030. ACFD would continue to provide services to the project site and, with implementation of the above approved and planned expansion projects, would not require additional firefighters to serve the proposed project. As such, the demand for fire protection services resulting from the proposed project would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service that would result in physical environmental impacts. Therefore, no new impacts or substantially more severe significant impacts related to fire protection would occur.

(b) Police protection

The Fallon Village SEIR determined that the addition of 2,878,444 square feet of non-residential land within the project area would result in an increased number of calls for service to the Dublin Police Department, primarily related to traffic violations and burglary/ theft. However, the addition of the non-residential square footage, in and of itself, would not cause the need to

construct new or expanded police buildings or other facilities that would result in a supplemental impact. Therefore, no supplemental impacts were identified.

The proposed project would subdivide the 192-acre site into 11 parcels to accommodate proposed development of up to 238 residential units and up to 3,299,670 square feet of GC/CO uses, resulting in approximately 4,617 additional employees than were analyzed in the EDSP EIRs. The increased demand for police protection services resulting from the proposed project would not be substantial compared to the level of service identified in the EDSP EIRs and would not require the construction of new or alteration of existing police protection facilities to maintain an adequate level of police protection service. In addition, the Dublin Police Department has increased their staffing in 2022 as summarized in the 2022 Annual Report and has plans to further increase staffing. As such, the demand for police protection services resulting from the proposed project would not require the construction of new or alteration of existing police protection facilities to maintain an adequate level of police protection service that would result in physical environmental impacts. Therefore, no new impacts or substantially more severe significant impacts related to police protection would occur.

(c) Schools

The Fallon Village SEIR determined that the number of students expected to be generated by dwelling units from the Fallon Village Project is below the number of students based on student generation rates used in the Eastern Dublin EIR analysis; therefore, no supplemental impacts related to student generation, or the number of students were identified. In addition, the Fallon Village SEIR determined that adequate facilities have been planned in the Eastern Dublin area to accommodate students anticipated to be generated by the Fallon Village Project.

The number of residential units proposed as part of the current project are consistent with those assumed in the EDSP EIRs and would result in similar, less than significant impacts, on school facilities as described in the EDSP EIRs. As described above, 370 additional employees associated with implementation of the proposed project would reside in the City of Dublin; these additional employees could generate a small number of additional students in the City. Appropriate developer impact fees, as required by State law, would be assessed and paid by the project applicant to offset any impact to school facilities, consistent with Mitigation Measure 3.4/17.0 identified in the Eastern Dublin EIR. Therefore, no new impacts or substantially more severe significant impacts related to schools would occur.

(d) Parks

The Fallon Village SEIR determined that the number, location and size of proposed parks would be sufficient to meet City of Dublin standards and would be consistent with the City of Dublin Parks and Recreation Master Plan. Further, developers within the Fallon Village Project area would be required to pay Public Facility Fees to the City of Dublin for individual developments that do not meet City park dedication standards, consistent with Mitigation Measure 3.4/31.0 in the Eastern Dublin EIR. As described above, the number of residential units proposed as part of the current project area is consistent with those assumed in the EDSP EIRs. The increase in

non-residential use resulting from the proposed project would not generate significant demand for additional parks or recreation facilities. Further, the proposed project would include the development of a 7.2-acre Community Park and approximately 42.6 acres for a Natural Community Park, which would contribute to the City's overall acreage of park and recreation facilities. Therefore, the proposed project would not contribute to a substantial increase in population necessitating either construction of new or alteration of existing park facilities to maintain an adequate level of service. No physical impacts associated with the provision of park services would occur. Therefore, no new impacts or substantially more severe significant impacts related to parks would occur.

(e) Other public facilities

Residents served by the proposed project would likely patronize public facilities such as local library branches operated by the Alameda County Library. However, as described above these residents are within the population assumptions evaluated and approved as part of the EDSP EIRs and the increase in non-residential use resulting from the proposed project would not generate significant demand for other public facilities; therefore, the proposed project is not anticipated to substantially increase the number of library patrons utilizing public facilities, such that new or physically altered facilities would be required. Therefore, no new impacts or substantially more severe significant impacts related to other public facilities would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified public services impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to public services beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Sources

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2022. City of Dublin Parks and Recreation Master Plan.

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Recreation

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
15. RECREATION. Would the project:			
a) 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?			X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

Environmental Setting

The City of Dublin has a variety of recreational facilities including neighborhood parks, community parks, community facilities, a senior center, open space areas and a series of trail networks. According to the City of Dublin Parks and Recreation Master Plan, the City of Dublin currently has 24 parks totaling 237.04 acres. The City of Dublin also maintains over 26.26 miles of greenways and trails. The series of routes stretches throughout the City and ranges from recreational trails to shared-use paths. In addition, the East Bay Regional Park District (EBRPD) operates the Dublin Hills Regional Park, a large open space park with regional trail connections. The Iron Horse Trail runs along the Union Pacific/Southern Pacific Railroad right-of-way, connecting Dublin, the Dublin/Pleasanton BART station and the City of Pleasanton.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to increased demand for park facilities, fiscal impacts associated with the provision of new park and recreation facilities and impacts on the regional trail system and open space connections. Mitigation measures were identified to reduce potential impacts to a less than significant level. The following mitigation measures would be applicable to the proposed project:

> **MM 3.4/29.0 (Policy 4-29).** Ensure, as part of the approval process, that each new development provide its fair share of planned open space, parklands and trail corridors.
>
> **MM 3.4/31.0 (Action Program 4N).** Calculate and assess in-lieu park fees based on the City's parkland dedication ordinance. Credit toward parkland dedication requirements will only be given for level or gently sloping areas suitable for active recreation use.

2002 SEIR

Impacts to existing recreation facilities were addressed in the Initial Study for the 2002 SEIR. No potentially significant impacts or mitigation measures were identified.

Fallon Village SEIR

The Fallon Village SEIR evaluated the adequacy of parkland proposed as part of the Fallon Village Project relative to the City's requirements. The Fallon Village SEIR determined that the location and sizes of community and neighborhood parkland proposed as part of the Fallon Village Project was consistent with the current City of Dublin Parks and Recreation Master Plan so there would be no significant supplemental impacts with regard to provision of City parks.

Project Impacts and Mitigation Measures

(a) Increase the use of existing recreation facilities causing deterioration

As discussed in Section 14.d, implementation of the proposed project, which would provide 238 residential units, is consistent with the level of residential development evaluated in the EDSP EIRs. The increase in non-residential use resulting from the proposed project would not generate significant demand for additional parks or recreation facilities. Further, the proposed project would include the development of a 7.2-acre community park and approximately 42.6 acres for a Natural Community Park, which would contribute to the City's overall acreage of park and recreation facilities. Therefore, the proposed project would not substantially increase the demand for park and recreation facilities beyond what was previously analyzed. Similarly, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Therefore, no new impacts or substantially more severe significant impacts related to increased use of existing recreation facilities would occur.

(b) Propose, require new facilities that cause physical effect

As outlined in the project description, the proposed project would include dedication of land for a future 7.2-acre Community Park and 42.6 acres for a Natural Community Park. As outlined in the 2022 Parks and Recreation Master Plan, the Community Park amenities include picnic areas with tables, play equipment, restrooms, and three soccer fields. The proposed Natural Community Park would be designed for low impact use and maintenance, with hiking and walking trails. Improvements associated with these proposed park uses were considered and evaluated as part of the EDSP EIRs and would be developed consistent with the City of Dublin Parks and Recreation Master Plan and in compliance with the requirements for provision of park land outlined in the City's Municipal Code. Potential adverse effects on the environment related to the development of the proposed project have been evaluated in this Initial Study checklist. Therefore, no new impacts or substantially more severe significant impacts related to new recreation facilities would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP

EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified recreation impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and implementation of mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to recreation impacts beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Sources

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Transportation

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
16. TRANSPORTATION/TRAFFIC. Would the project:			
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
d) Result in inadequate emergency access?			X

Environmental Setting

The following section describes the existing conditions of the study area associated with the proposed project, including roadway, transit, bicycle, and pedestrian networks.

Roadway Network

The roadway network surrounding the project site is described in the following section.

Freeways

Interstate 580 (I-580) is a generally east-west freeway that runs south of the project site. I-580 connects the San Francisco Bay Area to the west and the City of Livermore to the east. The posted speed limit in the vicinity of the project is 65 miles per hour (mph). Express lanes are present in both directions and are in effect Monday through Friday from 5:00 a.m. to 8:00 p.m.

Arterials/Collectors/Local Roadways

Dublin Boulevard is a six-lane divided east-west roadway that extends west of the project site. Dublin Boulevard is classified in the City's General Plan[29] as an arterial between its western limits and Tassajara Road and classified as a collector between Tassajara Road and Fallon Road (as well as the proposed extension to North Canyons Parkway). On-street parking is not permitted along this roadway and the posted speed limit is 45 mph in the vicinity of the project.

[29] The City of Dublin General Plan. *Chapter 5: Land Use and Circulation – Circulation and Scenic Highways Element*. Amended 2022. https://www.dublin.ca.gov/DocumentCenter/View/7799/Chapter-5-May-2020?bidId=

Dublin Boulevard is proposed to be extended connecting from its current terminus at Fallon Road to North Canyons Parkway in Livermore.

Central Parkway is a two-lane divided east-west roadway that extends west from Croak Road to Sterling Street. The roadway generally runs through residential land uses and provides access to Cottonwood Creek TK-8 School near the project. Central Parkway is classified as an arterial between Tassajara Road and Fallon Road and as a collector for its remaining extent. On-street parking is permitted east of Sunset View Drive near the project and in other segments abutting residential land uses. The posted speed limit is 25 mph in vicinity of the project. Central Parkway would be extended with the project to provide a connection to the transportation network for the residential portion.

Croak Road is a north-south roadway that is currently not accessible to the public near the project site. Croak Road connects to Fallon Road near I-580, Central Parkway at its eastern terminus, and Terracina Drive. The roadway is classified as a local residential roadway between Central Parkway and Positano Parkway. Once the Dublin Boulevard Extension is constructed, Croak Road will connect Dublin Boulevard and Central Parkway. Croak Road would also be extended with the project to provide a connection to the transportation network for the residential portion.

Fallon Road/El Charro Road is a north-south divided roadway that widens from four lanes south of Central Parkway to six lanes to the north; south of I-580, Fallon Road becomes El Charro Road within the City of Pleasanton. Fallon Road is classified as an arterial roadway near the project site. The roadway primarily serves residential land uses within the City of Dublin, with some retail located near I-580. On-street parking is not permitted along this roadway. The posted speed limit is 45 mph in the vicinity of the project.

Stoneridge Drive/Jack London Boulevard is an east-west roadway located south of I-580; the roadway is Stoneridge Drive within the City of Pleasanton and Jack London Boulevard within the City of Livermore. Stoneridge Drive/Jack London Boulevard is classified as an arterial between Foothill Road and its eastern limits. On-street parking is not permitted along this roadway. Class II bicycle lanes are present along much of its length. The posted speed limit is 40 mph in the City of Pleasanton (Stoneridge Drive) and increases to 45 mph in the City of Livermore (Jack London Boulevard). Stoneridge Drive is a four to six-lane roadway; Jack London Boulevard varies from two to six lanes.

Tassajara Road is a major north-south roadway in Dublin that connects to Fallon Road/Camino Tassajara to the north and the City of Pleasanton to the south. Tassajara Road is classified as an arterial roadway within the City of Dublin; south of I-580 within the City of Pleasanton, the roadway becomes Santa Rita Road. The roadway varies from two lanes to five lanes and is divided along its southern portion, between Stoneridge Drive and Dublin Ranch Drive. On-street parking is not permitted along this roadway. The posted speed limit is 35 mph between Dublin Boulevard and I-580 and 40 mph between Dublin Boulevard and Gleason Drive within the study area. Class II bicycle lanes are present, except for on the overpass over I-580.

Hacienda Drive is a north-south roadway that provides access to office, residential, and retail land uses such as Hacienda Crossings and Persimmon Place. Hacienda Drive is classified as an arterial and ranges from three lanes to six lanes. On-street parking is not permitted. The posted speed limit is 35 mph within the study area.

North Canyons Parkway is an east-west arterial roadway that will connect to the planned Dublin Boulevard Extension at its present western terminus at Doolan Road. The roadway merges with Portola Avenue at Collier Canyon Road. It is a four-lane, divided road with a posted speed limit of 40 mph near the study area. On-street parking is generally prohibited and a bicycle lane is present on both sides of the road. North Canyons Parkway provides access to commercial and office land uses east of the project site, including several hotels and a Costco Wholesale warehouse.

Airway Boulevard is a north-south roadway in Livermore that provides access to I-580 and the Livermore Municipal Airport and connects to North Canyons Parkway at its northern terminus. It is classified as an arterial roadway and is a divided six-lane road north of Kitty Hawk Road/I-580 EB off-ramp. The posted speed limit is 45 mph. Class II bicycle lanes are present, except for on the overpass over I-580.

Transit Facilities

The project area is served by Tri-Valley Wheels, which provides fixed-route bus service operated by the Livermore Amador Valley Transit Authority (LAVTA) to Dublin, Livermore, Pleasanton, and neighboring communities. Wheels also offers a Dial-A-Ride Paratransit service to eligible patrons in Dublin, available wherever fixed-route service is operating. Three routes directly serve the area surrounding the project – Route 2, Route 30R (Rapid), and Route 501 (School Route). Currently, Route 30R follows Dublin Boulevard to Fallon Road, where it detours to I-580 before connecting to North Canyons Parkway. With the extension of Dublin Boulevard, this route is likely to use the extension and directly serve the non-residential portions of the project which have access via Dublin Boulevard.

The area is also served by Bay Area Rapid Transit (BART), with the nearest station being Dublin/Pleasanton which is located approximately four miles west of the site. Table M provides details about the bus service that serves the project area.

Table M: Existing Transit Facilities

Route	Route Type	Major Destinations	Day	Times	Frequency
2	Fixed Route	E. Dublin/Pleasanton BART, Dublin Ranch, Emerald Glen Park, Fallon Middle School	Weekdays	One AM and one PM trip to serve Fallon Middle School (effective August 2021)	2 per day
30R	Rapid Route	Lawrence Livermore National Laboratory, East Ave., Livermore Transit Center, Portola Park and Ride, Las Positas College, N. Canyons, Dublin Blvd, E. Dublin BART, Dublin Civic Center, W. Dublin BART	Weekdays	5:00 AM to 11:00 PM	Every 30 minutes
			Weekends	5:00 AM to 11:00 PM	Hourly
501 (A, B, and C)	School Route	Positano, Fallon Road, Silvera Ranch, Tassajara Road, Central Parkway, Dublin HS	Weekdays	One AM and one PM trip for each route	2 per day

Source: wheelsbus.com

Bicycle and Pedestrian Facilities

Existing bicycle facilities in the vicinity of the project site include:

- Fallon Road has Class IIA facilities that begin north of Dublin Boulevard
- Dublin Boulevard generally has Class IIA/Class IIB facilities west of Fallon Road.
- Central Parkway generally has Class IIA facilities east and west of Fallon Road. However, there is a Class III facility on Central Parkway eastbound between Fallon Road and Sunset View Drive. Central Parkway east of Fallon Road and between Fallon Road and Croak Road also has Class IB sidepaths.
- Stoneridge Drive/Jack London Boulevard has Class II facilities east and west of El Charro Road.
- Airway Boulevard has Class II bicycle facilities south of the I-580 interchange but there are no facilities between I-580 and N. Canyons Parkway.
- N. Canyons Parkway has Class II facilities east of Airway Boulevard

Proposed improvements to the bicycle network in the vicinity of the project site primarily include:

- Class I shared use-pathways on the Dublin Boulevard Extension and Croak Road.

- Class II bicycle lanes on Dublin Boulevard Extension, Croak Road, and Fallon Road between Dublin Boulevard and the I-580 eastbound ramp terminal intersection.
- Class III facilities are proposed along Croak Road, which is on the north side of I-580 east of Fallon Road.

Sidewalks are generally provided along both sides of the road in the vicinity of the project except at the following locations:

- Fallon Road has discontinuous sidewalks on one side of the road or another between Stoneridge Drive/Jack London Boulevard and Fallon Gateway. North of Fallon Gateway, sidewalks are only provided on the west side of the road until Central Parkway.
- Airway Boulevard does not contain sidewalks along the west side of the road. Similarly, no sidewalk exists along the south side of North Canyons Parkway between Doolan Road and Airway Boulevard.

Sidewalks are also proposed on both sides of the Dublin Boulevard Extension and Croak Road reconstruction when they are built out.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potentially significant impacts related to increased traffic associated with implementation of the EDSP, including impacts to freeway, intersection, and roadway operations, transit service extensions, and potential safety hazards for pedestrians and bicycles at street crossings. Mitigation measures were identified to reduce most transportation impacts to a less than significant level. These mitigation measures require construction of new roadways, widening of existing roadways, and improvements to local freeway facilities to accommodate increased vehicle traffic associated with proposed development in Eastern Dublin.

Several traffic impacts were determined to be significant and unavoidable, even with implementation of mitigation. These impacts include impacts to I-580 between Tassajara Road and Airway Boulevard (Impact 3.3/B), cumulative freeway impacts (Impact 3.3E), impacts to the Santa Rita Road/I-580 eastbound ramps (Impact 3.3/I) and cumulative impacts to Tassajara Road (Impact 3.3/N). Applicable mitigation measures from the Eastern Dublin EIR include:

> **MM 3.3/2.0 (Policy 5-21).** Require all non-residential projects with 50 or more employees within the Eastern Dublin General Plan Amendment and Specific Plan area to participate in a Transportation Systems Management (TSM) program. A TSM program would include strategies to reduce the use of single-occupant vehicles such as on-site distribution of transit information and passes, provision of shuttle services to and from BART stations, participation in regional ridesharing services, preferential parking for vanpools and carpools, and flexible or staggered work hours.

MM 3.3/2.1 The Project shall contribute a proportionate amount to regional transportation mitigation programs as determined by the current study by the Tri-Valley Transportation Council. Regional mitigation measures may include implementation of enhanced rail and feeder bus transit services, construction or upgrading of alternative road corridors to relieve demand on the I-580 and l-680 freeways.

MM 3.3/3.0 The Project shall contribute to the construction of auxiliary lanes on l-580 between Tassajara Road and Airway Boulevard. The auxiliary lanes would provide LOSE operations between Tassajara Road and Fallon Road, and LOS D operations between Fallon Road and Airway Boulevard.

MM 3.3/4.0 The Project should contribute a proportionate share to planned improvements at the l-580 /I-680 interchange and the associated mitigation on adjacent local streets. The improvements would provide additional capacity on I-680 north of I-580 and would provide LOS D operations.

MM 3.3/5.0 Local jurisdictions shall require that future developments participate in regional transportation mitigation programs as determined by the current study by the Tri-Valley Transportation Council.

MM 3.3/6.0 The City of Dublin shall coordinate construction of additional lanes on all approaches at the intersection. The required lanes on the northbound approach on Dougherty Road include two left-turn lanes, three through lanes (one more than existing) and one right-turn lane (one more than existing). The required lanes on the southbound approach on Dougherty Road include two left-turn lanes (one more than existing), three through lanes (one more than existing) and one right-turn lane. The required lanes on the eastbound approach on Dublin Boulevard include one left-turn lane, three through-lanes (one more than existing) and one right-turn lane. The required lanes on the westbound approach on Dublin Boulevard include two left-turn lanes, three through-lanes and one right-turn lane. The Project shall contribute a proportionate share of the improvement costs. The improvements would provide LOS D operations.

MM 3.3/7.0 The City of Dublin shall coordinate with the City of Pleasanton and Caltrans to restripe the I-580 eastbound off-ramp to provide two left-turn lanes and one right-turn lanes (existing lanes are one left-turn lane and two right-turn lanes). The Project shall contribute a proportionate share of the improvement costs. The improvements would provide LOS C operations.

MM 3.3/8.0 The City of Dublin shall coordinate with Caltrans to widen the l-580 westbound off-ramp to provide two left-turn lanes and two right-turn lanes, and to modify the northbound approach to provide three through lanes. The Project shall contribute a proportionate share of the improvement costs. The improvements would provide LOS B operations.

MM 3.3/9.0 The City of Dublin shall coordinate with the City of Pleasanton and Caltrans to widen the l-580 eastbound off-ramp to provide two left-turn lanes and two right-turn lanes. These improvements would provide LOS E operations. Further improvement to the level of service could be provided by prohibiting left turns from southbound Santa Rita Road to eastbound Pimlico Drive during peak periods. This left-turn prohibition would require out-of-direction travel for drivers wishing to access Pimlico Drive but would provide level of service D operations. The Project shall be required to contribute a proportionate share of the improvement costs.

MM 3.3/ 10.0 The City of Dublin shall coordinate with the City of Livermore to modify the intersection to provide three through-lanes and a right-turn lane eastbound, and two left-turn lanes and two through-lanes westbound. The Project shall contribute proportionate share of the improvement costs. The improvements would provide LOS operations.

MM 3.3/ 11.0 The City of Dublin shall coordinate with the City of Livermore and Caltrans to widen the Airway Boulevard overcrossing of l-580 by 12 feet to provide adequate storage for northbound left-turns and widen of the off-ramp to provide one left and one left-right lane. The Project shall contribute a proportionate amount toward the cost of these improvements. The improvements would provide LOS D operations.

MM 3.3/ 12.0 The City of Dublin shall coordinate with Caltrans to ensure that modifications to the l-580 interchange at Fallon Road/El Charro Road include provisions for unimpeded truck movements to and from El Charro Road. The Project shall contribute a proportionate share of improvement costs.

MM 3.3/ 15.2 The Project shall contribute a proportionate amount to the capital and operating costs of transit service extensions.

MM 3.3/ 16.1 Locate pedestrian and bicycle paths so that their crossings of major arterial streets coincide with signalized street intersections, providing a signalized pedestrian and bicycle crossing of the major street.

2002 SEIR

The 2002 SEIR identified potentially significant impacts for several intersections within and outside of the EDPO project area, as well as roadway segments in the project area. Mitigation measures were identified to reduce intersection and roadway impacts to a less-than-significant level. In addition, the 2002 SEIR identified cumulative impacts to the Dougherty Road/Dublin Boulevard intersection, the Hacienda Drive/Dublin Boulevard intersection, and the Fallon Road/Dublin Boulevard intersection. Mitigation Measures SM-Traffic-6, SM-Traffic-7, and SM-Traffic-8 were identified to reduce these cumulative impacts; however, the 2002 SEIR determined that these impacts would remain significant and unavoidable. The following supplemental mitigation measures are applicable to the project:

SM-TRAFFIC-1: Project developers shall contribute a pro-rata share to the widening of the I-580 eastbound off-ramp approach at Hacienda Drive to add a third eastbound left turn lane.

SM-TRAFFIC-2: Project developers shall contribute a pro-rata share to the widening of the northbound Hacienda Drive overcrossing from 3 lanes to 4 lanes including three through lanes and one auxiliary lane that leads exclusively to the I-580 westbound loop on-ramp. The westbound loop on-ramp shall be modified as necessary to meet Caltrans' standards and design criteria. Project developers also shall contribute to widening the westbound off ramp approach to add a third westbound left-turn lane.

SM- TRAFFIC-3: Project developers shall contribute a pro-rata share to construction which converts the eastbound Santa Rita off-ramp through lane to a shared left turn/through lane. Project developers also shall contribute to a traffic signal upgrade which includes a westbound right-turn overlap from Pimlico Drive.

SM-TRAFFIC-4: The Project developers shall install a traffic signal at the Dublin Boulevard/Street D intersection at the time development occurs in this area utilizing this intersection.

SM-TRAFFIC-5: The Project developers shall install a traffic signal at the Fallon Road/Project Road intersection at the time development occurs in this area utilizing this intersection.

SM-TRAFFIC-6: Project developers shall contribute a pro-rata share to configure the eastbound Dublin Boulevard approach to include 1 left-turn lane, three through lane and two right turn lanes. Project developers shall contribute a pro-rata share to configure the west bound Dublin Boulevard approach to include three left-turn lanes, two through lanes, and one shared through/right-turn lane. Project developers shall contribute a pro-rata share to configure the northbound Dougherty Road approach to include three left-turn lanes, three through lanes and two right-turn lanes. Project developers shall contribute a pro-rata share to configure the southbound Dougherty Road approach to include two left turn lanes, three through lanes, and one shared through/right-turn lane. The I-580 westbound diagonal on-ramp from Dougherty Road shall be widened as necessary to include two single-occupancy vehicle lanes. In addition, the City will monitor the intersection for peak hour volumes on a periodic basis, as described below, and will apply appropriate Project conditions based on the results of such monitoring.

SM-TRAFFIC-7: The Project developers shall construct an additional through lane on northbound Fallon Road (for a total of four through lanes), construct an additional left-turn lane on westbound Dublin Boulevard (for a total of three left-turn lanes) and construct an additional through lane on southbound Fallon Road (for a total of four through lanes). In addition, the City will monitor the intersection for peak hour volumes

on a periodic basis, as described below, and will apply appropriate Project conditions based on the results of such monitoring.

SM-TRAFFIC-8: In addition to the above additional lane configurations (in Supplemental Mitigation Traffic 7), the Project developers shall pay studies to assess the feasibility of locating the Fallon Road/Dublin Boulevard intersection farther north to allow for a signalized Project intersection between the I-580 westbound ramps/Fallon Road intersection and the Fallon Road/Dublin Boulevard intersection (the "auxiliary intersection"). This new Project auxiliary intersection should consist of seven northbound Fallon Road lanes (2 left, 4 through, 1 right), seven southbound Fallon Road lanes (2 left turn, 4 through, 1 right turn), and 4 lanes for the new Project street; in the westbound direction three left turn lanes and a shared through/right turn lane; and in the eastbound direction, two right-turn lanes, one through and two left turn lanes. If the studies show that a new Project auxiliary intersection in such location is feasible, the Project developers shall construct such intersection.

SM- TRAFFIC-9: The Project developers shall be responsible for widening Fallon Road between I-580 and Dublin Road to its ultimate eight lanes and shall be responsible for widening Fallon Road between Dublin Boulevard and Central Parkway to its ultimate six lane width. The Project developers shall be responsible for widening Fallon Road between Central Parkway and Project Road to four lanes. The Project developers also shall be responsible for widening the Fallon Road overcrossing (between the eastbound and westbound I-580 ramps) from four lanes to six lanes.

SM-TRAFFIC-10: The Project developers shall be responsible for widening Central Parkway between Tassajara Road and Fallon Road from two lanes to four lanes.

Fallon Village SEIR

The Fallon Village SEIR determined that buildout of the Fallon Village Project area would result in potential impacts to local roadways, impacts to nearby freeways and impacts to transit services. Supplemental impacts were identified for the Dublin Boulevard/Dougherty Road intersection, the Santa Rita Road/I-580 EB Ramps intersection, the westbound left turn movement from Central Parkway onto southbound Hacienda Drive. Supplemental Mitigation Measures SM-TRA-1, SM-TRA-2, and SM-TRA-3 were identified to reduce intersection impacts associated with the Fallon Village Project; however, the Fallon Village SEIR determined that even with mitigation, the impact to the Dublin Boulevard/Dougherty Road intersection would remain significant and unavoidable.

The Fallon Village SEIR identified cumulative impacts to freeway segments on I-580 and I-680 in the project area and determined that even with implementation of mitigation measures identified in the Eastern Dublin EIR and other improvements proposed by the City of Dublin, impacts to nearby freeways would remain significant and unavoidable. In addition, the Fallon Village SEIR determined that traffic generated by the proposed project on I-580 and I-680 would exceed the Alameda County Congestion Management Agency monitoring standards for

volumes along these freeways; this impact would also remain significant and unavoidable. The following supplemental mitigation measures are applicable to the proposed project:

SM-TRA-1 (Project contribution to impact to Dublin/Dougherty intersection). Project developers shall have the following obligations:

a) Advance to the City applicable monies for acquisition of right-of-way and construction of the planned improvements at Dougherty Road/Dublin Boulevard. The amount of money advanced to the City shall be based on the developer's fair share of the deficit (spread over those projects which are required to make up the deficit) between funds available to the City from Category 2 Eastern Dublin Traffic Impact Fee funds and the estimated cost of acquiring the right-of-way and constructing the improvements. The City should provide credit for Category 2 Eastern Dublin Traffic Impact Fees to the developer for any advance of monies made for the improvements planned for the Dougherty Road/Dublin Boulevard intersection.

b) Pay a pro-rata share of the cost to construct the planned improvements at Dougherty Road/Dublin Boulevard through payment of the Eastern Dublin Traffic Impact Fee. The City of Dublin will implement these improvements.

SM-TRA-2 (Project contribution to impact to Santa Rita Road/I-580 eastbound ramps). Project developers shall contribute a pro-rata share of the cost to widen the I-580 eastbound off-ramp approach at Santa Rita Road to include a third eastbound left turn lane.

SM-TRA-3 (Project contribution to impact at Central Parkway and Hacienda Drive). Project developers shall contribute a pro-rata share of the cost to modify the westbound approach on Central Parkway at Hacienda Drive to include two left turn lanes, one through and one right turn lane.

Project Impacts and Mitigation Measures

(a) Conflict with applicable transportation plans standards, including bicycle and pedestrian facilities

Potential conflicts with applicable transportation plans standards, including bicycle and pedestrian facilities, associated with the proposed project are described below.

Trip GenerationThe information provided below is summarized from the Dublin Fallon 580 Trip Generation Comparison Technical Memorandum provided in Appendix I.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* 11th Edition was used to estimate the number of trips the proposed project would generate. The proposed project including 238 multifamily dwelling units, 2,888,400 square feet of advanced manufacturing, a 314-room hotel, 100,000 square feet of retail and 100,000 square feet of office (based on a 0.60 FAR) would generate approximately 22,618 trips per day, as shown in Table N.

Table N: Estimated Trip Generation for 580 Fallon based on 2022 Proposed Project

Description	Size	Units	ITE	Daily Trip Generation	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Multi-Family	238	du	220	1,604	23	73	96	77	45	122
Advanced Manufacturing	2,888.4	ksf	140	13,720	1,493	472	1,965	663	1,745	2,138
Hotel	314	Rooms	310	2,509	81	64	145	95	91	186
Retail	100	ksf	820	3,701	52	32	84	163	177	340
Office	100	ksf	710	1,084	134	18	152	24	120	144
			Total	**22,618**	**1,783**	**659**	**2,442**	**1,022**	**1,908**	**2,930**

Source: Kittelson & Associates, Inc. 2023
DU = Dwelling Unit
KSF = Thousand Square Feet

The traffic study for the Fallon Village SEIR used the ITE *Trip Generation Manual* 7th Edition to estimate trip generation for Fallon Village. The four land use categories used and the associated daily trip generation rate from the ITE Trip Generation Manual 7th Edition include:

- Single Family Residential (ITE Code 210 with a daily rate of 9.44 trips per dwelling unit)
- Multifamily Residential (ITE Code 220 with a daily rate of 7.32 trips per dwelling unit)
- Service (ITE Code 710 with a daily rate of 10.84 trips per thousand square feet)
- Retail (ITE Code 820 with a daily rate of 42.94 trips per thousand square feet)

Based on these land uses, the estimated daily trip generation for 580 Fallon in the Fallon Village SEIR was 45,550 daily vehicle trips, as shown in Table O.

Table O: Estimated Trip Generation for 580 Fallon Based on Fallon Village SEIR

Description	Size	Units	ITE	Daily Trip Generation	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Single-Family	70	du	210	670	13	40	53	45	26	71
Multi-Family	130	du	220	874	13	54	67	53	28	81
Retail	876.621	ksf	820	37,771	553	354	907	1,584	1,715	3,299
Service	566.379	ksf	710	6,236	773	105	878	143	701	844
			Total	**45,550**	**1,352**	**553**	**1,905**	**1,825**	**2,470**	**4,295**

Source: Kittelson & Associates, Inc. 2023
[1]Daily Rate from ITE Trip Generation Manual 7th Edition
DU = Dwelling Unit
KSF = Thousand Square Feet

As shown in Tables N and O, the proposed project would generate 22,932 fewer daily vehicle trips compared to the assumptions from the Fallon Village SEIR. Therefore, no new

transportation impacts not previously disclosed would be anticipated based on daily trip generation of the for the proposed project.

Transit, Bicycle and Pedestrian Impacts.The proposed project is not anticipated to result in new or substantially more severe significant impacts to transit service, bicyclists and bicycle facilities or pedestrians and pedestrian facilities.

The proposed project is not anticipated to interfere with any plans or policies for transit usage in the area such as the Dublin Boulevard Extension project, which will have bus pull outs, bus pads, and passenger pads along the roadway. Aside from improvements to project frontages, the project would not construct any addition off-site improvements; therefore, the proposed project would not interfere with the construction of transit amenities proposed as part of the Dublin Boulevard Extension or affect plans for transit service in the area.

New bicycle facilities are proposed on the future Dublin Boulevard Extension and Croak Road, which would serve the project site and the proposed project does not include any off-site improvements that would affect the construction of these facilities.

Croak Road and Dublin Boulevard are proposed to be extended to provide access to the project site. These facilities have planned sidewalks on both sides of the road and the proposed project does not include any off-site improvements that would affect installation of these facilities.

Therefore, impacts to bicyclists, pedestrians, and transit service providers resulting from implementation of the proposed project would remain less than significant and the proposed project would not result in new significant or substantially more severe impacts related to alternative forms of transportation.

(b) Conflict with CEQA Section 15064.3 (b)

Since certification of the EDSP EIRs, the issue of vehicle miles traveled (VMT) has become a more prominent issue of concern as evidenced by passage of SB 743 in 2013. Previously, CEQA analysis was conducted using a level of service (LOS) measurement that evaluated traffic delay. As specified under SB 743 and implemented under Section 15064.3 of the State CEQA Guidelines (effective December 28, 2018), VMT is the required metric to be used for identifying CEQA impacts and mitigation. In December 2018, the Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis. The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020, to implement the updated guidelines for VMT analysis.

The topic of the project's contribution to vehicle miles traveled (VMT) was not analyzed in the EDSP EIRs. Because EDSP EIRs have been certified, the determination of whether VMT needs to be analyzed for this project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines, Sections 15162 and 15163). VMT is not required to be analyzed unless it constitutes new information of substantial importance that was not known and could not have been known at the time the previous environmental

documents were certified as complete (Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15163). VMT was known at the time of the certification of the EDSP EIRs and could have been analyzed. A change in regulations for impact analysis under CEQA is not a trigger for further environmental review under supplemental review standards. The impact of increased traffic was analyzed using other methods (LOS) at the time of certification of the EDSP EIRs. Under CEQA standards, it is not considered new information that requires analysis in a Supplemental EIR or negative declaration. Therefore, no supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

(c) Substantially increase hazards due to a design feature

Primary access into the residential neighborhoods would be via Pandora Way within the Jordan Ranch development and an east/west private street off of Croak Road. Primary access to the GC/CO parcels would be provided by the proposed Dublin Boulevard Extension. Croak Road north of Dublin Boulevard would be widened and provide additional access to the GC/CO parcels. Vehicular and pedestrian circulation between the residential and commercial uses would be provided via Central Parkway, Croak Road and Dublin Boulevard. The design, construction, and maintenance of project site access locations, as well, as internal roadways within the project site would be required to be in compliance with the City's Municipal Code. Therefore, the proposed project would not substantially increase hazards due to a design feature. With adherence to applicable regulatory requirements, no new impacts or substantially more severe significant impacts related to design hazards, beyond what has been analyzed in the EDSP EIRs would occur.

(d) Result in inadequate emergency access

The proposed project would not result in inadequate emergency access. Emergency vehicle access to the residential component of the proposed project would be provided via an EVA connection into the existing Jordan Ranch development at the west and east ends of Pandora Way, respectively, and via an east/west private street off of Croak Road. The commercial components of the proposed project would be accessed via the proposed Dublin Boulevard Extension project that will connect Dublin Boulevard from Fallon Road to North Canyons Parkway in Livermore. The design, construction, and maintenance of project site access locations would be in compliance with the City's Municipal Code and would be required to meet all emergency access standards. In addition, through Site Development Review, emergency services would review proposed plans to ensure that emergency vehicle access and circulation is adequate. With adherence to applicable regulatory requirements, no new impacts or substantially more severe significant impacts to emergency access would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified transportation impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to transportation beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

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Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
17. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X

Environmental Setting

As described in Section 5, Cultural Resources, one prehistoric resource was recorded on the project site in 1988 as the site area was used as a pasture and corral area. However, during a 2009 backhoe trenching program and study, materials observed from the 1988 study were no longer present at the site area. The 2009 study concluded that the site contained no significant subsurface cultural deposits. No other resources are recorded within the project boundaries or within 0.25-mile of the project site.

Previous CEQA Documents

Since certification of the EDSP EIRs, the topic of Tribal Cultural Resources has been added as a new category in the CEQA checklist. However, the Eastern Dublin EIR, 2002 SEIR and Fallon Village SEIR, analyzed prehistoric and historic resources and included mitigation measures related to historical and archaeological resources. These measures are listed in Section 5. Cultural Resources of this Initial Study Checklist.

Because the Eastern Dublin EIR, 2002 SEIR, and Fallon Village SEIR have been certified, the determination of whether tribal cultural resources need to be analyzed for this proposed project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines, Sections 15162 and 15163). Tribal cultural resources are not required to be analyzed under those standards unless it constitutes "new information of

substantial importance, which was not known and could not have been known at the time the previous EIR was certified as complete" (CEQA Guidelines Section 15162(a)(3)).

The topic of the project's potential impacts to tribal cultural resources was not specifically analyzed in the EDSP EIRs; however, the issue of tribal cultural resources was widely known prior to the certification of these EIRs. Section 106 of the National Preservation Act, established in 1966, requires tribal consultation in all steps of the process when a federal agency project or effort may affect historic properties that are either located on tribal lands, or when any Native American tribe or Native Hawaiian organization attaches religious or cultural significance to the historic property, regardless of the property's location. Further, tribal cultural resources have been considered in the evaluation of impact to historical and archaeological resources since CEQA was enacted.

Project Impacts and Mitigation Measures

(a) Listed or eligible for listing in the California Register of Historical Resources

The project site is currently undeveloped; therefore, no built historic resources are located on the project site. No archaeological resources were identified on the project site as part of the cultural resources study. Development proposed as part of the current project would be consistent with the development previously analyzed in the EDSP EIRs. As described in Section 5, Cultural Resources, implementation of Mitigation Measure 3.9/5.0 as identified in the Eastern Dublin EIR would reduce any potential impacts to archaeological and/or Native American resources to a less-than-significant level. Therefore, no new impacts or substantially more severe significant impacts related to tribal cultural resources would occur.

(b) Significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

No archaeological resources were identified on the project site as part of the cultural resources study. Therefore, the City, in its role as lead agency, has determined that the project site is not a resource significant to a California Native American tribe. Development proposed as part of the current project would be consistent with the development previously analyzed in the EDSP EIRs. As described in Section 5, Cultural Resources, implementation of Mitigation Measure 3.9/5.0 as identified in the Eastern Dublin EIR would reduce any potential impacts to archaeological and/or Native American resources to a less-than-significant level. Therefore, no new impacts or substantially more severe significant impacts related to tribal cultural resources would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified tribal cultural, nor result in new significant impacts. No places, objects, or the like with cultural value to a California Native American Tribe have been previously identified and such artifacts are unlikely to be present.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to tribal cultural resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Peak & Associates, Inc. 2022. Cultural Resource Assessment for the Chen Anderson Project, City of Dublin, Alameda County, California. May 27.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
18. UTILITIES AND SERVICE SYSTEMS. Would the project:			
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?			X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X
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?			X
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?			X
e) Comply with federal, state, and local statutes and regulations related to solid waste?			X

Environmental Setting

Existing and proposed utility connections are discussed below.

Water

The Dublin San Ramon Services District (DSRSD) provides water service at the project site. DSRSD is responsible for providing both potable and recycled water to the City of Dublin, and the Dougherty Valley area of the City of San Ramon in Contra Costa County. DSRSD's water service area also includes Camp Parks, the Federal Correctional Institution (FCI), and Alameda County's Santa Rita Jail. Zone 7 supplies treated potable water to DSRSD. Treated potable water enters DSRSD's distribution system from five metered turnouts from the Zone 7 transmission system.

To reduce the demand for potable water, DSRSD promotes water recycling and is a member of the Water Reuse Association. In 1995, DSRSD and East Bay Municipal Utility District (EBMUD),

through a joint powers agreement, formed the DSRSD-EBMUD Recycled Water Authority (DERWA). DERWA serves as a wholesaler to deliver recycled water to DSRSD and EBMUD, who in turn deliver the recycled water to their respective service areas. DERWA's San Ramon Valley Recycled Water Project (SRVRWP) provides a backbone distribution system that delivers recycled water to both DSRSD and EBMUD distribution systems. DSRSD's recycled water treatment facilities deliver recycled water to the SRVRWP. Recycled water is produced at DSRSD's wastewater treatment plant at the Recycled Water Treatment Facility (RWTF). The RWTF produces recycled water that meets the California Title 22 requirements for unrestricted reuse.

Wastewater

Wastewater collection and treatment services are also provided by DSRSD for the City of Dublin, City of Pleasanton, Camp Parks, FCI, Santa Rita Jail, and the southern portion of San Ramon. DSRSD owns and operates a wastewater treatment plant in Pleasanton that has a capacity of 17 million gallons per day (MGD). The existing wastewater service area encompasses approximately 13,340 acres, or 20.85 square miles. Within the wastewater service area there are currently 207 miles of gravity mains, one permanent lift station, and one temporary lift station. The permanent lift station has 26 feet of force main.

Stormwater

Drainage and flood control in the Eastern Dublin area is the responsibility of the City of Dublin and Zone 7. Zone 7 is responsible for master planning, overseeing construction coordination and maintaining major storm drain channels and culverts in Eastern Dublin. The City has jurisdiction and maintenance responsibility for local storm drains that discharge to the Zone 7 flood control system. In its current undeveloped condition, runoff from the project area drains mostly via overland flow, which eventually collects just north and east of the Fallon Road/I-580 Interchange where it then flows, via a double box culvert west under Fallon Road.

Electricity

East Bay Community Energy provides electricity to Dublin over PG&E's distribution system. PG&E provides natural gas service to the San Francisco Bay region and serves the project site.

Solid Waste

The City of Dublin has a Collection Services Agreement with a private solid waste collection company for residential and commercial garbage collection. The City also has comprehensive recycling and organics collection programs. All single-family residences are provided with three stream collection containers (landfill, recycle, organics) and most commercial and multi-family residences subscribe to three-stream collection service. Beginning January 1, 2022, all service accounts (with a few exceptions) are now required to subscribe to three-stream collection services due to State legislation (SB 1383).

Solid waste generated within the City is deposited at the Altamont Landfill which has a total estimated permitted capacity of 62 million cubic yards. The Altamont Landfill is approximately 26 percent full and is estimated to reach capacity in January 2029.

Previous CEQA Documents

Eastern Dublin EIR

The Eastern Dublin EIR identified potential significant impacts related to lack of a wastewater collection system, extension of a sewer trunk line with capacity to serve new developments, limited treatment plant capacity and wastewater disposal capacity, increased energy use for wastewater treatment and wastewater disposal, potential failure of the export disposal system, pump station noise and odors, storage basin odors and potential failure, recycled water system operations, recycled water storage failure, loss of recycled water system pressure, and secondary impacts from recycled water system operation. Mitigation measures were identified to reduce most wastewater impacts to a less than significant level. Impacts associated with increased energy use for wastewater treatment and disposal were determined to be significant and unavoidable, even with implementation of mitigation. The following mitigation measures would apply to the proposed project:

> **MM 3.5/1.0 (Program 9P). Connection to Public Sewers.** Require that all development in the Specific Plan area be connected to public sewers. Exceptions to this requirement, in particular septic tank systems, will only be allowed upon receipt of written approval from the Alameda County Environmental Health Department and DSRSD.
>
> **MM 3.5/4.0 (Program 9M). DSRSD Service.** Require a "will-serve" letter from DSRSD prior to permit approval for grading.
>
> **MM 3.5/5.0 (Program 9N). DSRSD Standards.** Require that design and construction of all wastewater systems be in accordance with DSRSD standards.

The Eastern Dublin EIR also identified potential significant impacts related to overdraft of local groundwater resources, increased demand for water, additional treatment plant capacity, lack of a water distribution system, inducement of substantial growth, increase in energy usage through operation of the water distribution system, potential water storage reservoir failure, potential loss of system pressure, and potential pump station noise. Mitigation measures were identified to reduce most water impacts to a less than significant level. Impacts associated with increased energy use for water distribution and population growth were determined to be significant and unavoidable, even with implementation of mitigation. The following mitigation measures would apply to the proposed project:

> **MM 3.5/25.0** Encourage all developments in the Specific Plan and Project to connect to the DSRSD water system.
>
> **MM3.5/26.0 (Program 9A). Water Conservation.** Require the following as conditions of project approval in eastern Dublin:
>
> - Use of water-conserving devices such as low-flow shower heads, faucets, and toilets.

- Support implementation of the DSRSD Water Use Reduction Plan where appropriate.
- Water efficient irrigation systems within public rights-of-way, median islands, public parks, recreation areas and golf course areas (see Program 9B on Water Recycling).
- Drought resistant plant palettes within public rights-of-way, median islands, public parks, recreation areas and golf course areas.

MM3.5/27.0 (Program 9B). Water Recycling. Require the following as conditions of project approval in eastern Dublin:

- Implementation of DSRSD and Zone 7 findings and recommendations on uses of recycled water to augment existing water supplies.
- Work with DSRSD to explore use of recycled water in eastern Dublin through potential construction of a recycled water distribution system. Construction of such a recycled water system will require approval of the use of recycled water for landscape irrigation by DSRSD, Zone 7 and the San Francisco Bay Regional Water Quality Control Board.

MM 3.5/37.0 (Program 9E). DSRSD Standards. Require that design and construction of all water system facility improvements be in accordance with DSRSD standards.

MM 3.5/38.0 (Program 9G). DSRSD Service. Require a "will-serve" letter from DSRSD prior to grading permit approval.

Potentially significant impacts related to storm drainage identified in the Eastern Dublin EIR are described in Section 9, Hydrology and Water Quality.

2002 SEIR

The 2002 SEIR did not identify any potentially significant supplemental impacts associated with water supply, wastewater treatment, stormwater drainage, or other utilities/service systems. The 2002 SEIR found that the mitigation measures in place from the Eastern Dublin EIR were adequate and that no new mitigation measures were necessary.

Fallon Village SEIR

The Fallon Village SIER identified no additional impacts related to water supply, wastewater collection, wastewater treatment capacity, wastewater disposal systems. Two impacts were identified relative to stormwater drainage, including the potential for stormwater runoff to add potential pollutants to nearby water bodies and would fail to comply with current hydromodification standards and surface water quality standards. The following supplemental mitigation measures were identified to reduce these impacts to a less than significant level:

SM- SD-1 (changed surface water quality standards). The Stage 1 Development Plan shall require that the water quality source control and hydrologic design

recommendations of the report prepared by ENGEO, Inc. (February 28, 2005) be implemented for all individual development projects within the Project area.

SM- SD-2 (changed surface water quality hydromodification standards). Development within the Project area shall comply with the hydromodification provisions of the Alameda County Clean Water Program as approved by the RWQCB and administered by the City of Dublin. If no Alameda County Clean Water Program permit has been adopted at the time individual development proposals are approved by the City the applicant may be required to submit hydrology and hydrologic analyses to identify specific increases in storm water runoff into downstream receiving waters. Such reports will be reviewed by both the City of Dublin and Zone 7 Water Agency. Development projects will also be required to pay the then-current Zone 7 Special Drainage Area fee (SDA7-1) in effect at the time of development.

Project Impacts and Mitigation Measures

(a) Require relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities

The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities beyond that which was already anticipated in the EDSP EIRs.

As outlined in the Project Description, new sanitary sewer lines and water lines would be installed within the project site and would connect to proposed sanitary sewer mains and potable water mains within the future Dublin Boulevard Extension and existing lines along Croak Road and Pandora Way. The proposed project would also include connections to proposed electricity and natural gas lines within the future Dublin Boulevard Extension and existing lines along Croak Road and Pandora Way.

The project site is currently vacant and covered in non-native grassland and, therefore, contains minimal impervious surfaces. Development of the proposed project would increase the extent of impervious surfaces on the project site. As required by Provision C.3 of the MRP, the proposed project would include stormwater quality basins and storm drains throughout the project site to retain stormwater runoff prior to discharge. Hydromodification vaults would be included on-site to provide flow duration controls for the project. Proposed storm drainage facilities would conform to the Alameda County C.3 Stormwater Technical guidelines and requirements.

On-site utility infrastructure necessary to serve the proposed project—including water, sanitary sewer, drainage, water quality treatment, and dry utilities (e.g., electricity, natural gas, cable)—would be installed within the project site and would connect to the proposed utility lines within adjacent roadways, which have already been planned and addressed in the EDSP EIRs. No new or expanded utility lines or facilities are required off-site, except as needed for the utility connections. Therefore, no new impacts or substantially more severe significant impacts

related to the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities would occur.

(b) Sufficient water supply

The Fallon Village SEIR determined that the Fallon Village Project was accounted for in the DSRSD's Final Water Service Analysis for Eastern Dublin as well as the 2005 Urban Water Management Plan (UWMP) and, therefore, there would be sufficient water supply with existing entitlements. Since the adoption of the Fallon Village SEIR, DSRSD has updated the UWMP (in 2020), which accounts for build out of the Eastern Dublin Area, including the project site. The 2020 UWMP determined that there would be adequate water supplies to meet demand through 2040 with existing entitlements. Additionally, consistent with the DSRSD District Code, the project applicant would be required obtain a certificate of capacity rights from DSRSD, prior to issuance of a building permit. The certificate of capacity rights, which is part of the entitlement review process, ensures DSRSD can adequately serve the proposed project.

Currently, DSRSD's primary water supply source is purchased potable water from Zone 7, augmented by recycled water produced at DSRSD's RWTF. DSRSD also has a groundwater pumping quota (GPQ) from the local groundwater basin, pumped on its behalf by Zone 7, the local groundwater basin manager. Imported water from the State Water Project, which is owned and operated by the Department of Water Resources, is by far Zone 7's largest water source, providing approximately 90 percent of the treated water supplied to its customers on an annual average basis. The proposed project would be served by these systems. DSRSD anticipates the same water supply mix to be available through 2040. With the projects and programs implemented by DSRSD and Zone 7, water supplies are projected to meet demands.

The proposed project would be consistent with the type and intensity of development assumed for the project site in the City's General Plan, including the EDSP and accounted for in the UWMP. As stated in the UWMP, DSRSD can meet its water demand under multiple dry years with diversified supply and conservation measures. Therefore, no new impacts or substantially more severe significant impacts related to water supply would occur.

(c) Sufficient wastewater capacity

The Fallon Village SEIR determined that potential development associated with the Fallon Village Project, including the proposed project, would be within the assumptions included in DSRSD's 2005 Wastewater Collection System Master Plan Update. Since the adoption of the Fallon Village SEIR, DSRSD has updated the Wastewater Collection System Master Plan (in 2017), which accounts for build out of the project site based on acreage and type of land use. The proposed project would be consistent with the type and intensity of development assumed for the project site in the City's General Plan and accounted for in DSRSD's Wastewater Collection System Master Plan. Therefore, no new impacts or substantially more severe significant impacts related to the wastewater capacity would occur.

(d-e) Adequate landfill and compliance

Solid waste generated at the project site would be collected by Amador Valley Industries (AVI) and transferred to Altamont Landfill. The 2002 SEIR evaluated the capacity of solid waste service providers and disposal facilities to handle solid waste generated by proposed development in the East Dublin area. The 2002 SEIR determined that the Altamont Landfill had over 25 years of capacity. According to Cal Recycle, Altamont Landfill (01-AA-0009), currently has a maximum permitted capacity of 11,150 tons per day and a remaining capacity of 65,400,000 tons. The landfill continues to have sufficient capacity to accommodate the level of residential and commercial development proposed as part of the project. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations associated with solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, no new impacts or substantially more severe significant impacts related to solid waste would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified utilities and service system impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to utilities and service systems beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

CalRecycle, 2019. Facility/Site Summary Details: Altamont Landfill and Resource Recovery (01-AA-0009). Website: www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/7?siteID=7 (accessed November 15, 2023).

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Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

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West Yost. 2019. 2017 Wastewater Collection System Master Plan. December. Available online at: www.dsrsd.com/about-us/library/plans-studies (accessed November 15, 2023).

West Yost. 2021. 2020 Urban Water Management Plan. June. Available online at: www.dsrsd.com/about-us/library/plans-studies (accessed November 15, 2023).

Wildfire

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
18. WILDFIRE. 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?			X
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?			X
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?			X
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?			X

Environmental Setting

As described in Section 8, Hazards and Hazardous Materials, the project site is not identified as an area of moderate, high, or very high fire hazard severity (VHFHS) for the Local Responsibility Area. It is identified as an area of moderate fire hazard severity for the State Responsibility Area, as mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

Previous CEQA Documents

The previous CEQA documents did not specifically analyze impacts for wildfires as it was not a separate topic for analysis when the Eastern Dublin EIR, 2002 SEIR and Fallon Village SEIR were completed. Public services impacts and mitigation measures, some of which relate to the provision of fire services pertain to wildfires, were identified and are discussed in the public services section.

Project Impacts and Mitigation Measures

(a) Impair an emergency response plan

As described above, the project site is not located within a fire hazard severity zone as identified by CAL FIRE. The proposed project would be designed to provide adequate access to

the site for fire/police/emergency medical service personnel in the event of an emergency at the project site. Primary access into the residential neighborhoods would be via Pandora Way within the Jordan Ranch development and an east/west private street off of Croak Road. Primary access to the GC/CO parcels would be provided by the proposed Dublin Boulevard Extension. Croak Road north of Dublin Boulevard would be widened and provide additional access to the GC/CO parcels. In the event of an emergency on the site, employees and residents could exit the site via Croak Road, Central Parkway, Fallon Road and the proposed Dublin Boulevard Extension. Employees and residents could access I-580 via Fallon Road to exit the City of Dublin and the region. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, no new impacts or substantially more severe significant impacts related to impairment of an emergency response plan would occur.

(b) Exposure to wildfire

As described in Section 6, Geology and Soils, the topography of the project site consists of nearly level ground along the southern portion of the site adjacent I-580 and Fallon Road, with rolling hills occurring along the northern portion. Hillslopes range 346 feet to 480 feet above sea level. Prevailing winds are typically from the west between February and November and from the north from November to February in the City.

Consistent with City requirements, a Geologic Hazard and Abatement District (GHAD) would be established at Parcel 7. The GHAD would own and maintain improvements and landscape within the wildfire management area, located within the proposed residential lots adjacent to undeveloped open space. These areas would include fire safe plants and materials. Seasonal mowing and trimming maintenance would be performed by the GHAD. GHAD would also maintain the slope area. If GHAD at Parcel 7 is not established, the Homeowners' Association would own and maintain improvements and slope area within the wildfire management area.

At Parcel 8, if the project meets the requirements to be GHAD owned/maintained and the project desires a GHAD to be established, consistent with City requirements, the GHAD would own and maintain improvements and landscape within the wildfire management area, located within the proposed residential lots adjacent to undeveloped open space. These areas would include fire safe plants and materials. Seasonal mowing and trimming maintenance would be performed by the GHAD. GHAD would also maintain the slope area. If a GHAD is not established at Parcel 8, the Homeowners' Association would own and maintain improvements and slope area within the wildfire management area.

Within Parcel 4 and Parcel 6 (Nature Park parcels), the City would maintain improvements and landscape within wildfire management areas. These areas would include fire safe plants and materials. Seasonal mowing and trimming maintenance would be performed by the City. The City would also maintain the slope area within the Nature Park parcels.

The proposed project would not include any design features that would increase the potential for a wildfire. The proposed project would not exacerbate wildfire risks and thereby expose

project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no new impacts or substantially more severe significant impacts related to exposure to wildfire would occur.

(c) Require installation or maintenance of infrastructure

As discussed above, the project site is located outside of a VHFHS zone as identified by CAL FIRE. All proposed project components, including infrastructure, would be located within the boundaries of the project site and impacts associated with development of the proposed project within the project site have been analyzed herein. Additionally, through Site Development Review, emergency services would review proposed plans to ensure that emergency vehicle access and circulation is adequate. Therefore, no new impacts or substantially more severe significant impacts related to installation or maintenance of infrastructure would occur.

(d) Exposure to flooding or landslides

The topography of the project site consists of nearly level ground along the southern portion of the site adjacent to I-580 and Fallon Road, with rolling hills occurring along the northern portion. Hillslopes range 346 feet to 480 feet above sea level. As part of the proposed project, the project site would be graded to flatten the site, where necessary, to allow for intended future users. Additionally, perimeter retaining walls would be installed, where needed, to conform with the existing and proposed elevations surrounding the site. Further, as discussed in Section 9, Hydrology and Water Quality, the project would be required to implement erosion control measures during and post-construction. The proposed stormwater quality basins would limit the release of stormwater from the site; therefore, the project site would not expose people to flooding or landslides as a result of runoff, post-fire slope instability or drainage changes. Therefore, no new impacts or substantially more severe significant impacts related to exposure to flooding or landslides would occur.

Conclusion

The project does not propose substantial changes that were not previously analyzed in the EDSP EIRs that would require major changes to the EIRs. Based on the information in the EDSP EIRs and this environmental analysis, the project would not substantially increase the severity of the previously identified wildfire impacts, nor result in new significant impacts.

With adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to wildfires beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required.

Source(s)

CAL FIRE. 2020. California Fire Hazard Severity Zone Viewer. Website: egis.fire.ca.gov/FHSZ/ (accessed June 20, 2022).

Dublin, City of. 2022. City of Dublin General Plan, Adopted February 11, 1985 (Amended as of February 15, 2022).

Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

Haag, Jerry. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

Wallace Roberts & Todd. 2016. Eastern Dublin Specific Plan. January 7, 1994 (Updated September 20, 2016).

Wallace Roberts & Todd. 1992. Final Environmental Impact Report, State Clearinghouse Number 91103064. Eastern Dublin General Plan Amendment and Specific Plan. December 7.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
18. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:			
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)			X
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

a) Degrade quality of environment, reduce habitat, cause population to drop below self-sustaining levels, reduce endangered animals or plants, or eliminate important examples of California history or prehistory.

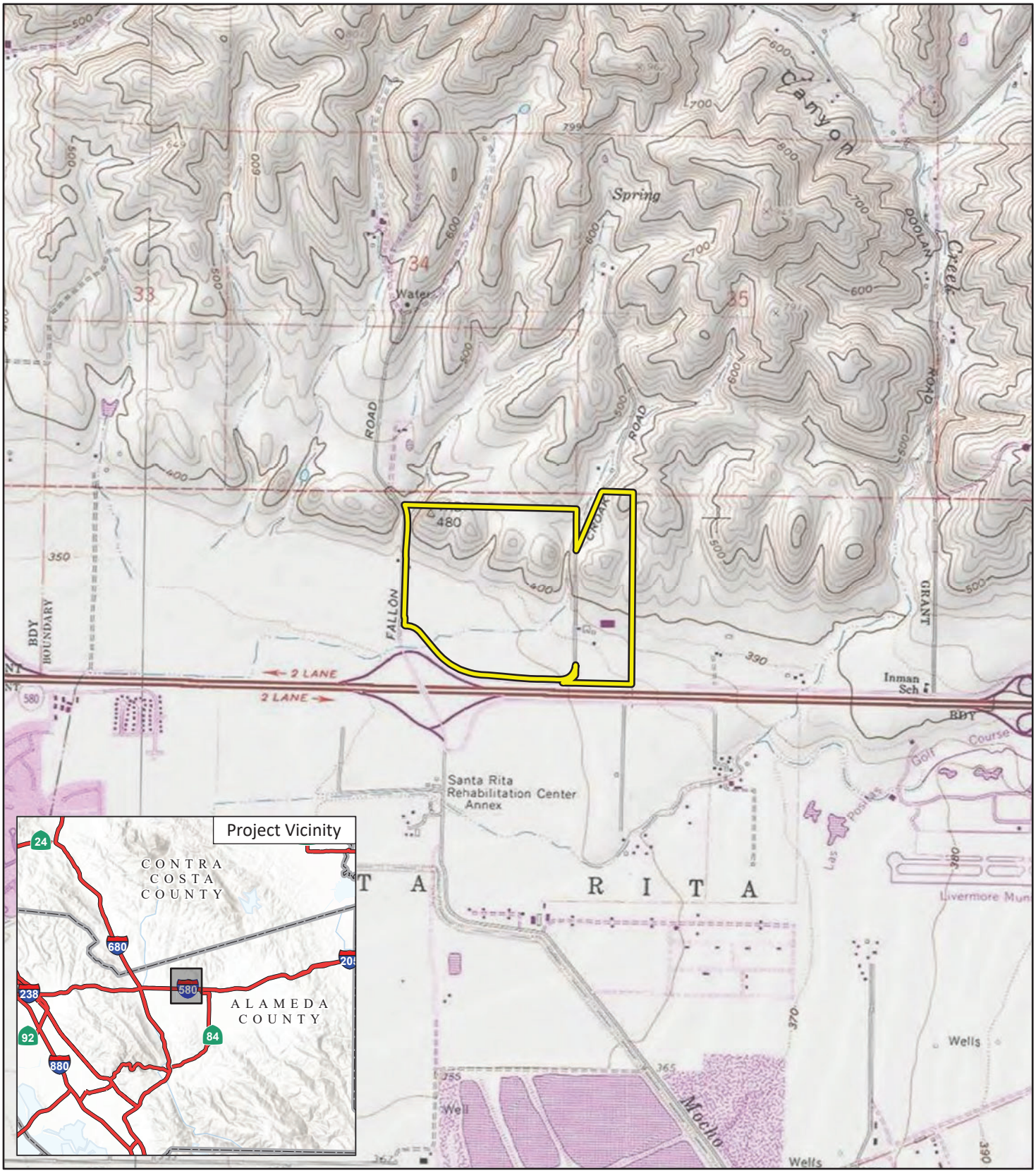
As discussed and analyzed in this document, the proposed project would not degrade the quality of the environment. Additionally, for reasons discussed in the Biological Resources section, the proposed project, with mitigation, would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Further, for the reasons discussed in Section 5, Cultural Resources, the proposed project, with mitigation, would not eliminate important examples of California history or prehistory. Therefore, implementation of the proposed project with compliance with regulatory requirements and required mitigation measures, would not result in any new impacts, or increase the severity of a previously identified significant impact as previously analyzed, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required for this impact area.

b) Cumulative Impacts

The proposed project has the potential to result in incremental environmental impacts that are part of a series of approvals that were anticipated under the EDSP EIRs. The EDSP EIRs considered the project's cumulatively considerable impacts where effects had the potential to degrade the quality of the environment as a result of build-out of the EDSP. Implementation of the proposed project, with compliance with regulatory requirements and required mitigation measures, would not result in any new cumulative impacts or increase the severity of a previously identified significant cumulative impact as previously analyzed, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required for this impact area.

c) Substantial Adverse Effects on Human Beings

The proposed project would not create adverse environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The proposed project would allow for residential, general commercial/campus office and park uses. These uses or activities would not result in any substantial adverse effects on human beings, either directly or indirectly, as discussed throughout this document. Therefore, implementation of the proposed project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed, and no other CEQA standards for supplemental review are met. Therefore, no further environmental review is required for this impact area.



LSA

Project Location

FIGURE 1

N

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad - *Livermore (1980)*, CA

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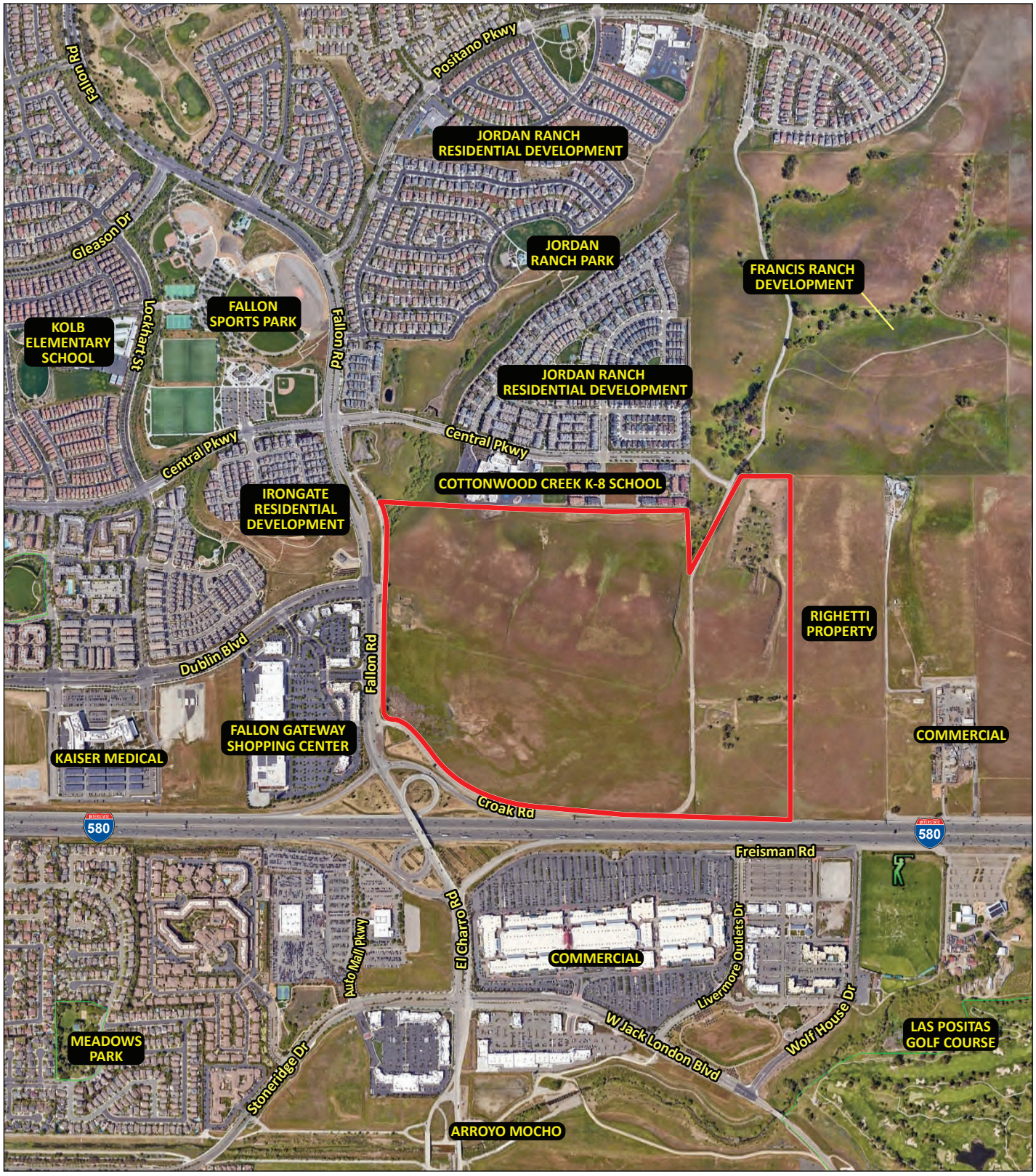
Dublin 580 Fallon
Project Location



LSA

Project Site Boundary

FIGURE 2

0 500 1000
FEET

SOURCE: Google Earth, 3/11/2022

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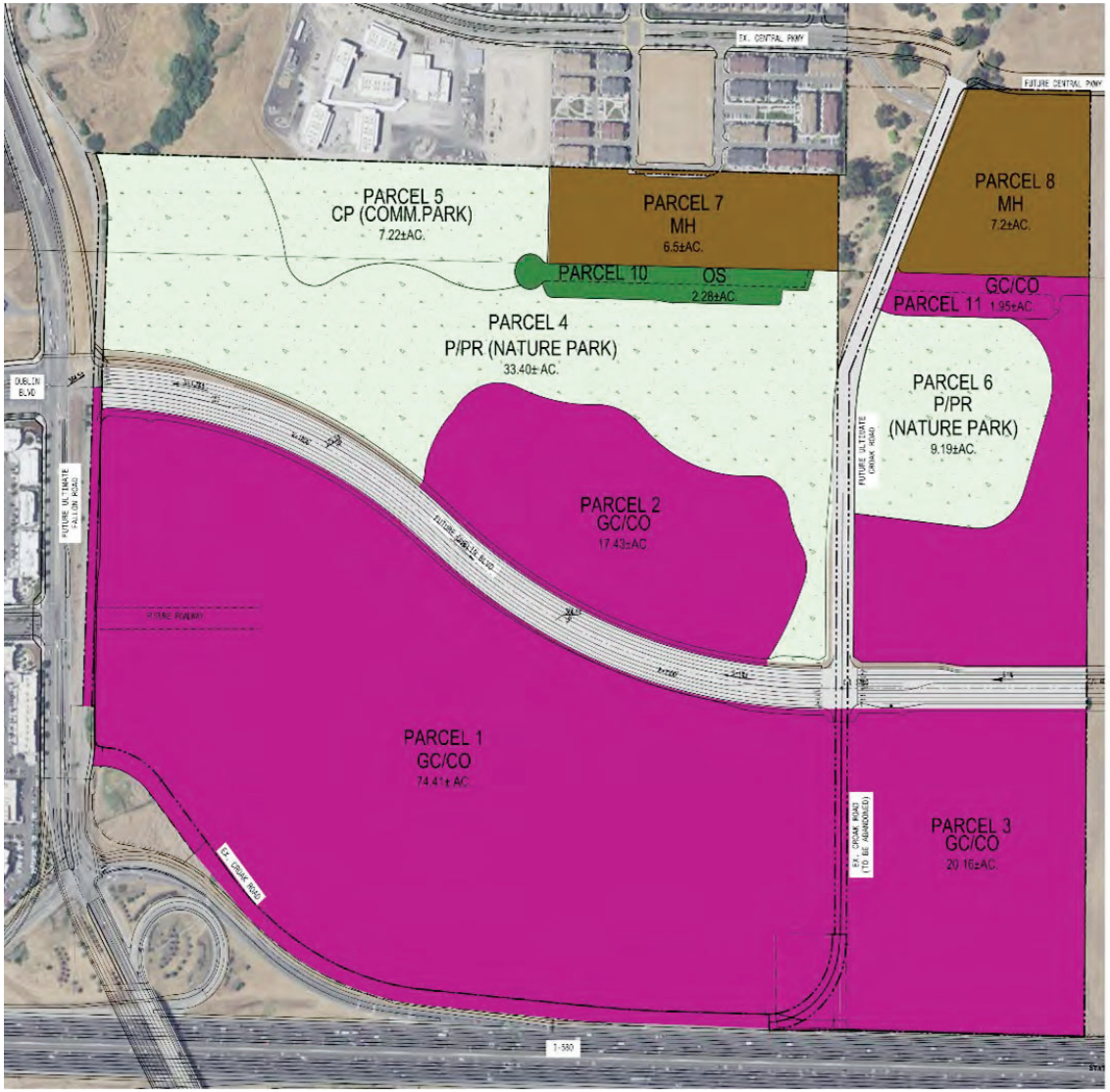
Dublin Fallon 580

Aerial Photograph of the Project Site and Surrounding Land Uses



LSA

FIGURE 3

N

0 300 600

FEET

SOURCE: Mackay & Somps

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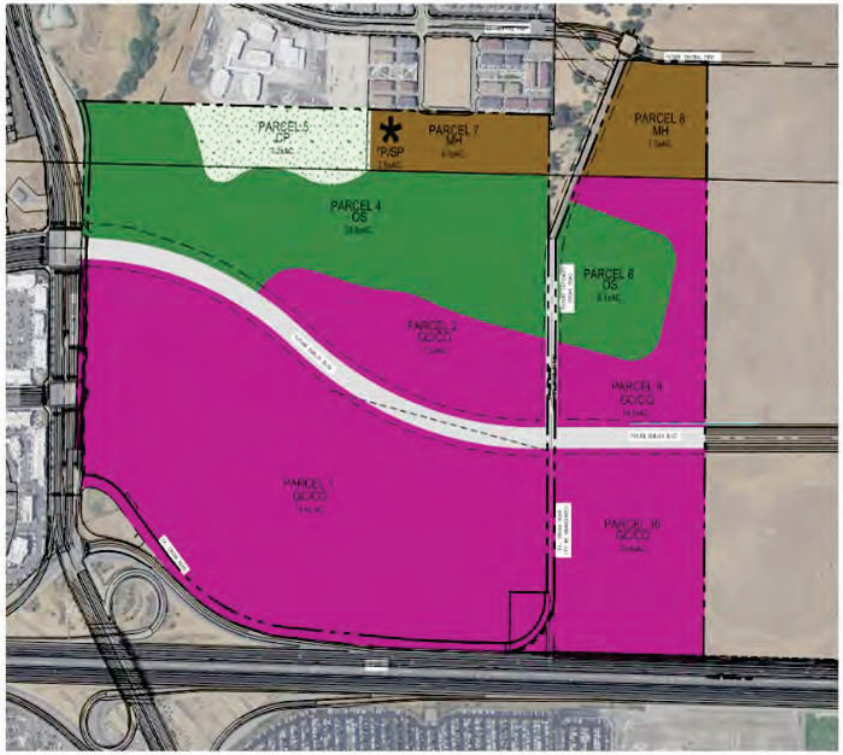
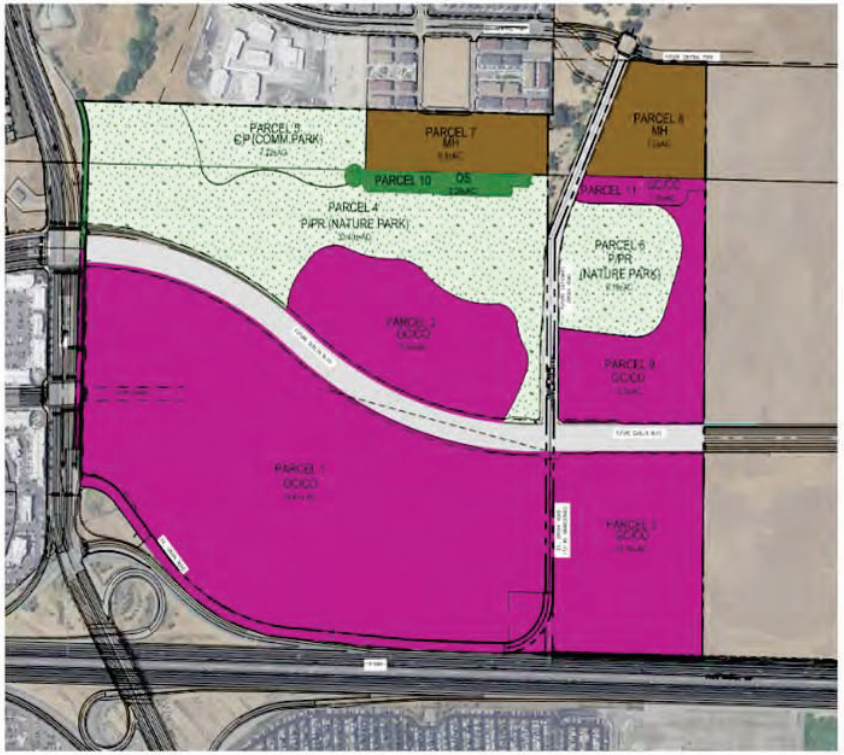
Dublin Fallon 580

Proposal Parcel Layout



FALLON VILLAGE STAGE I PD EXISTING LAND USE PLAN



PROPOSED LAND USE PLAN

FALLON VILLAGE STAGE I PD EXISTING LAND USE ACREAGES

LAND-USE	M&S PARCEL ID	PARCEL LOCATION	GROSS PARCEL AREA (AC)	GROSS PARCEL AREA (SF)
GC/CO	1	NW GC/CO (SOUTH OF DUBLIN BLVD. / WEST OF CROAK RD.)	74.40	3,240,864
GC/CO	2	NW GC/CO (NORTH OF DUBLIN BLVD. / WEST OF CROAK RD.)	17.30	753,588
P/SP*	3*	P/SP SITE*	-	-
OS	4	OS (NORTH OF DUBLIN BLVD. / WEST OF CROAK RD.)	33.80	1,550,448
CP (PARK)	5	COMM PARK SITE	7.20	313,632
OS	6	OS (NORTH OF DUBLIN BLVD. / EAST OF CROAK RD.)	9.10	396,396
MH	7	MH Residential (WEST OF CROAK RD.)	6.50	283,140
MH	8	MH Residential (EAST OF CROAK RD.)	7.00	304,920
GC/CO	9	NE GC/CO (NORTH OF DUBLIN BLVD. / EAST OF CROAK RD.)	14.30	622,908
GC/CO	10	SE GC/CO (SOUTH OF DUBLIN BLVD. / EAST OF CROAK RD.)	20.40	888,624
TOTAL ACRES			192.0	

1) Future parcel to be dedicated/created by separate instrument once P/SP location and use are defined with future PD2.

LAND-USE	GROSS PARCEL AREA (AC)	GROSS PARCEL AREA (SF)
GC/CO	126.40	5,505,984
OS	44.90	1,955,844
CP (PARK)	7.20	313,632
MH	13.50	588,060
TOTAL	192.00	8,363,520
P/SP[1]	2.50	108,900

(1) P/SP is a floating land use. Location and acreage will be deducted from affected land use once the final location is determined during PD2 approval.

PROPOSED LAND USE

LAND-USE	M&S PARCEL ID	PARCEL LOCATION	GROSS PARCEL AREA (AC)	GROSS PARCEL AREA (SF)
GC/CO	1	NW GC/CO (SOUTH OF DUBLIN BLVD. / WEST OF CROAK RD.)	74.41	3,241,300
GC/CO	2	NW GC/CO (NORTH OF DUBLIN BLVD. / WEST OF CROAK RD.)	17.43	759,251
GC/CO	3	SE GC/CO (SOUTH OF DUBLIN BLVD. / EAST OF CROAK RD.)	20.16	882,526
P/PR (NATURE PARK)	4	P/PR - NATURE PARK (NORTH OF DUBLIN BLVD.)	33.40	1,454,904
CP (COMMUNITY PARK)	5	CP - COMMUNITY PARK SITE	7.22	314,503
P/PR (NATURE PARK)	6	P/PR NATURE PARK (EAST OF CROAK RD.	9.19	400,316
MH	7	MH Residential (WEST OF CROAK RD.)	6.50	283,140
MH	8	MH Residential (EAST OF CROAK RD.)	7.20	313,632
GC/CO	9	NE GC/CO (NORTH OF DUBLIN BLVD. / EAST OF CROAK RD.)	12.30	535,788
OS	10	OS (PRIVATE STREET SOUTH OF PARCEL 7)	2.28	99,317
GC/CO	11	GC/CO (PRIVATE STREET SOUTH OF PARCEL 8)	1.95	84,942
TOTAL ACRES			192.04	

1) GROSS ACREAGES FROM PRIOR STAGE 1PD AND EDSP WERE BASED ON ASSUMED BOUNDARY LIMITS. PROPOSED GROSS ACREAGES REFLECT THE RESOLVED BOUNDARY SURVEY OF THE PROPERTIES, RESULTING IN THE MINOR ACREAGE DIFFERENCES.

PROPOSED		
LAND-USE	GROSS PARCEL AREA (AC)	GROSS PARCEL AREA (SF)
GC/CO	126.25	5,499,450
P/PR (NATURE PARK)	42.59	1,855,220
CP (COMMUNITY PARK)	7.22	314,503
OS	2.28	NA
MH	13.70	596,772
TOTAL	192.04	8,265,946

(1) GROSS ACREAGES FROM PRIOR STAGE 1PD AND EDSP WERE BASED ON ASSUMED BOUNDARY LIMITS. PROPOSED GROSS ACREAGES REFLECT THE RESOLVED BOUNDARY SURVEY OF THE PROPERTIES, RESULTING IN THE MINOR ACREAGE DIFFERENCES.

LSA

FIGURE 4

N

0 600 1200

FEET

SOURCES: KTGY; Mackay & Somps

I:\DUB2101.04\G\ExistPropLandUse.ai (3/12/2024)

Dublin Fallon 580

Existing and Proposed Land Use



LSA

FIGURE 5

N

0 160 320

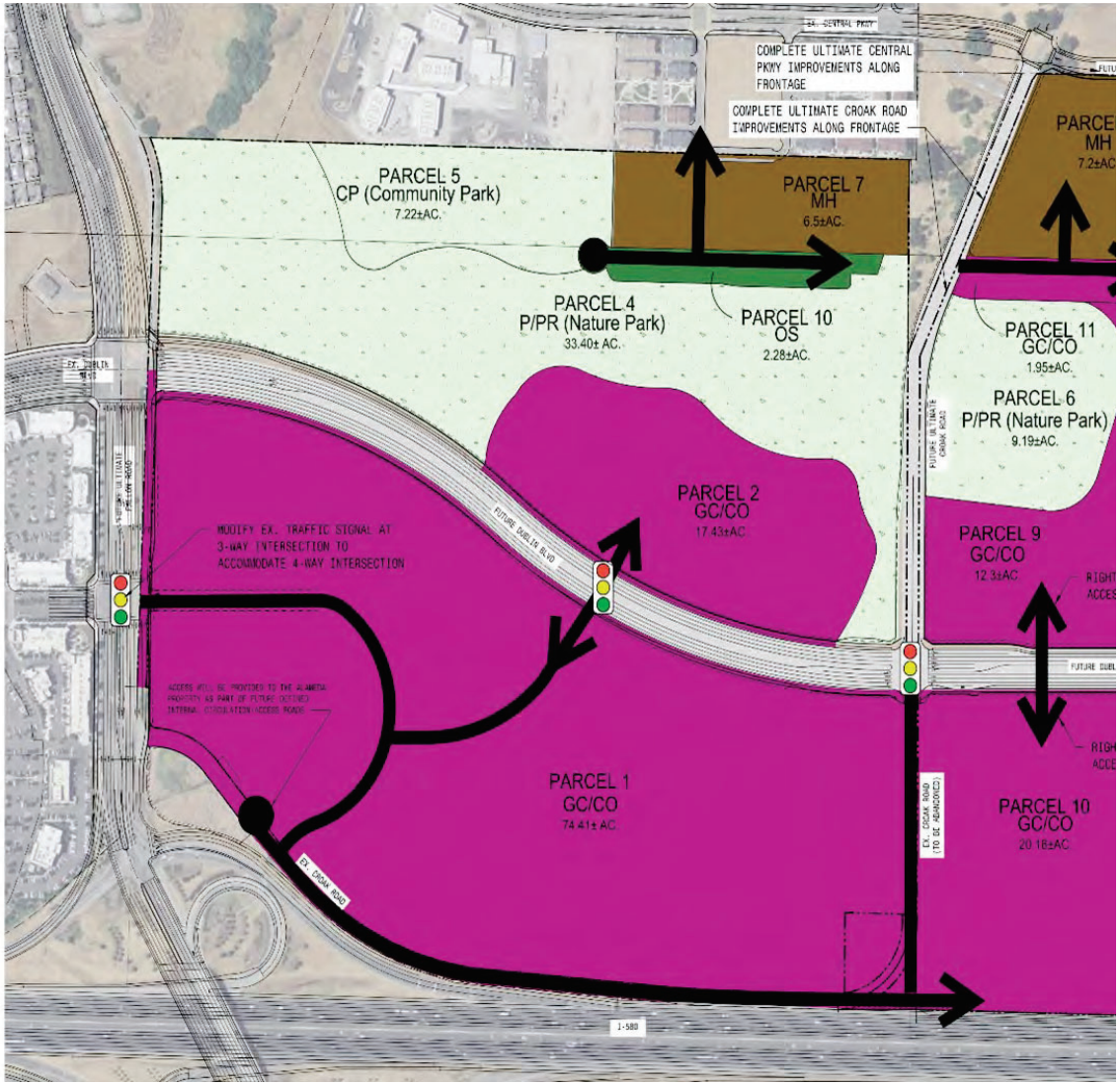
FEET

SOURCES: KTGY; Mackay & Somps

I:\DUB2101.04\G\ResidentialSitePlan.ai (3/12/2024)

Dublin Fallon 580

Residential Site Plan



LSA

FIGURE 6

0 300 600
FEET

SOURCES: KTGY; Mackay & Somps

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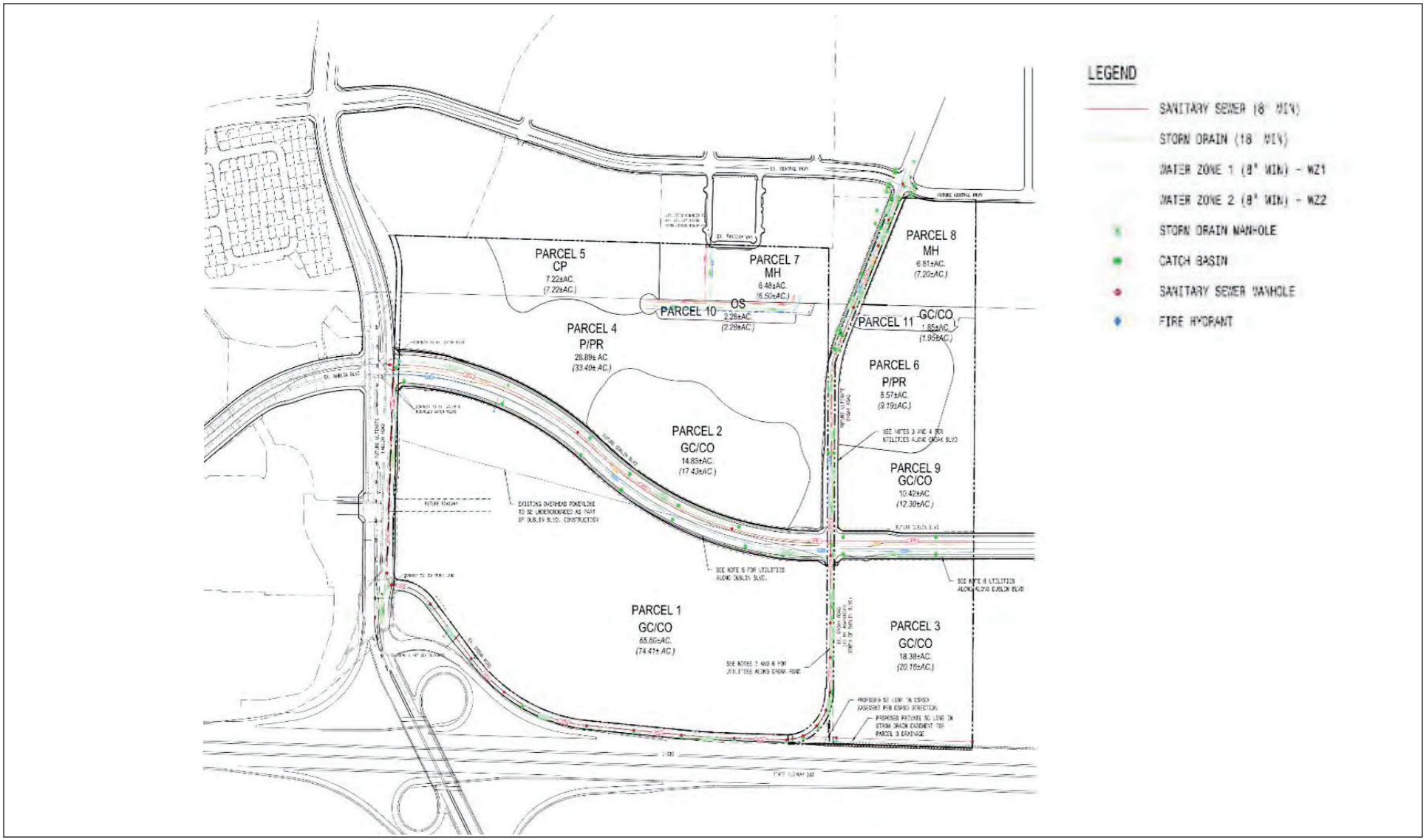
Dublin Fallon 580
Conceptual Circulation Plan



LSA

FIGURE 7

0 400 800
FEET

SOURCES: KTGY; Mackay & Somps

I:\DUB2101.04\G\PreliminaryUtilityPlan.ai (3/12/2024)

Dublin Fallon 580
Preliminary Utility Plan



LSA

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

0 500 1000

FEET

SOURCE: Google Earth 2023

I:\DUB2101.04\G\Noise_Locs.ai (11/15/2023)

FIGURE 8

Fallon 580 Project

Noise Monitoring Locations

Appendix A

CalEEMod Output Sheets

Dublin Fallon 580 - Phase 1 Construction Custom Report

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898

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dublin Fallon 580 - Phase 1 Construction
Construction Start Date	6/3/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	14.8
Location	37.70601841885312, -121.84634425123701
County	Alameda
City	Dublin
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1677
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	128	Dwelling Unit	3.00	135,680	51,000	—	361	—

Parking Lot	23.1	1000sqft	0.50	0.00	0.00	—	—	—
Other Asphalt Surfaces	129	1000sqft	3.00	128,580	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	89.7	39.9	28.5	0.05	1.12	7.71	8.83	1.02	3.95	4.97	—	5,367	5,367	0.22	0.07	5,387
Mit.	89.3	3.57	28.5	0.05	0.10	7.71	7.81	0.10	3.95	4.05	—	5,367	5,367	0.22	0.07	5,387
% Reduced	< 0.5%	91%	—	—	91%	—	12%	90%	—	18%	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	42.4	33.4	0.05	1.44	3.09	4.54	1.34	1.42	2.75	—	5,805	5,805	0.23	0.08	5,835
Mit.	0.64	4.40	33.4	0.05	0.10	3.09	3.19	0.10	1.42	1.52	—	5,805	5,805	0.23	0.08	5,835
% Reduced	56%	90%	—	—	93%	—	30%	92%	—	45%	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	5.59	13.7	11.0	0.02	0.49	1.00	1.30	0.46	0.49	0.76	—	1,981	1,981	0.08	0.04	1,994
Mit.	5.47	1.63	11.0	0.02	0.03	1.00	1.03	0.03	0.49	0.51	—	1,981	1,981	0.08	0.04	1,994
% Reduced	2%	88%	—	—	93%	—	21%	93%	—	33%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.02	2.49	2.00	< 0.005	0.09	0.18	0.24	0.08	0.09	0.14	—	328	328	0.01	0.01	330
Mit.	1.00	0.30	2.00	< 0.005	0.01	0.18	0.19	0.01	0.09	0.09	—	328	328	0.01	0.01	330
% Reduced	2%	88%	—	—	93%	—	21%	93%	—	33%	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.09	39.9	28.5	0.05	1.12	7.71	8.83	1.02	3.95	4.97	—	5,367	5,367	0.22	0.05	5,387
2025	0.73	19.1	15.5	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,791	2,791	0.11	0.05	2,809
2026	89.7	20.9	25.3	0.04	0.78	0.46	1.24	0.73	0.11	0.84	—	4,290	4,290	0.16	0.07	4,318
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.47	42.4	33.4	0.05	1.44	3.09	4.54	1.34	1.42	2.75	—	5,805	5,805	0.23	0.08	5,835
2025	0.72	19.1	15.4	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,772	2,772	0.11	0.05	2,789
2026	0.71	19.1	15.3	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,765	2,765	0.11	0.05	2,782
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.29	9.04	6.95	0.01	0.29	1.00	1.30	0.27	0.49	0.76	—	1,227	1,227	0.05	0.01	1,233
2025	0.52	13.7	11.0	0.02	0.49	0.20	0.69	0.46	0.05	0.51	—	1,981	1,981	0.08	0.04	1,994

901

2026	5.59	5.36	4.80	0.01	0.20	0.08	0.28	0.19	0.02	0.21	—	829	829	0.03	0.01	834
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.05	1.65	1.27	< 0.005	0.05	0.18	0.24	0.05	0.09	0.14	—	203	203	0.01	< 0.005	204
2025	0.09	2.49	2.00	< 0.005	0.09	0.04	0.13	0.08	0.01	0.09	—	328	328	0.01	0.01	330
2026	1.02	0.98	0.88	< 0.005	0.04	0.01	0.05	0.03	< 0.005	0.04	—	137	137	0.01	< 0.005	138

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.52	3.11	28.5	0.05	0.10	7.71	7.81	0.10	3.95	4.05	—	5,367	5,367	0.22	0.05	5,387
2025	0.34	2.26	15.5	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,791	2,791	0.11	0.05	2,809
2026	89.3	3.57	25.3	0.04	0.07	0.46	0.53	0.07	0.11	0.18	—	4,290	4,290	0.16	0.07	4,318
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.64	4.40	33.4	0.05	0.10	3.09	3.19	0.10	1.42	1.52	—	5,805	5,805	0.23	0.08	5,835
2025	0.33	2.30	15.4	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,772	2,772	0.11	0.05	2,789
2026	0.32	2.28	15.3	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,765	2,765	0.11	0.05	2,782
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.13	0.88	6.95	0.01	0.02	1.00	1.03	0.02	0.49	0.51	—	1,227	1,227	0.05	0.01	1,233
2025	0.24	1.63	11.0	0.02	0.03	0.20	0.23	0.03	0.05	0.08	—	1,981	1,981	0.08	0.04	1,994
2026	5.47	0.73	4.80	0.01	0.01	0.08	0.09	0.01	0.02	0.03	—	829	829	0.03	0.01	834
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.02	0.16	1.27	< 0.005	< 0.005	0.18	0.19	< 0.005	0.09	0.09	—	203	203	0.01	< 0.005	204
2025	0.04	0.30	2.00	< 0.005	0.01	0.04	0.04	0.01	0.01	0.01	—	328	328	0.01	0.01	330

902

2026	1.00	0.13	0.88	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	137	137	0.01	< 0.005	138

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,296	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	2.40	1.71	< 0.005	0.07	—	0.07	0.06	—	0.06	—	319	319	0.01	< 0.005	320
Dust From Material Movement	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

903

Off-Road Equipment	0.01	0.44	0.31	< 0.005	0.01	—	0.01	0.01	—	0.01	—	52.8	52.8	< 0.005	< 0.005	53.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.2. Site Preparation (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

904

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,296	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.16	1.71	< 0.005	0.01	—	0.01	0.01	—	0.01	—	319	319	0.01	< 0.005	320
Dust From Material Movement	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.8	52.8	< 0.005	< 0.005	53.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.3. Finishing/Landscaping (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.57	8.11	0.01	0.02	—	0.02	0.02	—	0.02	—	1,151	1,151	0.05	0.01	1,155
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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

906

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.4	69.4	< 0.005	< 0.005	69.6
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	11.5
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	86.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	4.85

907

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.4. Finishing/Landscaping (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.57	8.11	0.01	0.02	—	0.02	0.02	—	0.02	—	1,151	1,151	0.05	0.01	1,155
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.4	69.4	< 0.005	< 0.005	69.6
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—

806

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	11.5
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	86.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	4.85
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.5. Rough Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.73	2.09	< 0.005	0.09	—	0.09	0.08	—	0.08	—	349	349	0.01	< 0.005	350
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.16	0.16	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.50	0.38	< 0.005	0.02	—	0.02	0.01	—	0.01	—	57.7	57.7	< 0.005	< 0.005	57.9
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.86	4.86	< 0.005	< 0.005	4.93
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	3.34
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	0.82
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	0.55
Hauling	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

3.6. Rough Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—

911

Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.24	2.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	349	349	0.01	< 0.005	350
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.16	0.16	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.7	57.7	< 0.005	< 0.005	57.9
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.86	4.86	< 0.005	< 0.005	4.93
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	3.34
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	0.82
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	0.55
Hauling	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

3.7. Fine Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.40	1.07	< 0.005	0.05	—	0.05	0.04	—	0.04	—	178	178	0.01	< 0.005	179
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.26	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.5	29.5	< 0.005	< 0.005	29.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.0	41.0	< 0.005	< 0.005	41.5
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.3
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.8. Fine Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,958	2,958	0.12	0.02	2,969
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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

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Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.12	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	179
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.5	29.5	< 0.005	< 0.005	29.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.0	41.0	< 0.005	< 0.005	41.5
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.3
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.36	1.79	< 0.005	0.09	—	0.09	0.08	—	0.08	—	300	300	0.01	< 0.005	301
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.43	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	49.7	49.7	< 0.005	< 0.005	49.9

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Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.10	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	246	246	0.01	0.01	249
Vendor	< 0.005	0.18	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	135	135	0.01	0.02	142
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.0	31.0	< 0.005	< 0.005	31.5
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	17.7
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.21
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.81	2.81	< 0.005	< 0.005	2.94
Hauling	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

3.10. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.25	1.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	300	300	0.01	< 0.005	301
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	49.7	49.7	< 0.005	< 0.005	49.9
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.10	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	246	246	0.01	0.01	249
Vendor	< 0.005	0.18	0.08	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	135	135	0.01	0.02	142
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.0	31.0	< 0.005	< 0.005	31.5
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.0	17.0	< 0.005	< 0.005	17.7
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.13	5.13	< 0.005	< 0.005	5.21
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.81	2.81	< 0.005	< 0.005	2.94
Hauling	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

3.11. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,713	1,713	0.07	0.01	1,719
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	284	284	0.01	< 0.005	285

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.07	1.15	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	260	260	< 0.005	0.01	264
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.02	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	241	241	0.01	0.01	244
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.71	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	173	173	< 0.005	0.01	176
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	95.2	95.2	< 0.005	0.01	99.5
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.7	28.7	< 0.005	< 0.005	29.1
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.8	15.8	< 0.005	< 0.005	16.5
Hauling	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

3.12. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,713	1,713	0.07	0.01	1,719
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.07	1.15	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	260	260	< 0.005	0.01	264
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.02	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	241	241	0.01	0.01	244
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.71	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	173	173	< 0.005	0.01	176
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	95.2	95.2	< 0.005	0.01	99.5
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.7	28.7	< 0.005	< 0.005	29.1
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.8	15.8	< 0.005	< 0.005	16.5
Hauling	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

3.13. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	4.39	3.33	0.01	0.16	—	0.16	0.15	—	0.15	—	558	558	0.02	< 0.005	560
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.80	0.61	< 0.005	0.03	—	0.03	0.03	—	0.03	—	92.4	92.4	< 0.005	< 0.005	92.7
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.09	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	< 0.005	0.01	259
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.95	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	236	236	0.01	0.01	240
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.22	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.4	55.4	< 0.005	< 0.005	56.2
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.5	30.5	< 0.005	< 0.005	31.9

Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.18	9.18	< 0.005	< 0.005	9.31
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.05	5.05	< 0.005	< 0.005	5.28
Hauling	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

3.14. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	3.33	0.01	0.01	—	0.01	0.01	—	0.01	—	558	558	0.02	< 0.005	560
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.09	0.61	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	92.4	92.4	< 0.005	< 0.005	92.7
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.09	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	< 0.005	0.01	259
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.95	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	236	236	0.01	0.01	240
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.22	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	55.4	55.4	< 0.005	< 0.005	56.2
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.5	30.5	< 0.005	< 0.005	31.9
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.18	9.18	< 0.005	< 0.005	9.31
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.05	5.05	< 0.005	< 0.005	5.28
Hauling	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

3.15. Asphalt Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.80	0.64	< 0.005	0.03	—	0.03	0.03	—	0.03	—	91.0	91.0	< 0.005	< 0.005	91.4
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.15	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.1	15.1	< 0.005	< 0.005	15.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.5	42.5	< 0.005	< 0.005	43.1
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.39	2.39	< 0.005	< 0.005	2.43
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.40
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.16. Asphalt Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	1,516
Paving	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.12	0.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	91.0	91.0	< 0.005	< 0.005	91.4
Paving	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.1	15.1	< 0.005	< 0.005	15.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	42.5	42.5	< 0.005	< 0.005	43.1
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.39	2.39	< 0.005	< 0.005	2.43
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.40
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.17. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	88.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	8.07
Architectural Coatings	5.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	1.34
Architectural Coatings	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

930

Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	86.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	4.85
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.18. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	88.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	8.07
Architectural Coatings	5.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	1.34
Architectural Coatings	0.98	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	86.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.2	26.2	< 0.005	< 0.005	27.4
Hauling	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	4.85
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.58	1.58	< 0.005	< 0.005	1.65
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.19. Utility Trenching (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	1.63	1.45	< 0.005	0.10	—	0.10	0.09	—	0.09	—	207	207	0.01	< 0.005	208
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	12.5	12.5	< 0.005	< 0.005	12.5

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.07	2.07	< 0.005	< 0.005	2.08
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.20. Utility Trenching (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.97	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	207	207	0.01	< 0.005	208
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.5	12.5	< 0.005	< 0.005	12.5
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.07	2.07	< 0.005	< 0.005	2.08
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.21	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	44.2	44.2	< 0.005	< 0.005	44.9
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	27.1	27.1	< 0.005	< 0.005	28.4
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	2.52
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.63	1.63	< 0.005	< 0.005	1.71
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.41	0.41	< 0.005	< 0.005	0.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/3/2024	7/2/2024	5.00	22.0	—
Finishing/Landscaping	Site Preparation	4/29/2026	5/28/2026	5.00	22.0	—
Rough Grading	Grading	7/3/2024	8/30/2024	5.00	43.0	—

Fine Grading	Grading	9/30/2024	10/29/2024	5.00	22.0	—
Building Construction	Building Construction	10/29/2024	4/29/2026	5.00	392	—
Asphalt Paving	Paving	5/29/2026	6/29/2026	5.00	22.0	—
Architectural Coating	Architectural Coating	4/29/2026	5/28/2026	5.00	22.0	—
Utility Trenching	Trenching	8/30/2024	9/30/2024	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Finishing/Landscaping	Excavators	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Rough Grading	Excavators	Diesel	Tier 2	1.00	8.00	36.0	0.38
Rough Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Rough Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Fine Grading	Excavators	Diesel	Tier 2	1.00	8.00	36.0	0.38
Fine Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Fine Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Fine Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37

Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Asphalt Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Asphalt Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Asphalt Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48
Utility Trenching	Trenchers	Diesel	Tier 2	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Finishing/Landscaping	Excavators	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Rough Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Rough Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Rough Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Fine Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Fine Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Fine Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Fine Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45

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Asphalt Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Asphalt Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Asphalt Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Utility Trenching	Trenchers	Diesel	Tier 4 Final	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Rough Grading	Vendor	1.00	8.40	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Finishing/Landscaping	—	—	—	—
Finishing/Landscaping	Worker	10.0	11.7	LDA,LDT1,LDT2
Finishing/Landscaping	Vendor	1.00	8.40	HHDT,MHDT
Finishing/Landscaping	Hauling	0.00	20.0	HHDT
Finishing/Landscaping	Onsite truck	—	—	HHDT
Fine Grading	—	—	—	—
Fine Grading	Worker	5.00	11.7	LDA,LDT1,LDT2

Fine Grading	Vendor	1.00	8.40	HHDT,MHDT
Fine Grading	Hauling	0.00	20.0	HHDT
Fine Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	30.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	5.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Asphalt Paving	—	—	—	—
Asphalt Paving	Worker	5.00	11.7	LDA,LDT1,LDT2
Asphalt Paving	Vendor	1.00	8.40	HHDT,MHDT
Asphalt Paving	Hauling	0.00	20.0	HHDT
Asphalt Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	1.00	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utility Trenching	—	—	—	—
Utility Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Utility Trenching	Vendor	1.00	8.40	HHDT,MHDT
Utility Trenching	Hauling	0.00	20.0	HHDT
Utility Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—

Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Rough Grading	Vendor	1.00	8.40	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Finishing/Landscaping	—	—	—	—
Finishing/Landscaping	Worker	10.0	11.7	LDA,LDT1,LDT2
Finishing/Landscaping	Vendor	1.00	8.40	HHDT,MHDT
Finishing/Landscaping	Hauling	0.00	20.0	HHDT
Finishing/Landscaping	Onsite truck	—	—	HHDT
Fine Grading	—	—	—	—
Fine Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Fine Grading	Vendor	1.00	8.40	HHDT,MHDT
Fine Grading	Hauling	0.00	20.0	HHDT
Fine Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	30.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	5.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Asphalt Paving	—	—	—	—
Asphalt Paving	Worker	5.00	11.7	LDA,LDT1,LDT2
Asphalt Paving	Vendor	1.00	8.40	HHDT,MHDT

Asphalt Paving	Hauling	0.00	20.0	HHDT
Asphalt Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	1.00	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Utility Trenching	—	—	—	—
Utility Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Utility Trenching	Vendor	1.00	8.40	HHDT,MHDT
Utility Trenching	Hauling	0.00	20.0	HHDT
Utility Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	274,752	91,584	0.00	0.00	9,148

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	33.0	0.00	—
Finishing/Landscaping	—	—	0.00	0.00	—
Rough Grading	—	—	43.0	0.00	—
Fine Grading	—	—	22.0	0.00	—
Asphalt Paving	0.00	0.00	0.00	0.00	3.50

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Parking Lot	0.50	100%
Other Asphalt Surfaces	3.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The total site acreage for Phase 1 is 6.5 acres. Other asphalt surfaces include non-parking asphalt and hardscape.
Construction: Construction Phases	Phase 1 construction would occur from from June 2024 to June 2026.
Construction: Off-Road Equipment	Default construction equipment and the use of Tier 2 construction equipment for all phases except Utility Trenching (use of a trencher) and Finishing/Landscaping (use of a Tier 4 excavator).
Construction: Trips and VMT	The number of construction worker and vendor trips were provided by the Project Applicant.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dublin Fallon 580 - Phase 2 Construction
Construction Start Date	6/2/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	14.8
Location	37.70595251758296, -121.84620238933934
County	Alameda
City	Dublin
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1677
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	110	Dwelling Unit	5.00	116,600	111,000	—	310	—

Parking Lot	11.8	1000sqft	0.20	0.00	0.00	—	—	—
Other Asphalt Surfaces	91.4	1000sqft	2.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	76.8	39.9	28.5	0.05	1.12	7.71	8.83	1.02	3.95	4.97	—	5,365	5,365	0.22	0.07	5,385
Mit.	76.4	3.55	28.5	0.05	0.10	7.71	7.81	0.10	3.95	4.05	—	5,365	5,365	0.22	0.07	5,385
% Reduced	1%	91%	—	—	91%	—	12%	90%	—	18%	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	42.4	33.3	0.05	1.44	3.09	4.54	1.34	1.42	2.75	—	5,798	5,798	0.23	0.08	5,827
Mit.	0.64	4.39	33.3	0.05	0.10	3.09	3.19	0.10	1.42	1.52	—	5,798	5,798	0.23	0.08	5,827
% Reduced	57%	90%	—	—	93%	—	30%	92%	—	45%	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	4.79	13.6	10.9	0.02	0.49	1.00	1.30	0.46	0.49	0.76	—	1,976	1,976	0.08	0.03	1,989
Mit.	4.68	1.62	10.9	0.02	0.03	1.00	1.03	0.03	0.49	0.51	—	1,976	1,976	0.08	0.03	1,989
% Reduced	2%	88%	—	—	93%	—	21%	93%	—	33%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.88	2.49	1.99	< 0.005	0.09	0.18	0.24	0.08	0.09	0.14	—	327	327	0.01	0.01	329
Mit.	0.85	0.30	1.99	< 0.005	0.01	0.18	0.19	0.01	0.09	0.09	—	327	327	0.01	0.01	329
% Reduced	2%	88%	—	—	93%	—	21%	93%	—	33%	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.09	39.9	28.5	0.05	1.12	7.71	8.83	1.02	3.95	4.97	—	5,365	5,365	0.22	0.05	5,385
2026	0.71	19.1	15.5	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,783	2,783	0.11	0.05	2,801
2027	76.8	20.8	25.2	0.04	0.78	0.46	1.24	0.73	0.11	0.84	—	4,279	4,279	0.16	0.07	4,306
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.47	42.4	33.3	0.05	1.44	3.09	4.54	1.34	1.42	2.75	—	5,798	5,798	0.23	0.08	5,827
2026	0.71	19.1	15.3	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,765	2,765	0.11	0.05	2,782
2027	0.71	19.1	15.3	0.02	0.69	0.28	0.97	0.64	0.07	0.71	—	2,758	2,758	0.11	0.05	2,775
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.30	9.08	6.96	0.01	0.30	1.00	1.30	0.27	0.49	0.76	—	1,232	1,232	0.05	0.01	1,237
2026	0.51	13.6	10.9	0.02	0.49	0.20	0.69	0.46	0.05	0.51	—	1,976	1,976	0.08	0.03	1,989

2027	4.79	5.32	4.75	0.01	0.20	0.08	0.28	0.19	0.02	0.21	—	822	822	0.03	0.01	827
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.05	1.66	1.27	< 0.005	0.05	0.18	0.24	0.05	0.09	0.14	—	204	204	0.01	< 0.005	205
2026	0.09	2.49	1.99	< 0.005	0.09	0.04	0.13	0.08	0.01	0.09	—	327	327	0.01	0.01	329
2027	0.88	0.97	0.87	< 0.005	0.04	0.01	0.05	0.03	< 0.005	0.04	—	136	136	0.01	< 0.005	137

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.52	3.10	28.5	0.05	0.10	7.71	7.81	0.10	3.95	4.05	—	5,365	5,365	0.22	0.05	5,385
2026	0.32	2.25	15.5	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,783	2,783	0.11	0.05	2,801
2027	76.4	3.55	25.2	0.04	0.07	0.46	0.53	0.07	0.11	0.18	—	4,279	4,279	0.16	0.07	4,306
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.64	4.39	33.3	0.05	0.10	3.09	3.19	0.10	1.42	1.52	—	5,798	5,798	0.23	0.08	5,827
2026	0.32	2.28	15.3	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,765	2,765	0.11	0.05	2,782
2027	0.32	2.27	15.3	0.02	0.04	0.28	0.33	0.04	0.07	0.11	—	2,758	2,758	0.11	0.05	2,775
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.88	6.96	0.01	0.02	1.00	1.03	0.02	0.49	0.51	—	1,232	1,232	0.05	0.01	1,237
2026	0.23	1.62	10.9	0.02	0.03	0.20	0.23	0.03	0.05	0.08	—	1,976	1,976	0.08	0.03	1,989
2027	4.68	0.72	4.75	0.01	0.01	0.08	0.09	0.01	0.02	0.03	—	822	822	0.03	0.01	827
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.02	0.16	1.27	< 0.005	< 0.005	0.18	0.19	< 0.005	0.09	0.09	—	204	204	0.01	< 0.005	205
2026	0.04	0.30	1.99	< 0.005	0.01	0.04	0.04	0.01	0.01	0.01	—	327	327	0.01	0.01	329

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2027	0.85	0.13	0.87	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	0.01	—	136	136	0.01	< 0.005	137

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	2.40	1.71	< 0.005	0.07	—	0.07	0.06	—	0.06	—	319	319	0.01	< 0.005	320
Dust From Material Movement	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.01	0.44	0.31	< 0.005	0.01	—	0.01	0.01	—	0.01	—	52.8	52.8	< 0.005	< 0.005	53.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.2. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,295	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.16	1.71	< 0.005	0.01	—	0.01	0.01	—	0.01	—	319	319	0.01	< 0.005	320
Dust From Material Movement	—	—	—	—	—	0.46	0.46	—	0.24	0.24	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.31	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	52.8	52.8	< 0.005	< 0.005	53.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.3. Finishing/Landscaping (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.57	8.11	0.01	0.02	—	0.02	0.02	—	0.02	—	1,151	1,151	0.05	0.01	1,155
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.4	69.4	< 0.005	< 0.005	69.6
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	11.5
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.69	4.69	< 0.005	< 0.005	4.76

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	0.79
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.4. Finishing/Landscaping (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.57	8.11	0.01	0.02	—	0.02	0.02	—	0.02	—	1,151	1,151	0.05	0.01	1,155
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.49	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	69.4	69.4	< 0.005	< 0.005	69.6
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—

963

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.5	11.5	< 0.005	< 0.005	11.5
Dust From Material Movement	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.69	4.69	< 0.005	< 0.005	4.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	0.79
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.5. Rough Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	2.73	2.09	< 0.005	0.09	—	0.09	0.08	—	0.08	—	349	349	0.01	< 0.005	350
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.16	0.16	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.50	0.38	< 0.005	0.02	—	0.02	0.01	—	0.01	—	57.7	57.7	< 0.005	< 0.005	57.9
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.76	4.76	< 0.005	< 0.005	4.84
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.14	3.14	< 0.005	< 0.005	3.28
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	0.54
Hauling	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

3.6. Rough Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—

996

Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.24	2.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	349	349	0.01	< 0.005	350
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.16	0.16	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	57.7	57.7	< 0.005	< 0.005	57.9
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.76	4.76	< 0.005	< 0.005	4.84
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.14	3.14	< 0.005	< 0.005	3.28
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	0.80
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.52	0.52	< 0.005	< 0.005	0.54
Hauling	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

3.7. Fine Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.73	23.2	17.8	0.03	0.75	—	0.75	0.69	—	0.69	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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

896

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.40	1.07	< 0.005	0.05	—	0.05	0.04	—	0.04	—	178	178	0.01	< 0.005	179
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.26	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	29.5	29.5	< 0.005	< 0.005	29.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.2	40.2	< 0.005	< 0.005	40.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.7	26.7	< 0.005	< 0.005	27.8
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.8. Fine Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.29	2.04	17.8	0.03	0.06	—	0.06	0.06	—	0.06	—	2,959	2,959	0.12	0.02	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—	—	—	—	—	—
Onsite truck	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

970

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.12	1.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	178	178	0.01	< 0.005	179
Dust From Material Movement	—	—	—	—	—	0.17	0.17	—	0.08	0.08	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	29.5	29.5	< 0.005	< 0.005	29.6
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.2	40.2	< 0.005	< 0.005	40.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.7	26.7	< 0.005	< 0.005	27.8
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.40	1.82	< 0.005	0.09	—	0.09	0.08	—	0.08	—	305	305	0.01	< 0.005	306
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.44	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	50.5	50.5	< 0.005	< 0.005	50.7

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Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.02	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	241	241	0.01	0.01	244
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	31.3
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.9	16.9	< 0.005	< 0.005	17.7
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.11	5.11	< 0.005	< 0.005	5.19
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.81	2.81	< 0.005	< 0.005	2.93
Hauling	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

3.10. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.82	< 0.005	0.01	—	0.01	0.01	—	0.01	—	305	305	0.01	< 0.005	306
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	50.5	50.5	< 0.005	< 0.005	50.7
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	1.02	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	241	241	0.01	0.01	244
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	139
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.9	30.9	< 0.005	< 0.005	31.3
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.9	16.9	< 0.005	< 0.005	17.7
Hauling	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.11	5.11	< 0.005	< 0.005	5.19
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.81	2.81	< 0.005	< 0.005	2.93
Hauling	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

3.11. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284

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Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.09	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	< 0.005	0.01	259
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.95	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	236	236	0.01	0.01	240
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.66	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	170	170	< 0.005	0.01	172
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	93.5	93.5	< 0.005	0.01	97.9
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.2	28.2	< 0.005	< 0.005	28.6
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	16.2
Hauling	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

3.12. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.09	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	255	255	< 0.005	0.01	259
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.95	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	236	236	0.01	0.01	240
Vendor	< 0.005	0.17	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	131	131	0.01	0.02	137
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.66	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	170	170	< 0.005	0.01	172
Vendor	< 0.005	0.12	0.05	< 0.005	< 0.005	0.02	0.03	< 0.005	0.01	0.01	—	93.5	93.5	< 0.005	0.01	97.9
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.2	28.2	< 0.005	< 0.005	28.6
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	16.2
Hauling	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

3.13. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

978

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	4.36	3.30	0.01	0.16	—	0.16	0.15	—	0.15	—	554	554	0.02	< 0.005	555
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.80	0.60	< 0.005	0.03	—	0.03	0.03	—	0.03	—	91.6	91.6	< 0.005	< 0.005	92.0
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.01	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	250	250	< 0.005	0.01	254
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	135
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.90	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	232	232	0.01	0.01	235
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	134
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.20	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	54.0	54.0	< 0.005	< 0.005	54.7
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.6	29.6	< 0.005	< 0.005	31.0

Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.93	8.93	< 0.005	< 0.005	9.06
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.91	4.91	< 0.005	< 0.005	5.14
Hauling	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

3.14. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	3.30	0.01	0.01	—	0.01	0.01	—	0.01	—	554	554	0.02	< 0.005	555
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

980

Off-Road Equipment	0.01	0.09	0.60	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	91.6	91.6	< 0.005	< 0.005	92.0
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	1.01	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	250	250	< 0.005	0.01	254
Vendor	< 0.005	0.15	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	135
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.90	0.00	0.00	0.25	0.25	0.00	0.06	0.06	—	232	232	0.01	0.01	235
Vendor	< 0.005	0.16	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	134
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.20	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	54.0	54.0	< 0.005	< 0.005	54.7
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	29.6	29.6	< 0.005	< 0.005	31.0
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.93	8.93	< 0.005	< 0.005	9.06
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.91	4.91	< 0.005	< 0.005	5.14
Hauling	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

3.15. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.80	0.64	< 0.005	0.03	—	0.03	0.03	—	0.03	—	91.1	91.1	< 0.005	< 0.005	91.4
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.15	0.12	< 0.005	0.01	—	0.01	0.01	—	0.01	—	15.1	15.1	< 0.005	< 0.005	15.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.7	41.7	< 0.005	< 0.005	42.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.38
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.16. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	1,516
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.01	0.12	0.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	91.1	91.1	< 0.005	< 0.005	91.4
Paving	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.1	15.1	< 0.005	< 0.005	15.1
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.7	41.7	< 0.005	< 0.005	42.3
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.38
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.17. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	75.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	8.07
Architectural Coatings	4.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	1.34
Architectural Coatings	0.83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.69	4.69	< 0.005	< 0.005	4.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	0.79
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.18. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	75.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.05	8.05	< 0.005	< 0.005	8.07
Architectural Coatings	4.57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.33	1.33	< 0.005	< 0.005	1.34
Architectural Coatings	0.83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	83.4	83.4	< 0.005	< 0.005	84.7
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	25.7	25.7	< 0.005	< 0.005	26.9
Hauling	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.69	4.69	< 0.005	< 0.005	4.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.62
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	0.79
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Hauling	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

3.19. Utility Trenching (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	1.63	1.45	< 0.005	0.10	—	0.10	0.09	—	0.09	—	207	207	0.01	< 0.005	208
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	12.5	12.5	< 0.005	< 0.005	12.5

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.07	2.07	< 0.005	< 0.005	2.08
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

3.20. Utility Trenching (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.97	1.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	207	207	0.01	< 0.005	208
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.5	12.5	< 0.005	< 0.005	12.5
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.07	2.07	< 0.005	< 0.005	2.08
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	43.3	43.3	< 0.005	< 0.005	44.0
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26.6	26.6	< 0.005	< 0.005	27.9
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.44	2.44	< 0.005	< 0.005	2.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	1.68
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	0.41
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	0.28
Hauling	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

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/2/2025	7/1/2025	5.00	22.0	—
Finishing/Landscaping	Site Preparation	4/28/2027	5/27/2027	5.00	22.0	—
Rough Grading	Grading	7/2/2025	8/29/2025	5.00	43.0	—

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Fine Grading	Grading	9/29/2025	10/28/2025	5.00	22.0	—
Building Construction	Building Construction	10/28/2025	4/28/2027	5.00	392	—
Paving	Paving	5/28/2027	6/28/2027	5.00	22.0	—
Architectural Coating	Architectural Coating	4/28/2027	5/27/2027	5.00	22.0	—
Utility Trenching	Trenching	8/29/2025	9/29/2025	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Finishing/Landscaping	Excavators	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Rough Grading	Excavators	Diesel	Tier 2	1.00	8.00	36.0	0.38
Rough Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Rough Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Fine Grading	Excavators	Diesel	Tier 2	1.00	8.00	36.0	0.38
Fine Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Fine Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Fine Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37

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Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48
Utility Trenching	Trenchers	Diesel	Tier 2	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Finishing/Landscaping	Excavators	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Rough Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Rough Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Rough Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Rough Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Fine Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	36.0	0.38
Fine Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Fine Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Fine Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45

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Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48
Utility Trenching	Trenchers	Diesel	Tier 4 Final	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Rough Grading	Vendor	1.00	8.40	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	30.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	5.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	11.7	LDA,LDT1,LDT2

Paving	Vendor	1.00	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	1.00	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Finishing/Landscaping	—	—	—	—
Finishing/Landscaping	Worker	10.0	11.7	LDA,LDT1,LDT2
Finishing/Landscaping	Vendor	1.00	8.40	HHDT,MHDT
Finishing/Landscaping	Hauling	0.00	20.0	HHDT
Finishing/Landscaping	Onsite truck	—	—	HHDT
Fine Grading	—	—	—	—
Fine Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Fine Grading	Vendor	1.00	8.40	HHDT,MHDT
Fine Grading	Hauling	0.00	20.0	HHDT
Fine Grading	Onsite truck	—	—	HHDT
Utility Trenching	—	—	—	—
Utility Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Utility Trenching	Vendor	1.00	8.40	HHDT,MHDT
Utility Trenching	Hauling	0.00	20.0	HHDT
Utility Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—

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Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	1.00	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Rough Grading	—	—	—	—
Rough Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Rough Grading	Vendor	1.00	8.40	HHDT,MHDT
Rough Grading	Hauling	0.00	20.0	HHDT
Rough Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	30.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	5.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	5.00	11.7	LDA,LDT1,LDT2
Paving	Vendor	1.00	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	1.00	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Finishing/Landscaping	—	—	—	—
Finishing/Landscaping	Worker	10.0	11.7	LDA,LDT1,LDT2
Finishing/Landscaping	Vendor	1.00	8.40	HHDT,MHDT

Finishing/Landscaping	Hauling	0.00	20.0	HHDT
Finishing/Landscaping	Onsite truck	—	—	HHDT
Fine Grading	—	—	—	—
Fine Grading	Worker	5.00	11.7	LDA,LDT1,LDT2
Fine Grading	Vendor	1.00	8.40	HHDT,MHDT
Fine Grading	Hauling	0.00	20.0	HHDT
Fine Grading	Onsite truck	—	—	HHDT
Utility Trenching	—	—	—	—
Utility Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Utility Trenching	Vendor	1.00	8.40	HHDT,MHDT
Utility Trenching	Hauling	0.00	20.0	HHDT
Utility Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	236,115	78,705	0.00	0.00	5,750

5.6. Dust Mitigation

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5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	33.0	0.00	—
Finishing/Landscaping	—	—	0.00	0.00	—
Rough Grading	—	—	43.0	0.00	—
Fine Grading	—	—	22.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.20

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
Parking Lot	0.20	100%
Other Asphalt Surfaces	2.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Total site acreage for Phase 2 is 7.2 acres. Other asphalt surfaces include non-parking asphalt and hardscape.
Construction: Construction Phases	Construction of Phase 2 would occur from June 2025 to June 2027.
Construction: Off-Road Equipment	Assuming default equipment and Tier 2 equipment for all phases except Finishing/Landscaping (Tier 4 excavator) and Utility Trenching (trencher).
Construction: Trips and VMT	Construction worker and vendor trips provided by the Project Applicant.

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3.17. Building Construction (2030) - Unmitigated

3.18. Building Construction (2030) - Mitigated

3.19. Building Construction (2031) - Unmitigated

3.20. Building Construction (2031) - Mitigated

3.21. Building Construction (2032) - Unmitigated

3.22. Building Construction (2032) - Mitigated

3.23. Building Construction (2033) - Unmitigated

3.24. Building Construction (2033) - Mitigated

3.25. Paving (2033) - Unmitigated

3.26. Paving (2033) - Mitigated

3.27. Architectural Coating (2033) - Unmitigated

3.28. Architectural Coating (2033) - Mitigated

3.29. Architectural Coating (2034) - Unmitigated

3.30. Architectural Coating (2034) - Mitigated

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dublin Fallon 580 - Phase 3 Construction
Construction Start Date	6/3/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	14.8
Location	37.70627361661711, -121.84643848238551
County	Alameda
City	Dublin
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1677
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Manufacturing	2,888	1000sqft	109	2,888,400	0.00	—	—	—

Hotel	314	Room	17.3	455,928	0.00	—	—	—
Regional Shopping Center	100	1000sqft	3.80	100,000	0.00	—	—	—
Government Office Building	100	1000sqft	3.80	100,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	247	48.9	79.0	0.13	1.36	16.2	17.1	1.23	3.98	4.99	—	30,588	30,588	0.95	2.75	31,523
Mit.	247	24.2	79.0	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	30,588	30,588	0.95	2.75	31,523
% Reduced	< 0.5%	51%	—	—	81%	—	4%	79%	—	15%	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	247	48.9	72.8	0.13	1.36	16.2	17.1	1.23	3.98	4.83	—	29,680	29,680	1.04	2.78	30,537
Mit.	247	26.6	72.8	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	29,680	29,680	1.04	2.78	30,537
% Reduced	< 0.5%	46%	—	—	81%	—	4%	79%	—	12%	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	74.0	32.6	48.3	0.09	0.81	11.5	12.2	0.75	2.82	3.44	—	20,904	20,904	0.70	1.96	21,533
Mit.	74.0	17.5	48.3	0.09	0.19	11.5	11.7	0.19	2.82	3.01	—	20,904	20,904	0.70	1.96	21,533
% Reduced	< 0.5%	46%	—	—	77%	—	4%	75%	—	12%	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.5	5.95	8.81	0.02	0.15	2.10	2.22	0.14	0.51	0.63	—	3,461	3,461	0.12	0.33	3,565
Mit.	13.5	3.19	8.81	0.02	0.03	2.10	2.14	0.03	0.51	0.55	—	3,461	3,461	0.12	0.33	3,565
% Reduced	< 0.5%	46%	—	—	77%	—	4%	75%	—	12%	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.40	48.9	36.2	0.06	1.36	7.81	8.93	1.23	3.97	4.99	—	6,775	6,775	0.27	0.06	6,800
2025	6.10	48.9	79.0	0.13	1.36	16.2	17.1	1.23	3.98	4.83	—	30,588	30,588	0.95	2.75	31,523
2026	5.50	40.2	75.5	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	30,084	30,084	0.95	2.75	31,012
2027	5.30	39.1	71.6	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	29,551	29,551	0.91	2.75	30,472
2028	5.19	38.4	68.6	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	28,982	28,982	0.90	2.25	29,747
2029	4.86	37.2	66.0	0.13	0.90	16.2	17.1	0.75	3.98	4.73	—	28,386	28,386	0.79	2.25	29,141
2030	4.76	36.6	63.4	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	27,769	27,769	0.76	2.14	28,485
2031	4.57	36.0	61.2	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	27,165	27,165	0.76	2.14	27,875
2032	4.44	35.1	59.1	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	26,564	26,564	0.75	2.04	27,235
2033	4.34	34.6	57.4	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	25,992	25,992	0.75	1.93	26,626

2034	247	1.44	7.95	< 0.005	0.07	2.43	2.49	0.06	0.57	0.63	—	2,338	2,338	0.03	0.02	2,349
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.40	48.9	36.1	0.06	1.36	3.75	5.11	1.23	1.46	2.70	—	6,762	6,762	0.27	0.06	6,787
2025	5.88	48.9	72.8	0.13	1.36	16.2	17.1	1.23	3.98	4.83	—	29,680	29,680	1.04	2.78	30,537
2026	5.31	42.2	69.2	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	29,195	29,195	1.01	2.78	30,051
2027	5.15	41.1	66.1	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	28,680	28,680	1.01	2.78	29,536
2028	5.02	39.9	63.2	0.13	0.90	16.2	17.1	0.86	3.98	4.83	—	28,127	28,127	0.97	2.67	28,950
2029	4.78	39.1	60.7	0.13	0.90	16.2	17.1	0.75	3.98	4.73	—	27,546	27,546	0.86	2.63	28,352
2030	4.57	38.0	58.2	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	26,944	26,944	0.83	2.52	27,718
2031	4.45	37.4	56.5	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	26,352	26,352	0.83	2.14	27,012
2032	4.32	36.4	54.6	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	25,762	25,762	0.81	2.04	26,390
2033	247	35.9	52.7	0.13	0.80	16.2	17.0	0.75	3.98	4.73	—	25,201	25,201	0.78	1.93	25,796
2034	247	1.55	7.08	< 0.005	0.07	2.43	2.49	0.06	0.57	0.63	—	2,180	2,180	0.04	0.02	2,187
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.52	18.2	13.3	0.02	0.51	2.50	3.01	0.46	1.19	1.65	—	2,498	2,498	0.10	0.02	2,507
2025	2.49	32.6	37.3	0.07	0.81	6.79	7.61	0.75	1.87	2.62	—	12,496	12,496	0.44	0.95	12,805
2026	3.78	29.5	48.3	0.09	0.65	11.5	12.1	0.61	2.81	3.43	—	20,904	20,904	0.70	1.96	21,533
2027	3.64	28.7	46.2	0.09	0.65	11.5	12.1	0.61	2.81	3.43	—	20,535	20,535	0.70	1.96	21,162
2028	3.58	28.2	44.3	0.09	0.65	11.5	12.2	0.61	2.82	3.44	—	20,194	20,194	0.67	1.88	20,794
2029	3.35	27.4	42.5	0.09	0.65	11.5	12.1	0.54	2.81	3.35	—	19,723	19,723	0.59	1.88	20,318
2030	3.25	26.9	40.8	0.09	0.57	11.5	12.1	0.54	2.81	3.35	—	19,293	19,293	0.59	1.53	19,781
2031	3.12	26.1	39.4	0.09	0.57	11.5	12.1	0.54	2.81	3.35	—	18,869	18,869	0.57	1.53	19,355
2032	3.08	25.8	38.2	0.09	0.57	11.5	12.1	0.54	2.82	3.36	—	18,497	18,497	0.56	1.46	18,960
2033	27.6	12.5	15.2	0.03	0.40	3.39	3.79	0.37	0.83	1.20	—	5,749	5,749	0.18	0.38	5,869
2034	74.0	0.44	2.06	< 0.005	0.02	0.72	0.74	0.02	0.17	0.19	—	657	657	0.01	0.01	659
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.09	3.32	2.43	< 0.005	0.09	0.46	0.55	0.08	0.22	0.30	—	414	414	0.02	< 0.005	415
2025	0.45	5.95	6.81	0.01	0.15	1.24	1.39	0.14	0.34	0.48	—	2,069	2,069	0.07	0.16	2,120
2026	0.69	5.39	8.81	0.02	0.12	2.10	2.21	0.11	0.51	0.63	—	3,461	3,461	0.12	0.33	3,565
2027	0.66	5.24	8.44	0.02	0.12	2.10	2.21	0.11	0.51	0.63	—	3,400	3,400	0.12	0.33	3,504
2028	0.65	5.16	8.09	0.02	0.12	2.10	2.22	0.11	0.51	0.63	—	3,343	3,343	0.11	0.31	3,443
2029	0.61	4.99	7.76	0.02	0.12	2.10	2.21	0.10	0.51	0.61	—	3,265	3,265	0.10	0.31	3,364
2030	0.59	4.91	7.45	0.02	0.10	2.10	2.20	0.10	0.51	0.61	—	3,194	3,194	0.10	0.25	3,275
2031	0.57	4.77	7.20	0.02	0.10	2.10	2.20	0.10	0.51	0.61	—	3,124	3,124	0.09	0.25	3,204
2032	0.56	4.71	6.97	0.02	0.10	2.10	2.21	0.10	0.51	0.61	—	3,062	3,062	0.09	0.24	3,139
2033	5.04	2.27	2.78	0.01	0.07	0.62	0.69	0.07	0.15	0.22	—	952	952	0.03	0.06	972
2034	13.5	0.08	0.38	< 0.005	< 0.005	0.13	0.14	< 0.005	0.03	0.03	—	109	109	< 0.005	< 0.005	109

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.71	4.47	36.2	0.06	0.12	7.81	7.91	0.12	3.97	4.07	—	6,775	6,775	0.27	0.06	6,800
2025	5.71	24.2	79.0	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	30,588	30,588	0.95	2.75	31,523
2026	5.11	23.3	75.5	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	30,084	30,084	0.95	2.75	31,012
2027	4.91	22.2	71.6	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	29,551	29,551	0.91	2.75	30,472
2028	4.80	21.6	68.6	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	28,982	28,982	0.90	2.25	29,747
2029	4.47	20.4	66.0	0.13	0.26	16.2	16.5	0.15	3.98	4.13	—	28,386	28,386	0.79	2.25	29,141
2030	4.37	19.7	63.4	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	27,769	27,769	0.76	2.14	28,485
2031	4.18	19.2	61.2	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	27,165	27,165	0.76	2.14	27,875
2032	4.05	18.3	59.1	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	26,564	26,564	0.75	2.04	27,235
2033	3.95	17.7	57.4	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	25,992	25,992	0.75	1.93	26,626

2034	247	1.00	7.95	< 0.005	< 0.005	2.43	2.43	< 0.005	0.57	0.57	—	2,338	2,338	0.03	0.02	2,349
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.71	4.49	36.1	0.06	0.12	3.75	3.88	0.12	1.46	1.59	—	6,762	6,762	0.27	0.06	6,787
2025	5.49	26.6	72.8	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	29,680	29,680	1.04	2.78	30,537
2026	4.92	25.3	69.2	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	29,195	29,195	1.01	2.78	30,051
2027	4.76	24.2	66.1	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	28,680	28,680	1.01	2.78	29,536
2028	4.63	23.0	63.2	0.13	0.26	16.2	16.5	0.26	3.98	4.23	—	28,127	28,127	0.97	2.67	28,950
2029	4.39	22.3	60.7	0.13	0.26	16.2	16.5	0.15	3.98	4.13	—	27,546	27,546	0.86	2.63	28,352
2030	4.18	21.1	58.2	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	26,944	26,944	0.83	2.52	27,718
2031	4.06	20.6	56.5	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	26,352	26,352	0.83	2.14	27,012
2032	3.93	19.6	54.6	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	25,762	25,762	0.81	2.04	26,390
2033	247	19.0	52.7	0.13	0.15	16.2	16.4	0.15	3.98	4.13	—	25,201	25,201	0.78	1.93	25,796
2034	247	1.10	7.08	< 0.005	< 0.005	2.43	2.43	< 0.005	0.57	0.57	—	2,180	2,180	0.04	0.02	2,187
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.26	1.43	13.3	0.02	0.05	2.50	2.55	0.05	1.19	1.24	—	2,498	2,498	0.10	0.02	2,507
2025	2.10	10.3	37.3	0.07	0.13	6.79	6.93	0.13	1.87	2.00	—	12,496	12,496	0.44	0.95	12,805
2026	3.50	17.5	48.3	0.09	0.18	11.5	11.7	0.18	2.81	3.00	—	20,904	20,904	0.70	1.96	21,533
2027	3.36	16.7	46.2	0.09	0.18	11.5	11.7	0.18	2.81	3.00	—	20,535	20,535	0.70	1.96	21,162
2028	3.30	16.2	44.3	0.09	0.19	11.5	11.7	0.19	2.82	3.01	—	20,194	20,194	0.67	1.88	20,794
2029	3.07	15.3	42.5	0.09	0.18	11.5	11.7	0.11	2.81	2.92	—	19,723	19,723	0.59	1.88	20,318
2030	2.98	14.9	40.8	0.09	0.11	11.5	11.6	0.11	2.81	2.92	—	19,293	19,293	0.59	1.53	19,781
2031	2.84	14.1	39.4	0.09	0.11	11.5	11.6	0.11	2.81	2.92	—	18,869	18,869	0.57	1.53	19,355
2032	2.80	13.8	38.2	0.09	0.11	11.5	11.6	0.11	2.82	2.93	—	18,497	18,497	0.56	1.46	18,960
2033	27.4	4.50	15.2	0.03	0.04	3.39	3.43	0.04	0.83	0.87	—	5,749	5,749	0.18	0.38	5,869
2034	74.0	0.30	2.06	< 0.005	< 0.005	0.72	0.72	< 0.005	0.17	0.17	—	657	657	0.01	0.01	659
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.05	0.26	2.43	< 0.005	0.01	0.46	0.46	0.01	0.22	0.23	—	414	414	0.02	< 0.005	415
2025	0.38	1.88	6.81	0.01	0.02	1.24	1.26	0.02	0.34	0.37	—	2,069	2,069	0.07	0.16	2,120
2026	0.64	3.19	8.81	0.02	0.03	2.10	2.13	0.03	0.51	0.55	—	3,461	3,461	0.12	0.33	3,565
2027	0.61	3.05	8.44	0.02	0.03	2.10	2.13	0.03	0.51	0.55	—	3,400	3,400	0.12	0.33	3,504
2028	0.60	2.95	8.09	0.02	0.03	2.10	2.14	0.03	0.51	0.55	—	3,343	3,343	0.11	0.31	3,443
2029	0.56	2.80	7.76	0.02	0.03	2.10	2.13	0.02	0.51	0.53	—	3,265	3,265	0.10	0.31	3,364
2030	0.54	2.71	7.45	0.02	0.02	2.10	2.12	0.02	0.51	0.53	—	3,194	3,194	0.10	0.25	3,275
2031	0.52	2.57	7.20	0.02	0.02	2.10	2.12	0.02	0.51	0.53	—	3,124	3,124	0.09	0.25	3,204
2032	0.51	2.51	6.97	0.02	0.02	2.10	2.12	0.02	0.51	0.53	—	3,062	3,062	0.09	0.24	3,139
2033	5.00	0.82	2.78	0.01	0.01	0.62	0.63	0.01	0.15	0.16	—	952	952	0.03	0.06	972
2034	13.5	0.06	0.38	< 0.005	< 0.005	0.13	0.13	< 0.005	0.03	0.03	—	109	109	< 0.005	< 0.005	109

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	—	5,296	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	9.28	6.59	0.01	0.26	—	0.26	0.24	—	0.24	—	1,233	1,233	0.05	0.01	1,237
Dust From Material Movement	—	—	—	—	—	1.79	1.79	—	0.92	0.92	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.69	1.20	< 0.005	0.05	—	0.05	0.04	—	0.04	—	204	204	0.01	< 0.005	205
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.17	0.17	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.73	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	155	155	< 0.005	0.01	157
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	33.6	33.6	< 0.005	< 0.005	34.1

Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.56	5.56	< 0.005	< 0.005	5.65
Vendor	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
Hauling	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

3.2. Site Preparation (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,296	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.60	6.59	0.01	0.02	—	0.02	0.02	—	0.02	—	1,233	1,233	0.05	0.01	1,237
Dust From Material Movement	—	—	—	—	—	1.79	1.79	—	0.92	0.92	—	—	—	—	—	—

Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.11	1.20	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	204	204	0.01	< 0.005	205
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.17	0.17	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.73	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	155	155	< 0.005	0.01	157
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.14	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	33.6	33.6	< 0.005	< 0.005	34.1
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.56	5.56	< 0.005	< 0.005	5.65
Vendor	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
Hauling	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

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	8.89	6.43	0.01	0.25	—	0.25	0.22	—	0.22	—	1,201	1,201	0.05	0.01	1,205
Dust From Material Movement	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	1.62	1.17	< 0.005	0.05	—	0.05	0.04	—	0.04	—	199	199	0.01	< 0.005	199
Dust From Material Movement	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.83	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	177	177	< 0.005	0.01	179
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.73	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	166
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.0	30.0	< 0.005	< 0.005	30.5
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.97	4.97	< 0.005	< 0.005	5.05
Vendor	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
Hauling	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

3.4. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.81	6.43	0.01	0.02	—	0.02	0.02	—	0.02	—	1,201	1,201	0.05	0.01	1,205
Dust From Material Movement	—	—	—	—	—	0.65	0.65	—	0.26	0.26	—	—	—	—	—	—
Onsite truck	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	1.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	199	199	0.01	< 0.005	199
Dust From Material Movement	—	—	—	—	—	0.12	0.12	—	0.05	0.05	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.83	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	177	177	< 0.005	0.01	179
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.73	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	166
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30.0	30.0	< 0.005	< 0.005	30.5
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.97	4.97	< 0.005	< 0.005	5.05
Vendor	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
Hauling	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

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	—	6,599	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	18.4	13.3	0.02	0.51	—	0.51	0.46	—	0.46	—	2,479	2,479	0.10	0.02	2,488
Dust From Material Movement	—	—	—	—	—	1.35	1.35	—	0.54	0.54	—	—	—	—	—	—
Onsite truck	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	3.35	2.42	< 0.005	0.09	—	0.09	0.08	—	0.08	—	410	410	0.02	< 0.005	412
Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.10	0.10	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.77	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	173	173	< 0.005	0.01	176
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.68	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	161	161	< 0.005	0.01	163
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.8	60.8	< 0.005	< 0.005	61.7
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	10.2
Vendor	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
Hauling	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

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,599	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	—	3.59	3.59	—	1.42	1.42	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	1.66	13.3	0.02	0.05	—	0.05	0.05	—	0.05	—	2,479	2,479	0.10	0.02	2,488
Dust From Material Movement	—	—	—	—	—	1.35	1.35	—	0.54	0.54	—	—	—	—	—	—
Onsite truck	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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.30	2.42	< 0.005	0.01	—	0.01	0.01	—	0.01	—	410	410	0.02	< 0.005	412
Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.10	0.10	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.77	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	173	173	< 0.005	0.01	176
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.68	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	161	161	< 0.005	0.01	163
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	60.8	60.8	< 0.005	< 0.005	61.7
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.1	10.1	< 0.005	< 0.005	10.2
Vendor	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
Hauling	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

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	6.32	4.79	0.01	0.23	—	0.23	0.21	—	0.21	—	802	802	0.03	0.01	805
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	1.15	0.87	< 0.005	0.04	—	0.04	0.04	—	0.04	—	133	133	0.01	< 0.005	133
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.00	3.21	56.4	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,718	12,718	0.23	0.48	12,916
Vendor	0.48	19.0	8.30	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,472	15,472	0.62	2.25	16,201
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.80	4.57	50.0	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,797	11,797	0.32	0.51	11,958
Vendor	0.46	20.0	8.54	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,485	15,485	0.62	2.25	16,173
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	1.37	16.2	0.00	0.00	4.02	4.02	0.00	0.94	0.94	—	3,974	3,974	0.10	0.17	4,035
Vendor	0.16	6.56	2.82	0.04	0.07	1.36	1.43	0.07	0.38	0.45	—	5,179	5,179	0.21	0.75	5,415
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.25	2.95	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	658	658	0.02	0.03	668
Vendor	0.03	1.20	0.51	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	858	858	0.03	0.12	897
Hauling	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

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,398	2,398	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.68	4.79	0.01	0.01	—	0.01	0.01	—	0.01	—	802	802	0.03	0.01	805
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.87	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	133	133	0.01	< 0.005	133
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	5.00	3.21	56.4	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,718	12,718	0.23	0.48	12,916
Vendor	0.48	19.0	8.30	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,472	15,472	0.62	2.25	16,201
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.80	4.57	50.0	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,797	11,797	0.32	0.51	11,958

Vendor	0.46	20.0	8.54	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,485	15,485	0.62	2.25	16,173
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	1.60	1.37	16.2	0.00	0.00	4.02	4.02	0.00	0.94	0.94	—	3,974	3,974	0.10	0.17	4,035
Vendor	0.16	6.56	2.82	0.04	0.07	1.36	1.43	0.07	0.38	0.45	—	5,179	5,179	0.21	0.75	5,415
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.25	2.95	0.00	0.00	0.73	0.73	0.00	0.17	0.17	—	658	658	0.02	0.03	668
Vendor	0.03	1.20	0.51	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	858	858	0.03	0.12	897
Hauling	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

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.39	3.15	53.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,476	12,476	0.23	0.48	12,670
Vendor	0.48	18.2	8.05	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,210	15,210	0.62	2.25	15,937
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.23	4.13	46.7	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,575	11,575	0.29	0.51	11,735
Vendor	0.46	19.2	8.18	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,223	15,223	0.62	2.25	15,911
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.00	2.61	32.3	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	8,324	8,324	0.19	0.34	8,444
Vendor	0.34	13.4	5.75	0.08	0.15	2.90	3.05	0.15	0.80	0.96	—	10,868	10,868	0.44	1.61	11,371
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	5.90	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,378	1,378	0.03	0.06	1,398

Vendor	0.06	2.45	1.05	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,799	1,799	0.07	0.27	1,883
Hauling	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

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.39	3.15	53.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,476	12,476	0.23	0.48	12,670
Vendor	0.48	18.2	8.05	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,210	15,210	0.62	2.25	15,937
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.23	4.13	46.7	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,575	11,575	0.29	0.51	11,735
Vendor	0.46	19.2	8.18	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	15,223	15,223	0.62	2.25	15,911
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.00	2.61	32.3	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	8,324	8,324	0.19	0.34	8,444
Vendor	0.34	13.4	5.75	0.08	0.15	2.90	3.05	0.15	0.80	0.96	—	10,868	10,868	0.44	1.61	11,371
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	5.90	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,378	1,378	0.03	0.06	1,398
Vendor	0.06	2.45	1.05	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,799	1,799	0.07	0.27	1,883
Hauling	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

3.11. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.20	2.74	49.6	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,246	12,246	0.19	0.48	12,434
Vendor	0.48	17.4	7.71	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,909	14,909	0.62	2.25	15,633
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.07	3.69	43.9	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,361	11,361	0.29	0.51	11,521

Vendor	0.46	18.5	7.93	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,921	14,921	0.62	2.25	15,610
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.86	2.29	30.4	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	8,170	8,170	0.19	0.34	8,289
Vendor	0.34	12.9	5.58	0.08	0.15	2.90	3.05	0.15	0.80	0.96	—	10,653	10,653	0.44	1.61	11,155
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.42	5.55	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,353	1,353	0.03	0.06	1,372
Vendor	0.06	2.36	1.02	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,764	1,764	0.07	0.27	1,847
Hauling	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

3.12. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.20	2.74	49.6	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,246	12,246	0.19	0.48	12,434
Vendor	0.48	17.4	7.71	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,909	14,909	0.62	2.25	15,633
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.07	3.69	43.9	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,361	11,361	0.29	0.51	11,521
Vendor	0.46	18.5	7.93	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,921	14,921	0.62	2.25	15,610
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.86	2.29	30.4	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	8,170	8,170	0.19	0.34	8,289
Vendor	0.34	12.9	5.58	0.08	0.15	2.90	3.05	0.15	0.80	0.96	—	10,653	10,653	0.44	1.61	11,155
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.52	0.42	5.55	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,353	1,353	0.03	0.06	1,372

Vendor	0.06	2.36	1.02	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,764	1,764	0.07	0.27	1,847
Hauling	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

3.13. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,717	1,717	0.07	0.01	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.47	1.87	< 0.005	0.09	—	0.09	0.08	—	0.08	—	284	284	0.01	< 0.005	285
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.10	2.70	46.8	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,028	12,028	0.19	0.10	12,099
Vendor	0.47	16.8	7.46	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,556	14,556	0.61	2.13	15,242
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.94	3.24	41.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,160	11,160	0.26	0.51	11,319
Vendor	0.46	17.8	7.67	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,569	14,569	0.61	2.15	15,225
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.80	2.28	28.7	0.00	0.00	8.61	8.61	0.00	2.02	2.02	—	8,048	8,048	0.16	0.34	8,165
Vendor	0.34	12.5	5.41	0.08	0.15	2.91	3.06	0.15	0.80	0.96	—	10,429	10,429	0.44	1.53	10,906
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.42	5.23	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,332	1,332	0.03	0.06	1,352
Vendor	0.06	2.27	0.99	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,727	1,727	0.07	0.25	1,806
Hauling	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

3.14. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,406
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,406
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,717	1,717	0.07	0.01	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	1.87	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	4.10	2.70	46.8	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	12,028	12,028	0.19	0.10	12,099
Vendor	0.47	16.8	7.46	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,556	14,556	0.61	2.13	15,242
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.94	3.24	41.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,160	11,160	0.26	0.51	11,319

Vendor	0.46	17.8	7.67	0.11	0.22	4.09	4.31	0.22	1.13	1.35	—	14,569	14,569	0.61	2.15	15,225
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.80	2.28	28.7	0.00	0.00	8.61	8.61	0.00	2.02	2.02	—	8,048	8,048	0.16	0.34	8,165
Vendor	0.34	12.5	5.41	0.08	0.15	2.91	3.06	0.15	0.80	0.96	—	10,429	10,429	0.44	1.53	10,906
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.51	0.42	5.23	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,332	1,332	0.03	0.06	1,352
Vendor	0.06	2.27	0.99	0.01	0.03	0.53	0.56	0.03	0.15	0.17	—	1,727	1,727	0.07	0.25	1,806
Hauling	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

3.15. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.88	2.26	44.4	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,823	11,823	0.19	0.10	11,891
Vendor	0.36	16.1	7.23	0.11	0.22	4.09	4.31	0.11	1.13	1.24	—	14,165	14,165	0.50	2.13	14,846
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.81	3.21	39.0	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,970	10,970	0.26	0.48	11,120
Vendor	0.35	17.0	7.43	0.11	0.22	4.09	4.31	0.11	1.13	1.24	—	14,178	14,178	0.50	2.13	14,828
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.65	1.98	27.0	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,889	7,889	0.16	0.34	8,005
Vendor	0.25	11.9	5.24	0.08	0.15	2.90	3.05	0.08	0.80	0.88	—	10,122	10,122	0.36	1.52	10,595
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.36	4.94	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,306	1,306	0.03	0.06	1,325

Vendor	0.05	2.17	0.96	0.01	0.03	0.53	0.56	0.01	0.15	0.16	—	1,676	1,676	0.06	0.25	1,754
Hauling	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

3.16. Building Construction (2029) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.88	2.26	44.4	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,823	11,823	0.19	0.10	11,891
Vendor	0.36	16.1	7.23	0.11	0.22	4.09	4.31	0.11	1.13	1.24	—	14,165	14,165	0.50	2.13	14,846
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.81	3.21	39.0	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,970	10,970	0.26	0.48	11,120
Vendor	0.35	17.0	7.43	0.11	0.22	4.09	4.31	0.11	1.13	1.24	—	14,178	14,178	0.50	2.13	14,828
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.65	1.98	27.0	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,889	7,889	0.16	0.34	8,005
Vendor	0.25	11.9	5.24	0.08	0.15	2.90	3.05	0.08	0.80	0.88	—	10,122	10,122	0.36	1.52	10,595
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.36	4.94	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,306	1,306	0.03	0.06	1,325
Vendor	0.05	2.17	0.96	0.01	0.03	0.53	0.56	0.01	0.15	0.16	—	1,676	1,676	0.06	0.25	1,754
Hauling	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

3.17. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.78	2.23	42.1	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,630	11,630	0.16	0.10	11,693
Vendor	0.36	15.5	7.00	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,742	13,742	0.50	2.03	14,387
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.62	2.80	36.7	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,792	10,792	0.23	0.48	10,940

Vendor	0.34	16.3	7.19	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,755	13,755	0.50	2.03	14,372
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.56	1.95	25.5	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,761	7,761	0.16	0.07	7,795
Vendor	0.25	11.4	5.06	0.08	0.08	2.90	2.98	0.08	0.80	0.88	—	9,820	9,820	0.36	1.45	10,269
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.36	4.66	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,285	1,285	0.03	0.01	1,290
Vendor	0.05	2.09	0.92	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,626	1,626	0.06	0.24	1,700
Hauling	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

3.18. Building Construction (2030) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.78	2.23	42.1	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,630	11,630	0.16	0.10	11,693
Vendor	0.36	15.5	7.00	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,742	13,742	0.50	2.03	14,387
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.62	2.80	36.7	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,792	10,792	0.23	0.48	10,940
Vendor	0.34	16.3	7.19	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,755	13,755	0.50	2.03	14,372
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.56	1.95	25.5	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,761	7,761	0.16	0.07	7,795
Vendor	0.25	11.4	5.06	0.08	0.08	2.90	2.98	0.08	0.80	0.88	—	9,820	9,820	0.36	1.45	10,269
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.36	4.66	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,285	1,285	0.03	0.01	1,290

Vendor	0.05	2.09	0.92	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,626	1,626	0.06	0.24	1,700
Hauling	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

3.19. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.46	1.86	< 0.005	0.09	—	0.09	0.08	—	0.08	—	283	283	0.01	< 0.005	284
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.58	2.20	40.1	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,471	11,471	0.16	0.10	11,530
Vendor	0.36	14.9	6.77	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,297	13,297	0.50	2.03	13,940
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.49	2.77	35.3	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,644	10,644	0.23	0.10	10,679
Vendor	0.34	15.8	6.95	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,311	13,311	0.50	2.03	13,928
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.42	1.64	24.3	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,654	7,654	0.14	0.07	7,687
Vendor	0.25	11.0	4.89	0.08	0.08	2.90	2.98	0.08	0.80	0.88	—	9,502	9,502	0.36	1.45	9,951
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.30	4.44	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,267	1,267	0.02	0.01	1,273
Vendor	0.05	2.01	0.89	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,573	1,573	0.06	0.24	1,647
Hauling	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

3.20. Building Construction (2031) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,712	1,712	0.07	0.01	1,718
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.26	1.86	< 0.005	0.01	—	0.01	0.01	—	0.01	—	283	283	0.01	< 0.005	284
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.58	2.20	40.1	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,471	11,471	0.16	0.10	11,530
Vendor	0.36	14.9	6.77	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,297	13,297	0.50	2.03	13,940
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.49	2.77	35.3	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,644	10,644	0.23	0.10	10,679

Vendor	0.34	15.8	6.95	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	13,311	13,311	0.50	2.03	13,928
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.42	1.64	24.3	0.00	0.00	8.59	8.59	0.00	2.01	2.01	—	7,654	7,654	0.14	0.07	7,687
Vendor	0.25	11.0	4.89	0.08	0.08	2.90	2.98	0.08	0.80	0.88	—	9,502	9,502	0.36	1.45	9,951
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.44	0.30	4.44	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,267	1,267	0.02	0.01	1,273
Vendor	0.05	2.01	0.89	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,573	1,573	0.06	0.24	1,647
Hauling	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

3.21. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	13.5	10.2	0.02	0.49	—	0.49	0.46	—	0.46	—	1,717	1,717	0.07	0.01	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	2.47	1.87	< 0.005	0.09	—	0.09	0.08	—	0.08	—	284	284	0.01	< 0.005	285
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.45	1.82	38.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,308	11,308	0.16	0.10	11,363
Vendor	0.36	14.4	6.53	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,859	12,859	0.49	1.92	13,467
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.36	2.36	33.6	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,492	10,492	0.23	0.10	10,527
Vendor	0.34	15.2	6.72	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,873	12,873	0.49	1.92	13,458
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.38	1.64	23.2	0.00	0.00	8.61	8.61	0.00	2.02	2.02	—	7,566	7,566	0.14	0.07	7,597
Vendor	0.25	10.7	4.74	0.08	0.08	2.91	2.99	0.08	0.80	0.88	—	9,215	9,215	0.35	1.37	9,640
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.30	4.24	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,253	1,253	0.02	0.01	1,258

Vendor	0.05	1.95	0.87	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,526	1,526	0.06	0.23	1,596
Hauling	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

3.22. Building Construction (2032) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.45	10.2	0.02	0.03	—	0.03	0.03	—	0.03	—	1,717	1,717	0.07	0.01	1,723
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	1.87	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	285
Onsite truck	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

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.45	1.82	38.2	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,308	11,308	0.16	0.10	11,363
Vendor	0.36	14.4	6.53	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,859	12,859	0.49	1.92	13,467
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.36	2.36	33.6	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,492	10,492	0.23	0.10	10,527
Vendor	0.34	15.2	6.72	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,873	12,873	0.49	1.92	13,458
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.38	1.64	23.2	0.00	0.00	8.61	8.61	0.00	2.02	2.02	—	7,566	7,566	0.14	0.07	7,597
Vendor	0.25	10.7	4.74	0.08	0.08	2.91	2.99	0.08	0.80	0.88	—	9,215	9,215	0.35	1.37	9,640
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.43	0.30	4.24	0.00	0.00	1.57	1.57	0.00	0.37	0.37	—	1,253	1,253	0.02	0.01	1,258
Vendor	0.05	1.95	0.87	0.01	0.01	0.53	0.54	0.01	0.15	0.16	—	1,526	1,526	0.06	0.23	1,596
Hauling	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

3.23. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	3.62	2.74	< 0.005	0.13	—	0.13	0.12	—	0.12	—	460	460	0.02	< 0.005	461
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.66	0.50	< 0.005	0.02	—	0.02	0.02	—	0.02	—	76.1	76.1	< 0.005	< 0.005	76.4
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.36	1.78	36.8	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,159	11,159	0.16	0.10	11,212
Vendor	0.36	13.9	6.32	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,436	12,436	0.49	1.81	13,009
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.23	2.32	31.9	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,355	10,355	0.19	0.10	10,389

Vendor	0.34	14.7	6.50	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,450	12,450	0.49	1.81	13,002
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.43	5.99	0.00	0.00	2.31	2.31	0.00	0.54	0.54	—	1,999	1,999	0.04	0.02	2,008
Vendor	0.06	2.76	1.23	0.02	0.02	0.78	0.80	0.02	0.22	0.24	—	2,386	2,386	0.09	0.35	2,494
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.08	1.09	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	331	331	0.01	< 0.005	332
Vendor	0.01	0.50	0.22	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	395	395	0.02	0.06	413
Hauling	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

3.24. Building Construction (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.03	14.3	0.02	0.04	—	0.04	0.04	—	0.04	—	2,397	2,397	0.10	0.02	2,405
Onsite truck	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

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	460	460	0.02	< 0.005	461
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	76.1	76.1	< 0.005	< 0.005	76.4
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.36	1.78	36.8	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	11,159	11,159	0.16	0.10	11,212
Vendor	0.36	13.9	6.32	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,436	12,436	0.49	1.81	13,009
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.23	2.32	31.9	0.00	0.00	12.1	12.1	0.00	2.85	2.85	—	10,355	10,355	0.19	0.10	10,389
Vendor	0.34	14.7	6.50	0.11	0.11	4.09	4.20	0.11	1.13	1.24	—	12,450	12,450	0.49	1.81	13,002
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.43	5.99	0.00	0.00	2.31	2.31	0.00	0.54	0.54	—	1,999	1,999	0.04	0.02	2,008
Vendor	0.06	2.76	1.23	0.02	0.02	0.78	0.80	0.02	0.22	0.24	—	2,386	2,386	0.09	0.35	2,494
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.08	1.09	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	331	331	0.01	< 0.005	332

Vendor	0.01	0.50	0.22	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	395	395	0.02	0.06	413
Hauling	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

3.25. Paving (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	—	1,511	1,511	0.06	0.01	1,516
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	5.47	4.36	0.01	0.24	—	0.24	0.22	—	0.22	—	621	621	0.03	0.01	623
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	1.00	0.80	< 0.005	0.04	—	0.04	0.04	—	0.04	—	103	103	< 0.005	< 0.005	103
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.38	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	114	114	< 0.005	< 0.005	115
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.33	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	106	106	< 0.005	< 0.005	106
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.8	43.8	< 0.005	< 0.005	43.9
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.25	7.25	< 0.005	< 0.005	7.27
Vendor	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
Hauling	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

3.26. Paving (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	1,516
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	1,516
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.79	4.36	0.01	0.01	—	0.01	0.01	—	0.01	—	621	621	0.03	0.01	623
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.14	0.80	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	103	103	< 0.005	< 0.005	103
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.38	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	114	114	< 0.005	< 0.005	115
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.33	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	106	106	< 0.005	< 0.005	106
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.13	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.8	43.8	< 0.005	< 0.005	43.9
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.25	7.25	< 0.005	< 0.005	7.27
Vendor	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
Hauling	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

3.27. Architectural Coating (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	14.4	14.4	< 0.005	< 0.005	14.4
Architectural Coatings	26.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.38	2.38	< 0.005	< 0.005	2.39
Architectural Coatings	4.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.46	6.38	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,071	2,071	0.04	0.02	2,078

Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.67	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	224	224	< 0.005	< 0.005	225
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	37.2	37.2	< 0.005	< 0.005	37.3
Vendor	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
Hauling	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

3.28. Architectural Coating (2033) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	14.4	14.4	< 0.005	< 0.005	14.4
Architectural Coatings	26.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.38	2.38	< 0.005	< 0.005	2.39
Architectural Coatings	4.84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.65	0.46	6.38	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,071	2,071	0.04	0.02	2,078
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.67	0.00	0.00	0.26	0.26	0.00	0.06	0.06	—	224	224	< 0.005	< 0.005	225
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.12	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	37.2	37.2	< 0.005	< 0.005	37.3

Vendor	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
Hauling	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

3.29. Architectural Coating (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.33	0.29	< 0.005	0.02	—	0.02	0.02	—	0.02	—	40.0	40.0	< 0.005	< 0.005	40.1

Architectural Coatings	73.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.62	6.62	< 0.005	< 0.005	6.64
Architectural Coatings	13.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.35	6.99	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,205	2,205	0.03	0.02	2,215
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.46	6.12	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,046	2,046	0.04	0.02	2,053
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.11	1.77	0.00	0.00	0.72	0.72	0.00	0.17	0.17	—	617	617	0.01	0.01	619
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.02	0.32	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	102	102	< 0.005	< 0.005	103
Vendor	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
Hauling	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

3.30. Architectural Coating (2034) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	134
Architectural Coatings	246	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.19	0.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.0	40.0	< 0.005	< 0.005	40.1

Architectu Coatings	73.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.62	6.62	< 0.005	< 0.005	6.64
Architectu ral Coatings	13.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.35	6.99	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,205	2,205	0.03	0.02	2,215
Vendor	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
Hauling	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.46	6.12	0.00	0.00	2.43	2.43	0.00	0.57	0.57	—	2,046	2,046	0.04	0.02	2,053
Vendor	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
Hauling	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.18	0.11	1.77	0.00	0.00	0.72	0.72	0.00	0.17	0.17	—	617	617	0.01	0.01	619
Vendor	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
Hauling	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.32	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	102	102	< 0.005	< 0.005	103

Vendor	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
Hauling	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

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/3/2024	9/27/2024	5.00	85.0	—
Grading	Grading	9/30/2024	7/11/2025	5.00	205	—
Building Construction	Building Construction	7/14/2025	4/8/2033	5.00	2,020	—
Paving	Paving	4/11/2033	11/4/2033	5.00	150	—
Architectural Coating	Architectural Coating	11/7/2033	6/2/2034	5.00	150	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 2	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 2	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38

Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT

Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,469	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	581	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	294	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.7	LDA,LDT1,LDT2

Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,469	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	581	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	294	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	5,316,492	1,772,164	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	128	0.00	—
Grading	—	—	615	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Manufacturing	0.00	0%
Hotel	0.00	0%
Regional Shopping Center	0.00	0%
Government Office Building	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005
2029	0.00	204	0.03	< 0.005
2030	0.00	204	0.03	< 0.005
2031	0.00	204	0.03	< 0.005
2032	0.00	204	0.03	< 0.005
2033	0.00	204	0.03	< 0.005
2034	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Total acreage for Phase 3 is approximately 134 acres.
Construction: Construction Phases	Construction of Phase 3 would occur from June 204 to June 2034.
Construction: Off-Road Equipment	Default construction equipment list and assuming use of Tier 2 construction equipment.

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Dublin Fallon 580 - Buildout
Operational Year	2034
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	14.8
Location	37.706775792032246, -121.84691330316261
County	Alameda
City	Dublin
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1677
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	238	Dwelling Unit	8.00	252,280	162,000	—	671	—

Manufacturing	2,888	1000sqft	109	2,888,400	0.00	—	—	—
Hotel	314	Room	17.3	455,928	0.00	—	—	—
Regional Shopping Center	100	1000sqft	3.80	100,000	0.00	—	—	—
General Office Building	100	1000sqft	3.80	100,000	0.00	—	—	—
Parking Lot	34.9	1000sqft	0.70	0.00	0.00	—	—	—
Other Asphalt Surfaces	220	1000sqft	5.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Transportation	T-10	Provide End-of-Trip Bicycle Facilities
Transportation	T-31-A*	Locate Project in Area with High Destination Accessibility
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-34*	Provide Bike Parking

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	177	85.9	674	1.64	4.19	143	147	4.07	36.2	40.2	3,584	215,892	219,477	375	9.59	233,357
Mit.	177	85.7	672	1.64	4.18	142	146	4.07	36.0	40.0	3,584	215,111	218,695	375	9.56	232,564

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% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	1%	1%	< 0.5%	1%	1%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	149	91.4	477	1.55	3.91	143	147	3.86	36.2	40.0	3,584	207,249	210,833	375	10.1	224,688
Mit.	148	91.2	474	1.55	3.90	142	146	3.86	36.0	39.8	3,584	206,512	210,096	375	10.0	223,940
% Reduced	< 0.5%	< 0.5%	1%	< 0.5%	< 0.5%	1%	1%	< 0.5%	1%	1%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	161	86.9	543	1.54	3.85	140	144	3.78	35.6	39.4	3,584	204,489	208,073	375	9.85	221,929
Mit.	161	86.6	540	1.54	3.85	140	143	3.77	35.4	39.2	3,584	203,753	207,338	375	9.82	221,182
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	1%	1%	< 0.5%	1%	1%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	29.4	15.9	99.0	0.28	0.70	25.6	26.3	0.69	6.49	7.18	593	33,856	34,449	62.1	1.63	36,743
Mit.	29.3	15.8	98.6	0.28	0.70	25.5	26.2	0.69	6.46	7.15	593	33,734	34,327	62.1	1.63	36,619
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	1%	1%	< 0.5%	1%	1%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	55.7	42.5	473	1.38	0.70	143	143	0.65	36.2	36.8	—	140,798	140,798	4.72	5.70	142,805
Area	119	3.77	169	0.02	0.47	—	0.47	0.40	—	0.40	0.00	3,652	3,652	0.08	0.01	3,657

Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	177	85.9	674	1.64	4.19	143	147	4.07	36.2	40.2	3,584	215,892	219,477	375	9.59	233,357
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.0	49.4	443	1.30	0.70	143	143	0.65	36.2	36.8	—	132,825	132,825	5.25	6.20	134,809
Area	92.5	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	149	91.4	477	1.55	3.91	143	147	3.86	36.2	40.0	3,584	207,249	210,833	375	10.1	224,688
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	53.3	46.5	427	1.30	0.69	140	141	0.65	35.6	36.2	—	132,643	132,643	5.01	5.98	134,630
Area	105	0.76	82.7	0.01	0.14	—	0.14	0.11	—	0.11	0.00	404	404	0.02	< 0.005	405
Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	161	86.9	543	1.54	3.85	140	144	3.78	35.6	39.4	3,584	204,489	208,073	375	9.85	221,929
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.73	8.49	77.9	0.24	0.13	25.6	25.7	0.12	6.49	6.61	—	21,960	21,960	0.83	0.99	22,290
Area	19.2	0.14	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	66.9	66.9	< 0.005	< 0.005	67.1
Energy	0.40	7.24	5.99	0.04	0.55	—	0.55	0.55	—	0.55	—	11,402	11,402	1.27	0.08	11,459
Water	—	—	—	—	—	—	—	—	—	—	225	426	651	23.2	0.56	1,396

Waste	—	—	—	—	—	—	—	—	—	—	368	0.00	368	36.8	0.00	1,289
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	243
Total	29.4	15.9	99.0	0.28	0.70	25.6	26.3	0.69	6.49	7.18	593	33,856	34,449	62.1	1.63	36,743

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	55.4	42.3	470	1.37	0.69	142	143	0.65	36.0	36.6	—	140,016	140,016	4.69	5.67	142,013
Area	119	3.77	169	0.02	0.47	—	0.47	0.40	—	0.40	0.00	3,652	3,652	0.08	0.01	3,657
Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	177	85.7	672	1.64	4.18	142	146	4.07	36.0	40.0	3,584	215,111	218,695	375	9.56	232,564
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	53.7	49.2	440	1.29	0.69	142	143	0.65	36.0	36.6	—	132,087	132,087	5.22	6.17	134,061
Area	92.5	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	148	91.2	474	1.55	3.90	142	146	3.86	36.0	39.8	3,584	206,512	210,096	375	10.0	223,940
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	53.0	46.2	425	1.29	0.69	140	140	0.64	35.4	36.0	—	131,907	131,907	4.98	5.94	133,883
Area	105	0.76	82.7	0.01	0.14	—	0.14	0.11	—	0.11	0.00	404	404	0.02	< 0.005	405
Energy	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	68,869	68,869	7.67	0.51	69,213
Water	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Waste	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Total	161	86.6	540	1.54	3.85	140	143	3.77	35.4	39.2	3,584	203,753	207,338	375	9.82	221,182
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.67	8.44	77.5	0.24	0.13	25.5	25.6	0.12	6.46	6.58	—	21,839	21,839	0.82	0.98	22,166
Area	19.2	0.14	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	66.9	66.9	< 0.005	< 0.005	67.1
Energy	0.40	7.24	5.99	0.04	0.55	—	0.55	0.55	—	0.55	—	11,402	11,402	1.27	0.08	11,459
Water	—	—	—	—	—	—	—	—	—	—	225	426	651	23.2	0.56	1,396
Waste	—	—	—	—	—	—	—	—	—	—	368	0.00	368	36.8	0.00	1,289
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	243
Total	29.3	15.8	98.6	0.28	0.70	25.5	26.2	0.69	6.46	7.15	593	33,734	34,327	62.1	1.63	36,619

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.92	2.94	32.5	0.09	0.05	9.73	9.78	0.04	2.47	2.51	—	9,617	9,617	0.33	0.39	9,755

Manufactu	34.5	27.5	310	0.92	0.46	95.3	95.8	0.43	24.2	24.6	—	93,852	93,852	3.02	3.73	95,166
Hotel	6.31	5.03	56.8	0.17	0.08	17.4	17.5	0.08	4.42	4.50	—	17,162	17,162	0.55	0.68	17,402
Regional Shopping Center	8.27	4.85	48.7	0.12	0.07	12.6	12.7	0.06	3.21	3.27	—	12,751	12,751	0.58	0.60	12,962
General Office Building	2.73	2.17	24.5	0.07	0.04	7.53	7.57	0.03	1.91	1.94	—	7,415	7,415	0.24	0.29	7,519
Parking Lot	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
Other Asphalt Surfaces	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
Total	55.7	42.5	473	1.38	0.70	143	143	0.65	36.2	36.8	—	140,798	140,798	4.72	5.70	142,805
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.80	3.42	30.6	0.09	0.05	9.73	9.78	0.04	2.47	2.51	—	9,073	9,073	0.37	0.43	9,210
Manufacturing	33.5	32.0	288	0.87	0.46	95.3	95.8	0.43	24.2	24.6	—	88,519	88,519	3.34	4.05	89,813
Hotel	6.12	5.85	52.6	0.16	0.08	17.4	17.5	0.08	4.42	4.50	—	16,187	16,187	0.61	0.74	16,424
Regional Shopping Center	8.01	5.64	49.2	0.12	0.07	12.6	12.7	0.06	3.21	3.27	—	12,052	12,052	0.67	0.66	12,266
General Office Building	2.64	2.53	22.7	0.07	0.04	7.53	7.57	0.03	1.91	1.94	—	6,994	6,994	0.26	0.32	7,096
Parking Lot	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
Other Asphalt Surfaces	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
Total	54.0	49.4	443	1.30	0.70	143	143	0.65	36.2	36.8	—	132,825	132,825	5.25	6.20	134,809

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.69	0.59	5.40	0.02	0.01	1.76	1.77	0.01	0.45	0.45	—	1,510	1,510	0.06	0.07	1,533
Manufacturing	6.03	5.52	51.0	0.16	0.08	17.2	17.3	0.08	4.37	4.45	—	14,732	14,732	0.53	0.65	14,948
Hotel	1.10	1.01	9.33	0.03	0.02	3.15	3.17	0.01	0.80	0.81	—	2,694	2,694	0.10	0.12	2,733
Regional Shopping Center	1.43	0.93	8.13	0.02	0.01	2.11	2.12	0.01	0.54	0.55	—	1,861	1,861	0.10	0.10	1,895
General Office Building	0.48	0.44	4.03	0.01	0.01	1.36	1.37	0.01	0.35	0.35	—	1,164	1,164	0.04	0.05	1,181
Parking Lot	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
Other Asphalt Surfaces	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
Total	9.73	8.49	77.9	0.24	0.13	25.6	25.7	0.12	6.49	6.61	—	21,960	21,960	0.83	0.99	22,290

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.92	2.94	32.5	0.09	0.05	9.73	9.78	0.04	2.47	2.51	—	9,617	9,617	0.33	0.39	9,755
Manufacturing	34.3	27.4	309	0.91	0.46	94.7	95.2	0.43	24.0	24.5	—	93,293	93,293	3.00	3.71	94,599
Hotel	6.27	5.00	56.4	0.17	0.08	17.3	17.4	0.08	4.39	4.47	—	17,060	17,060	0.55	0.68	17,299

Regional Shopping Center	8.22	4.82	48.4	0.12	0.07	12.6	12.6	0.06	3.19	3.25	—	12,675	12,675	0.57	0.60	12,885
General Office Building	2.71	2.16	24.4	0.07	0.04	7.48	7.52	0.03	1.90	1.93	—	7,371	7,371	0.24	0.29	7,474
Parking Lot	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
Other Asphalt Surfaces	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
Total	55.4	42.3	470	1.37	0.69	142	143	0.65	36.0	36.6	—	140,016	140,016	4.69	5.67	142,013
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.80	3.42	30.6	0.09	0.05	9.73	9.78	0.04	2.47	2.51	—	9,073	9,073	0.37	0.43	9,210
Manufacturing	33.3	31.8	286	0.86	0.46	94.7	95.2	0.43	24.0	24.5	—	87,992	87,992	3.32	4.03	89,278
Hotel	6.08	5.82	52.3	0.16	0.08	17.3	17.4	0.08	4.39	4.47	—	16,090	16,090	0.61	0.74	16,326
Regional Shopping Center	7.96	5.61	48.9	0.12	0.07	12.6	12.6	0.06	3.19	3.25	—	11,980	11,980	0.67	0.66	12,193
General Office Building	2.63	2.51	22.6	0.07	0.04	7.48	7.52	0.03	1.90	1.93	—	6,952	6,952	0.26	0.32	7,054
Parking Lot	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
Other Asphalt Surfaces	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
Total	53.7	49.2	440	1.29	0.69	142	143	0.65	36.0	36.6	—	132,087	132,087	5.22	6.17	134,061
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	0.69	0.59	5.40	0.02	0.01	1.76	1.77	0.01	0.45	0.45	—	1,510	1,510	0.06	0.07	1,533
Manufacturing	6.00	5.48	50.7	0.16	0.08	17.1	17.2	0.08	4.34	4.42	—	14,644	14,644	0.53	0.65	14,859
Hotel	1.10	1.00	9.28	0.03	0.02	3.13	3.15	0.01	0.79	0.81	—	2,678	2,678	0.10	0.12	2,717
Regional Shopping Center	1.42	0.93	8.08	0.02	0.01	2.10	2.11	0.01	0.53	0.54	—	1,850	1,850	0.10	0.10	1,883
General Office Building	0.47	0.43	4.01	0.01	0.01	1.35	1.36	0.01	0.34	0.35	—	1,157	1,157	0.04	0.05	1,174
Parking Lot	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
Other Asphalt Surfaces	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
Total	9.67	8.44	77.5	0.24	0.13	25.5	25.6	0.12	6.46	6.58	—	21,839	21,839	0.82	0.98	22,166

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	499	499	0.08	0.01	504
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	17,611	17,611	2.85	0.35	17,785
Hotel	—	—	—	—	—	—	—	—	—	—	—	1,684	1,684	0.27	0.03	1,701

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Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	478	478	0.08	0.01	482
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1,183	1,183	0.19	0.02	1,195
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	15.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21,470	21,470	3.47	0.42	21,682
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	499	499	0.08	0.01	504
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	17,611	17,611	2.85	0.35	17,785
Hotel	—	—	—	—	—	—	—	—	—	—	—	1,684	1,684	0.27	0.03	1,701
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	478	478	0.08	0.01	482
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1,183	1,183	0.19	0.02	1,195
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	15.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21,470	21,470	3.47	0.42	21,682
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	82.6	82.6	0.01	< 0.005	83.4
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	2,916	2,916	0.47	0.06	2,945
Hotel	—	—	—	—	—	—	—	—	—	—	—	279	279	0.05	0.01	282
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	79.1	79.1	0.01	< 0.005	79.8
General Office Building	—	—	—	—	—	—	—	—	—	—	—	196	196	0.03	< 0.005	198
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	2.47	2.47	< 0.005	< 0.005	2.50
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3,555	3,555	0.58	0.07	3,590

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	499	499	0.08	0.01	504
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	17,611	17,611	2.85	0.35	17,785
Hotel	—	—	—	—	—	—	—	—	—	—	—	1,684	1,684	0.27	0.03	1,701
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	478	478	0.08	0.01	482

General Office Building	—	—	—	—	—	—	—	—	—	—	—	1,183	1,183	0.19	0.02	1,195
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	15.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21,470	21,470	3.47	0.42	21,682
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	499	499	0.08	0.01	504
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	17,611	17,611	2.85	0.35	17,785
Hotel	—	—	—	—	—	—	—	—	—	—	—	1,684	1,684	0.27	0.03	1,701
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	478	478	0.08	0.01	482
General Office Building	—	—	—	—	—	—	—	—	—	—	—	1,183	1,183	0.19	0.02	1,195
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	14.9	14.9	< 0.005	< 0.005	15.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	21,470	21,470	3.47	0.42	21,682
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	82.6	82.6	0.01	< 0.005	83.4

Manufacturing	—	—	—	—	—	—	—	—	—	—	—	2,916	2,916	0.47	0.06	2,945
Hotel	—	—	—	—	—	—	—	—	—	—	—	279	279	0.05	0.01	282
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	79.1	79.1	0.01	< 0.005	79.8
General Office Building	—	—	—	—	—	—	—	—	—	—	—	196	196	0.03	< 0.005	198
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	2.47	2.47	< 0.005	< 0.005	2.50
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3,555	3,555	0.58	0.07	3,590

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.07	1.20	0.51	0.01	0.10	—	0.10	0.10	—	0.10	—	1,522	1,522	0.13	< 0.005	1,527
Manufacturing	1.87	34.0	28.5	0.20	2.58	—	2.58	2.58	—	2.58	—	40,535	40,535	3.59	0.08	40,648
Hotel	0.20	3.69	3.10	0.02	0.28	—	0.28	0.28	—	0.28	—	4,398	4,398	0.39	0.01	4,410
Regional Shopping Center	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	183
General Office Building	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	761	761	0.07	< 0.005	763

1100

Parking Lot	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
Other Asphalt Surfaces	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
Total	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	47,399	47,399	4.19	0.09	47,531
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.07	1.20	0.51	0.01	0.10	—	0.10	0.10	—	0.10	—	1,522	1,522	0.13	< 0.005	1,527
Manufacturing	1.87	34.0	28.5	0.20	2.58	—	2.58	2.58	—	2.58	—	40,535	40,535	3.59	0.08	40,648
Hotel	0.20	3.69	3.10	0.02	0.28	—	0.28	0.28	—	0.28	—	4,398	4,398	0.39	0.01	4,410
Regional Shopping Center	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	183
General Office Building	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	761	761	0.07	< 0.005	763
Parking Lot	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
Other Asphalt Surfaces	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
Total	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	47,399	47,399	4.19	0.09	47,531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.22	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	252	252	0.02	< 0.005	253
Manufacturing	0.34	6.20	5.21	0.04	0.47	—	0.47	0.47	—	0.47	—	6,711	6,711	0.59	0.01	6,730
Hotel	0.04	0.67	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	728	728	0.06	< 0.005	730

Regional Shopping Center	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.2	30.2	< 0.005	< 0.005	30.3
General Office Building	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	126
Parking Lot	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
Other Asphalt Surfaces	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
Total	0.40	7.24	5.99	0.04	0.55	—	0.55	0.55	—	0.55	—	7,847	7,847	0.69	0.01	7,869

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.07	1.20	0.51	0.01	0.10	—	0.10	0.10	—	0.10	—	1,522	1,522	0.13	< 0.005	1,527
Manufacturing	1.87	34.0	28.5	0.20	2.58	—	2.58	2.58	—	2.58	—	40,535	40,535	3.59	0.08	40,648
Hotel	0.20	3.69	3.10	0.02	0.28	—	0.28	0.28	—	0.28	—	4,398	4,398	0.39	0.01	4,410
Regional Shopping Center	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	183
General Office Building	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	761	761	0.07	< 0.005	763
Parking Lot	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

Other Asphalt Surfaces	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
Total	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	47,399	47,399	4.19	0.09	47,531
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.07	1.20	0.51	0.01	0.10	—	0.10	0.10	—	0.10	—	1,522	1,522	0.13	< 0.005	1,527
Manufacturing	1.87	34.0	28.5	0.20	2.58	—	2.58	2.58	—	2.58	—	40,535	40,535	3.59	0.08	40,648
Hotel	0.20	3.69	3.10	0.02	0.28	—	0.28	0.28	—	0.28	—	4,398	4,398	0.39	0.01	4,410
Regional Shopping Center	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	183
General Office Building	0.04	0.64	0.54	< 0.005	0.05	—	0.05	0.05	—	0.05	—	761	761	0.07	< 0.005	763
Parking Lot	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
Other Asphalt Surfaces	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
Total	2.18	39.6	32.8	0.24	3.02	—	3.02	3.02	—	3.02	—	47,399	47,399	4.19	0.09	47,531
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.01	0.22	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	252	252	0.02	< 0.005	253
Manufacturing	0.34	6.20	5.21	0.04	0.47	—	0.47	0.47	—	0.47	—	6,711	6,711	0.59	0.01	6,730
Hotel	0.04	0.67	0.57	< 0.005	0.05	—	0.05	0.05	—	0.05	—	728	728	0.06	< 0.005	730
Regional Shopping Center	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.2	30.2	< 0.005	< 0.005	30.3

General Office Building	0.01	0.12	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	—	126	126	0.01	< 0.005	126
Parking Lot	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
Other Asphalt Surfaces	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
Total	0.40	7.24	5.99	0.04	0.55	—	0.55	0.55	—	0.55	—	7,847	7,847	0.69	0.01	7,869

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.14	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Consumer Products	81.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	26.5	1.42	168	0.01	0.28	—	0.28	0.21	—	0.21	—	670	670	0.03	0.01	672
Total	119	3.77	169	0.02	0.47	—	0.47	0.40	—	0.40	0.00	3,652	3,652	0.08	0.01	3,657
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.14	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985

Consumer Products	81.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	92.5	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.2	12.2	< 0.005	< 0.005	12.2
Consumer Products	14.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.39	0.13	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	—	54.7	54.7	< 0.005	< 0.005	54.9
Total	19.2	0.14	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	66.9	66.9	< 0.005	< 0.005	67.1

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.14	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Consumer Products	81.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscape Equipmen	26.5	1.42	168	0.01	0.28	—	0.28	0.21	—	0.21	—	670	670	0.03	0.01	672
Total	119	3.77	169	0.02	0.47	—	0.47	0.40	—	0.40	0.00	3,652	3,652	0.08	0.01	3,657
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.14	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Consumer Products	81.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	92.5	2.35	1.00	0.01	0.19	—	0.19	0.19	—	0.19	0.00	2,982	2,982	0.06	0.01	2,985
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	12.2	12.2	< 0.005	< 0.005	12.2
Consumer Products	14.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.39	0.13	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	—	54.7	54.7	< 0.005	< 0.005	54.9
Total	19.2	0.14	15.1	< 0.005	0.03	—	0.03	0.02	—	0.02	0.00	66.9	66.9	< 0.005	< 0.005	67.1

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	16.2	36.8	53.0	1.67	0.04	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,280	2,417	3,697	132	3.17	7,931
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	28.8	44.1	1.57	0.04	94.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	14.2	26.8	41.0	1.46	0.04	88.0
General Office Building	—	—	—	—	—	—	—	—	—	—	34.1	64.3	98.4	3.50	0.08	211
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	16.2	36.8	53.0	1.67	0.04	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,280	2,417	3,697	132	3.17	7,931
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	28.8	44.1	1.57	0.04	94.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	14.2	26.8	41.0	1.46	0.04	88.0

General Office Building	—	—	—	—	—	—	—	—	—	—	34.1	64.3	98.4	3.50	0.08	211
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	2.68	6.09	8.77	0.28	0.01	17.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	212	400	612	21.8	0.52	1,313
Hotel	—	—	—	—	—	—	—	—	—	—	2.53	4.77	7.30	0.26	0.01	15.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	2.35	4.44	6.79	0.24	0.01	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	5.64	10.6	16.3	0.58	0.01	34.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	225	426	651	23.2	0.56	1,396

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	16.2	36.8	53.0	1.67	0.04	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,280	2,417	3,697	132	3.17	7,931
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	28.8	44.1	1.57	0.04	94.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	14.2	26.8	41.0	1.46	0.04	88.0
General Office Building	—	—	—	—	—	—	—	—	—	—	34.1	64.3	98.4	3.50	0.08	211
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	16.2	36.8	53.0	1.67	0.04	107
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,280	2,417	3,697	132	3.17	7,931
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	28.8	44.1	1.57	0.04	94.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	14.2	26.8	41.0	1.46	0.04	88.0

General Office Building	—	—	—	—	—	—	—	—	—	—	34.1	64.3	98.4	3.50	0.08	211
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	1,360	2,574	3,934	140	3.36	8,432
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	2.68	6.09	8.77	0.28	0.01	17.7
Manufacturing	—	—	—	—	—	—	—	—	—	—	212	400	612	21.8	0.52	1,313
Hotel	—	—	—	—	—	—	—	—	—	—	2.53	4.77	7.30	0.26	0.01	15.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	2.35	4.44	6.79	0.24	0.01	14.6
General Office Building	—	—	—	—	—	—	—	—	—	—	5.64	10.6	16.3	0.58	0.01	34.9
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	225	426	651	23.2	0.56	1,396

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	94.8	0.00	94.8	9.48	0.00	332
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,930	0.00	1,930	193	0.00	6,753
Hotel	—	—	—	—	—	—	—	—	—	—	92.7	0.00	92.7	9.26	0.00	324
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	198
General Office Building	—	—	—	—	—	—	—	—	—	—	50.1	0.00	50.1	5.01	0.00	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	94.8	0.00	94.8	9.48	0.00	332
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,930	0.00	1,930	193	0.00	6,753
Hotel	—	—	—	—	—	—	—	—	—	—	92.7	0.00	92.7	9.26	0.00	324
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	198

General Office Building	—	—	—	—	—	—	—	—	—	—	50.1	0.00	50.1	5.01	0.00	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	15.7	0.00	15.7	1.57	0.00	54.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	320	0.00	320	31.9	0.00	1,118
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	53.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	9.37	0.00	9.37	0.94	0.00	32.8
General Office Building	—	—	—	—	—	—	—	—	—	—	8.30	0.00	8.30	0.83	0.00	29.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	368	0.00	368	36.8	0.00	1,289

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	94.8	0.00	94.8	9.48	0.00	332
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,930	0.00	1,930	193	0.00	6,753
Hotel	—	—	—	—	—	—	—	—	—	—	92.7	0.00	92.7	9.26	0.00	324
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	198
General Office Building	—	—	—	—	—	—	—	—	—	—	50.1	0.00	50.1	5.01	0.00	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	94.8	0.00	94.8	9.48	0.00	332
Manufacturing	—	—	—	—	—	—	—	—	—	—	1,930	0.00	1,930	193	0.00	6,753
Hotel	—	—	—	—	—	—	—	—	—	—	92.7	0.00	92.7	9.26	0.00	324
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	56.6	0.00	56.6	5.66	0.00	198

General Office Building	—	—	—	—	—	—	—	—	—	—	50.1	0.00	50.1	5.01	0.00	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	2,224	0.00	2,224	222	0.00	7,783
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	15.7	0.00	15.7	1.57	0.00	54.9
Manufacturing	—	—	—	—	—	—	—	—	—	—	320	0.00	320	31.9	0.00	1,118
Hotel	—	—	—	—	—	—	—	—	—	—	15.3	0.00	15.3	1.53	0.00	53.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	9.37	0.00	9.37	0.94	0.00	32.8
General Office Building	—	—	—	—	—	—	—	—	—	—	8.30	0.00	8.30	0.83	0.00	29.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	368	0.00	368	36.8	0.00	1,289

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.81
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	752
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	713
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.48
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.81
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	752
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	713
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.48
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.30
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	124
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	118
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	243

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.81
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	752
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	713
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.48
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.81
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	752
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	713
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.48
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,467
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.30
Manufacturing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	124
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	118
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.08
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	243

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	1,604	1,604	1,604	585,504	13,779	13,779	13,779	5,029,317
Manufacturing	13,720	13,720	13,720	5,007,764	134,922	134,922	134,922	49,246,536
Hotel	2,509	2,509	2,509	915,734	24,672	24,672	24,672	9,005,362
Regional Shopping Center	3,701	3,701	3,701	1,350,865	16,006	17,899	17,899	6,039,492

General Office Building	1,084	1,084	1,084	395,660	10,660	10,660	10,660	3,890,935
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Low Rise	1,604	1,604	1,604	585,504	13,779	13,779	13,779	5,029,317
Manufacturing	13,638	13,638	13,638	4,977,929	134,118	134,118	134,118	48,953,139
Hotel	2,494	2,494	2,494	910,278	24,525	24,525	24,525	8,951,711
Regional Shopping Center	3,679	3,679	3,679	1,342,817	15,910	17,792	17,792	6,003,511
General Office Building	1,078	1,078	1,078	393,303	10,597	10,597	10,597	3,867,754
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	121
Propane Fireplaces	0

1126

Electric Fireplaces	0
No Fireplaces	117
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	121
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	117
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
510867	170,289	5,316,492	1,772,164	14,898

5.10.3. Landscape Equipment

Season	Unit	Value

Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	892,616	204	0.0330	0.0040	4,750,315
Manufacturing	31,512,867	204	0.0330	0.0040	126,480,455
Hotel	3,013,606	204	0.0330	0.0040	13,722,093
Regional Shopping Center	854,497	204	0.0330	0.0040	569,857
General Office Building	2,116,863	204	0.0330	0.0040	2,375,029
Parking Lot	26,711	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	892,616	204	0.0330	0.0040	4,750,315
Manufacturing	31,512,867	204	0.0330	0.0040	126,480,455
Hotel	3,013,606	204	0.0330	0.0040	13,722,093

Regional Shopping Center	854,497	204	0.0330	0.0040	569,857
General Office Building	2,116,863	204	0.0330	0.0040	2,375,029
Parking Lot	26,711	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	8,451,582	2,249,539
Manufacturing	667,942,500	0.00
Hotel	7,965,166	0.00
Regional Shopping Center	7,407,252	0.00
General Office Building	17,773,375	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	8,451,582	2,249,539
Manufacturing	667,942,500	0.00
Hotel	7,965,166	0.00
Regional Shopping Center	7,407,252	0.00
General Office Building	17,773,375	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	176	—
Manufacturing	3,582	—
Hotel	172	—
Regional Shopping Center	105	—
General Office Building	93.0	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	176	—
Manufacturing	3,582	—
Hotel	172	—
Regional Shopping Center	105	—
General Office Building	93.0	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Manufacturing	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	The total site acreage is 192. Other asphalt surfaces include non-parking asphalt and hardscape.
Operations: Vehicle Data	Trip gen is 22,618 ADT.
Operations: Hearths	Assuming that the proposed project would not include any hearths.

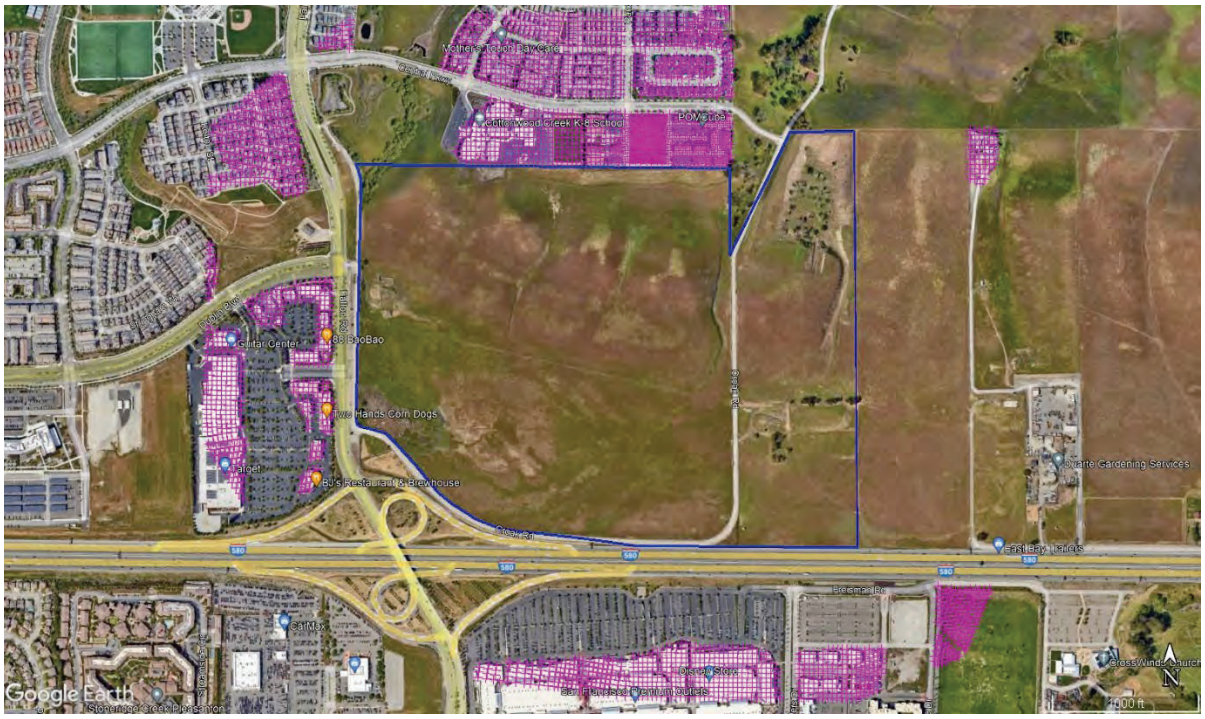
Appendix B

Model Snap Shots

Project Location



Receptor Grid



Unmitigated Cancer Risk – Residential Receptor



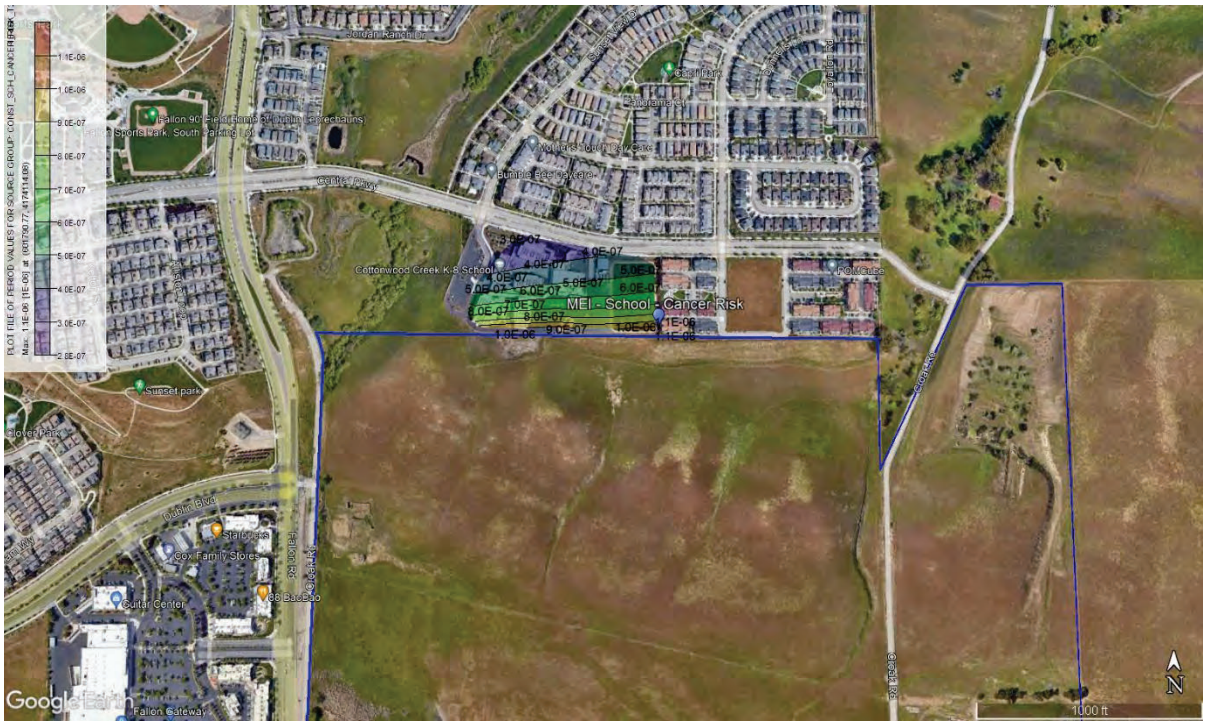
Unmitigated Chronic Hazard Index – Residential Receptor



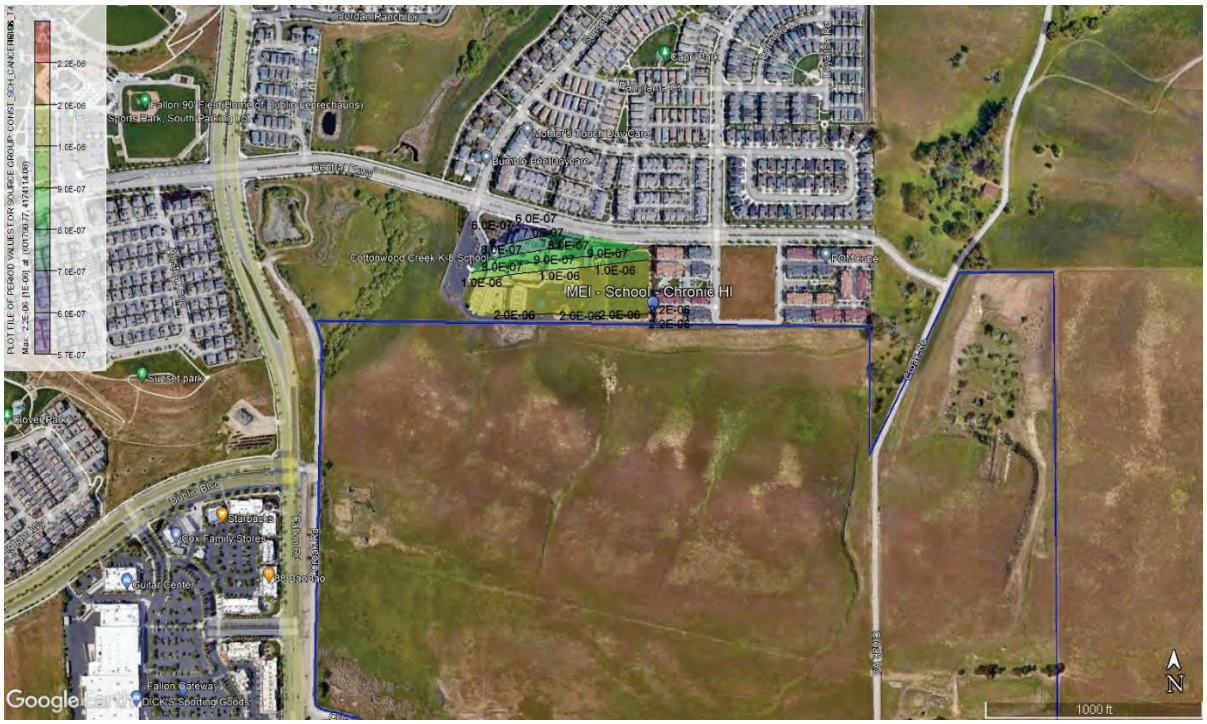
Unmitigated $PM_{2.5}$ Concentrations – Residential Receptor



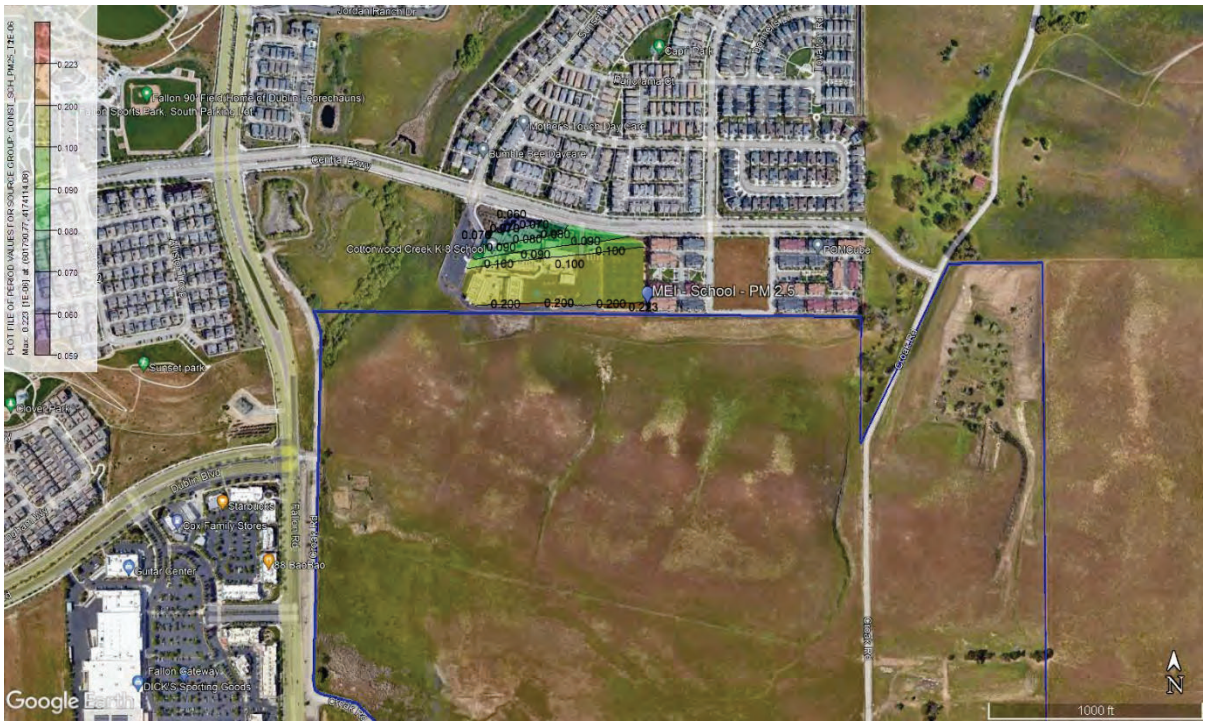
Unmitigated Cancer Risk – School Receptor



Unmitigated Chronic Hazard Index – School Receptor



Unmitigated $PM_{2.5}$ Concentrations – School Receptor



Unmitigated Cancer Risk – Worker Receptor



Unmitigated Chronic Hazard Index – Worker Receptor



Unmitigated $PM_{2.5}$ Concentrations – Worker Receptor



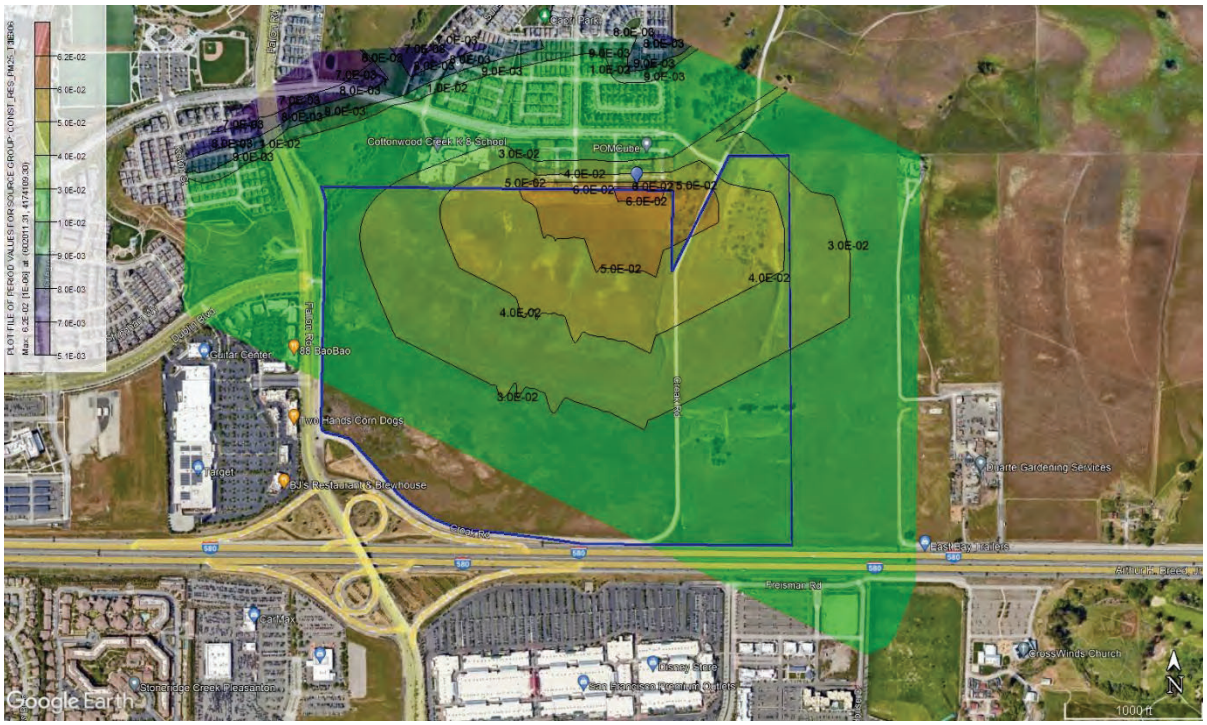
Mitigated Cancer Risk – Residential Receptor



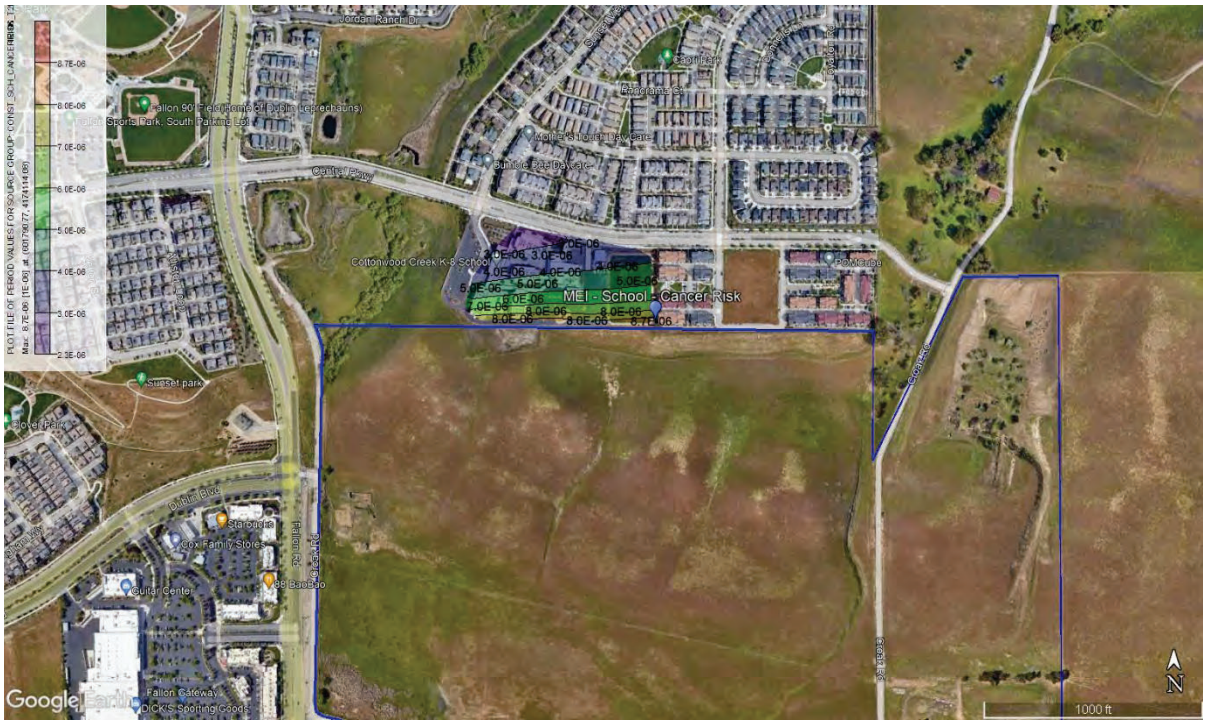
Mitigated Chronic Hazard Index – Residential Receptor



Mitigated $PM_{2.5}$ Concentrations – Residential Receptor



Mitigated Cancer Risk – School Receptor



Mitigated Chronic Hazard Index – School Receptor



Mitigated $PM_{2.5}$ Concentrations – School Receptor



Mitigated Cancer Risk – Worker Receptor



Mitigated Chronic Hazard Index – Worker Receptor



Mitigated $PM_{2.5}$ Concentrations – Worker Receptor



Construction MEI (Sensitive) - Cancer Risk (in a Million) HARP Rec #: 1313 X: 602011.31 Y: 4174109.3			
Unmitigated	T2L3	T4	0
19.20	2.90	1.80	0.00
MEI (Sensitive) - Chronic Hazard Index HARP Rec #: 1313 X: 602011.31 Y: 4174109.3			
Unmitigated	T2L3	T4	0
5.37E-02	3.08E-03	2.03E-03	0.00E+00
MEI (Sensitive) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
Unmitigated	T2L3	T4	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (Sensitive) - PM 2.5 HARP Rec #: 1313 X: 602011.31 Y: 4174109.3			
Unmitigated	T2L3	T4	0
0.268	0.062	0.041	0.000

Construction MEI (Worker) - Cancer Risk (in a Million) HARP Rec #: 743 X: 601279.87 Y: 4173612.26			
Unmitigated	T2L3	T4	0
1.36	0.21	0.13	0.00
MEI (Worker) - Chronic Hazard Index HARP Rec #: 743 X: 601279.87 Y: 4173612.26			
Unmitigated	T2L3	T4	0
5.21E-02	2.99E-03	1.97E-03	0.00E+00
MEI (Worker) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
Unmitigated	T2L3	T4	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (Worker) - PM 2.5 HARP Rec #: 743 X: 601279.87 Y: 4173612.26			
Unmitigated	T2L3	T4	0
0.261	0.060	0.040	0.000

Construction MEI (School) - Cancer Risk (in a Million) HARP Rec #: 25 X: 601790.77 Y: 4174114.08			
Unmitigated	T2L3	T4	0
17.52	2.65	1.69	0.00
MEI (School) - Chronic Hazard Index HARP Rec #: 25 X: 601790.77 Y: 4174114.08			
Unmitigated	T2L3	T4	0
4.46E-02	2.56E-03	1.69E-03	0.00E+00
MEI (School) - Acute Hazard Index HARP Rec #: NA X: NA Y: NA			
Unmitigated	T2L3	T4	0
0.00E+00	0.00E+00	0.00E+00	0.00E+00
MEI (School) - PM 2.5 HARP Rec #: 25 X: 601790.77 Y: 4174114.08			
Unmitigated	T2L3	T4	0
0.2231	0.0517	0.0340	0.0000

	Zone	10	Process Coordinates									
	Datum	WGS 1984										
	KML File Name	DUB2101.04 Project MEI										
										Sensitive		
Description	**Receptor Type**	**Model Type**	**UTM X**	**UTM Y**	**Latitude**	**Longitude**		Unmitigated	T2	T2L3	T4	**Row**
Construction	Sensitive	Cancer Risk	602011.31	4174109.30	37.70855235	-121.8426899	**Col**	2	3	4	5	4
Construction	Sensitive	Chronic HI	602011.31	4174109.30	37.70855235	-121.8426899		2	3	4	5	7
Construction	Sensitive	Acute HI	0	0				2	3	4	5	10
Construction	Sensitive	PM 2.5	602011.31	4174109.30	37.70855235	-121.8426899		2	3	4	5	13
Construction	School	Cancer Risk	601790.77	4174114.08	37.70861995	-121.8451907		12	13	14	15	4
Construction	School	Chronic HI	601790.77	4174114.08	37.70861995	-121.8451907		12	13	14	15	7
Construction	School	Acute HI	0	0				12	13	14	15	10
Construction	School	PM 2.5	601790.77	4174114.08	37.70861995	-121.8451907		12	13	14	15	13
Construction	Worker	Cancer Risk	601279.87	4173612.26	37.70415441	-121.8510556		7	8	9	10	4
Construction	Worker	Chronic HI	601279.87	4173612.26	37.70415441	-121.8510556		7	8	9	10	7
Construction	Worker	Acute HI	0	0				7	8	9	10	10
Construction	Worker	PM 2.5	601279.87	4173612.26	37.70415441	-121.8510556		7	8	9	10	13

General AERMOD Input Parameters			
Project Boundary			
	Based on site plan		
Project Elevation Data			
	Source	**Lakes Environmental**	
	Link	http://www.webgis.com/terraindata.html	
	Evel Data Descr.	**7.5 min DEM**	
Project Receptor Grid			
	Telescoping Grid	Spacing (m)	Distance (m)
	Grid 1	**10**	**310**
	Comments	**Receptors on roads or parking lot areas have been removed.**	
Meteorological Dataset			
	Location	**Livermore**	
	Provided By	**Bay AREA AQMD**	
	Years	**2013 - 2017**	
	Elevation (m)	**119.8**	
Construction Modeling Specific Inputs			
AERMOD Input Options			
	Regulatory Options	**Default**	
	Pollutant Type	**Other**	
	Averaging Period	**Period & Hourly**	
	Dispersion Coefficient	**Urban**	
	County	**Dublin**	
	Urban Grouping / Pop	**Y**	**67,632**
	# of Worker Receptors	**1,095**	
	# of Sensitive Receptors	**1,247**	
	# of School Receptors	**618**	
Construction Area Parameters			
	Source Type	**Polygon Area**	
	Project Area (m^2)	**759,253**	
	Ht. of Source (m)	**3.048**	

General HARP Input Parameters		
Construction		
School Receptors		
School Scenario Parameters		
	Class Grade	**K-12**
	Starting Age	**4**
	Age Range	**4 Year Old -12 Years Old**
	Receptor Type	**Individual Resident**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**RMP using the Derived Merthod**
	Comments	**Each year of construction is modeled seperately and the impact to each recepetor is summed to estimate the total esposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
School Pathway Parameters		
	Pathways	**BAAQMD Manadatory minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**N**
	TAH ≥ 16 yrs	**N**
Sensitive Receptors		
Sensitive Scenario Parameters		
	Starting Age	**3rd Trimester**
	Age Range	**3rd Trimester - 11 Year**
	Receptor Type	**Individual Resident**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**RMP using the Derived Merthod**
	Comments	**Each year of construction is modeled seperately and the impact to each recepetor is summed to estimate the total esposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
Sensitive Pathway Parameters		
	Pathways	**BAAQMD Mandatory Minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**Y**
	TAH ≥ 16 yrs	**Y**
Worker Receptors		
Worker Scenario Parameters		
	Starting Age	**16**
	Age Range	**16 - 27**
	Receptor Type	**Worker**
	Assessment Type	**Cancer / Chronic / Acute**
	Exposure Duration	**1**
	Intake Rate	**OEHHA Derived Merthod**
	Comments	**Each year of construction is modeled seperately and the impact to each recepetor is summed to estimate the total esposure from construction emissions. Additionally, the starting age is increased for each year of construction.**
Worker Pathway Parameters		
	Pathways	**OEHHA Minimum Pathways**
	Deposition Rate	**0.02**
	TAH < 16 yrs	**N**
	TAH ≥ 16 yrs	**N**

PM 10				
Tons/Yr	Unmitigated	T2L3	T4	
Year 1	0.1462	0.021985	0.012335	0
Year 2	1.2013	0.048115	0.006514	0
Year 3	0.29765	0.068905	0.0454	0
Year 4	0.15417	0.047045	0.036155	0
Year 5	0.1181	0.04162	0.03367	0
Year 6	0.11775	0.041505	0.03367	0
Year 7	0.10375	0.027485	0.01915	0
Year 8	0.10375	0.027485	0.01965	0
Year 9	0.10405	0.02756	0.0197	0
Year 10	0.0725	0.014075	0.00743	0
Year 11	0.00390945	0.000539	0.000129	0

PM 2.5				
Tons/Yr	UM	T2L3	T4	
Year 1	1.34E-01	2.01E-02	1.23E-02	0.00E+00
Year 2	2.01E-01	4.53E-02	6.51E-03	0.00E+00
Year 3	2.79E-01	6.62E-02	4.54E-02	0.00E+00
Year 4	1.46E-01	4.58E-02	3.63E-02	0.00E+00
Year 5	1.12E-01	4.07E-02	1.97E-02	0.00E+00
Year 6	9.77E-02	2.66E-02	1.97E-02	0.00E+00
Year 7	9.77E-02	2.66E-02	1.97E-02	0.00E+00
Year 8	9.77E-02	2.66E-02	1.97E-02	0.00E+00
Year 9	9.79E-02	2.66E-02	1.97E-02	0.00E+00
Year 10	6.83E-02	1.34E-02	7.43E-03	0.00E+00
Year 11	3.34E-03	5.01E-04	1.29E-04	0.00E+00

PM 10				
Lbs /Yr	Unmitigated	T2L3	T4	0
Year 1	292.4	43.97	24.67	0
Year 2	2402.6	96.23	13.02828	0
Year 3	595.3	137.81	90.8	0
Year 4	308.34	94.09	72.31	0
Year 5	236.2	83.24	67.34	0
Year 6	235.5	83.01	67.34	0
Year 7	207.5	54.97	38.3	0
Year 8	207.5	54.97	39.3	0
Year 9	208.1	55.12	39.4	0
Year 10	145	28.15	14.86	0
Year 11	7.8189	1.078	0.257	0

PM 2.5				
Lbs /Yr	UM	T2L3	T4	0
Year 1	267.15	40.17	24.67	0
Year 2	401.72	90.65	13.02828	0
Year 3	558.7	132.32	90.8	0
Year 4	291.37	91.54	72.5	0
Year 5	224	81.4	39.3	0
Year 6	195.3	53.14	39.3	0
Year 7	195.3	53.14	39.3	0
Year 8	195.3	53.14	39.3	0
Year 9	195.8	53.28	39.4	0
Year 10	136.6	26.89	14.86	0
Year 11	6.675	1.001	0.257	0

For Running Each Base Year

PM 10				
% Chng	Unmitigated	T2L3	T4	0
Year 1	100%	15%	8%	0%
Year 2	100%	4%	1%	0%
Year 3	100%	23%	15%	0%
Year 4	100%	31%	23%	0%
Year 5	100%	35%	29%	0%
Year 6	100%	35%	29%	0%
Year 7	100%	26%	18%	0%
Year 8	100%	26%	19%	0%
Year 9	100%	26%	19%	0%
Year 10	100%	19%	10%	0%
Year 11	100%	14%	3%	0%

PM 2.5				
g/sec	UM	T2L3	T4	0
Year 1	0.003843	0.000578	0.000355	0
Year 2	0.005778	0.001304	0.000187	0
Year 3	0.008036	0.001903	0.001306	0
Year 4	0.004191	0.001317	0.001043	0
Year 5	0.003222	0.001171	0.000565	0
Year 6	0.002809	0.000764	0.000565	0
Year 7	0.002809	0.000764	0.000565	0
Year 8	0.002809	0.000764	0.000565	0
Year 9	0.002816	0.000766	0.000567	0
Year 10	0.001965	0.000387	0.000214	0
Year 11	9.6E-05	1.44E-05	3.7E-06	0

Run only 1 & 2 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11
Unmitigated	100%	100%	25%	13%	10%	10%	9%	9%	9%	6%	0%
T2L3	15%	4%	6%	4%	3%	3%	2%	2%	2%	1%	0%
T4	8%	1%	4%	3%	3%	3%	2%	2%	2%	1%	0%
0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Appendix C

Biological Resources Report

BIOLOGICAL RESOURCES ANALYSIS REPORT

FOR THE

DUBLIN FALLON EAST PROPERTY

CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA



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OCTOBER 2022

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ATTACHMENT 2 TABLES

Table 1	Plant and Wildlife Species Observed Within/Adjacent to the Survey Area
Table 2	Special-Status Species Occurring Within/Adjacent to the Survey Area

ATTACHMENT 3 SITE PHOTOGRAPHS

This report should be cited as: Olberding Environmental, Inc. October 2022. *Biological Resources Analysis Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California*. Prepared for GH Pac Vest LLC.

SUMMARY

On August 31, 2022, Olberding Environmental, Inc. conducted an updated field reconnaissance survey of the Dublin Fallon East Property (Property) for the purpose of identifying sensitive plant and wildlife species, sensitive habitats, and biological constraints associated with the Property. A previous survey of the Property was completed in October 2016. The Property surveyed is comprised of approximately 186.20 acres within the City of Dublin, Alameda County, California. The Property is comprised of two separate parcels. The larger parcel, located to the east of Croak Road and Fallon Road is referred to as the Chen Parcel (Chen) while the portion to the east of the Chen Parcel is the Anderson Parcel (Anderson).

Olberding Environmental conducted a jurisdictional delineation within the Property during 2016. Results of the delineation were verified by the U.S. Army Corps of Engineers (Corps) in 2017 indicating that the Property contains wetlands/waters that are considered jurisdictional by the Corps, Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW). Currently there are four linear drainage features that flow down multiple hills from north to south across the northern portion of the Chen Parcel. Water from an intermittent drainage in the northwestern corner of the Chen Parcel enters a culvert which flows under the Property and then exits a second culvert just south where the water discharges into a roadside ditch adjacent to the Property. The roadside ditch and culvert eventually overflow onto the Chen parcel creating a large emergent wetland. A complex of five seasonal additional wetland depressions were observed along the southern boundary of the Chen Parcel. There are five seasonal wetland features within the Anderson parcel. Two small wetlands were noted in the southeastern corner and along the southwestern boundary of the Property. Three other wetlands were observed along the fringe of the quarry pond. All of these features are considered jurisdictional waters/wetlands by the Corps due to their hydric soils, dominant hydrophytic vegetation and hydrological conditions. In October 2022, the City of Dublin conducted routine maintenance to allow water to flow through the roadside ditch and exit through a culvert at the bend in Croak Road. This will likely change the hydrology across the site thus a new verification will be requested from the Corps in 2024.

A query of the California Natural Diversity Database (CNDDB) showed that 13 special-status plant species have a high to moderate potential to occur on the Property. San Joaquin spearscale (*Extriplex depressa*), Congdon's tarplant (*Centromadia parryi* ssp. *condonii*), and saline clover (*Trifolium depauperatum* var. *hydrophilum*) all have a high potential to occur on the Property. Large flowered-fiddleneck (*Amsinckia grandiflora),* alkali milk vetch (*Astragalus tener* var. *tener*), heartscale (*Atriplex cordulata)*, brittlescale (*Atriplex depressa*), lesser saltscale (*Atriplex minuscula)* big tarplant (*Blepharizonia plumosa),* round-leaved filaree (*California macrophylla),*

prostrate vernal pool navarretia (*Navarretia prostrata*) and long-styled sand spurrey (*Spergularia macrotheca longistyla)* were identified as having a moderate potential to occur on the Property based on the presence of suitable habitat located within the vicinity of the Property. Hairless popcorn flower (*Plagiobothrys glaber*) has a low potential to occur onsite due to the absence of suitable habitat and the fact it is presumed extinct in California. Suitable habitats for the plants occur throughout the Property are within the grassland habitat and the seasonal wetland features. Olberding Environmental conducted multiple rare plant species surveys in 2017 and 2022 across all the appropriate blooming periods to assume absence for 10 of the 13 species above. The three special status plant species that were determined to have a high potential on site were observed during the August 2022 survey; San Joaquin spearscale, Congdon's tarplant, and saline clover are present within the Property. No additional plant surveys are warranted.

A total of 17 bird species were identified to have a potential to occur on the Property in a nesting and/or foraging capacity. Four bird species that were determined to have a high potential on site and were observed during the August 2022 survey; Red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), red-shouldered hawk (*Buteo lineatus*), and Cooper's hawk (*Accipiter cooperii*) were all observed within the Property. Loggerhead shrike (*Lanius ludovicianus*), western screech owl (*Megascops kennicotti),* barn owl (*Tyto alba),* white-tailed kite (*Elanus leucurus),* northern harrier (*Circus cyaneus),* great horned owl (*Bubo virginianus)*, burrowing owl (*Athene cunicularia),* and tricolored blackbird (*Agelaius tricolor)* have a high potential to occur in a nesting and foraging capacity, while the California horned lark (*Eremophila alpestris actia)* has a moderate potential to occur. The golden eagle (*Aquila chrysaetos),* ferruginous hawk (*Buteo regalis),* American peregrine falcon (*Falco peregrinus anatum)* and sharp-shinned hawk (*Accipiter striatus)* all have a low to moderate potential to occur on the Property in a foraging capacity only. If project construction-related activities such as tree and vegetation removal or grading take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors would be required.

CNDDB listed 38 occurrences of California red-legged frog (CRLF) (*Rana draytonii)* within five miles of the Property. The closest CNDDB occurrence (Occurrence #860, 2001) was directly adjacent to the Property on Croak Road. The next closest occurrence (Occurrence #279, 2020) is located just north of the Property where a known breeding pond is located. An adult CRLF was observed immediately east of the intersection of Croak Road and Fallon Road in 2021. Multiple CRLF have been observed within the Croak Road ditch during ditch maintenance in October 2022. Also, over 40 CRLF have been observed up stream under the Central Parkway bridge. A CRLF was also observed within the Chen parcel during a 2018 wet season protocol shrimp survey. The riparian woodland/drainage area in the northwest corner of the Property is highly suitable habitat for CRLF breeding and foraging. The seasonal pond within the quarry offers adequate water during the wet months which could support breeding, while the surrounding

small mammal burrows provide upland refuge during the dry season. USFWS designated critical habitat for CRLF overlaps with the northern half of the Property. CRLF occurs on the Property in a breeding, foraging and dispersal capacity.

CNDDB has listed 58 occurrences of California tiger salamander (CTS) (*Ambystoma californiense*) within five miles of the Property. There are eight occurrences within a one-mile radius of the Property. Occurrence #893 is located on the Property within the quarry pond within the Anderson parcel. Additionally, several CTS larvae were observed during a wet season protocol shrimp survey conducted in March 2022. The Property offers suitable breeding and upland refuge habitat with the seasonal pond and the small mammal burrows. The closest USFWS designated critical habitat for CTS is approximately 1.9 miles away in unincorporated Alameda County. CTS occurs on the Property in a breeding, foraging, and dispersal capacity.

The CNDDB lists one occurrence of Alameda whipsnake within five miles of the Property. The location of this occurrence (Occurrence #39; 1991) is approximately 4.9 miles southwest of the Property. The closest USFWS designated critical habitat for Alameda whipsnake (Unit 3) is approximately 4.7 miles southwest of the Property. This occurrence lies just outside of the formal boundary of designated critical habitat. Due to the lack of rocky outcropping/scrub habitat, no recent CNDDB occurrences (within 20 years), and the Property being surrounded by development on all three sides creating a dispersal barrier, Alameda whipsnake has a low potential to occur on the Property and is presumed absent.

CNDDB has listed 11 occurrences of western pond turtle (*Emys marmorata)* (WPT) within five miles of the Property. The closest CNDDB occurrence (Occurrence #1251, 2010) is located 0.75 miles east of the Property just north of Highway 580 within a pond. The permanent water located within the intermittent drainage in the northwest corner of the Property offers suitable habitat for WPT. Therefore, WPT has a moderate potential to occur on the Property.

CNDDB lists two occurrences of fairy shrimp species (*Branchinecta* spp.) within five miles of the Property. The closest USFWS designated critical habitat for vernal pool fairy shrimp (Unit C) is approximately 4.2 miles away in unincorporated Alameda County. There is suitable habitat onsite; however, wet season protocol surveys conducted in 2018 and 2022 and dry season protocol surveys conducted in 2022 discovered only the common versatile fairy shrimp (*Branchinecta lindahli)*; no special status shrimp were observed during the surveys. Given these reasons, listed species of vernal pool fairy shrimp are presumed absent.

No sign of bat use was observed or detected on the Property during the August 2022 survey; however, based on habitat suitability, it was determined that bats have a moderate to low potential to utilize the site in a roosting and foraging capacity. These bat species include pallid

bat (*Antrozous pallidus*) and Yuma myotis (*Myotis yumanensis*). If project construction-related activities such as tree removal take place it is recommended that a bat habitat assessment be conducted by a qualified bat biologist during seasonal periods when bats are active to determine suitability of the on-site habitat. If special-status bat species are discovered, construction activities may be timed to minimize impacts and additional mitigation may be required.

No sign of American badger (*Taxidea taxus)* or San Joaquin kit fox (*Vulpes macrotis mutica)* (SJKF) was observed or detected on the Property during the August 2022 survey. CNDDB lists five occurrences of American badger within five miles of the Property. The closest occurrence for American badger (Occurrence #349, 2004) was located 2 miles northwest of the Property adjacent to Camp Parks U.S. Army base. CNDDB lists one occurrence for SJKF within five miles of the Property. This occurrence (Occurrence #1031, 1975) was located 1.5 miles northwest of the Property near Tassajara Creek Regional Park. Due to the lack of substantial burrows, visual evidence, dispersal barriers and no recent CNDDB occurrence (within 20 years) for SJKF, American badger and SJKF both have a low potential to occur on the Property and are presumed absent.

1.0 INTRODUCTION

Olberding Environmental, Inc. has conducted a biological resources analysis (biological constraints assessment) of the Dublin Fallon East Property, located in the City of Dublin, Alameda County, California. This biological resources analysis included a review of pertinent literature on relevant background information and habitat characteristics of the site. Our review included researching existing information in the California Natural Diversity Database (CNDDB) maintained by the CDFW and the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California*. Also included was a review of information related to species of plants and animals that could potentially utilize the described habitats identified on and immediately surrounding the Property. To assist in the assessment, a field reconnaissance investigation of the Property was conducted on August 31, 2022. This report documents the methods, results, and conclusions for the reconnaissance-level survey associated with the biological resources analysis for the Property.

Olberding Environmental conducted an initial biological resource analysis for each parcel, Chen and Anderson, on October 27, 2016.

Several wet season protocol fairy shrimp surveys have been conducted by Olberding biologists on the following dates: April 11, May 10, and June 11, 2018; December 8, December 27, 2021; January 10, February 7, February 21, March 8, March 21, and April 5, 2022. Dry season protocol

shrimp surveys were conducted by Madrone Ecological on June 1, 2022. Helm Biological Consulting also conducted rearing of cysts with the dry samples between June and October 2022.

Special status plant surveys were conducted by Olberding biologist on the following dates March 28, April 18, June 1, and June 28, 2017; March 17, April 12, May 3, June 28, and September 1, 2022.

One nighttime CRLF survey was conducted by Olberding biologists on October 3, 2022.

The results of all these surveys are discussed in further detail within their corresponding sections.

2.0 LOCATION

The Property is located just north of Interstate 580, east of Fallon Road and south of Central Parkway within the City of Dublin, Alameda County, California. Croak Road intersects the Property, splitting the two parcels. Attachment 1, Figure 1 depicts the regional location of the Property in Alameda County; Attachment 1, Figure 2 illustrates the vicinity of the Property in relationship to the City of Dublin. Attachment 1, Figure 3 identifies the location of the Property on the USGS 7.5 Quadrangle Map for Dublin. An aerial photograph of the Property has been included as Attachment 1, Figure 4.

Access to the Property is provided from Interstate 580. Take the El Charro/Fallon Road exit and turn north onto Fallon Road. Continue onto Fallon Road for 0.3 miles. And then turn right onto Croak Road. Take Croak Road for 1.0 miles until the road curves to the north; the Property will be located on the right (east) and left (west)sides of Croak Road.

3.0 PROPERTY DESCRIPTION

The Property encompasses approximately 186.20 acres in a roughly rectangular shape bounded on the north by residential development and open space; the west by Fallon Road; the east by open space; and the south by Interstate 580. The Property is composed of two parcels, Chen and Anderson. The Chen parcel is the larger of the two and is located between Croak Road and Fallon Road. The Anderson parcel is located to the east of Croak Road. The Property supports five habitat types consisting of non-native annual grassland, seasonal wetland/pond, drainages, emergent marsh and riparian woodlands (Attachment 1, Figure 10). Rolling hills, located at the northern boundary, contain ephemeral drainages which capture and drain the hills into a more gradually sloped valley floor. An extension of an unnamed intermittent drainage flows through the northwestern corner of the Property adjacent to Croak Road. A road side ditch along Croak Road (located just off the western boundary of the Property) is characterized by cattails *(Typha*

latifolia), willow trees (*Salix* spp.), and hydrophytic foliage. During wet seasons this ditch overflows onto the Property creating a large complex of perennial marsh and seasonal wetland depressions within the Chen Parcel. This perennial marsh is suitable habitat to many wildlife species. The southern boundary of the Property contains several small wetlands intermingled within the grassland. An abandoned quarry pond in the northeast portion of the Property supports a seasonal pond feature and seasonal wetlands bordered by a small band of riparian woodland.

Characteristic grassland vegetation across the Property includes wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), hare barley (*Hordeum murinum* spp. *leporinum*), Italian ryegrass (*Festuca perennis*), black mustard (*Brassica nigra*), yellow starthistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), milk thistle (*Silybum marianum*), filaree (*Erodium* spp.), bur clover (*Medicago polymorpha*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), rabbit's foot grass (*Polypogon monspeliensis*), cattail (*Typha* spp.), Baltic rush (*Juncus balticus*), flatsedge (*Cyperuss eragrostis*), curly dock (*Rumex crispus*), and common spike rush (*Eleocharis palustris*) Common shrubs and trees include coyote brush (*Baccharis pilularis),* cottonwood (*Populus fremontii),* coast live oak (*Quercus agrifolia),* Peruvian peppertree (*Schinus molle),* eucalyptus (*Eucalyptus* spp.), and willow trees. The Property also contains several ornamental trees within the far east-central portion, which was once developed.

The topography of the Property consists of nearly level ground along the southern boundary adjacent to Croak Road, while undulating hillsides occur along the northern boundary above the valley floor; these hillslopes range between 346 feet to 480 feet above sea level.

4.0 REGULATORY SETTING

4.1 Federal Regulatory Setting

4.1.1 Plants and Wildlife

The federal Endangered Species Act (ESA) of 1973 (16 USC 1531 et seq., as amended) prohibits federal agencies from authorizing, permitting, or funding any action that would result in biological jeopardy to a plant or animal species listed as Threatened or Endangered under the Act. Listed species are taxa for which proposed and final rules have been published in the Federal Register (U.S. Fish and Wildlife Service [USFWS] 2022a). If a proposed project may jeopardize listed species, Section 7 of the ESA requires consideration of those species through formal consultations with the USFWS. Federal Proposed species (USFWS, 2022b) are species for which a proposed listing as Threatened or Endangered under ESA has been published in the Federal Register. If a proposed project may jeopardize proposed species, Section 7 of the ESA

affords consideration of those species through informal conferences with USFWS. The USFWS defines federal Candidate species as "those taxa for which we have on file sufficient information on biological vulnerability and threats to support issuance of a proposed rule to list, but issuance of the proposed rule is precluded by other higher priority listing actions" (USFWS, 2022b). Federal Candidate species are not afforded formal protection, although USFWS encourages other federal agencies to give consideration to Candidate species in environmental planning.

4.1.2 Wetlands/Waters

The federal government, acting through the Corps and the Environmental Protection Agency (EPA), has jurisdiction over all "waters of the United States" as authorized by §404 of the Clean Water Act (CWA) and §10 of the Rivers and Harbors Act of 1899 (33 CFR Parts 320-330). Properties that cause the discharge of dredged or fill material into waters of the United States require permitting by the Corps. Actions affecting small areas of jurisdictional waters of the United States may qualify for a Nationwide Permit (NWP), provided conditions of the permit are met, such as avoiding impacts to threatened or endangered species or to important cultural sites. Properties that affect larger areas or which do not meet the conditions of an NWP require an Individual Permit. The process for obtaining an Individual Permit requires a detailed alternatives analysis and development of a comprehensive mitigation/monitoring plan.

Waters of the United States are defined as territorial seas and traditionally navigable waters, tributaries, lakes and ponds, and impoundments of jurisdictional waters, and adjacent wetlands. Under federal regulation, wetlands are defined as areas that are inundated or saturated by surface of groundwater at a frequency or duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. (33 CFR Part 328.3(c)(16)). Wetlands generally include swamps, marshes, bogs, and similar areas. In addition, portions of the riparian habitat along a river or stream may be a wetland where the riparian vegetation is at or below the ordinary high water mark and thus also meets the wetland hydrology and hydric soil criteria.

Navigable waters include all waters subject to the ebb and flow of the tides, including the open ocean, tidal bays, and tidal sloughs. Navigable waters also include some large, non-tidal rivers and lakes, which are important for transportation in commerce. The jurisdictional limit over navigable waters extends laterally to the entire water surface and bed of the waterbody landward to the limits of the mean high tide line. For non-tidal rivers or lakes, which have been designated (by the Corps) to be navigable waters, the limit of jurisdiction along the shoreline is defined by the ordinary high water mark. "Other waters" refer to waters of the United States other than wetlands or navigable waters. Other waters include streams and ponds, which are generally open water bodies and are not vegetated. Other waters can be perennial or intermittent water bodies

and waterways. The Corps regulates other waters to the outward limit of the ordinary high water mark. Streams should exhibit a defined channel, bed and banks to be delineated as other waters.

The Corps does not generally consider "non-tidal drainage and irrigation ditches excavated on dry land" to be jurisdictional waters of the United States (and such ditches would therefore not be regulated by the Corps (33 CFR Parts 320-330, November 13, 1986). Other areas generally not considered jurisdictional waters include: 1) artificially irrigated areas that would revert to upland habitat if the irrigation ceased; 2) artificial lakes and ponds created by excavating and/or diking of dry land to collect and retain water, used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing; 3) waste treatment ponds; 4) ponds formed by construction activities including borrow pits until abandoned; and 5) ponds created for aesthetic reasons such as reflecting or ornamental ponds (33 CFR Part 328.3). However, the preamble also states "the Corps reserves the right on a case-by-case basis to determine that a particular waterbody within these categories" can be regulated as jurisdictional water. The EPA also has authority to determine jurisdictional waters of the U.S. on a case-by-case basis. Riparian habitat that is above the ordinary high water mark and does not meet the three-parameter criteria for a wetland would not be regulated as jurisdictional waters of the United States.

4.1.3 Migratory Bird Treaty Act

Raptors are migratory bird species protected by international treaty under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Sections 3503, 3503.5, and 3800 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs. Implementation of the take provisions requires that Property-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (generally February 1 – September 1, annually). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) or the loss of habitat upon which the birds depend, is considered "taking" and is potentially punishable by fines and/or imprisonment. Such taking would also violate federal law protecting migratory birds (e.g., MBTA).

4.1.4 Federal Bald and Golden Eagle Protection Act

In addition to protection under the MBTA, both the bald eagle and the golden eagle are also protected by the Bald and Golden Eagle Protection Act of 1940 (16 U.S.C. 668-668c). The Bald and Golden Eagle Protection Act, and amended several times since being enacted in 1940, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald or

golden eagles, including their parts, nests, or eggs (USFWS 2007). The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" (USFWS 2007).

For purposes of these guidelines, "disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior" (USFWS 2007).

In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment (USFWS 2007).

4.2 State Regulatory Setting

4.2.1 Plants and Wildlife

Property permitting and approval requires compliance with California Environmental Quality Act (CEQA), the 1984 California Endangered Species Act (CESA), and the 1977 Native Plant Protection Act (NPPA). The CESA and NPPA authorize the California Fish and Game Commission to designate Endangered, Threatened and Rare species and to regulate the taking of these species (§§2050-2098, Fish & Game Code). The California Code of Regulations (Title 14, §670.5) lists animal species considered Endangered or Threatened by the State.

The Natural Heritage Division of the CDFW administers the state rare species program. The CDFW maintains lists of designated Endangered, Threatened, and Rare plant and animal species (CDFW 2022a and 2022b). Listed species either were designated under the NPPA or designated by the Fish and Game Commission. In addition to recognizing three levels of endangerment, the CDFW can afford interim protection to candidate species while they are being reviewed by the Fish and Game Commission.

The CDFW also maintains a list of animal species of special concern (CDFW 2022b), most of which are species whose breeding populations in California may face extirpation. Although these species have no legal status, the CDFW recommends considering them during analysis of

proposed property impacts to protect declining populations and avoid the need to list them as endangered in the future.

The California Fish & Game Code §3503, 3503.5, and 3513 cover native bird protection. Mitigation for avoidance of impacts to nesting birds are typically necessary to comply with these Sections of the Fish and Game Code in CEQA and other permitting documents.

Under provisions of §15380(d) of the CEQA Guidelines, the CEQA lead agency and CDFW, in making a determination of significance, must treat non-listed plant and animal species as equivalent to listed species if such species satisfy the minimum biological criteria for listing. In general, the CDFW considers plant species on List 1A (Plants Presumed Extinct in California), List 1B (Plants Rare, Threatened, or Endangered in California and elsewhere), or List 2 (Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere) of the CNPS *Inventory of Rare and Endangered Vascular Plants of California* (Skinner and Pavlik 1994) as qualifying for legal protection under §15380(d). Species on CNPS Lists 3 or 4 may, but generally do not, qualify for protection under this provision.

Sensitive habitats include riparian corridors, wetlands, habitats for legally protected species and CDFW Species of Special Concern, areas of high biological diversity, areas providing important wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the CNDDB working list of "high priority" habitats (i.e., those habitats that are rare or endangered within the borders of California) (Holland 1986).

4.2.2 Wetlands/Waters

The RWQCB regulates activities in wetlands and other waters through §401 of the Clean Water Act and the Porter-Cologne Act. Section 401 requires a state water quality certification for properties subject to 404 regulations. Requirements of the certification include mitigation for loss of wetland habitat. In the San Francisco Bay region, the RWQCB may identify additional wetland mitigation beyond the mitigation required by the Corps. California Fish and Game Code §§1600-1607 require the CDFW be notified of any activity that could affect the bank or bed of any stream that has value to fish and wildlife. Upon notification, the CDFW has the discretion to execute a Streambed Alteration Agreement. The CDFW defines a stream as follows:

> *"... a body of water that flows at least periodically...through a bed or channel having banks and supporting fish and other aquatic life. This includes watercourses having a subsurface flow that supports or has supported riparian vegetation."*
>
> (Source: Streambed Alteration Program, California Department of Fish and Wildlife, 2016).

In practice, CDFW authority is extended to any "blue line" stream shown on a USGS topographic map, as well as unmapped channels with a definable bank and bed. Wetlands, as defined by the Corps, need not be present for CDFW to exert authority.

4.2.3 California Environmental Quality Act

According to Appendix G of the CEQA (CEQA 2022) Guidelines, a proposed project would have a significant impact on biological resources if it would:

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 CDFW and USFWS?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any 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?

4.3 Local Regulatory Setting

4.3.1 City of Dublin Tree Ordinance – Chapter 5.60 – Heritage Tree Regulations

The City of Dublin Code of Ordinance 5.60.50(a) Trees Subject to Or Exempt from Permit Requirements

(a) Permit or Other Authorization Required for Heritage Trees. A permit or other authorization conferred in accordance with this chapter is required to remove, cause to be removed, or effectively remove any Heritage Tree from any property within the City of Dublin.

(1) Any oak, bay, cypress, maple, redwood, buckeye and sycamore having a trunk or main stem of twenty-four inches or more in diameter measured at four to six inches above natural grade.

(2) Any tree required to be preserved as part of an approved Development Plan Zoning Permit, Use Permit, Site Development Review or Subdivision Map.

(3) A tree required to be planted as a replacement for an unlawfully removed tree.

(b) No person may remove, cause to be removed, or effectively remove any heritage tree from any property within the city of Dublin without obtaining a permit from the Director. However, a permit is not required for the following:

(1) Removal of a heritage tree that presents an immediate hazard to life or property, with the approval of the Director, City Engineer, Police Chief, Fire Chief or their designee;

(2) Removal that is specifically approved as part of a city-approved planned development plan, conditional use permit, site development review, or subdivision map;

(3) Pruning of heritage trees that conforms with the guidelines of the International Society of Arboriculture, Tree Pruning Guidelines, current edition, on file in the Community Development Department.

(c) Tree removal requested as part of the development of a property subject to zoning, subdivision, conditional use permit, or site development review application approval shall be reviewed and approved by the body having final authority over the entitlement application. (Ord. 5-02 § 2 (part): Ord. 29-99 § 1 (part).

4.3.2 East Dublin Specific Plan: 6.3.1 Stream Corridors and Wetlands

All planning area streams, naturally incised channels, and wetland areas are subject to Corps of Engineers (COE) jurisdiction under section 404 of the Clean Water Act, Proposed filling of any wetland area will require reviews and approval by the COE. The CDFW also has jurisdiction over streambeds in the planning area and requires notification, review, and potentially a permit for proposed alterations to any streambed. All riparian and emergent wetland habitats cannot be filled without first obtaining the appropriate permits and agreements from both the COE (Section 404 permits) and the CDFW (Stream Alteration Permit). Under the Plan, watercourses are to be preserved in open space corridors, and enhancement and stabilization will be required to restore these areas natural values. The restoration of planning area watercourses is intended to enhance the streams' natural functions as drainage channel, habitat areas, and wildlife corridors.

- *Policy 6-10:* Riparian and wetland areas should be incorporated into greenbelt and open space areas as means of preserving their hydrologic and habitat value. Unavoidable loss of riparian habitat due to development should be replaced with similar habitat on a 3:1 in kind basis. Loss of wetlands must be mitigated consistent with the COE's current policy.

- *Policy 6-11:* All stream corridors shall be managed to encourage revegetation with native plant species to enhance their natural appearance and improve habitat values. Active revegetation must be implemented by a professional revegetation/restoration specialist. Habitat management should be overseen by restoration ecologist.

5.0 METHODS OF ANALYSIS FOR GENERAL BIOLOGICAL RESOURCES

A special-status plant and wildlife species database search and review was conducted using the CNDDB and other sources. An additional search was conducted for special-status plants using CNPS *Inventory* on-line. Special-status species reports were accessed by searching the CNDDB database for the Dublin, Livermore, La Costa Valley, Niles, Tassajara, Altamont, Mendenhall Springs, and Byron Hot Springs USGS 7.5-minute quadrangles which surround the Property, and by examining those species that have been identified in the vicinity of the Property. These quadrangles will be henceforth noted as surrounding quads. The database report identified special-status species known to occur in the region or those that have the potential to occur in the vicinity of the Property. The CNDDB report was used to focus special-status species analysis of the site prior to the reconnaissance surveys.

An Olberding Environmental biologist conducted a reconnaissance-level survey of the Property on August 31, 2022. The survey consisted of walking throughout the Property and evaluating the site and adjacent lands for potential biological resources. Existing conditions, observed plants

and wildlife, adjacent land use, soils and potential biological resource constraints were recorded during the visit. Plant and wildlife species observed within and adjacent to the Property during the reconnaissance survey are listed in Attachment 2, Table 1. Site photographs are provided in Attachment 3 of this document. Attachment 1, Figure 9 shows where each site photo was taken.

The objectives of the field survey were to determine the potential presence or absence of special-status species habitat listed in the CNDDB database report and to identify any wetland areas that could be potentially regulated by the Corps, RWQCB, and/or CDFW (CNDDB 2022). In addition, the Olberding Environmental biologist looked for other potential sensitive species or habitats that may not have been obvious from the background database reports or research. Surveys conducted after the growing season or conducted outside of the specific flowering period for a special-status plant cannot conclusively determine the presence or absence of such plant species; therefore, site conditions and habitat type were used to determine potential for occurrence. When suitable habitat was observed to support a special-status plant or animal species, it was noted in the discussion for that particular species. Regulatory agencies evaluate the possibility of occurrence based on habitats observed on-site and the degree of connectivity with other special-status animal habitats in the vicinity of the Property. These factors are discussed in each special-status plant or animal section. Potential for occurrence of each special-status or protected plant and animal species was evaluated using the following criteria.

- **Present**: The species has been recorded by CNDDB or other literature as occurring on the Property and/or was observed on the Property during the reconnaissance survey or protocol surveys.

- **May Occur**: The species has been recorded by CNDDB or other literature as occurring within five miles of the Property, and/or was observed within five miles of the Property, and/or suitable habitat for the species is present on the Property or its immediate vicinity.

- **Not Likely to Occur**: The species has historically occurred on or within five miles of the Property, but has no current records. The species occurs within five miles of the Property but only marginally suitable habitat conditions are present. The Property is likely to be used only as incidental foraging habitat or as an occasional migratory corridor.

- **Presumed Absent**: The species will not occur on the Property due to the absence of suitable habitat conditions, and/or the lack of current occurrences. Alternatively, if directed or protocol-level surveys were done during the proper occurrence period and the species was not found, it is presumed absent.

Sources consulted for agency status information include USFWS (2022a) for federally listed species and CDFW (2022b) for State of California listed species. Based on information from the above sources, Olberding Environmental developed a target list of special-status plants and animals with the potential to occur within or in the vicinity of the Property (Attachment 2, Table 2).

5.1 Soils Evaluation

The soils present on a property may determine if habitat on the site is suitable for certain special-status plants and animals. The host plants of some special-status invertebrates may also require specific soil conditions. In the absence of suitable soil conditions, special-status plants or animals requiring those conditions would be presumed absent. Information regarding soil characteristics for the Property was obtained by viewing the Natural Resources Conservation Service (NRCS) Web Soil Survey report for the Property (NRCS 2022).

5.2 Plant Survey Methods

The purposes of the botanical surveys were (1) to characterize the habitat types (plant communities) of the study area; (2) to determine whether any suitable habitat for any special-status plant species occurs within the study area; and (3) to determine whether any sensitive habitat types (e.g., wetlands) occur within the study area. Site conditions and plant habitat surveys are important tools in determining the potential occurrence of plants not recorded during surveys (e.g., special-status plants) because presence cannot conclusively be determined if field surveys are conducted after the growing season or conducted outside a specific flowering period.

5.2.1 Review of Literature and Data Sources

The biologist conducted focused surveys of literature and special-status species databases in order to identify special-status plant species and sensitive habitat types with potential to occur in the study area. Sources reviewed included the CNDDB occurrence records (CNDDB 2022) and CNPS *Inventory* (Skinner and Pavlik 1994) for the surrounding quads; and standard flora (The Jepson Manual 2012). From the above sources, a list of special-status plant species with potential to occur in the Property vicinity was developed (Attachment 2, Table 2).

5.2.2 Field Surveys

A biologist from Olberding Environmental conducted a reconnaissance-level survey to determine habitat types and the potential for special-status plants based on the observed habitat types. All

vascular plant species that were identifiable at the time of the survey were recorded and identified using keys and descriptions in The Jepson Manual (2012).

The habitat types occurring on the Property were characterized according to pre-established categories. In classifying the habitat types on the site, the generalized plant community classification schemes of *A Manual of California Vegetation* (Sawyer, Keeler-Wolf, and Evens 2009) were consulted. The final classification and characterization of the habitat types of the study area were based on field observations.

5.3 Wildlife Survey Methods

The purposes of the wildlife survey were to identify special-status wildlife species and/or potential special-status wildlife habitats within the Property.

5.3.1 Review of Literature and Data Sources

A focused review of literature and data sources was conducted in order to determine which special-status wildlife species had potential to occur in the vicinity of the Property. Current agency status information was obtained from USFWS (2022a) for species listed as Threatened or Endangered, as well as Proposed and Candidate species for listing, under the federal ESA; and from CDFW (2022a, 2022b) for species listed as Threatened or Endangered by the state of California under the CESA, or listed as "species of special concern" by CDFW. From the above sources, a list of special-status wildlife species with potential to occur in the Property vicinity was developed (Attachment 2, Table 2).

5.3.2 Field Surveys

General Wildlife Survey – An Olberding Environmental biologist conducted a survey of species habitat within the entire study area, including visible portions of the adjacent properties. The purpose of the habitat survey was to evaluate wildlife habitats and the potential for any protected species to occur on or adjacent to the Property.

Reconnaissance-Level Raptor Survey – A reconnaissance-level raptor survey was conducted on the Property. Observation points were established on the periphery of the site to view raptor activity over a forty-five-to-sixty-minute time period. This survey was conducted with the use of binoculars and notes were taken for each species occurrence. Additionally, utility poles and perch sites in the vicinity of the Property were observed. All raptor activity within and adjacent to the Property was recorded during the reconnaissance-level observation period.

Reconnaissance-Level Burrowing Owl Badger/San Joaquin Kit Fox Survey – A reconnaissance-level survey was also conducted on the Property to identify potential burrow sites or use of on-site habitat for burrowing owl, American badger and San Joaquin kit fox. The general presence and density of suitable burrow sites (e.g., rodent burrows) was evaluated across the Property.

Rare Plant Survey - Olberding Environmental conducted focused surveys of literature and special-status species databases in order to identify special-status plant species and sensitive habitat types with potential to occur in the study area. The field surveys followed the California Department of Fish and Wildlife (2018) and CNPS (2001) published survey guidelines. These guidelines state that special-status surveys should be conducted at the proper time of year when special-status and locally significant plants are both evident and identifiable. Blooming periods for each surveyed species can be found in Table 2.

Protocol-Level Listed Large Branchiopod Surveys – All potential habitat was adequately sampled with dipnets at 14-day intervals after the initial inundation of suitable habitat. Sampling continued until habitats dried or a minimum of 90 day of inundation had occurred as specified in the USFWS Survey Guidelines for the Listed Large Branchiopods (USFWS 2015).

California Red-legged Frog and Western Pond Turtle Survey – A visual survey was conducted by OEI biologists, on September 20, 2022, for the presence or absence of western pond turtle and California red-legged frog. Visual day time surveys for these species were also conducted previously on June 10 and June 20, 2022. One nighttime survey for California red-legged frog was conducted on October 3, 2022, this survey also included western pond turtle. Any areas of suitable aquatic habitat located throughout the Property were surveyed as well as any upland areas located within 200 feet of suitable aquatic habitat. Due to the sensitivity to approach, binoculars were utilized to scan the banks of the aquatic habitat every few hundred feet. Transects were walked across all accessible parts of the Property with a primary focus on the aquatic habitats. All turtles and frogs encountered were closely examined through binoculars to determine species.

6.0 RESULTS FOR GENERAL BIOLOGICAL RESOURCES

The search and review of the CNDDB database reports revealed the occurrence of special-status plant and wildlife species that occur in the habitats found within the Property boundaries (CNDDB 2022). The CNDDB database and background data were reviewed for the surrounding quads. Animal occurrences shown on Attachment 1, Figure 5 and plant occurrences shown on Attachment 1, Figure 6 are located within 5 miles of the Property and were reviewed for their potential to occur on the Property based on general habitat types. Results of the species review is

tabulated on Attachment 2, Table 2. Critical habitat within the surrounding quads is shown on Attachment 1, Figure 7.

6.1 Soil Evaluation Results

The NRCS (2019) reports seven soil types within the Property. A map of this soil type can be found in Attachment 1, Figure 8. The soil type mapped included the following:

- **Cc: Clear Lake Clay-- 0-3 percent slopes.** Clear Lake clay soils can be found at elevations between 25 and 2,000 feet with 0 to 2 percent slopes. The composition of this soil type within the Property consists of 85 percent Clear Lake and similar soils, and 15 percent of minor components including Pescadero (4%), Cropley (4%), Conejo (4%), and Unnamed (3%).

  The Clear Lake series consists of very deep, poorly drained soils that formed in fine textured alluvium derived from sandstone and shale. Clear Lake soils are in basins and in swales of drainage ways. Clear Lake soils exhibit slow to very slow permeability and negligible to high runoff.

- **DvC: Diablo Clay -- Very deep 3-15 percent slopes.** Very deep Diablo clay soils are found within the lower reaches of the intermittent drainages eat of the residence. This soil is found between 300 and 1,700 feet. Mean annual precipitation is between 10 and 15 inches. Very deep Diablo clay is a well drained soil. From zero to 15 inches it is comprised of clay, and below 15 inches, silty clay.

- **LaC, LaD LaE2: Linne Clay Loam—3-15 percent slopes, 15-30 percent slopes, 30-45 percent slopes eroded.** The Linne series consists of moderately deep, well drained soils that formed in material weathered from fairly soft shale and sandstone. These soils are on gently sloping to very steep uplands from 100 to 2,200 feet. The composition of this soil type within the Property consists of 85 percent Linne and similar soils and 15 percent of minor components including Diablo (5%), Altamont (5%), Clear Lake (3%), and Pescadero (2%).

  Typically, Linne soils exhibit medium to very rapid runoff and moderately slow permeability. These soils are used mainly for rangeland with some areas farmed to small grains, related crops, and almonds. Naturalized and native vegetation is annual grasses and forbs, some live oak, and coastal sage. This series shows no frequency of ponding or flooding and is nonsaline. Its stratified layers consist of the following (colors are for dry soil unless otherwise stated):

Ap--0 to 9 inches; very dark gray clay loam, black moist; very hard, friable; moderately alkaline (pH 8.0).

A12--9 to 14 inches; dark gray clay loam, black moist; very hard, friable; moderately alkaline (pH 8.0).

A13--14 to 29 inches; gray clay loam, very dark gray moist; very hard, friable; moderately alkaline (pH 8.0).

AC--29 to 32 inches; gray and light gray sandy clay loam, gray and light brownish gray moist; very hard, friable; moderately alkaline (pH 8.0).

Clca--32 to 36 inches; white fine sandy loam, very pale brown and white moist; extremely hard, firm; moderately alkaline (pH 8.0).

C2r--36 to 51 inches; white mudstone, light gray and pale yellow moist; very hard, firm; moderately alkaline (pH 8.0).

- **RdA, RdB: Rincon Clay Loam -- 0-3 percent slopes, 3-7 percent slopes**. The Rincon series consists of deep, well drained soils that formed in alluvium from sedimentary rocks. Rincon soils are on old alluvial fans and both stream and marine terraces at elevations of 20 to 2,000 feet. The composition of this soil type within the Property consists of 85 percent Rincon and similar soils and 6 percent of minor components including Cropley clay (3%) and Hillgate silt loam (3%).

  Typically, Rincon soils exhibit slow to rapid runoff and slow permeability. These soils are used for irrigated citrus, deciduous fruits, row crops, and alfalfa. Some dry farming for grain and pasture. Natural vegetation is annual grasses and forbs. This series shows no frequency of ponding or flooding and is non-saline. Its stratified layers consist of the following (colors are for dry soil unless otherwise stated):

  Ap--0 to 4 inches; dark gray silty clay loam, very dark gray moist; hard, firm, sticky; slightly acid (pH 6.5).

  A12--4 to 16 inches; dark gray silty clay loam, very dark gray moist; very hard, firm, sticky; slightly acid (pH 6.5).

  B21t--16 to 25 inches; dark grayish brown sandy clay, very dark grayish brown moist; extremely hard, very firm, sticky; neutral (pH 7.0).

  B22t--25 to 31 inches; dark grayish brown sandy clay, very dark grayish brown moist-

coarse splotches of brown, dark brown moist; very hard, very firm, sticky; moderately alkaline (pH 7.9).

B3tca--31 to 40 inches; brown sandy clay loam, dark brown moist; very hard, firm, sticky; moderately alkaline (pH 8.0).

Cca--40 to 60 inches; yellowish brown stratified sandy clay loam and sandy loam, dark yellowish brown moist; hard, firm, sticky; moderately alkaline (pH 8.0).

6.2 Plant Survey Results

6.2.1 Floristic Inventory and Habitat Characterization

The Property supports four habitat types consisting of non-native annual grassland, seasonal wetland/pond, emergent marsh, riparian woodland and drainages. In classifying the habitat types on the Property, generalized plant community classification schemes were used (Sawyer, Keeler-Wolf, and Evens 2009). The final classification and characterization of the habitat type of the Property was based on field observations. Plant species that occurred within 5 miles of the Property are shown in Attachment 1, Figure 6.

The habitat type and a description of the plant species present within the habitat type are provided below. The habitats found on the Property are mapped on Attachment 1, Figure 10. Dominant plant species are also noted. A complete list of plant species observed on the Property can be found within Attachment 2, Table 1.

Non-native Annual Grassland

Non-native annual grassland represents the dominant plant community on the Property. As stated earlier, the Properties have been primarily used for grazing in the past. As a result, non-native annual grasses of European origin make up the dominant species. These species include wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), hare barley (*Hordeum murinum* spp. *leporinum*), and Italian ryegrass (*Festuca perennis*), among others. Common non-native forbs observed during field surveys include black mustard (*Brassica nigra*), Mediterranean linseed (*Bellardia trixago),* yellow starthistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), milk thistle (*Silybum marianum*), filaree (*Erodium* spp.), and bur clover (*Medicago polymorpha*).

Drainage

Five drainages exist on the Chen Parcel. One intermittent channel lies within the riparian woodland on the northwestern corner while the other four are spread within the hills of the north-central part of the Property. Dominant vegetation within the drainage features consisted primarily of salt grass (*Distichilis spicata*), iris leaf rush (*Juncus xiphioides*) and rabbit's foot grass (*Polypogon monspeliensis*) with sporadic yerba mansa (*Anamopsis californica*) and watercress (*Nasturtium officinale*) within the northwestern corner. Four additional ephemeral channels exist across the northern portion of the Chen Parcel. These channels vegetation characteristics are similar to the non-native grassland composition.

Seasonal Wetland/Pond

The seasonal wetlands across the Property are characterized by Italian rye grass (*Festuca perennis),* seaside barley (*Hordeum marinum),* Baltic rush, (*Juncus balticus),* bristly oxtongue (*Helminthotheca echioides),* common toad rush (*Juncus bufonius),* beardless wild rye (*Elymus triticoides),* timothy grass (*Phleum alpinum),* bulrush (*Typha latifolia),* curly dock (*Rumex crispus),* tall flatsedge (*Cyperus eragrostis),* hyssop lossestrife (*Lythrym hyssopifolia),* brass buttons (*Cotula coronopifolia),* soft brome (*Bromus hordeaceus),* prickly lettuce (*Lactuca serriola),*Congdon's tarplant, and rabbit's foot grass.

Emergent Marsh

The emergent marsh contains water year-round and is primarily characterized by a large stand of cattails (*Typha* sp.). The cattail stand covers the entire emergent marsh along with a few scattered willow trees (*Salix* spp.) present along the boundary of Croak Road. Several hydrophytic species are present within the willow undergrowth such as, cutleaf water parsnip (*Berula erecta),* prickly lettuce, and rabbits foot grass.

Riparian Woodland

A group of willow (*Salix sp*) and cottonwood trees (*Populus fremontii*) surround the quarry pond within the northern portion of the Anderson Parcel. On the Chen Parcel, a dense group of willow, cottonwood, and coast live oak (*Quercus agrifolia*) trees surround the intermittent drainage within the northwestern corner of the Property.

Special-Status Plant Species

Special-status plant species include species listed as Rare, Threatened, or Endangered by the USFWS (2022a) or by the State of California (CDFW 2022a). Federal Proposed and Candidate species (USFWS, 2022b) are also special-status species. Special-status species also include

species listed on List 1A, List 1B, or List 2 of the CNPS Inventory (Skinner and Pavlik, 1994; CNPS 2022). All species in the above categories fall under state regulatory authority under the provisions of CEQA, and may also fall under federal regulatory authority. Considered special-status species are species included on List 3 (Plants About Which We Need More Information—A Review List) or List 4 (Plants of Limited Distribution—A Watch List) of the CNPS *Inventory*. These species are considered to be of lower sensitivity and generally do not fall under specific state or federal regulatory authority. Specific mitigation considerations are not generally required for List 3 and List 4 species.

Attachment 2, Table 2 includes a list of special-status plants with the potential to occur within or in the immediate vicinity of the Property based on a review of the surrounding quads. The special-status plant species identified by the CNDDB as potentially occurring on the Property are known to grow only from specific habitat types. The specific habitats or "micro-climate" necessary for many of the plant species to occur are not found within the boundaries of the Property. The habitats necessary for the CNDDB reported plant species consist of valley and foothill grassland, cismontane woodlands, chaparral, playas, chenopod scrub, adobe clay soils, alkaline soils, serpentine soils, sandy soils, gravelly soils, coastal prairie, coastal scrub, coastal dunes, coastal bluff scrub, coastal salt marsh, vernal pools, seeps, meadows and sinks, marshes or swamps, riparian woodlands, on slopes near drainages, closed cone coniferous forest, north coast coniferous forest, redwood forest, lower montane coniferous forest, and broad-leafed upland forest.

Occurrences of special-status plants within a five-mile radius of the point roughly representing the center of the Property are described in detail. Occurrence distance from the Property is estimated from the center point found in Attachment 1, Figure 6.

Based on habitat types and nearby CNDDB occurrences, a total of 12 special plants were determined to have a potential to occur on the Property. During a 2022 plant survey, a species of unknown popcorn flower (*Plagiobothrys* sp.) was observed to be present on the Property. However, hairless popcorn flower is presumed extinct in California, therefore, it has a low potential to occur on site and is presumed absent. Three special status plants were observed on the Property during the August 2022 survey. These species are discussed in further detail below.

Congdon's Tarplant (*Centromadia parryi* ssp. *congdonii*). CNPS List 1B.

Congdon's tarplant is a member of the genus *Centromadia* in the sunflower family (*Asteraceae*). It is one of four subspecies of Parry's tarplant (*Centromadia parryi*). Congdon's tarplant is a prostrate to erect, annual herb with rigidly spine-tipped leaves and yellow ray- and disk-flowers (head). It occurs in valley and foothill grasslands in moist alkaline soils and blooms between June and

November. Historically, Congdon's tarplant was distributed from Solano County south to San Luis Obispo County.

In addition to this species being present on the Property, 14 CNDDB occurrences of this species have occurred within five miles of the Property, with the closest occurrence (Occurrence #11) from 1999, intersecting with the Property within the annual grassland between Fallon Road and Croak Road. It was estimated that approximately 76,000 plants were observed.

Saline Clover (*Trifolium hydrophilum*). CNPS List 1B.

Saline clover is member of the pea family, *Fabaceae*. Purple flowers bloom between April and June. This species is found in marshes and swamps, mesic valley and foothill grasslands with alkaline soils, and vernal pools, between 0 and 300 meters in elevation. It is thought to occur in Alameda, Colusa, Monterey, Napa, San Benito, Santa Clara, San Luis Obispo, San Mateo, Solano, and Sonoma Counties. It is threatened by development and current fieldwork is needed to determine if populations still exist in many counties.

The CNDDB lists one occurrence of this species within five miles of the Property. This occurrence (Occurrence #7) is located 500 feet west of the Property within a vernal pool habitat. 60 plants were observed in 2002 and several were observed in 2006. This species was also verified as a new occurrence within the Property during the August 2022 survey. Approximately 100 saline clover individuals were observed within the emergent wetland habitat.

San Joaquin Spearscale (*Extriplex joaquiniana*). CNPS List 1B.

San Joaquin spearscale is an annual herb in the family *Chenopodiaceae*. Leaves of the San Joaquin spearscale are ovate to triangular, with fine gray scales above. Flowers are dense and spike or panicle-like with dark brown seeds. It is found in Alameda, Contra Costa, Merced, Monterey, Napa, Sacramento, San Benito, Solano, and Yolo counties. It is considered extirpated in Santa Clara, San Joaquin, and Tulare counties. Habitat for the San Joaquin spearscale includes chenopod scrub, meadows, seeps, playas, and valley and foothill grasslands with alkaline soils. Blooming occurs between April and October.

In addition to this species being present on the Property, 11 CNDDB occurrences of this species have occurred within five miles of the Property, with the closest occurrence (Occurrence #68), located approximately 1300 feet west of the Property. During this occurrence approximately 200-300 plants were observed. In 2022, approximately 70 San Joaquin spearscale individuals were observed in the southern central portion of the Chen Parcel and along the dirt access road on the Anderson Parcel.

Nine special status plants species were determined to have a moderate potential to occur on the Property based on present habitat types and nearby CNDDB occurrences. Each of the following species' closest CNDDB occurrence is located within 5 miles of the Property. Additional information on the required habitat types for each species can be found in Table 2.

- Large flowered-fiddleneck (*Amsinckia grandiflora)*
- Alkali milk vetch (*Astragalus tener* var. *tener)* No nearby occurrences.
- Heartscale (*Atriplex cordulata)* (Occurrence #11, 1999, 4.9 miles)
- Brittlescale (*Atriplex cordulata)* (Occurrence # 65, 2000, 2.9 miles)
- Lesser saltscale (*Atriplex minuscula)* (Occurrence #46, 2010, 4.9 miles)
- Big tarplant (*Blepharizonia plumosa)* No nearby occurrences.
- Round-leaved filaree (*California macrophylla)* No nearby occurrences.
- Prostrate vernal pool navarretia (*Navarretia prostrata)* (Occurrence #61, 2010, intersects the Property)
- Long-styled sand spurrey (*Spergularia macrotheca longistyla)* (Occurrence #2, 1943, 3 miles; most recent occurrence, Occurrence #3, 2003)

Each of the above nine species were surveyed for during the 2017 and 2022 rare plant surveys conducted by Olberding Environmental during their appropriate blooming period. They were found to be absent from the Property.

6.3 Wildlife Survey Results

6.3.1 General Wildlife Species and Habitats

A complete list of wildlife species observed within the Property can be found in Attachment 2, Table 1. Wildlife species commonly occurring within habitat types present on the Property are discussed below:

Non-native Annual Grassland

The annual grassland habitat provides many foraging opportunities for a wide range of species. Passerine species observed during the survey include California towhee (*Melozone crissalis*),

black phoebe (*Sayornis nigricans*), barn swallow (*Hirundo rustica*) and white-crowned sparrow (*Zonotrichia leucophrys*). Other avian species observed include American crow (*Corvus bracyrynchos*), acorn woodpecker (*Melanerpes formicivorus*), Anna's hummingbird (*Calypte anna*), and turkey vulture (*Cathartes aura*).

The red-tailed hawk, Coopers hawk, and American kestrel were raptor species observed during the survey; however, the grassland habit could potentially be utilized for nesting and/or foraging by other species including ferruginous hawk, sharp-shinned hawk, white-tailed kite, golden eagle, American peregrine falcon, red-shouldered hawk, California horned lark, loggerhead shrike, northern harrier and several owl species including the burrowing owl.

Desert cottontail (*Sylvilagus audubonii*) and coyote (*Canis latrans*) were observed foraging during the August 2022 survey. Raccoon (*Procyon lotor*) and mule deer (*Odocoileus hemionous*) droppings were seen throughout the Property. Extensive burrow colonies created by small mammals including, but not limited to, Botta's pocket gopher (*Thomomys bottae*), California ground squirrel (*Otospermophilus beecheyi),* and various vole species (*Microtus* spp.) were also observed.

The cover from the grassland habitat and the extensive burrow complexes offer suitable refuge habitat for various amphibian and reptile species including special status species such as the California tiger salamander (CTS) (*Ambystoma californiense*), and California red-legged frog (CRLF) (*Rana draytonii*). Numerous western fence lizards (*Sceloporus occidentalis*) were observed throughout the Property. Other reptile species including Pacific gopher snake (*Pituophis catenifer catenifer*) and California king snake (*Lampropeltis californiae*) may also occur.

Seasonal Wetland/Pond/Emergent Marsh

The seasonal wetlands offer suitable habitat for various wildlife species. During the wet months, the full ponds can offer foraging habitat for avian species including but not limited to tricolored blackbird, killdeer (*Charadrius vociferous*), great blue heron (*Ardea herodias*), great egret (*Ardea alba*) and various waterfowl species. Red-winged blackbird (*Agelaius phoeniceus)* and American crow were observed utilizing the large southwestern wetland during the August 2022 survey.

CTS larvae were observed to be present within the quarry pond during recent protocol-level surveys conducted for listed special-status branchiopods in 2018 and 2022.

The emergent marsh offers suitable habitat for several wildlife species including the special status CRLF. This feature is inundated with water year-round providing consistent habitat and

foraging opportunities for CRLF in addition to other amphibians such as Sierran tree frog *(Pseudacris sierran)*. Multiple juvenile CRLF were observed during October 2022 within the road side ditch flowing alongside the emergent marsh and Croak Road. Other species observed foraging within this habitat include Cooper's hawk (*Accipiter cooperii*), coyote (*Canis Latrans),* Wilson's snipe (*Gallinago delicata),* black phoebe, Anna's hummingbird, and American crow.

Drainage

The intermittent drainage feature offers suitable breeding, foraging and dispersal habitat for various amphibian species including CRLF, sierran tree frog and western toad. CRLF adults, juvenile and larvae were observed within the intermittent drainage during day and nighttime surveys completed in October 2022. The ephemeral drainage features can provide habitat for amphibian species during and immediately after rain events but will mostly act as non-native grassland and provide similar habitat for the species listed above.

Riparian Woodland

Although limited in extent, the riparian woodland area within the Property may provide suitable nesting habitat for a number of passerine and raptor avian species, as well as provide suitable roosting habitat for bats including potentially sensitive species such as the pallid and Yuma myotis bats. CRLF and other amphibian species are known to use this habitat for foraging and breeding such as the sierran tree frog.

BIRDS

Tricolored Blackbird (*Agelaius tricolor*). Federal Species of Special Concern, California Species of Special Concern.

A close relative of the red-winged blackbird, the tricolored blackbird is distinguished by a white patch underscoring the bright red epaulettes that are prominent in the males of both species. Often found co-mingling in large flocks with red-winged blackbirds, this species is highly colonial. Nesting colonies usually occur in marshy habitats, often in large stands of blackberry, thistle, mustard and cattail.

The CNDDB listed six occurrences of tricolored blackbird within five miles of the Property. The closest occurrence (Occurrence #254) was observed approximately 0.6 miles southwest of the Property where several freshwater marshes are located. The willows located within the wetland habitat and the riparian corridors offer suitable habitat for foraging and nesting. Therefore, there is a high potential for tricolored blackbirds to occur in a nesting and/or foraging capacity.

Burrowing Owl (*Athene cunicularia*). Federal Species of Special Concern, California Species of Special Concern.

The U.S. Fish and Wildlife Service has identified the burrowing owl is as a "candidate" species. Candidate species are animals and plants that may warrant official listing as threatened or endangered, but there is no conclusive data to give them this protection at the present time. As a candidate species, burrowing owls receive no legal protection under the Endangered Species Act (ESA). However, this species does receive some legal protection from the U.S. through the Migratory Bird Treaty Act, which forbids the destruction of the birds and active nests. In California, the burrowing owl considered a "species of special concern."

Burrowing owls are ground dwelling members of the owl family and are small brown to tan colored birds with bold spots and barring. Burrowing owls generally require open annual grassland habitats in which to nest, but can be found on abandoned lots, roads, airports, and other urban areas. Burrowing owls generally use abandoned California ground squirrel holes for their nesting burrow but are also known to use pipes or other debris for nesting purposes. Burrowing owls prefer annual grassland habitats with low vegetative cover. The breeding season for burrowing owls occurs from March through August. Burrowing owls often nest in loose colonies about 100 yards apart. They lay three to twelve eggs from mid-May to early June. The female incubates the clutch for about 28 days, while the male provides her with food. The young owls begin appearing at the burrow's entrance two weeks after hatching and leave the nest to hunt for insects on their own after about 45 days. The chicks can fly well at six weeks old.

The CNDDB listed 26 occurrences of burrowing owl within five miles of the Property. The closest occurrence (Occurrence #457) was observed approximately 0.75 miles south of the Property adjacent to the Livermore airport. The Property has suitable grassland habitat for burrowing owl, and an abundance of ground squirrel burrows were observed on site. For these reasons the burrowing owl has a high potential to occur on the Property in nesting and foraging capacity and is likely to occur.

California Horned Lark (*Eremophila alpestris actia*). California Species of Special Concern.

The California horned lark is one of five subspecies of the horned lark. Males of this species have a distinct crest of black feathers originating above the eye that gives the appearance of "horns." The subspecies *actia* is distinguished from other subspecies by the pale-yellow shading that is restricted to the face and throat. This species typically inhabits dry, open grasslands and alkali flats. California horned larks prefer open terrain where they construct nests on the ground, often in sparsely vegetated areas. The highest nesting densities are generally found in annual grassland and oak savannah habitats in the foothill regions.

The CNDDB did not list the California horned lark as occurring within five miles of the Property. However, the annual grassland within and surrounding the Property offers potentially suitable nesting habitat. In addition, foraging opportunities occur across the Property. Given the information above the California horned lark has moderate potential to occur on the Property in a foraging and nesting capacity.

White-tailed Kite (*Elanus leucurus*). Federal Species of Concern, CDFW: Fully Protected.

The white-tailed kite is falcon-shaped with a long white tail. This raptor has black patches on the shoulders that are highly visible while the bird is flying or perching. White-tailed kites forage in annual grasslands, farmlands, orchards, chaparral, and at the edges of marshes and meadows. They are found nesting in trees and shrubs such as willows (*Salix sp.*), California sycamore (*Platanus racemosa*), and coast live oak (*Quercus agrifolia*) often near marshes, lakes, rivers, or ponds. This raptor often hovers while inspecting the ground below for prey. The White-tailed Kite eats mainly small mammals, as well as some birds, lizards, and insects. Annual grasslands are considered good foraging habitat for white-tailed kites, which will forage in human-impacted areas.

The CNDDB listed two occurrences of white-tailed kite within five miles of the Property. The closest occurrence (Occurrence #81) was observed approximately 2.9 miles northwest of the Property within a coast live oak savanna near the intersections of Contra Costa County and Alameda County. The large trees present within and surrounding the Property offer suitable nesting habitat. In addition, foraging opportunities occur throughout the Property in the grassland habitat. Given the information above the white-tailed kite has high potential to occur on the Property in a nesting and foraging capacity.

Loggerhead Shrike (*Lanius ludovicianus*). Federal Species of Special Concern, California Species of Special Concern.

The loggerhead shrike is a black and white perching bird with a black face mask that extends over the bill. A common resident and winter visitor in lowlands and foothills throughout California. It prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches. It occurs only rarely in heavily urbanized areas, but is often found in open cropland. This species hunts large insects, small rodents and even small birds. Loggerhead shrikes are known for their habit of impaling their food on thorns or barb wire for future consumption. The range and habitat for the loggerhead shrike has steadily shrunk due to human development within grasslands; however, this species is often found on lands grazed by cattle that are fenced with barb wire. These birds use shrubs, dense trees, and thickets of vegetation for nesting sites.

The CNDDB did not list the loggerhead shrike as occurring within five miles of the Property. However, the trees and shrubs within and surrounding the Property offer potentially suitable nesting habitat. In addition, foraging opportunities occur across the Property. Given the information above the loggerhead shrike has high potential to occur on the Property in a foraging and nesting capacity.

Northern Harrier (*Circus hudsonius*). California Species of Special Concern.

Northern harriers require open annual grassland habitats and prefer dense ground vegetation or grasses in which to build nests. They are distinguished from other similar species by their prominent white rump patch. Males are pale gray in color, while females are brown with dark streaking on the breast. These birds are ground nesters and utilize habitats ranging from annual grassland to seasonal wetland for this purpose. This species breeds once per season, with primary females breeding from April to July, and secondary females breeding from May through September. Northern harriers' nest on the ground usually preferring dense vegetation clumps for cover such as willows, grasses, sedges, reeds, bulrushes, and cattails. An average of four eggs per clutch will take 28 to 36 days to hatch with the young fledging 30 to 35 days after hatching.

The CNDDB lists one occurrence of the northern harrier within five miles of the Property. This occurrence (Occurrence #27; 1992) is located 3.4 miles north of the Property just east of Tassajara Road. The open grassland provides nesting and foraging opportunities for this species. Given the information above, and the fact the occurrence is not recent, the northern harrier has a moderate potential to occur on the Property in a nesting and foraging capacity.

Golden Eagle (*Aquila chrysaetos*). California Species of Special Concern, State Protected.

The golden eagle is typically found in open grasslands, pastures, and oak woodland, often near lakes and rivers. Their plumage is dark brown overall, with some white at the base of the tail, and golden-to-blonde feathers on the nape of the neck. The bill and talons are black and the cere (soft membrane that covers the nostrils) and feet are yellow. Immature birds have a broad, white tail band with a black edge and large white patches on the undersides of the wings at the base of the primary feathers. Adult males weigh nine pounds with adult females weighing 12.5 pounds. Masters of soaring, golden eagle can reach speeds up to 200 mph with their 6.5-to-7.5-foot wingspans.

The CNDDB lists one occurrence of golden eagle within five miles of the Property. This occurrence (Occurrence #84) is located 3.1 miles north of the Property, just east of Tassajara Road. There is a known active golden eagle nest present at this location. The open grassland provides ample foraging opportunities for this species; however, there are no large trees present

within the immediate vicinity to support this species in a nesting capacity. Given the information above, the golden eagle has a high potential to occur on the Property in a foraging capacity only.

American Peregrine Falcon (*Falco peregrinus anatum*). Federally Delisted, State Endangered, CDFW: Fully Protected.

The American peregrine falcon is a wide-bodied raptor with a dark nearly black head resembling a hood. Steel blue back and tail, pale to white breast and underwings. Small black horizontal bars on belly, legs, underwings and undertail. Black mustache markings, yellow base of bill, eye rings, legs and feet. Forages on the wing, catching prey in the air or on the ground. It is found mostly in open terrain including farmland, marshes and even urban environments. Prey items include waterbirds, rock doves, and other small birds and mammals. Peregrine falcons need tall sheltered areas such as cliffs or tall buildings for cover. They are increasingly able to exploit urban habitats for both foraging and nesting sites.

The CNDDB lists one occurrences of the American peregrine falcon within five miles of the Property. This occurrence (Occurrence #56) located 2.8 miles from the Property within a rocky outcropping in chapparal habitat. The open grassland provides suitable foraging opportunities for this species. Given the information above, the American peregrine falcon has a high potential to occur on the Property in a foraging capacity only.

In addition to the raptor species listed above, the following raptor and owl species protected under the Migratory Bird Treaty Act, also have a high to moderate potential to occur on the Property in a nesting and/or foraging capacity. More information regarding their habitat and nesting and foraging behavior can be found in Table 2.

- American kestrel (*Falco sparverius);* observed foraging during the August 2022 survey.
- Cooper's hawk (*Accipiter cooperii)*; observed foraging during the August 2022 survey.
- Red-tailed hawk (*Buteo jamaicensis)*; observed nesting behavior during a 2022 protocol shrimp survey and foraging during the August 2022 survey.
- Red-shouldered hawk (*Buteo lineatus);* observed foraging during a 2022 protocol shrimp survey.
- Great-horned owl (*Bubo scandiacus)*
- Western screech owl (*Megascops kennicottii)*
- Barn owl (*Tyto alba)*

- Ferruginous hawk (*Buteo regalis)*

There were two occurrences on CNDDB of ferruginous hawk (Occurrences #26 and #67) within five miles of the Property. However, the Property is not within the nesting range of ferruginous hawk, therefore, this species will be present on a foraging capacity only.

MAMMALS

Special-status Bats

Bats (Order - *Chiroptera*) are the only mammals capable of "true" flight. They are nocturnal feeders and locate their prey, which consists of small to medium sized insects by echolocation. Bats consume vast amounts of insects making them very effective pest control agents. They may eat as much as their weight in insects per day. Maternity roosts comprised of only females, may be found in buildings or mine shafts with temperatures up to 40 degrees Celsius and a high percentage of humidity to ensure rapid growth in the young. Female bats give birth to only one or two young annually and roost in small or large numbers. Males may live singly or in small groups, but scientists are still unsure of the whereabouts of most males in summer.

Special-status bats with the potential to occur on the Property are listed below:

- Pallid bat (*Antrozous pallidus)*

The CNDDB listed pallid bat (Occurrence #331) and Townsend's big-eared bat (Occurrence #422) as occurring within the 5-mile radius of the Property. The habitats provided on and near the Property provide an array of insects allowing for abundant foraging opportunities. Given the presence of suitable roosting habitat and foraging opportunities; the pallid bat has a moderate potential to occur on the Property in a foraging and roosting capacity. Townsend's bats are very sensitive to disturbance; therefore, as this Property is adjacent to a busy highway and residential development, it is unlikely that Townsend's bats would find the suitable roosting habitat and are not likely to occur.

Additionally, other non-special status bat species such as the Yuma myotis could also utilize the above habitats in a roosting and foraging capacity. Given the above information, multiple species of bats have a moderate potential to occur on the Property in a roosting and foraging capacity.

San Joaquin Kit Fox (*Vulpes macrotis mutica*). Federally Endangered, State Threatened.

The San Joaquin kit fox (SJKF) has a slim body with large, conspicuous ears, and a long, bushy, black tipped tail. It is the smallest canid species in North America. The SJKF lives in annual grassland habitats where friable soils are present in which they may excavate den sites. The

general habitat requirement for the kit fox is annual grasslands or grassy open habitat stages with scattered shrubby vegetation. Food requirements for the SJKF are rodents, insects, and even garbage in urbanized areas. Grassland habitats with a large rodent prey base and loose textured soils are thought to provide the best habitat for the SJKF.

A large band of potential habitat is indicated as a corridor in which the SJKF may occur in the southwestern corner of the Brentwood quadrangle map. On the Antioch South quadrangle map this zone continues northwest across the map and is located over two and a half miles south of the Property. The Property lies well outside the band of potential SJKF habitat identified by the CNDDB. The corridor that has been identified as potential habitat for the SJKF by the CNDDB was developed by using a one mile radius around specific point locations where scat or a den site was documented. The composite of all the point locations for SJKF overlaid together during a 20-year period combined to define the corridor that has been identified by the database. The goal of the database was to identify a habitat zone for SJKF rather than unrelated point locations, as the SJKF is highly mobile and will use a larger area than what a point location would represent.

The CNDDB lists one occurrence for SJKF within five miles of the Property. This occurrence (Occurrence #1031, 1975) was located 1.5 miles northwest of the Property near Tassajara Creek Regional Park. Due to the lack of substantial burrows, dispersal barriers, and no recent CNDDB occurrence (within 20 years) SJKF has a low potential to occur on the Property and is presumed absent.

American Badger (*Taxidea taxus*). California Species of Special Concern.

This large member of the weasel family is an excellent digger, with a flat body with short, stout legs ideally suited for digging burrows. A distinctive white stripe extends from the nose, and over the back of the head, that is rather small in proportion to its body. This species has long foreclaws which they use to excavate dens for refuge, food caches, and birthing sites. Their den entrance is generally shaped like a sideways "D" with the excavated soil piled outside of the entrance. Found in open plains, prairies, forests and grasslands, this carnivorous species feeds on ground squirrels, mice, and gophers, but will also consume rattlesnakes and other reptiles, and ground-nesting birds such as burrowing owl. Primarily solitary outside of the breeding season, badgers mate during late summer, but do not give birth until March or April.

The CNDDB lists five occurrences of American badger within five miles of the Property. The closest occurrence for American badger (Occurrence #349, 2004) was located 2 miles northwest of the Property adjacent to Camp Parks U.S. Army base. Due to the lack of substantial burrows

and visual evidence, American badger has a low potential to occur on the Property and is presumed absent.

AMPHIBIANS

California Red-Legged Frog (*Rana draytonii*). Federally Threatened, California Species of Special Concern.

California red-legged frog (CRLF) was listed as a Federal threatened species on May 31, 1996 (61 FR 25813) and is considered threatened throughout its range. If a proposed Property may jeopardize listed species, Section 7 of the ESA requires consideration of those species through formal consultations with the USFWS. Federal Proposed species (USFWS 2022) are species for which a proposed listing as Threatened or Endangered under the ESA has been published in the Federal Register. If a proposed Property may jeopardize proposed species, Section 7 of the ESA affords consideration of those species through informal conferences with USFWS. On April 13, 2006, USFWS designated critical habitat for the CRLF under the ESA. In total, approximately 450,288 acres fell within the boundaries of critical habitat designation. A new ruling by the USFWS on March 17, 2010, revised the designation of critical habitat for CRLF (75 FR 12815 12959). In total, approximately 1,636,609 acres of critical habitat in 27 California counties fall within the boundaries of the final revised critical habitat designation. This rule became effective on April 16, 2010.

The CRLF is a rather large frog, measuring one and a half to five inches in length. They are reddish-brown to gray in color, with many poorly defined dark specks and blotches. Dorsolateral folds are present. The underside of the CRLF is washed with red on the lower abdomen and hind legs. The CRLF has a dark mask bordered by a light stripe on the jaw, smooth eardrums, and not fully webbed toes. The male has enlarged forearms and swollen thumbs. Its vocals consist of a series of weak throaty notes, rather harsh, and lasting two to three seconds. Breeding occurs from December to March with egg masses laid in permanent bodies of water.

The CRLF is found in lowlands, foothill woodland and grasslands, near marshes, lakes, ponds or other water sources. These amphibians require dense shrubby or emergent vegetation closely associated with deep still or slow-moving water. Generally, these frogs favor intermittent streams with water at least two and a half feet deep and where the shoreline has relatively intact emergent or shoreline vegetation. CRLF is known from streams with relatively low gradients and those waters where introduced fish and bullfrogs are absent. CRLF are known to take refuge upland in small mammal burrows during periods of high-water flow. CRLF occurs west of the Sierra Nevada-Cascade and in the Coast Ranges along the entire length of the state. Historically, they occurred throughout the Central Valley and Sierra Nevada foothills south to northern Baja

California. Now they are found from Sonoma and Butte Counties south to Riverside County, but mainly in Monterey, San Luis Obispo, and Santa Barbara Counties.

The CNDDB listed 40 occurrences of the CRLF occurring within five miles of the Property. There were two occurrences (Occurrence #279 and #860) which intersect with the Property. The seasonal ponds and intermittent drainage offer suitable habitat to support breeding, upland refuge and dispersal. The seasonal pond offers adequate water during the wet months that support breeding, while the surrounding small mammal burrows provide upland refuge. The northern half of the Property intersects with USFWS designated critical habitat for CRLF (Unit CCS-2B) (Attachment 1, Figure 7). CRLF were found on the Property during a protocol- level surveys conducted for special-status branchiopods in 2018 and again while presence/absence surveys took place for CRLF in October 2022. CRLF are known to occur on site in a breeding and foraging capacity.

California Tiger Salamander (*Ambystoma californiense*). Federally Threatened, State Threatened.

Adult California tiger salamanders (CTS) inhabit rolling grassland and oak savanna. Adults spend most of the year in subterranean retreats such as rodent burrows, but may be found on the surface during dispersal to and from breeding sites. The preferred breeding sites are vernal pools and other temporary ponds. However, CTS may use permanent manmade ponds as breeding habitat. CTS adults begin migrating to ponds after the first heavy rains of fall and can be found in or around the breeding ponds during and after winter rainstorm events. In extremely dry years, CTS may not reproduce.

After mating, females lay several small clusters of eggs, which contain from one to over 100 eggs. The eggs are deposited on both emergent and submerged vegetation, as well as submerged detritus. A minimum of ten weeks is required to complete larval development through metamorphosis, at which time the larvae will normally weigh about ten grams. Larvae remaining in pools for a longer time period can grow to much larger sizes. Upon metamorphosis, juvenile CTS migrate in large masses at night from the drying breeding sites to refuge sites. Prior to this migration, the juveniles spend anywhere from a few hours to a few days near the pond margin. Adult CTS are largely opportunistic feeders, preying upon arthropod and annelid species that occur in burrow systems, as well as aquatic invertebrates found within seasonal pools. The larvae feed on aquatic invertebrates and insects, showing a distinct preference for larvae of the Pacific tree frog.

On August 4, 2004, the USFWS announced the listing of the CTS as threatened throughout its range with the exception of the Sonoma and Santa Barbara County populations which are listed

as endangered (USFWS 2004). On March 3, 2010, the California Fish and Game Commission designated CTS as threatened under the California Endangered Species Act. On August 23, 2005, the Service designated 199,109 acres of critical habitat in 19 counties for the central California population of the CTS. On August 2, 2005, they proposed 74,223 acres of critical habitat for CTS in Sonoma County, California. This habitat is located in the Santa Rosa Plain in central Sonoma and includes lands bordered on the west by Laguna de Santa Rosa, to the south by Skillman Road, northwest of Petaluma, to the east by foothills, and to the north by Windsor Creek. On December 14, 2005, in a final decision, USFWS designated and excluded 17,418 acres of critical habitat for CTS, so that no critical habitat is being designated for the Sonoma County population.

The CNDDB has listed 58 occurrences of CTS occurring within five miles of the Property. The location of the closest occurrence (Occurrence #893) from 2003, intersects with the Property. The most recent occurrence (Occurrence #1262) from 2021 is located approximately 4.5 miles southeast of the Property. The closest USFWS designated critical habitat for CTS (Unit cv_18) is approximately 2 miles northeast of the Property (Attachment 1, Figure 7). The Property offers suitable breeding and upland refuge habitat within the seasonal pond and the small mammal burrows. CTS were found on the Property within the seasonal pond on the Anderson Parcel during protocol-level surveys conducted for special-status branchiopods in early 2022. CTS are known to occur on the Property in a breeding and dispersal capacity.

REPTILES

Alameda Whipsnake (*Masticophis lateralis euryxanthus*). Federally Threatened, State Threatened.

The Alameda whipsnake is one of two subspecies of the California whipsnake. It is distinguished from the chaparral whipsnake (*M. l. lateralis*) by the broad orange striping on its sides. Adults reach approximately three to five feet in length and show a sooty black to dark brown back, cream colored undersides and pinkish tail. This species is typically found in chaparral, northern coastal sage scrub, and coastal sage habitats; however annual grasslands, oak woodlands, and oak savannah serve as habitat during the breeding season. Egg-laying occurs near scrub habitat on ungrazed grasslands with scattered shrub cover. The known distribution for Alameda whipsnake includes Sobrante Ridge, Oakland Hills, Mount Diablo, the Black Hills, and Wauhab Ridge.

Male and female snakes are active from April to November finding mates. During the breeding season from late March through mid-June, male snakes exhibit more movement throughout their home range, while female snakes remain sedentary from March until egg laying. Females lay a clutch of 6 to 11 eggs, usually in loose soil or under logs or rocks.

The CNDDB lists one occurrence of Alameda whipsnake within five miles of the Property. The location of this occurrence (Occurrence #39; 1991) is approximately 4.9 miles southwest of the Property. The closest USFWS designated critical habitat for Alameda whipsnake (Unit 3) is approximately 4.7 miles southwest of the Property. This occurrence lies just outside of the formal boundary of designated critical habitat. Due to the lack of rocky outcropping, no recent CNDDB occurrences (within 20 years), and the Property being surrounded by development on all three sides creating a dispersal barrier, Alameda whipsnake has a low potential to occur on the Property and is presumed absent.

Western Pond Turtle (*Emys marmorata*). California Species of Special Concern.

The western pond turtle is a thoroughly aquatic turtle that may be found in marshes, ponds, streams and irrigation ditches where aquatic vegetation is present. The turtles, which range from nine to ten inches in size, require basking sites and suitable upland habitat for egg laying. Suitable breeding upland habitats may consist of sandy banks or grassy open fields. The western pond turtle has a dark brown to olive-colored carapace with hexagonal scales that lack prominent markings.

Nesting and incubation occur from April to September, with a peak time for mating and egg laying occurring from March to May. After a 73 to 80-day gestation or incubation period, 5 to 13 eggs will be laid from July to October. Eggs are produced either once or twice a year. Females may travel some distance from water for egg-laying, moving as much as 0.8 kilometers (a hale mile) away from and up to 90 meters (300 feet) above the nearest source of water. Most nests are with 90 meters (300 feet) of water. The female usually leaves the water in the evening and may wander far before selecting a nest site, often in an open area of sand or hardpan that is facing southwards. The nest is flask-shaped with an opening of about five centimeters (two inches). Females spend considerable time covering up the nest with soil and adjacent low vegetation, making it difficult for a person to find unless it has been disturbed by a predator.

Activity slows from November to February. During the winter when water and air temperatures cool, usually from September to March, the turtles begin to hibernate. During hibernation, turtles either bury themselves in the mud at the bottom of ponds or will bury themselves on land in duff (top layer of decomposing vegetation and soil). Some turtles travel more than a half mile to over-winter on land, though many select the nearest wooded or shrubby area they can bury in. Turtles then emerge from hibernation in the spring to start the yearly cycle again.
CNDDB has listed 11 occurrences of western pond turtle within five miles of the Property. The closest CNDDB occurrence (Occurrence #1251) is located 0.75 miles east of the Property just north of Highway 580 within a pond. The permanent water located within the intermittent

drainage in the northwest corner of the Property offers suitable habitat for WPT. Therefore, WPT has a moderate potential to occur on the Property.

INVERTEBRATES

Special Status Branchiopods (*Branchinecta* spp.) Federally Threatened or Endangered

The federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*) is approximately three quarters of an inch in length. This species inhabits seasonal wetlands such as alkaline pools, intermittent drainages, drainage ditches, oxbows, stockponds, and vernal pools and swales. Like the longhorn fairy shrimp, eggs become encysted during dry periods and hatch when seasonal wetlands refill. Threats to the vernal pool fairy shrimp include loss of habitat, agriculture, foot traffic, and off-road vehicles.

The federally endangered longhorn fairy shrimp (*Branchinecta longiantenna)* is a small aquatic crustacean is 0.5 to 0.8 inches in length and has an elongated boy, large compound eyes on stalks, and eleven pairs of swimming legs. They can be found in clear to turbid vernal pools feeding on algae, bacteria, and detritus. Eggs are laid in vernal pools and become encysted during the dry season, hatching when the pools refill. The longhorn fairy shrimp is found in isolated locations from Contra Costa County to San Luis Obispo County.

CNDDB lists one occurrence of vernal pool fairy shrimp and one occurrence of longhorn fairy shrimp within five miles of the Property. The location of the vernal pool fairy shrimp occurrence (Occurrence #99; 2000) is located 4.2 miles northeast of the Property within an alkali sink. The location of the longhorn fairy shrimp occurrence (Occurrence #24; 2018), is located 4.8 miles east of the Property. The closest USFWS critical habitat for vernal pool fairy shrimp (Unit C) is approximately 4.2 miles east of the Property in unincorporated Alameda County. There is suitable habitat onsite for these species; however, wet season protocol surveys conducted in 2018 and 2022 and dry season protocol surveys conducted in 2022 discovered only the versatile fairy shrimp (*Branchinecta lindahli)* to be present. No special status shrimp were observed during these surveys. Given this information the vernal pool fairy shrimp and longhorn fairy shrimp are presumed absent from the site.

7.0 CONCLUSIONS

7.1 Wetlands

Results of the biological resource analysis survey conducted by Olberding Environmental indicate that the Property contains wetlands/waters that are considered jurisdictional by the Army Corps of Engineers, RWQCB and CDFW. A jurisdictional delineation has been prepared and

verified by the Corps, however changes to the surrounding hydrology indicates that site conditions may change which would warrant additional fieldwork with a reverification from the Corps.

7.2 Special-status Plants

Results of the biological resource analysis and rare plant surveys conducted by Olberding Environmental indicate that the Property has three special-status plant species occurring on the Property: San Joaquin spearscale, Congdon's tarplant, and saline clover. Additional species such as the Large flowered-fiddleneck, alkali milk vetch, heartscale, brittlescale, lesser saltscale, big tarplant, round-leaved filaree, prostrate vernal pool navarretia, hairless popcorn flower and long-styled sand spurrey were surveyed for on the Property at the appropriate blooming period. These nine plants were found to be absent from the Property. A rare plant survey report has been prepared as a separate document. No additional surveys are warranted.

7.3 Special-status Wildlife

Foraging or Nesting Raptor/Passerine Species – A total of 17 bird species were identified as having potential to occur on the Property. Three species - red-tailed hawk, American kestrel, and Cooper's hawk - were all observed during the August 2022 survey and potentially utilize the Property in a foraging and/or nesting capacity. A red-tailed hawk has utilized the eucalyptus trees on the Anderson Parcel in a nesting capacity during previous years.

Nine bird species including the tricolored blackbird, burrowing owl, loggerhead shrike, great-horned owl, white-tailed kite, western screech owl, red-shouldered hawk and barn owl were all identified to have a high potential to occur on the site in a nesting and foraging capacity. The northern harrier and California horned lark were identified as having a moderate potential to be present on the Property, while the sharp-shinned hawk, golden eagle, ferruginous hawk, and the American peregrine falcon have a potential to occur on the Property in a foraging capacity only

Special-Status Mammals – Given the presence of suitable onsite habitat; the pallid bat and Yuma myotis have a moderate potential to occur on the Property in a foraging and roosting capacity. The Townsend's big-eared bat has a low potential to occur on the Property due to the nearby human disturbance. No immediate signs were present during the initial survey, but the riparian trees and the large eucalyptus and oak trees could provide roosting habitat while the wetlands and drainages could provide foraging opportunities. The Property was surveyed signs of American badger and the federally endangered San Joaquin kit fox, but none were observed. With the lack of recent CNDDB occurrences (within 20 years) and substantial burrows San

Joaquin kit fox is presumed absent from the Property. Due to the lack of burrows and visual evidence American badger is also presumed absent from the Property.

Special-Status Amphibians – Two amphibian species, CRLF and CTS, have been observed on the Property during various surveys. Both species have many CNDDB occurrences within five miles including a large population of CRLF just north of the Property within the Jordan Ranch ponds and drainage channel. USFWS designated critical habitat for CRLF intersects with the northern half of the Property and the CTS critical habitat is located 2 miles northeast of the Property. CRLF have been observed within the Property and just adjacent to the Property within the ditch along Croak Road. The quarry pond provides suitable breeding habitat for CTS and were found present on the Property in March 2022. The Property contains suitable habitat for breeding and dispersal in the seasonal wetlands and drainages for CRLF and the multiple ground squirrel burrow complexes provide both species with suitable upland refuge. CRLF and CTS are present on-site and are likely to continue to utilize the site in a breeding, foraging and dispersal capacity.

Special-Status Reptiles – The Alameda whipsnake was identified by the CNDDB as occurring within five miles of the Property; however, after an assessment of the Property, it was concluded that the site does not provide habitat to support Alameda whipsnake. Due to the distance of the CNDDB occurrence and the abundance of dispersal barriers, Alameda whipsnake is presumed absent. The CNDDB listed western pond turtle as occurring within five miles of the Property. Given the intermittent drainage located within the northwest corner of the Property, and the closest CNDDB occurrence within one mile of the Property, western pond turtle has a potential to occur on the Property.

Special Status Invertebrates – The vernal pool fairy shrimp and longhorn fairy shrimp were identified by the CNDDB as occurring within five miles of the Property; suitable habitat in the form of seasonal wetlands/ponds occur within the Property, however, after wet and dry season protocol surveys were conducted in 2018 and 2022 with negatives findings these species are presumed absent. A listed branchiopod survey report has been prepared as a separate document. No additional surveys are warranted.

8.0 RECOMMENDATIONS

- **Corps and State Regulated Wetlands/Waters** – Jurisdictional wetlands and waters regulated under the authority of the Corps, RWQCB, and CDFW are present on the Property. Fill of these regulated features may require authorization under Sections 404 and 401 of the Clean Water Act (CWA) and authorization under Section 1600 of the Fish and Wildlife Code. An updated Corps wetland delineation should be prepared to

document if any changes to the extent of jurisdictional features has occurred. This should take place prior to any construction activity that could result in impacts to wetlands/waters. If the wetlands/waters are deemed jurisdictional and construction activities are proposed that could impact these features, permits must be obtained prior to construction. Setbacks from the wetlands/water features may be required to protect habitat quality and to protect water quality. Permitting to allow impacts to wetlands/waters features will require mitigation.

- **Pre-Construction Avian Survey** – If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for all nesting birds (including waterfowl, passerines, raptors, and other birds) within and adjacent to (within 1,000 feet) the Property should be conducted by a competent biologist 14 days prior to the commencement of the tree removal or site grading activities. Surveys should focus on areas where birds are likely to nest, including trees, shrubs, grasslands, rock faces, stream banks, or under eves of structures. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone should be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for small passerine birds, and a minimum of 250 feet for raptors. The distance shall be determined by a competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a competent biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s). Active nests, including those in the process of being constructed shall not be disturbed. Surveys shall be repeated in areas where Project activities lapse for a period of 7 days or more.

- **Burrowing Owl Surveys** – A burrowing owl pre-construction survey should take place before any construction activities commence. Occupancy of burrowing owl habitat is confirmed at a site when at least one burrowing owl or its sign at or near a burrow entrance is observed within the last three years. If a burrowing owl or sign is present on the Property three additional protocol level surveys will be initiated. Once these surveys have been completed to identify the owl's location, disturbance buffers should be placed around each active burrow. No disturbance should occur within 200 meters of occupied burrows during the breeding season (February 1 through August 31) and/or within 50 meters of occupied burrows during non-breeding season (September 1 through January 31). Pre-construction surveys shall be completed 14 days prior to initiating activities.

- **Special-status Bats Surveys –** For all Project activities planned in or adjacent to potential bat roosting habitat, such as structures and/or involving woody vegetation modification or removal of any and all trees, a qualified biologist shall conduct daytime and evening acoustic surveys in addition to extensive visual surveys of potential habitat for special-status bats at least 7 days prior to initiation of Project activities. If bats are found on-site, a qualified biologist shall identify the species, estimated quantity present, roost type, and roost status, but shall avoid disturbing bats during surveys. A qualified biologist shall also create a Bat Mitigation and Monitoring Plan if special-status bat species are detected prior to the start of Project activities. The Bat Mitigation and Monitoring Plan shall include: (1) an assessment of all Project impacts to special-status bats, including noise disturbance during construction; (2) effective avoidance and minimization measures to protect special-status bats; (3) and compensatory mitigation for permanent impacts to special-status bats or their nesting/roosting habitat. If structures, trees, or other refugia equivalents are slated for limbing, removal, or modification, the Bat Mitigation and Monitoring Plan shall include the following measures:

    - To ensure that special-status bats have left potential roosting refugia, work shall occur over the course of two days. On the first day, smaller limbs or items from the identified trees or structures shall be brushed back or modified in the late afternoon. This disturbance should cause any potential roosting bats to seek other roosts during their nighttime foraging. The remainder of the refugia item can then be further limbed or removed as needed on the second day as late in the afternoon as feasible. If bats are found injured, or if bat mortality occurs during the course of tree work, a qualified biologist shall record the species impacted, and the number of individuals documented.

    - Tree limbing, modification, removal, or work on structural refugia shall not be performed under any of the following conditions: during any precipitation events, when ambient temperatures are below 4.5 degrees Celsius, when windspeeds exceed 11 miles per hour, and/or any other condition which may lead to bats seeking refuge.

    - If special-status bats are found utilizing a tree, structure, or equivalent for roosting, the Bat Mitigation and Monitoring Plan shall include permanent artificial roosting habitat installations that shall be adjacent to, and sufficient for, the species observed and associated ecology thereof. Effective buffer zones for the installation and monitoring of the artificial roosts shall be determined and established by a qualified biologist.

- **Pre-construction CRLF Protocol Survey** - A qualified biologist shall survey the project site for CRLF (and other sensitive wildlife species) preceding the commencement of construction activities to verify location of the species. Surveys should be perform using USFWS protocol.

    - ***Surveys Performed during the breeding season (October 1- June 30):***

    USFWS recommends a total of up to eight surveys to determine the absence of CRLF at or a near a project site. Two day surveys and four night surveys would be required during the breeding season. If CRLF are identified at any time during the course of surveys, no additional surveys are needed.

    - ***Surveys Performed during the non-breeding season (July 1- September 30)***

    One day and one night survey would be required during the non-breeding season. At least one survey must be completed between January 1 and August 15. If CRLF are identified at any time during the course of surveys, no additional surveys are needed.

    The main purpose of day surveys during breeding season are to look for larvae, metamorphs and egg masses while the purpose for day surveys during non-breeding season are to look for metamorphosing sub-adults and non-breeding adults. Day surveys should be conducted between one hour after sunrise and one hour before sunset. Night surveys are used to identify and locate adult and metamorphosed frogs and are to take place no earlier than one hour after sunset.

- **Pre-construction Amphibian Surveys** – Directed pre-construction surveys for CTS and CRLF are recommended prior to construction activities. A qualified biologist shall survey the project site for CRLF and CTS preceding the commencement of construction activities to verify the location of the species. All ruts, holes, and burrows shall be inspected for CTS and CRLF prior to and during excavation or removal. The biological monitor shall precede initial grading equipment to look for and avoid amphibians that may be present on the Property. If any amphibians are found during initial grubbing a qualified biologist possessing a valid ESA Section 10(a)(1)(A) permit or Service approved under an active biological opinion, will be contracted to trap and to move amphibians to nearby suitable habitat outside the fenced Project site. A special-status amphibian Mortality Reduction and Relocation Plan may be required prior to commencement of project activities.

- **Pre-construction Upland CTS Survey –** An upland survey for CTS should be conducted preceding the commencement of construction activities. Survey protocols

include the installation drift fences, pitfall traps, or coverboards in order to protect existing CTS on the Property. Additional protection measures such as environmental training of construction crews and biological monitoring will take place to reduce take of the species. If any amphibians are found during initial grubbing a qualified biologist possessing a valid ESA Section 10(a)(1)(A) permit or Service approved under an active biological opinion, will be contracted to trap and to move amphibians to nearby suitable habitat outside the fenced Project site. A special-status amphibian Mortality Reduction and Relocation Plan may be required prior to commencement of project activities.

- **Erosion Control** – Grading and excavation activities could expose soil to increased rates of erosion during construction periods. During construction, runoff from the Property could adversely affect aquatic life within the adjacent water features. Surface water runoff could remove particles of fill or excavated soil from the site, or could erode soil down-gradient, if the flow were not controlled. Deposition of eroded material in adjacent water features could increase turbidity, thereby endangering aquatic life, and reducing wildlife habitat. Implementation of appropriate mitigation measures would ensure that impacts to aquatic organisms would be avoided or minimized. Mitigation measures may include best management practices (BMP's) such as hay bales, silt fencing, placement of straw mulch and hydro seeding of exposed soils after construction as identified in the Storm Water Pollution Prevention Plan (SWPPP).

- **City Ordinance Adherence** – If any heritage trees are to be removed from the Property, a permit from the Director must be obtained. According the City of Dublin, a Heritage tree is considered as, any oak, bay cypress, maple, redwood, buckeye and sycamore having a trunk or main stem of 24 inches or more in diameter measured at four feet six inches above natural grade, a tree required to be preserved as part of an approved development plant, zoning permit, use permit, site development review or subdivision map, as well as a tree required to be planted as a replacement for an unlawfully removed tree. Tree removal requested as part of the development of a property subject to zoning, subdivision, conditional use permit, or site development review application approval shall be reviewed and approved by the body having final authority over the entitlement application. Ord. 5-02 § 2 (part): Ord. 29-99 § 1 (part)

9.0 LITERATURE CITED

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ATTACHMENTS

ATTACHMENT 1
FIGURES

Figure 1	**Regional Map**
Figure 2	**Vicinity Map**
Figure 3	**USGS Quadrangle Map**
Figure 4	**Aerial Photograph**
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Figure 6	**CNDDB Map of Special Status Plants**
Figure 7	**USFWS Designated Critical Habitat**
Figure 8	**Soils Map**
Figure 9	**Photo Location Map**
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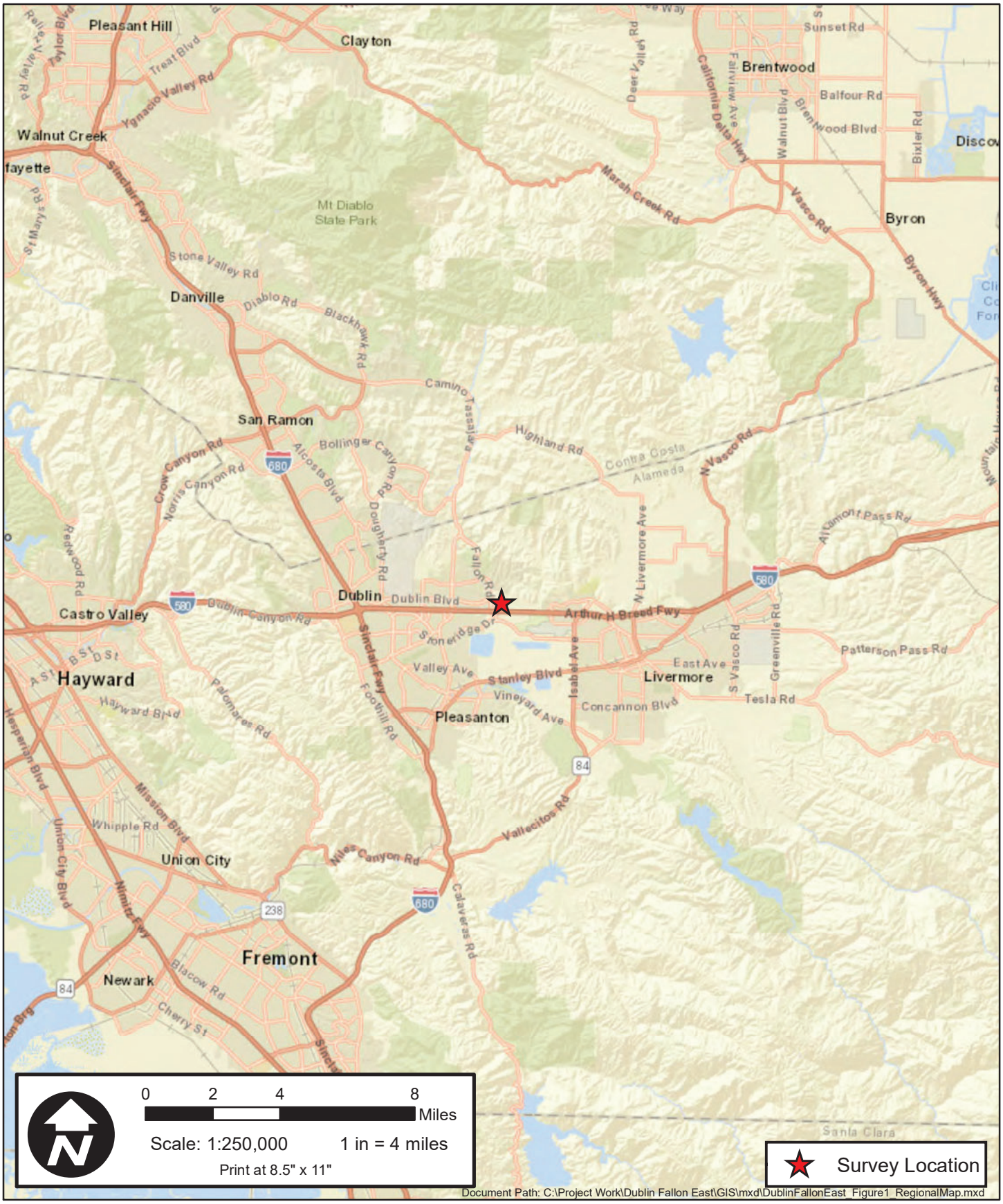
Figure 1
Regional Map



OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Road, Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

Figure 1: Regional Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 2
Vicinity Map

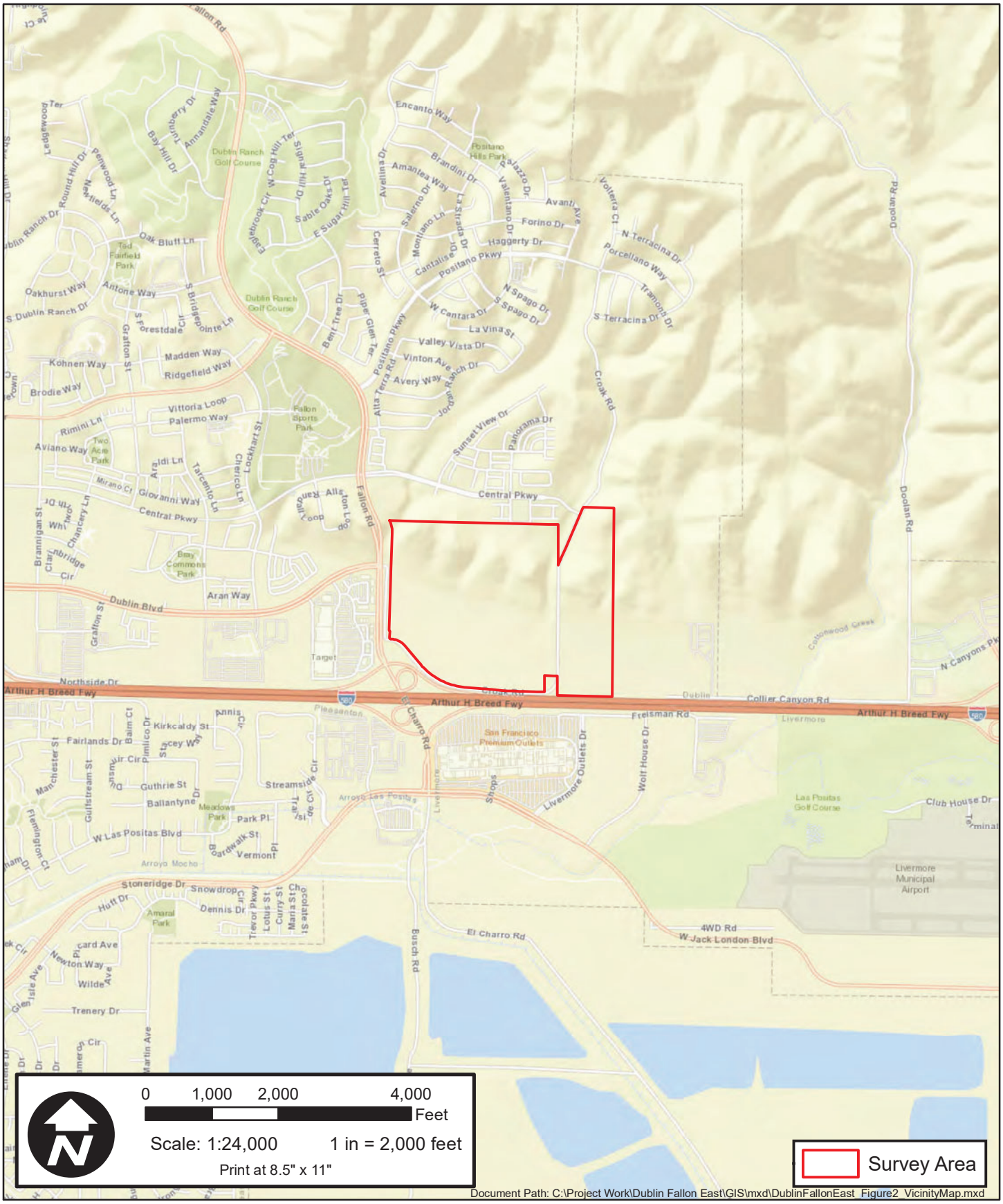


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Figure 2: Vicinity Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 3
USGS Quadrangle Map

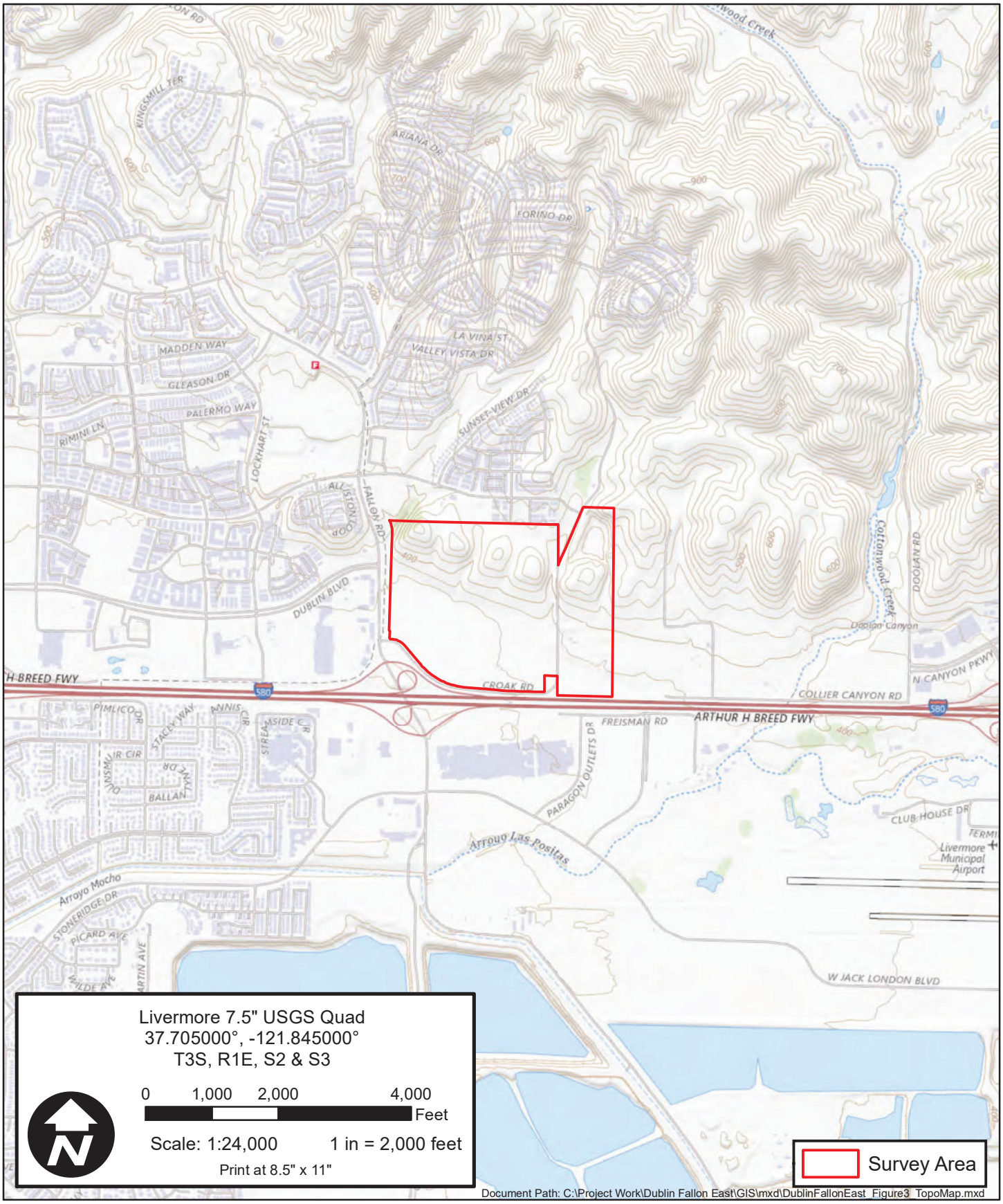

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Figure 3: USGS Topographic Map
Dublin Fallon East Property
Alameda County, California

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Figure 4
Aerial Photograph



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Figure 4: Aerial Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 5
CNDDB Map of Special Status Wildlife

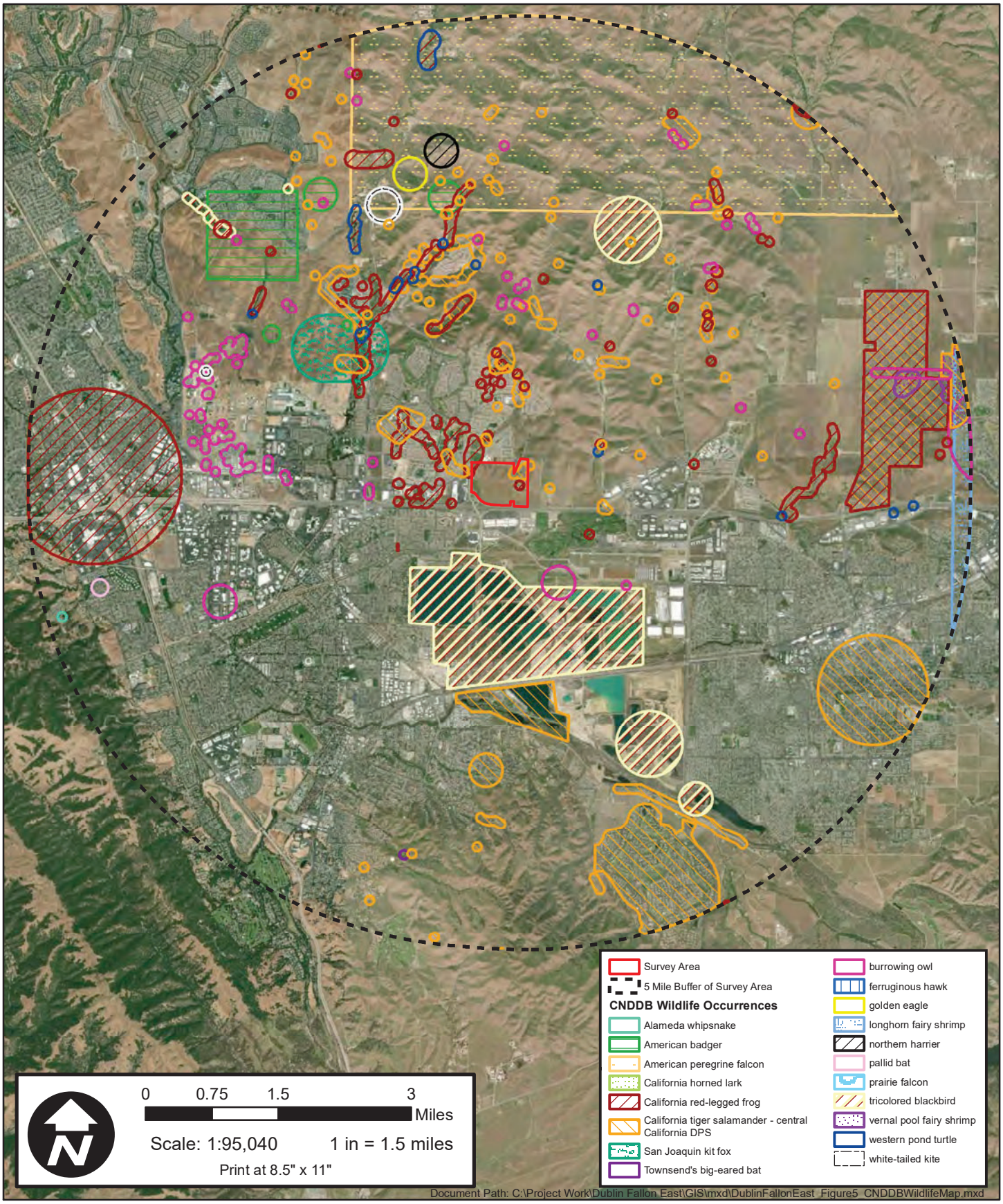

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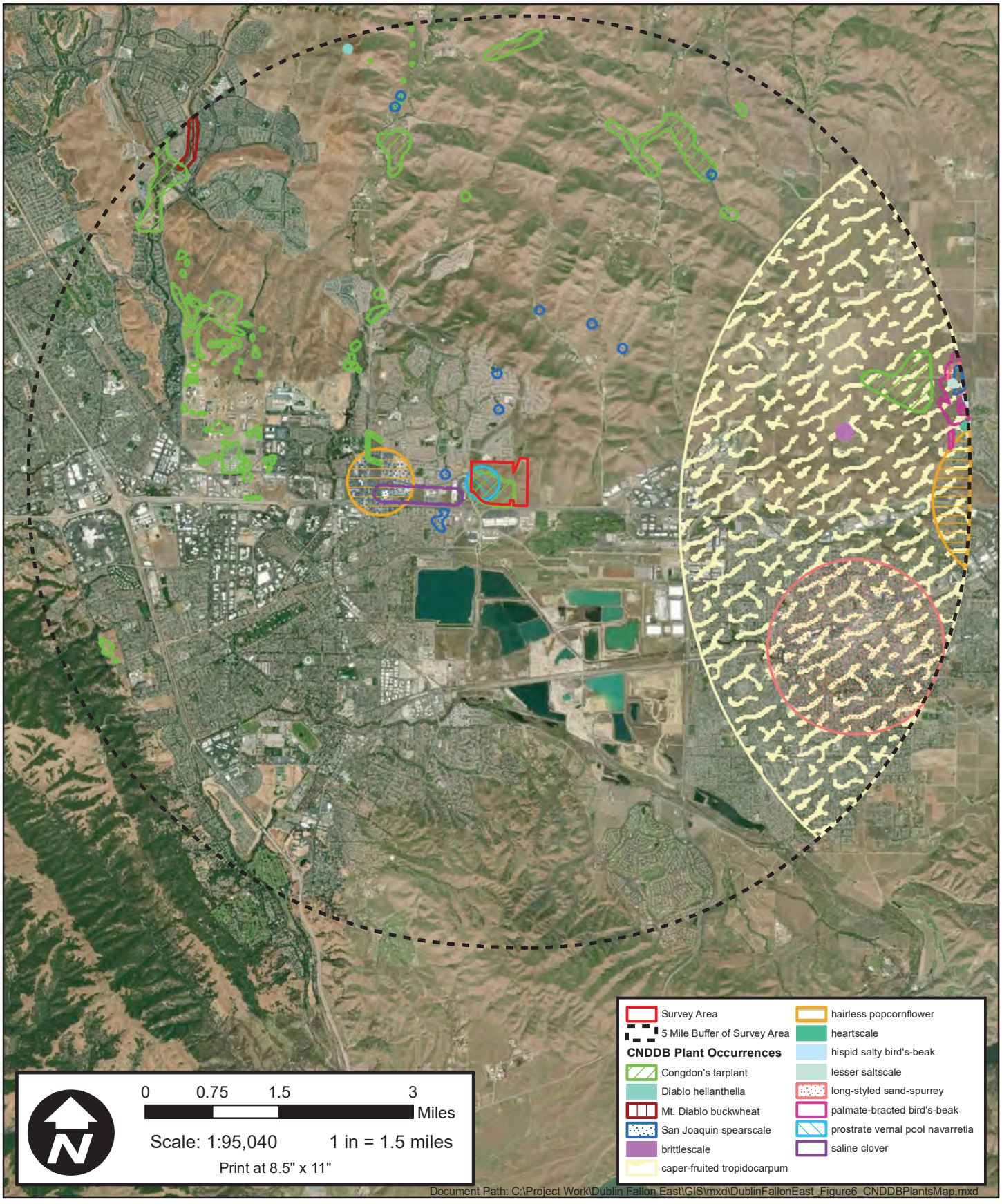
Figure 5: CNDDB Wildlife Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 6
CNDDB Map of Special Status Plants



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Phone: (916) 985-1188

Figure 6: CNDDB Plants Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 7
USFWS Designated Critical Habitat

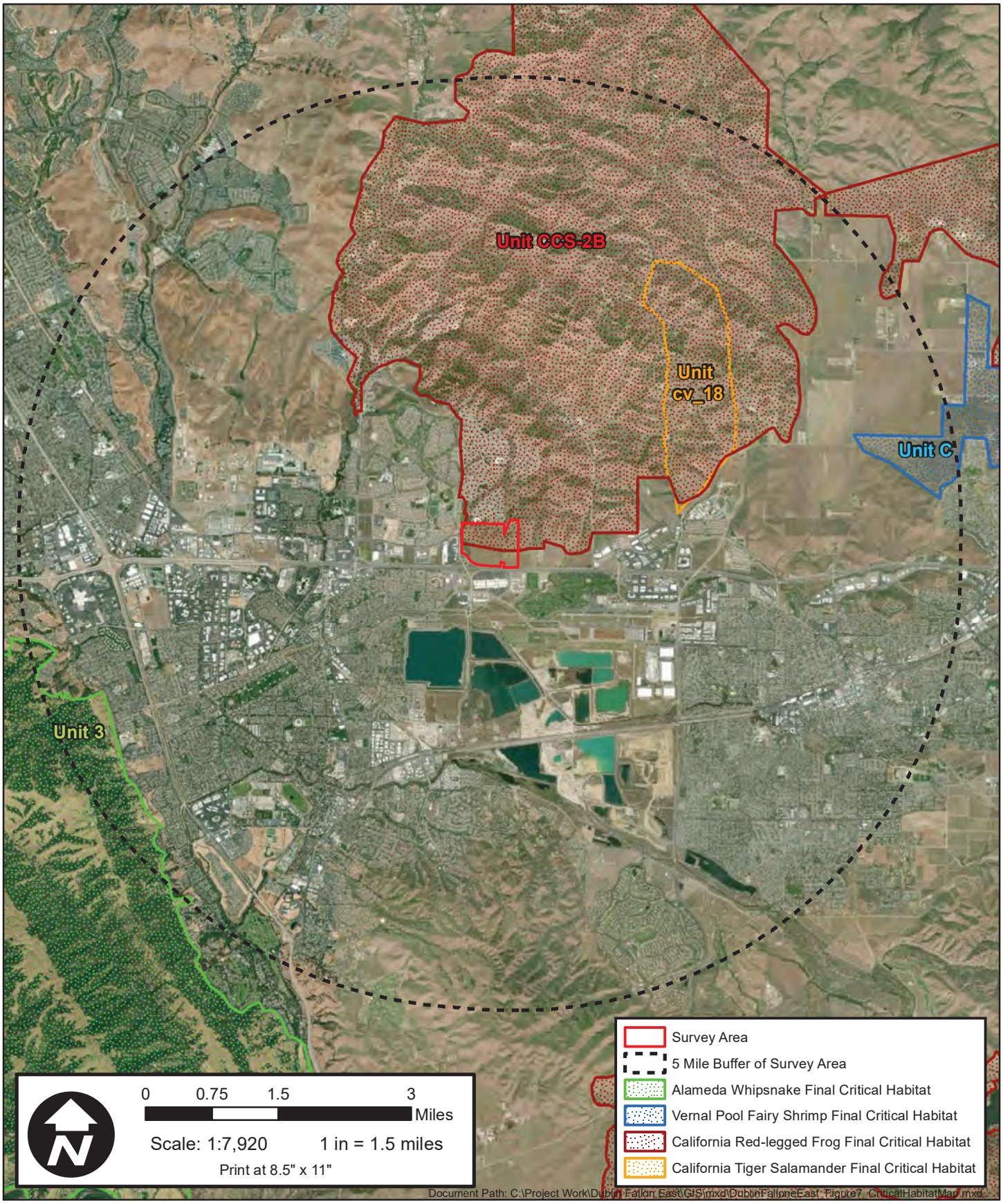

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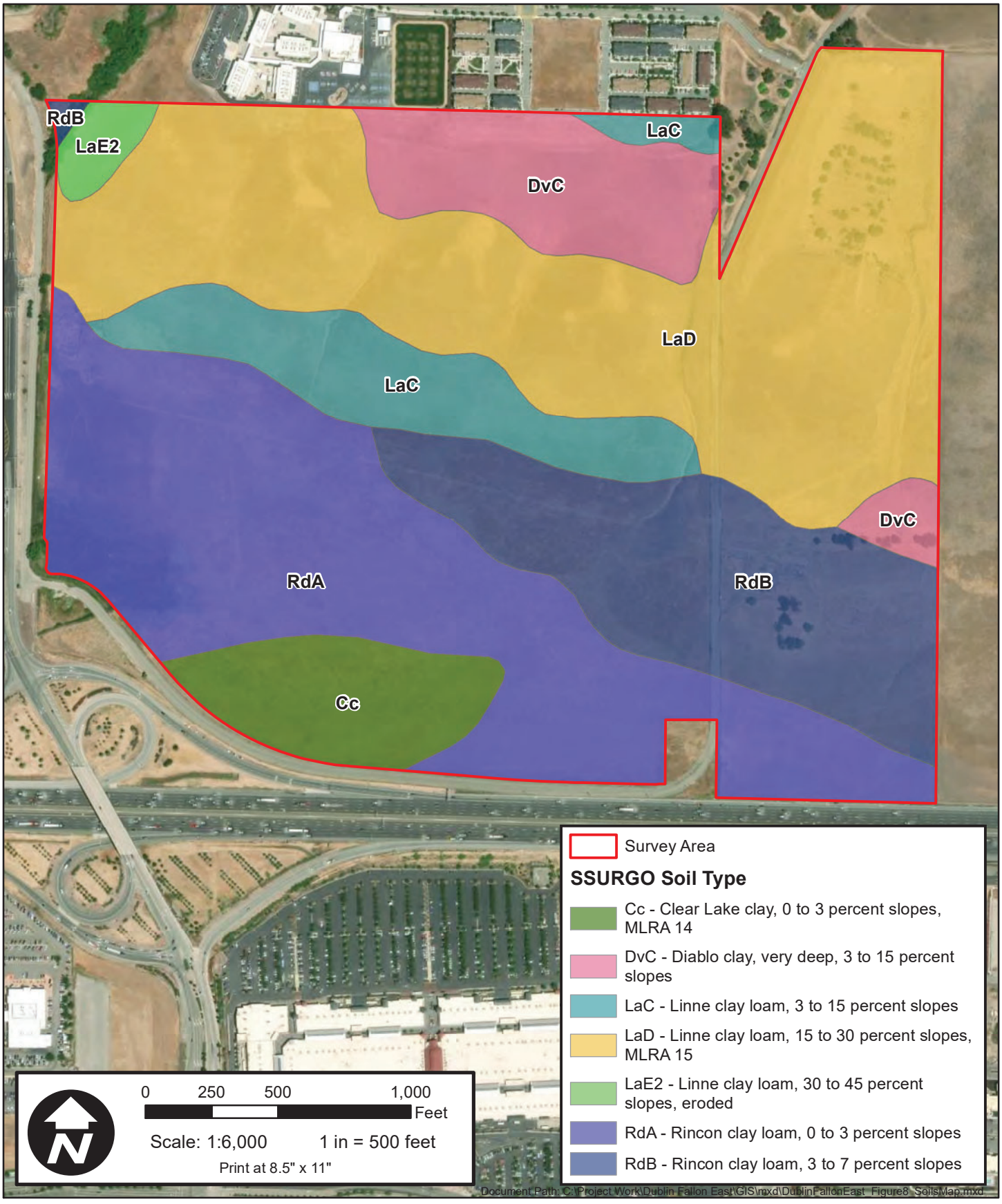
Figure 7: Critical Habitat Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 8
Soils Map



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Folsom, CA 95630
Phone: (916) 985-1188

Figure 8: Soils Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

Figure 9
Photo Location Map



Figure 9: Photo Points Map
Dublin Fallon East Property
Alameda County, CA

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Figure 10
Habitat Map



Figure 10: Habitat Map
Dublin Fallon East Property
Alameda County, California

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Phone: (916) 985-1188

Revision Date: 10/18/2022

ATTACHMENT 2

TABLES

Table 1

Plant and Wildlife Species Observed

Within/Adjacent to the Survey Area

Table 1

Plant and Wildlife Species Observed Within/Adjacent to the Survey Area

Scientific Name	Common Name
Plant Species Observed	
Anemopsis californica	Yerba mansa
Avena fatua	Wild oat
Baccharis pilularis	Coyote brush
Bellardia trixago	Mediterranean linseed
Brassica nigra	Black mustard
Bromus diandrus	Rip-gut brome
Bromus hordeaceous	Soft chess
Centaurea solstitialis	Yellow star thistle
Centromadia parryi ssp. *condonii*	Congdon's tarplant
Cirsium vulgare	Bull thistle
Convolvulus arvensis	Field bindweed
Cotula coronopifolia	Brass buttons
Cupressus sempervirens	Italian cypress
Cynara cardunculus	Artichoke thistle
Cyperus eragrostis	Tall flatsedge
Distichilis spicata	Salt grass
Erodium botrys	Broadleaf filaree
Eucalyptus sp.	Eucalyptus tree
Extriplex joaquiniana	San Joaquin spearscale
Festuca perennis	Italian rye grass
Helminthotheca echioides	Bristly ox-tongue
Hordeum murinum	Hare barley
Lythrym hyssopifolia	Hyssop loosestrife
Lactuca serriola	Prickly lettuce
Medicago polymorpha	California bur clover
Nerium oleander	Oleander
Phleum alpinum	Timothy grass
Polypogon monspeliensis	Rabbit's foot grass
Poplus fremontii	Fremont cottonwood
Rumex cripsus	Curly dock
Salix sp.	Willow tree
Schinus molle	Peruvian pepper tree
Trifolium hydrophilum	Saline clover
Typha latifolia	Broadleaf cattail

Table 1

Plant and Wildlife Species Observed Within/Adjacent to the Survey Area

Scientific Name	Common Name
Wildlife Species Observed	
Birds	
Accipiter cooperii	Cooper's hawk
Agelaius phoeniceus	Red-winged blackbird
Aphelocoma californica	Western scrub jay
Bubo virginianus	Great horned owl
Buteo jamaicenesis	Red-tailed hawk
Calypte anna	Anna's hummingbird
Carpdacus mexicanus	House finch
Cathartes aura	Turkey vulture
Corvus brachyrhynchos	American crow
Corvus corax	Common raven
Falco sparverius	American kestrel
Melozone crissalis	California towhee
Mimus polyglottos	Northern mockingbird
Pipilo crissalis	California towhee
Sayornis nigricans	Black phoebe
Sayornis saya	Say's phoebe
Sturnella neglecta	Western meadowlark
Turdus migratorius	American robin
Zenaida macroura	Mourning dove
Zonotrichia leucophyrs	White-crowned sparrow
Mammals	
Lepus californicus	Black tailed jack rabbit
Otospermophilus beecheyi	California ground squirrel
Sylvilagus audubonii	Desert cottontail
Thomomys bottae	Botta's pocket gopher
Canis latrans	Coyote
Reptiles	
Sceloporus occidentalis	Western fence lizard
Amphibians	
Ambystoma californiense	California tiger salamander
Rana draytonii	California red-legged frog

Table 2

Special-Status Species for the Livermore, Tassajara, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs, and Byron Hot Springs 7.5 Minute Quadrangle Maps

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
PLANTS					
Large-Flowered Fiddleneck (*Amsinckia grandiflora*)	E/E/1B	April – May	Cismontane woodland, valley and foothill grassland, annual grassland in various soils.	Survey conducted during blooming period	Presumed absent
Slender Silver-Moss (*Anomobryum julaceum*)	-/-/2	N/A	Broadleafed upland forest; lower montane coniferous forest; North Coast coniferous forest/damp rock and soil on outcrops, usually on roadcuts.	No suitable habitat present	Presumed absent
Contra Costa Manzanita (*Arctostaphylos manzanita* ssp. *laevigata*)	-/-/1B	January – February	Chaparral, rocky slopes.	No suitable habitat present	Presumed absent
Alkali Milk-Vetch (*Astragalus tener* var. *tener*)	-/-/1B	March – June	Playas, valley and foothill grasslands in adobe clay soils, and vernal pools in alkaline soils.	Survey conducted during blooming period	Presumed absent
Heartscale (*Atriplex cordulata*)	-/-/1B	April – October	Chenopod scrub, valley and foothill grassland on alkaline flats and scalds, sandy soils.	Survey conducted during blooming period	Presumed absent
Brittlescale (*Atriplex depressa*)	-/-/1B	May – October	Chenopod scrub, meadows and sinks, playas, valley and foothill grasslands, and alkaline vernal pools with clay substrate.	Survey conducted during blooming period	Presumed absent
San Joaquin Spearscale (*Atriplex joaquiniana*)	-/-/1B	April – October	Chenopod scrub, meadows and seeps, playas, valley and foothill grassland in alkaline soils.	Present	Present

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Lesser saltscale (*Atriplex minuscula*)	-/-/1B	May – October	Chenopod scrub, meadows and seeps, playas, valley grassland and alkaline sinks.	Survey conducted during blooming period	Presumed absent
Big-Scale Balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*)	-/-/1B	March – June	Chaparral, cismontane woodland, and valley and foothills grasslands, sometimes in serpentinite outcrops.	Low Annual grassland may provide marginally suitable habitat	Not likely to occur
Big Tarplant (*Blepharizonia plumosa*)	-/-/1B	July – October	Valley and foothill grassland, dry hills and plains in annual grassland, clay to clay-loam soils; usually on slopes and often in burned areas.	Survey conducted during blooming period	Presumed absent
Round-Leaved Filaree (*California macrophylla*)	-/-/1B	March – May	Cismontane woodland, valley and foothill grassland, clay soils.	Survey conducted during blooming period	Presumed absent
Mount Diablo Fairy-Lantern (*Calochortus pulchellus*)	-/-/1B	April – June	Chaparral, cismontane woodland, riparian woodland, and valley and foothill grassland; on wooded and brushy slopes.	No suitable habitat present	Presumed absent
Chaparral Harebell (*Campanula exigua*)	-/-/1B	May – June	Chaparral, in rocky, usually serpentine soils.	No suitable habitat present	Presumed absent
Congdon's Tarplant (*Centromadia parryi* ssp. *condonii*)	-/-/1B	June – November	Valley and foothill grasslands in alkaline soils.	Present	Present

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Hispid bird's beak (*Chloropyron molle* ssp. *hispidus*)	-/-/1B.1	June – September	Alkaline soils on meadows and seeps, playas, and valley and foothill grassland	Low Marginally suitable habitat present	Not likely to occur
Palmate-Bracted Bird's-Beak (*Cordylanthus palmatus*)	E/E/1B	May – October	Chenopod scrub, valley and foothill grassland; usually on Pescadero silty clay which is alkaline, with *Distichlis*, *Frankenia*, etc.	Low Marginally suitable habitat present	Not likely to occur
Mount Diablo Buckwheat (*Eriogonum truncatum*)	-/-/1B	April – November	Chaparral, coastal scrub, and valley and foothill grasslands in sandy soils.	Low Marginally suitable habitat present	Not likely to occur
Hall's Bush-Mallow (*Malacothamnus hallii*)	-/-/1B	May – September	Chaparral and coastal scrub, some populations on serpentine soil.	No suitable habitat or soil substrates present	Presumed absent
Legenere (*Legenere limosa*)	-/-/1B	April – June	Vernal pools.	Low No suitable habitat present	Presumed absent
Prostrate Vernal Pool Navarretia (*Navarretia prostrata*)	-/-/1B	April – June	Coastal scrub, valley and foothill grassland, vernal pools, alkaline soils in grassland, or in mesic vernal pools, meadows and seeps.	Survey conducted during blooming period	Presumed absent
Mount Diablo Phacelia (*Phacelia phacelioides*)	-/-/1B	April – May	Chaparral, cismontane woodland; adjacent to trails, on rock outcrops and talus slopes; sometimes on serpentine.	No suitable habitat present	Presumed absent

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Hairless Popcorn-Flower (*Plagiobothrys glaber*)	-/-/1A	March – May	Meadows and seeps, marshes and swamps, coastal salt marshes and alkaline meadows.	While suitable freshwater wetland habitat is present, plant is presumed extinct in California	Presumed extinct
Chaparral Ragwort (*Senecio aphanactis*)	-/-/2	January – April	Cismontane woodland, coastal scrub, drying alkaline flats, chaparral.	No suitable habitat present	Presumed absent
Long-Styled Sand Spurrey (*Spergularia macrotheca longistyla*)	-/-/1B	February – May	Alkaline meadows and seeps, marshes and swamps.	Survey conducted during blooming period	Presumed absent
Most Beautiful Jewel-Flower (*Streptanthus albidus* ssp. *peramoenus*)	-/-/1B	April – June	Chaparral, cismontane woodland, and valley and foothill grasslands in serpentine soils on ridges and slopes.	No suitable soil substrates present	Presumed absent
Mount Diablo Jewel-Flower (*Streptanthus hispidus*)	-/-/1B	March – June	Valley and foothill grassland, chaparral; talus or rocky outcrops.	No suitable talus or rock outcroppings present	Presumed absent
Saline Clover (*Trifolium depauperatum* var. *hydrophilum*)	-/-/1B	April – June	Marshes and swamps, valley and foothill grasslands with mesic, alkaline soils, and vernal pools.	Present	Present
Coastal Triquetrella (Moss) (*Triquetrella californica*)	-/-/1B	N/A	Coastal bluff scrub, coastal scrub; moss growing on soil.	No suitable habitat present	Presumed absent

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Caper-Fruited Tropidocarpum (*Tropidocarpum capparideum*)	-/-/1B	March – April	Valley and foothill grasslands on alkaline hills.	Low Marginally suitable habitat present	Not likely to occur
INVERTEBRATES					
Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)	T/-	Resident	Endemic to central valley vernal pools and swales.	Species not detected during protocol-level surveys in 2018 and 2022.	Presumed absent
Longhorn Fairy Shrimp (*Branchinecta longiantenna)*	E/-/-	Resident	Endemic to the eastern margin of the central coast mountains in seasonally astatic grassland vernal pools, inhabit small, clear-water depressions in sandstone and clear-to-turbid clay/grass-bottomed pools in shallow swales.	Species not detected during protocol-level surveys in 2018 and 2022.	Presumed Absent
California Linderiella (*Linderiella occidentalis*)	SOC/-	Resident	Vernal pools and seasonal pools in unplowed grasslands	Species not detected during protocol-level surveys in 2018 and 2022.	Presumed Absent
BIRDS					

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Cooper's Hawk (*Accipiter cooperii*)	-/CP	February – August	Oak woodlands, coniferous forests, riparian corridors. Often hunts on edges between habitats.	High Suitable habitat present	Present
Sharp-Shinned Hawk (*Accipiter striatus*)	-/CP	February – August	Oak woodlands, coniferous forests, riparian corridors. Often hunts on edges between habitats.	Low Suitable foraging habitat present	May occur In a foraging capacity only as a winter migrant
Tricolored Blackbird (*Agelaius tricolor*)	SOC/-/SSC	February – August	Nesting within seasonal wetland marshes, blackberry brambles or other protected substrates. Forages in annual grassland and wetland habitats.	High Suitable habitat present	May Occur
Golden Eagle (*Aquila chrysaetos*)	FP/CP/-	February – August	Nests in cliff-walled canyons and tall trees in open areas. (Nesting and wintering) Rolling foothills mountain areas, sage-juniper flats, and desert.	High Suitable foraging habitat present	May Occur In a foraging capacity only
Burrowing Owl (*Athene cunicularia*)	SOC/-/SC	February – August	Dry open annual or perennial grassland, desert and scrubland. Uses abandoned mammal burrows for nesting.	High Suitable habitat present	May Occur
Great Horned Owl (*Bubo virginianus*)	-/CP/-	February – August	Take over nests of large birds in trees that include deciduous, coniferous, and mixed forests, tropical rainforests, prairie, mountainous areas, rocky coasts, mangrove swamps, and some urban areas. Also, in cavities of trees, cliffs, deserted buildings, and artificial platforms.	High Suitable habitat present	May Occur
Red-tailed Hawk (*Buteo jamaicensis*)	-/CP/-	February – August	Various grassland habitats, urban land, oak woodlands with grassland for foraging.	High Suitable habitat present	Present

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Red-shouldered Hawk (*Buteo lineatus*)	-/CP/-	February – August	Forages in variety of semi-developed habitats including orchards. Forages in woodlands and riparian areas. Nests in riparian habitat but also eucalyptus groves.	High Suitable habitat present. Present during a 2022 protocol shrimp survey.	Present
Ferruginous Hawk (*Buteo regalis*)	-/CP/-	Late Fall – Winter	Open country such as semiarid grasslands with few trees, rocky outcrops, and open valleys. Also, along streams or in agricultural areas during migration.	Low Suitable foraging habitat present	May occur In a foraging capacity only as a winter migrant
Swainson's Hawk (*Buteo swainsoni*)	-/T/-	February – October	Nests in riparian areas and in oak savannah near foraging areas. Forages in alfalfa and grain fields with rodent populations.	Low No suitable habitat present	Presumed absent
Northern Harrier (*Circus cyaneus*)	-/SC	February – August	Nests in grasslands and marshlands, ground nesting bird.	Moderate Suitable habitat present	May Occur
White-tailed Kite (*Elanus leucurus*)	SOC/CP/FP	February – August	Various grassland habitats, urban land, oak woodlands with grassland for foraging.	High Suitable habitat present	May occur
California Horned Lark (*Eremophila alpestris actia*)	-/-/SSC	February – August	Short-grass prairie, bald hills, mountain meadows, open coastal plains, fallow grain fields, and alkali flats. Prefer open terrain where they construct nests on the ground, often in sparsely vegetated areas.	High Suitable habitat present	May occur

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Merlin (*Falco columbarius*)	-/CP/-	September – May	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts, farms and ranches, near water. Clumps of trees or windbreaks are required for roosting in open country.	Low Marginally suitable habitat present	Not likely to occur
Prairie Falcon (*Falco mexicanus*)	-/CP/-	February – August	Nests on cliffs in dry open terrain either in level or hilly habitats. Forages in scrub, grassland, desert or agricultural fields.	Low Marginally suitable foraging habitat present	May occur In a foraging capacity only
American Peregrine Falcon (*Falco peregrinus anatum)*	-/-/FP	February - August	Nests near wetlands, lakes, rivers, or other water. On cliffs, banks, dunes, mounds, and human-made structures.	Moderate Suitable foraging habitat present.	May occur In a foraging capacity only
American Kestrel (*Falco sparverius*)	-/CP/-	February – August	Various grassland habitats, urban land, oak woodlands with grassland for foraging.	High Suitable habitat present	Present
Loggerhead Shrike (*Lanius ludovicianus*)	SOC/-/SSC	February – August	Open grassland habitats, grazed grasslands. Uses shrubs for nesting.	High Suitable habitat present	May Occur
Yellow-Breasted Chat (*Icteria virens*)	-/-/SSC	February – August	In summer, inhabits riparian thickets of willow and other brushy tangles near water. Nests in willow, blackberry, and wild grape.	Low No suitable habitat present	Presumed absent

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Western Screech Owl (*Megascops kennicottii*)	-/-/-	February-August	Occurs in a diversity of habitat but associated with riparian habitat and deciduous trees. Also occurs in urban and suburban parks and residential.	High Suitable habitat present	May Occur
Barn Owl (*Tyto alba*)	-/-/-	Resident	Breeds in old buildings, caves, and well shafts. Forages in grasslands.	High Suitable foraging habitat present	May Occur In a foraging capacity only
MAMMALS					
Pallid Bat (*Antrozous pallidus*)	-/SC/-	N/A	Forages in grasslands, shrublands, deserts, forests, and woodlands. Most common in open, dry habitats. Roosts in rock crevices, caves, tree hollows, and artificial structures. Roosts must protect bats from high temperatures; very sensitive to disturbance of roosting sites.	Moderate Suitable habitat present	May occur
Townsend's Big-Eared Bat (*Corynorhinus townsendii*)	-/SSC/-	Resident	Throughout California in a wide variety of habitats; roosts in the open, hanging from walls and ceilings. Needs sites free from human disturbance. Most common in mesic sites.	Low Marginally suitable habitat present	Not likely to occur

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
Berkeley Kangaroo Rat (*Dipodomys heermanni berkeleyensis*)	-/-	Resident	Open grassy hilltops and open spaces in chaparral and blue oak/digger pine woodlands; needs fine, deep, well-drained soil for burrowing.	No suitable habitat present	Presumed Absent
Yuma Myotis (*Myotis yumanensis*)	-/-/-	Resident	Roosts primarily in caves, rocks and crevices, but also found in artificial structures. Opportunistic hunters with a wide range of insect prey. Hunts for insects above the surface of slow-moving water or in vegetation close to the water's edge.	Moderate Suitable habitat present	May occur
San Francisco Dusky-Footed Woodrat (*Neotoma fuscipes annectens*)	-/SC/-	Resident	Forest habitats of moderate canopy and moderate to dense understory, may prefer chaparral and redwood habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	No suitable habitat present	Presumed Absent
American Badger (*Taxidea taxus*)	-/-/SSC	Resident	Shrub, forest, and herbaceous habitats with friable soils to dig burrows. Need open, uncultivated ground. Prey on fossorial mammals.	Low Potentially suitable grassland habitat present	Presumed absent
San Joaquin Kit Fox (*Vulpes macrotis mutica*)	E/T/-	Resident	Annual grasslands or grassy stages with scattered shrubby vegetation. Needs loose soils for burrowing.	Low No suitable habitat present. No recent CNDDB occurrences	Presumed Absent

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
AMPHIBIAN					
California Tiger Salamander (*Ambystoma californiense*)	T/T/-	Aquatic Surveys - Once each in March, April, and May with at least 10 days between surveys. Upland Surveys - 20 nights of surveying under proper conditions beginning October 15 and ending March 15.	Vernal pools, swales and depressions for breeding, needs underground refugia.	High Suitable habitat present. Present during a 2022 survey.	Present
Foothill Yellow-Legged Frog (*Rana boylii*)	SOC/-/SC	Year-round resident	Partially shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Need cobble for egg-laying.	Low No suitable habitat present	Presumed Absent
California Red-Legged Frog (*Rana draytonii*)	T/-/SC	May 1 – November 1	Lowlands and foothills in or near permanent deep water with dense, shrubby or emergent riparian habitat. Requires 11-20 weeks of permanent water for breeding and larval development. Must have access to aestivation habitat.	High Suitable habitat present. Present during a 2022 survey.	Present
Western spadefoot (*Spea hammondi*)	-/SSC/-	Year-round resident	Sandy or gravelly habitats in a variety of cismontane habitats, particularly vernal pools, grasslands, alkali flats, and playas. Breeds in rain pools, puddles, vernal pools, tire ruts, etc.	Low Suitable habitat present	Not likely to occur

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**
REPTILE					
Western Pond Turtle (*Emys marmorata*)	-/-/SC	March – October	Aquatic turtle needs permanent water in ponds, streams, irrigation ditches. Nests on sandy banks or grassy fields.	Moderate No suitable habitat present	May occur
Alameda Whipsnake (*Masticophis lateralis euryxanthus*)	T/T	Year-round resident	Valley foothill hardwood habitat of the coast ranges between Monterey and north San Francisco Bay areas.	Low No suitable habitat present	Presumed absent
Coast Horned Lizard (*Phrynosoma blainvillii*)	-/SSC/-	Year-round resident	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes; requires open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Low No suitable habitat present	Presumed Absent

Table 2

Special-Status Species for the Livermore, Tassajara, Diablo, Dublin, Altamont, Niles, La Costa Valley, Mendenhall Springs and Byron Hot Springs 7.5 Minute Quadrangle Maps[1]

Common Name/Scientific Name	Status (Fed/State/ CNPS)[2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site	Status on Site**

1. Special-status plants and animals as reported by the California Natural Diversity Data Base, California Native Plant Society, and other background research September 2022
2. Order of Codes for Plants - Fed/State/CNPS
   Order of Codes for Animals - Fed/State/CDFW
   Codes:
   SOC - Federal Species of Concern
   SC - California Species of Special Concern
   E - Federally/State Listed as an Endangered Species
   T - Federally/State Listed as a Threatened Species
   C - Species listed as a Candidate for Federal Threatened or Endangered Status
   R - Rare
   D - Delisted
   CP- California protected
   FP - State Fully Protected
   DFG: SC California Special Concern species
   1B - California Native Plant Society considers the plant Rare, Threatened, or Endangered in California and elsewhere.
   1A - CNPS Plants presumed extinct in California.
   2 - CNPS Plants Rare, Threatened or Endangered in California, but more common elsewhere.
   3 - CNPS Plants on a review list to find more information about a particular species.
   4 - CNPS Plants of limited distribution - a watch list.

ATTACHMENT 3

SITE PHOTOGRAPHS



1. Facing west, photo shows an overview of the abandoned quarry mine. Photo taken August 31, 2022.



2. Facing north, photo shows an overview of the abandoned quarry mine. Photo taken August 31, 2022.



3. Facing northeast, photo shows the wetland and riparian habitats located within the abandoned quarry mine. Fremont's cottonwood are the dominant trees seen in the center portion of the photograph. Photo taken February 2022.



4. Facing southeast, photo shows a stand of eucalyptus trees located on the eastern edge of the Property. Photo taken August 31, 2022.



5. Facing north, photo shows one of six seasonal wetland features filled with water after a rain event. Photo taken October 27, 2016.



6. Facing southwest, Photo shows one of five ephemeral drainages located on the Property. Photo taken October 27, 2016.



7. Facing northeast, photo shows the non-native annual grassland and the southern perimeter of the large southwest seasonal wetland. Photo taken January 10, 2022.



8. Facing southwest, photo shows an overview of the large emergent wetland located in the southerwestern corner of the Property. Photo taken August 31, 2022.



9. Facing south, photo shows the emergent wetland in the southwest corner with water present. Photo taken August 31, 2022.



10. Facing north, photo shows riparian woodland habitat that occurs along the northwestern portion of the Property. Photo taken October 27, 2016.



11. Photo shows a California red-legged frog individual that was found within a small depressional wallow created by cattle hoof shear along the western portion of the Property. Photo taken April 11, 2018.



12. Photo shows California tiger salamander larvae found within the seasonal pond located within the abandoned quarry. Photo taken February 9, 2022.



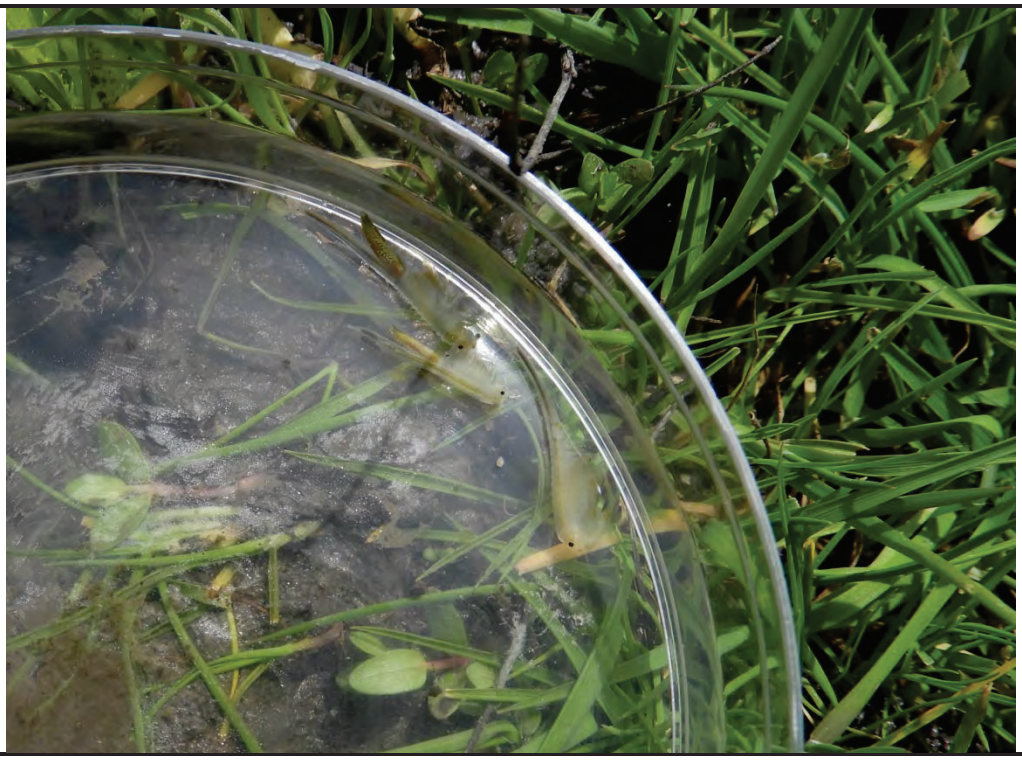
13. Photo shows San Joaquin spearscale found onsite. Photo taken April 12, 2022.



14. Photo shows Congdon's tarplant found adjacent to the southwest wetland. Photo taken June 28, 2022.



15. Photo shows saline clover found on site within the emergent wetland. Photo taken April 12, 2022.



16. Photo shows three large-branchiopod individuals (*Branchinecta lindahli)* that were encountered during sampling within one of the wetland features. The two females are on the top of the photo and the male is the one on the bottom. Photo taken April 11, 2018.

Appendix D

Special-Status Plant Survey Report

SPECIAL-STATUS PLANT SURVEY REPORT

FOR THE

DUBLIN FALLON EAST PROJECT

CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA

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October 2022

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Figure 7	Special Status Plant Location Map

ATTACHMENT 2 TABLES

Table 1	Special-Status Species Occurring in the Las Trampas, Diablo, Dublin, Hayward Quadrangle Map
Table 2	Plant Species Observed

ATTACHMENT 3 SITE PHOTOGRAPHS

This report should be cited as: Olberding Environmental, Inc. September 2022. *Special-Status Plant Survey Report for the Dublin Fallon East Project, City of Dublin, California.* Prepared for GH America Investments, INC, Houston, Texas.

1.0 SUMMARY

Olberding Environmental, Inc. has performed focused botanical surveys for special-status (those species identified as rare, threatened, or endangered) plants on the Dublin Fallon East Property [AKA Chen and Anderson Properties (Properties)], located within the city limits of Dublin, Alameda County, California. Multiple special-status plant species, identified as occurring within the vicinity of the Properties by the California Natural Diversity Data Base (CNDDB), were determined to have a potential to occur on the Properties based on the presence of appropriate habitat types. These plants include: San Joaquin spearscale (*Extriplex joaquiniana*), Congdon's tarplant (*Centromadia parryi ssp. condonii*), saline clover (*Trifolium hydrophilum*), large-flowered fiddleneck *(Amsinckia grandiflora)*, alkali milk vetch (*Astragalus tener* var. *tener*), brittlescale (*Atriplex depressa*), heartscale (*Atriplex cordulata* var. *cordulata*), lesser saltscale (*Atriplex minuscula*), big tarplant (*Blepharizonia plumosa*), round-leaved filaree (*California macrophylla*), hairless popcorn flower (*Plagiobothrys glaber*), long-styled sand spurrey (*Spergularia macrotheca longistyla*), and prostrate vernal pool navarretia (*Navarretia prostrata*). The following discussion provides a description of the Properties' plant communities, survey methods, and the results of surveys performed during the identified blooming period of the above listed species recognized as having the potential to occur on the Properties. Survey results include mapping of identified existing sensitive plant locations.

Multiple surveys were conducted throughout 2017 and throughout 2022. Surveys conducted in 2017 occurred on March 28, April 18, June 1, and June 28. Surveys conducted in 2022 occurred on March 17, April 12, May 3, June 28 and September 1.

2.0 LOCATION AND PROPERTY DESCRIPTION

The Properties consist of approximately 135 acres and 50 acres respectively, located just east of the intersection of Fallon Road and Croak Road, north of Interstate-580, in Dublin, California. Attachment 1, Figure 1 depicts the regional location of the Properties in the San Francisco Bay Area. Attachment 1, Figure 2 illustrates the vicinity of the Properties in relationship to the City of Dublin. Attachment 1, Figure 3 identifies the locations of the Properties on a USGS Quadrangle base map. Attachment 1, Figure 4 shows an aerial of the Properties.

Access to the Properties is provided from Interstate 580. From 580, take the El Charro/Fallon Road exit and make a left onto Fallon Road. Travel north for 0.5 miles then make a right onto Croak Road, the Chen Property will be found on the right. Continue on Croak Road for 0.2 miles, the Anderson Property will be on the right.

3.0 DESCRIPTION OF PROPERTIES

A majority of both Properties support California non-native annual grassland habitat. Plant species diversity is low, primarily due to grazing pressure. Dominant plant species include a mixture of annual grasses as well as forbs that are common to locally abundant at various times of the year.

On the Anderson Property, an abandoned quarry pit in the north portion of the site supports a large, pond and seasonal wetland bordered by a small band of riparian woodland. Two small, seasonal wetlands are found in the southwestern portion of the Property.

On the Chen Property, an intermittent drainage and small section of riparian woodland habitat occur in the northwestern corner of the Property. Four ephemeral drainages occur within the valleys among the steep grass covered hillsides. A series of wetland features were observed on the Property, with the largest wetland located along the western portion of the Property. Water exits a culvert just outside the boundary of the Property and discharges onto the Property creating an emergent marsh across the southwestern portion. Additional wetland features occur in the southeastern corner of the Property and in the northeastern corner at the top of one of the ephemeral drainages.

4.0 PLANT REGULATIONS

4.1 Federal Regulatory Setting

The Federal Endangered Species Act (ESA) of 1973 (16 USC 1531 et seq., as amended) prohibits federal agencies from authorizing, permitting, or funding any action that would result in biological jeopardy to a plant or animal species listed as Threatened or Endangered under the Act. Listed species are taxa for which proposed and final rules have been published in the Federal Register (U.S. Fish and Wildlife Service [USFWS], 2006a and 2006b). If a proposed project may jeopardize listed species, Section 7 of the ESA requires consideration of those species through formal consultations with the USFWS. Federal Proposed species (USFWS, 2006c) are species for which a proposed listing as Threatened or Endangered under ESA has been published in the Federal Register. If a proposed project may jeopardize proposed species, Section 7 of the ESA affords consideration of those species through informal conferences with USFWS. The USFWS defines federal Candidate species as "those taxa for which we have on file sufficient information on biological vulnerability and threats to support issuance of a proposed rule to list, but issuance of the proposed rule is precluded by other higher priority listing actions." (USFWS, 2007c). Federal Candidate species are not afforded formal protection, although USFWS encourages other federal agencies to give consideration to Candidate species in environmental planning.

4.2 State Regulatory Setting

Project permitting and approval requires compliance with California Environmental Quality Act (CEQA), the 1984 California Endangered Species Act (CESA), and the 1977 Native Plant Protection Act (NPPA). The CESA and NPPA authorize the California Fish and Game Commission to designate Endangered, Threatened and Rare species and to regulate the taking of these species (§§2050-2098, Fish & Game Code). The California Code of Regulations (Title 14, §670.5) lists animal species considered Endangered or Threatened by the State.

The Natural Heritage Division of the California Department of Fish and Wildlife (CDFW) administers the state rare species program. CDFW maintains lists of designated Endangered, Threatened, and Rare plant and animal species (CDFW, 2008a and 2008b). Listed species either were designated under the NPPA or designated by the Fish and Game Commission. In addition to recognizing three levels of endangerment, the CDFW can afford interim protection to candidate species while they are being reviewed by the Fish and Game Commission.

Under provisions of §15380(d) of the CEQA Guidelines, the project lead agency and CDFW, in making a determination of significance, must treat non-listed plant and animal species as equivalent to listed species if such species satisfy the minimum biological criteria for listing. In general, the CDFW considers plant species on List 1A (Plants Presumed Extinct in California), List 1B (Plants Rare, Threatened, or Endangered in California and elsewhere), or List 2 (Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere) of the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California* (Skinner and Pavlik 1994) as qualifying for legal protection under §15380(d). Species on CNPS List 3 or 4 may, but generally do not, qualify for protection under this provision.

Sensitive habitats include riparian corridors, wetlands, habitats for legally protected species and CDFW Species of Special Concern, areas of high biological diversity, areas providing important wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the California Natural Diversity Data Base's (CNDDB) working list of "high priority" habitats (i.e., those habitats that are rare or endangered within the borders of California) (Holland 1986).

5.0 FLORISTIC INVENTORY AND HABITAT CHARACTERIZATION

In classifying the habitat types on the Property, generalized plant community classification schemes were used (Sawyer and Keeler-Wolf 1995). The final classification and characterization of the habitat types of the study area were based on field observations. The Properties support five habitat types: non-native annual grassland, riparian woodland, seasonal wetland, emergent wetland and drainage channel.

5.1 ***Annual Grassland***

Non-native annual grassland represents the dominant plant community on the Properties. As stated earlier, the Properties have been primarily used for grazing in the past. As a result, non-native annual grasses of European origin make up the dominant species. These species include wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), hare barley (*Hordeum murinum* spp. *leporinum*), and Italian ryegrass (*Festuca perennis*), among others. Common non-native forbs observed during field surveys include black mustard (*Brassica nigra*), Mediterranean linseed (*Bellardia trixago),* yellow starthistle (*Centaurea solstitialis*), Italian thistle (*Carduus pycnocephalus*), milk thistle (*Silybum marianum*), filaree (*Erodium* spp.), and bur clover (*Medicago polymorpha*).

5.2 ***Riparian Woodland***

A group of willow (*Salix sp*) and cottonwood trees (*Populus fremontii*) surround the quarry pond within the northern portion of the Anderson Property. On the Chen Property, a dense group of willow, cottonwood, and coast live oak (*Quercus agrifolia*) trees surround a perennial drainage within the northwestern corner of the Property.

5.3 ***Seasonal Wetland/Pond***

The seasonal wetlands across the Properties are characterized by Italian rye grass (*Festuca perennis),* seaside barley (*Hordeum marinum),* Baltic rush, (*Juncus balticus),* bristly oxtongue (*Helminthotheca echioides),* common toad rush (*Juncus bufonius),* beardless wild rye (*Elymus triticoides),* timothy grass (*Phleum alpinum),* bulrush (*Typha latifolia),* curly dock (*Rumex crispus),* tall flatsedge (*Cyperus eragrostis),* hyssop lossestrife (*Lythrym hyssopifolia),* brass buttons (*Cotula coronopifolia),* soft brome (*Bromus hordeaceus),* prickly lettuce (*Lactuca serriola),*Congdon's tarplant, and rabbit's foot grass.

5.4 ***Emergent Marsh***

The emergent marsh present on the Chen Property contains water year-round and is primarily characterized by a large stand of cattails (*Typha* sp.). The cattail stand covers the entire emergent marsh along with a few scattered willow trees (*Salix* spp.) present along the boundary of Croak Road. Several hydrophytic species are present within the willow undergrowth such as, cutleaf water parsnip (*Berula erecta),* prickly lettuce, and rabbits foot grass.

5.5 ***Drainage Channel***

Five drainages exist on the Chen Property. One intermittent channel lies within the riparian woodland on the northwestern corner while the other four are spread within the hills of the north-

central part of the Property. Dominant vegetation within the drainage features consisted primarily of salt grass (*Distichilis spicata*), iris leaf rush (*Juncus xiphioides*) and rabbit's foot grass (*Polypogon monspeliensis*) with sporadic yerba mansa (*Anamopsis californica*) and watercress (*Nasturtium officinale*) within the northwestern corner. Four additional ephemeral channels exist across the northern portion of the Chen Property. These channels vegetation characteristics are similar to the non-native grassland composition.

6.0 SURVEY METHODOLOGY

Olberding Environmental conducted focused surveys of literature and special-status species databases in order to identify special-status plant species and sensitive habitat types with potential to occur in the study area. Sources reviewed include: CNDDB occurrence records (CNDDB 2022) and the CNPS *Inventory* (Skinner and Pavlik 1994) for the Las Trampas Ridge, Diablo, Hayward, and Dublin USGS 7.5 quadrangles; and standard flora (Hickman 1993). From the above sources, a list of special-status plant species with potential to occur in the Property vicinity was developed (Attachment 2, Table 1).

Special-status plant surveys were conducted in 2017 by Olberding Environmental biologists, Lisa Henderson and Kareesa Griffith on March 28, April 18, June 1, and June 28. Surveys were conducted in 2022 by Olberding Environmental biologists Lindsey Blessing, Veronica Giessler, and Mark Van Rietema, and Johnson Marigot Consulting biologists Sadie McGarvey and Haley Henderson, on March 17, April 12, May 3, June 28, and September 1. The surveys followed the California Department of Fish and Wildlife (2018) and CNPS (2001) published survey guidelines. These guidelines state that special-status surveys should be conducted at the proper time of year when special-status and locally significant plants are both evident and identifiable. Blooming periods for each surveyed species can be found in Table 2. These guidelines also state that the surveys be floristic in nature with every plant observed identified to the species, subspecies, or variety as necessary to determine their rarity status. Finally, these surveys must be conducted in a manner that is consistent with conservation ethics and accepted plant collection and documentation techniques. Following these guidelines, surveys were conducted during the time period when special-status plant species from the region were known to be evident and flowering. All regions of the Properties were examined by walking line transects through the entire site, and by closely examining the microhabitats that could potentially support special-status plants.

All the plants found on the Properties were identified to species. A list of all vascular plant taxa encountered within the project Properties were recorded in the field (Attachment 2, Table 1). Plants that needed further evaluation were collected and keyed in the lab. Final determinations for collected plant material were made by keying using *The Jepson Manual.*

7.0 SURVEY RESULTS

Attachment 2, Table 2 includes a list of special-status plants with the potential to occur within or in the immediate vicinity of the Properties based on a review of the USGS 7.5-minute quadrangles for Las Trampas Ridge, Diablo, Hayward, and Dublin. The special-status plant species identified by the CNDDB as potentially occurring in the Properties are known to grow from general habitat types similar to those encountered on the subject Properties. Many of the specific habitats or "micro-climate" necessary for the plant species to occur are found within the boundaries of the subject Properties. The habitats necessary for the CNDDB reported plant species consist of valley and foothill grassland, alkaline meadows, seasonal wetland, and seeps.

Thirteen of the special-status plants listed in Table 2 were identified to have the potential to occur on the Properties as a result of the specific habitats identified within the Properties boundaries. These species include: alkali milk vetch, heartscale, brittlescale, lesser saltscale, big tarplant, round-leaved filaree, long-styled sand spurrey, prostrate vernal pool navarretia, San Joaquin spearscale, Congdon's tarplant, saline clover, hairless popcorn-flower, and large-flowered fiddleneck. Surveys were conducted during the appropriate blooming period of each above listed species. Alkali milk vetch, heartscale, brittlescale, lesser saltscale, big tarplant, round-leaved filaree, long-styled sand spurrey, prostrate vernal pool navarretia, hairless popcorn flower, and large-flowered fiddleneck were not observed during any of the surveys conducted in 2017 or in 2022. Congdon's tarplant, San Joaquin spearscale, and saline clover were observed during surveys conducted in either 2017 or in 2022. These species are discussed in further detail below.

San Joaquin Spearscale (*Atriplex joaquiniana*). CNPS List 1B.

San Joaquin spearscale is an annual herb in the family *Chenopodiaceae*. Leaves of the San Joaquin spearscale are ovate to triangular, with fine gray scales above. Flowers are dense and spike or panicle-like with dark brown seeds. It is found in Alameda, Contra Costa, Merced, Monterey, Napa, Sacramento, San Benito, Solano, and Yolo counties. It is considered extirpated in Santa Clara, San Joaquin, and Tulare counties. Habitat for the San Joaquin spearscale includes chenopod scrub, meadows, seeps, playas, and valley and foothill grasslands with alkaline soils. Blooming occurs between April and October.

Annual grassland habitat on the Properties is considered highly suitable for San Joaquin spearscale. CNDDB lists several occurrences within a five-mile radius of the site, including one immediately north of the Properties (Occurrence # 95). This species was not encountered during rare plant surveys conducted in 2017 but was observed during surveys conducted in 2022. In 2022, approximately 70 San Joaquin spearscale individuals were observed over 0.24 acres in the southern central portion of the Chen Property and along the dirt access road on the Anderson

Property. Attachment 1, Figure 7 shows the extent of the San Joaquin spearscale population on the Properties.

Congdon's Tarplant (*Centromadia parryi* ssp. *congdonii*). CNPS List 1B

Congdon's tarplant is a member of the genus *Hemizonia* in the sunflower family (*Asteraceae*). It is one of four subspecies of Parry's tarplant (*Hemizonia parryi*). Congdon's tarplant is a prostrate to erect, annual herb with rigidly spine-tipped leaves and yellow ray- and disk-flowers (head). It occurs in valley and foothill grasslands in moist alkaline soils and blooms between May and November. Historically, Congdon's tarplant was distributed from Solano County south to San Luis Obispo County, but is now severely threatened by development.

The annual grassland habitat on the Properties is highly suitable for Congdon's tarplant, and this species is known to occur in the immediate vicinity of the Properties. CNDDB lists numerous occurrences of Congdon's tarplant within a five-mile radius of the Properties including Occurrence #11 located on the Property in 1999. This species was observed across the southern portion of both Properties during surveys conducted in 2017 and in 2022. In 2017, approximately 5,373 Congdon's tarplant individuals were located within 4.68 acres of space within the two Properties; 5028 plants were located within 4.32 acres on the Chen Property and 345 plants were located within 0.36 acres on the Anderson Property. In 2022, approximately 2200 individuals were observed across 1.90 acres located along the eastern edge of the western seasonal wetland feature on the Chen Property and in the southern portion of the Anderson Property. Attachment 1, Figure 7 shows the extent of the Congdon's tarplant population on the Properties.

Saline Clover (*Trifolium hydrophilum*). CNPS List 1B.

Saline clover is member of the pea family, *Fabaceae*. Purple flowers bloom between April and June. This species is found in marshes and swamps, mesic valley and foothill grasslands with alkaline soils, and vernal pools, between 0 and 300 meters in elevation. It is thought to occur in Alameda, Colusa, Monterey, Napa, San Benito, Santa Clara, San Luis Obispo, San Mateo, Solano, and Sonoma Counties. It is threatened by development and current fieldwork is needed to determine if populations still exist in many counties.

The grassland and seasonal wetlands present on the Properties provide highly suitable habitat for this species. CNDDB lists one occurrence (Occurrence #7) of this species within the 5-mile radius of the Properties. This species was not observed during surveys conducted in 2017. However, in 2022, this species was observed on the Chen Property; approximately 100 saline clover individuals were identified over 0.25 acres located along the edge of the large seasonal wetland feature located at the western boundary of the Chen Property. Attachment 1, Figure 7 shows the extent of the saline clover population on the Properties.

8.0 CONCLUSIONS

In summary, multiple surveys were conducted throughout 2017 and 2022 that resulted in the observation of three special status plant species; Congdon's tarplant, San Joaquin spearscale, and saline clover, are present within the boundaries of the Properties. Congdon's tarplant was observed during surveys conducted in both 2017 and 2022, while San Joaquin spearscale and saline clover were observed during surveys conducted in 2022. A population of approximately 100 saline clover individuals is present along the edge of the large seasonal wetland feature at the western boundary of the Chen Property. Approximately 70 San Joaquin spearscale individuals were observed over 0.24 acres in the southern central portion of the Chen Property and along the dirt access road on the Anderson Property. Finally, during 2022, approximately 2200 individuals of Congdon's tarplant were observed across 1.90 acres located along the eastern edge of the western seasonal wetland feature on the Chen Property and in the southern portion of the Anderson Property.

9.0 REFERENCES

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ATTACHMENT 1
FIGURES

Figure 1 Regional Map
Figure 2 Vicinity Map
Figure 3 USGS Quadrangle Map
Figure 4 Aerial Photograph
Figure 5 CNDDB Special-Status Plants Map
Figure 6 Soils Map
Figure 7 Chen/Anderson Special-Status Plants Location Map

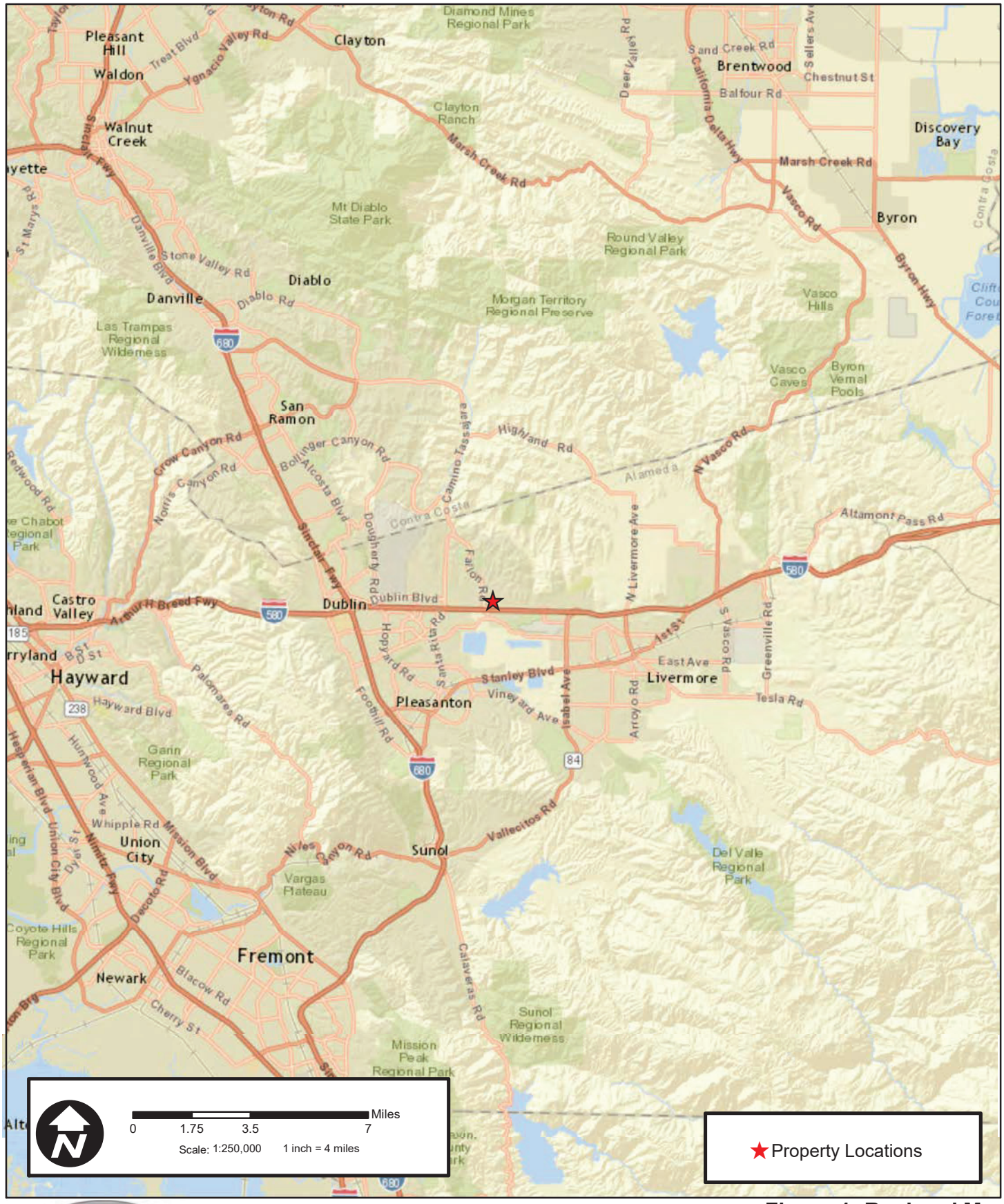


Figure 1: Regional Map
Chen & Anderson Properties
Alameda County, CA

OLBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

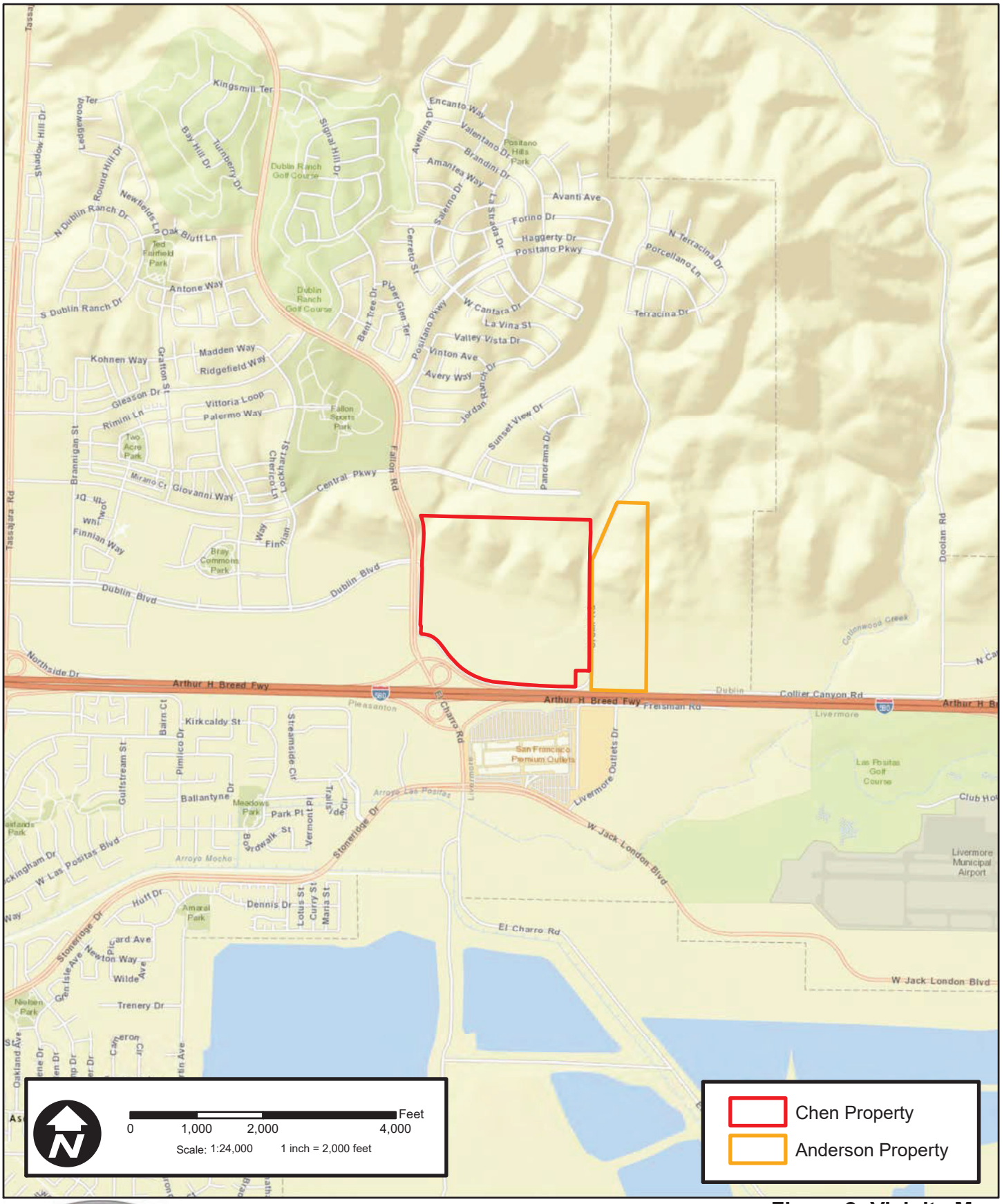


Figure 2: Vicinity Map
Chen & Anderson Properties
Alameda County, CA

GIBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

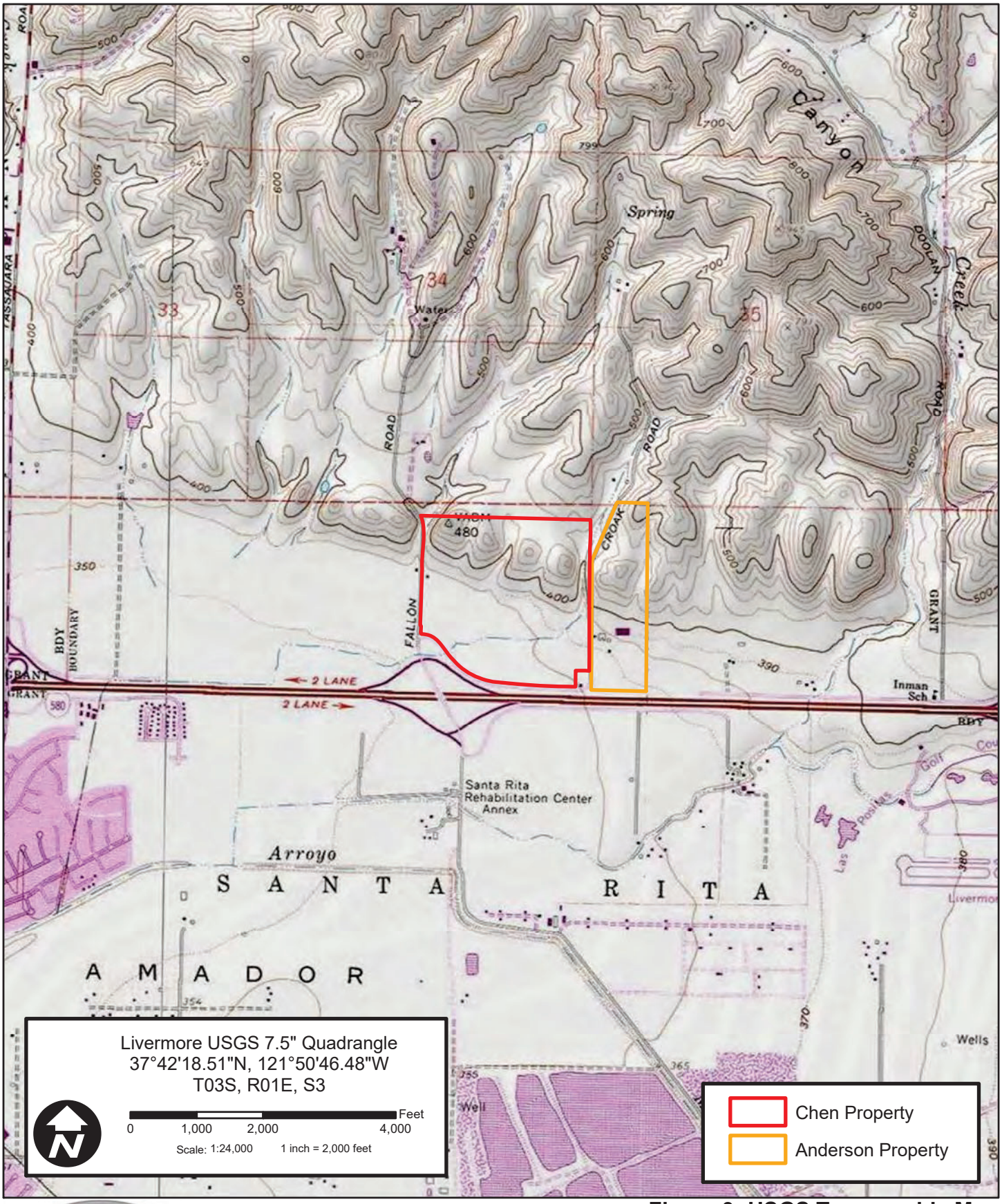


Figure 3: USGS Topographic Map
Chen & Anderson Properties
Alameda County, CA

OLBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188



Figure 4: Aerial Map
Chen & Anderson Properties
Alameda County, CA

OLBERDING ENVIRONMENTAL INC.
193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

Aerial Imagery Source & Date: USDA FSA NAIP, June 6, 2014

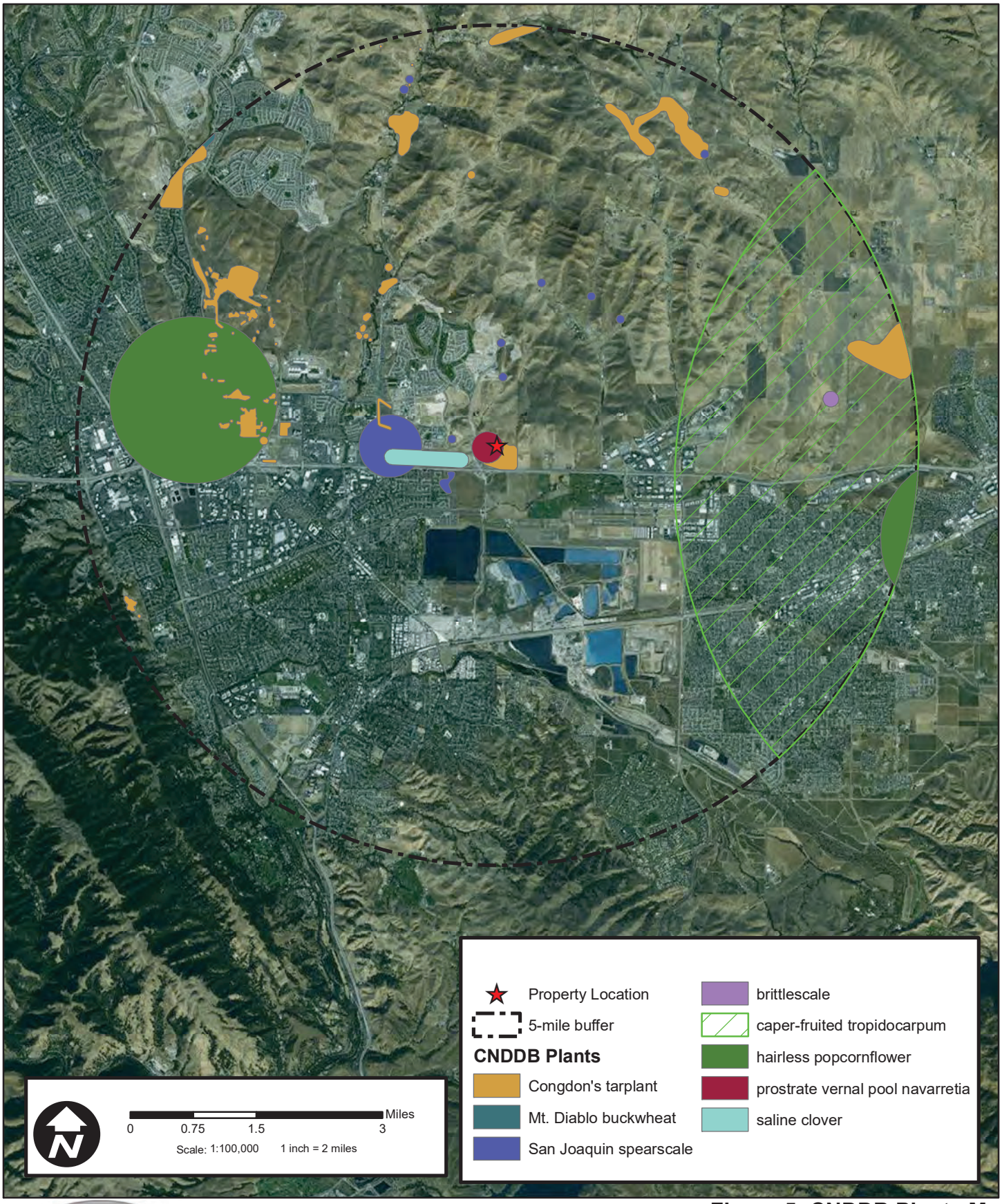
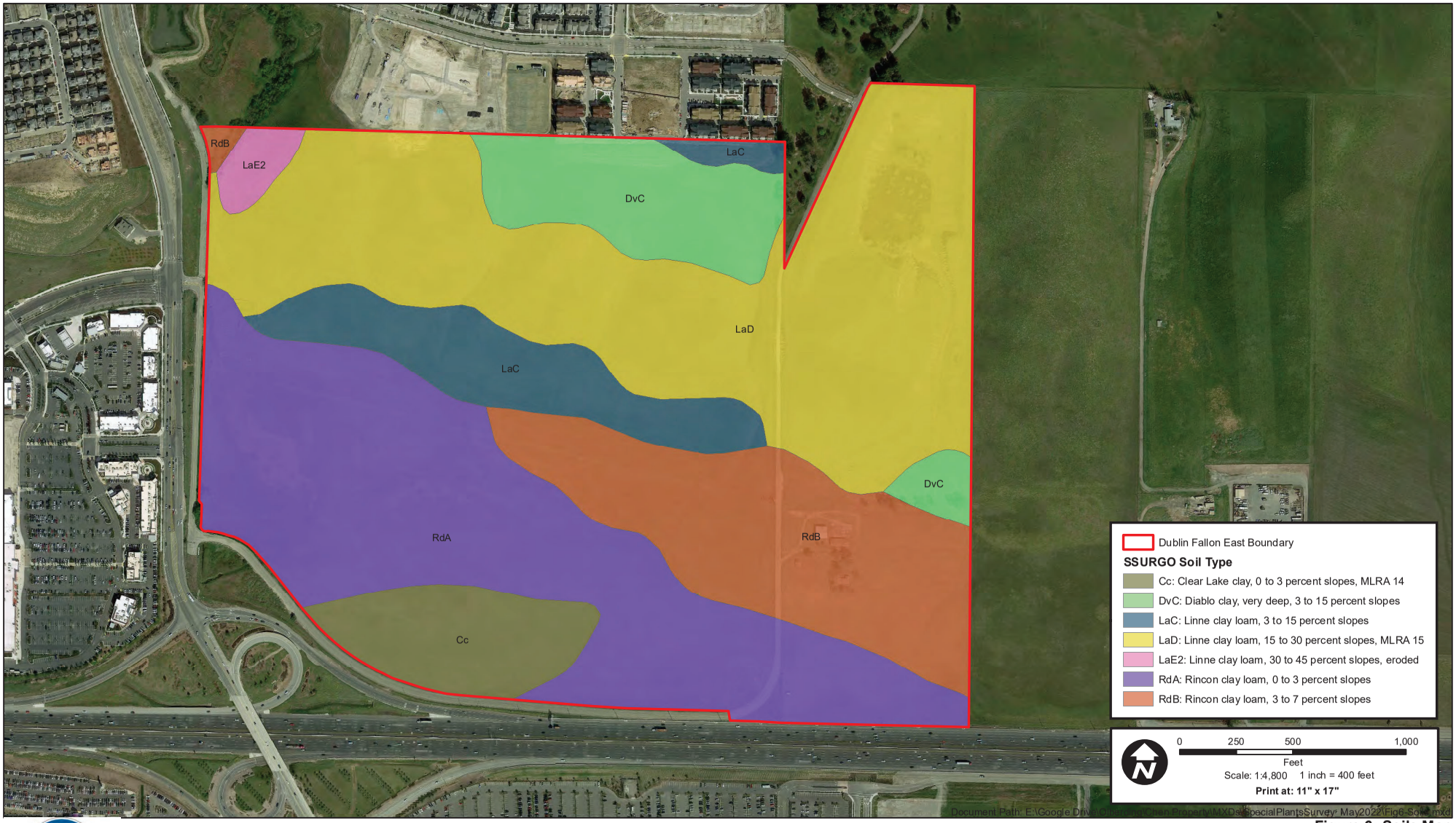


Figure 5: CNDDB Plants Map
Chen & Anderson Properties
Alameda County, CA

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

Aerial Imagery Source & Date: SFEI & Quantum Spatial, June 12, 2014

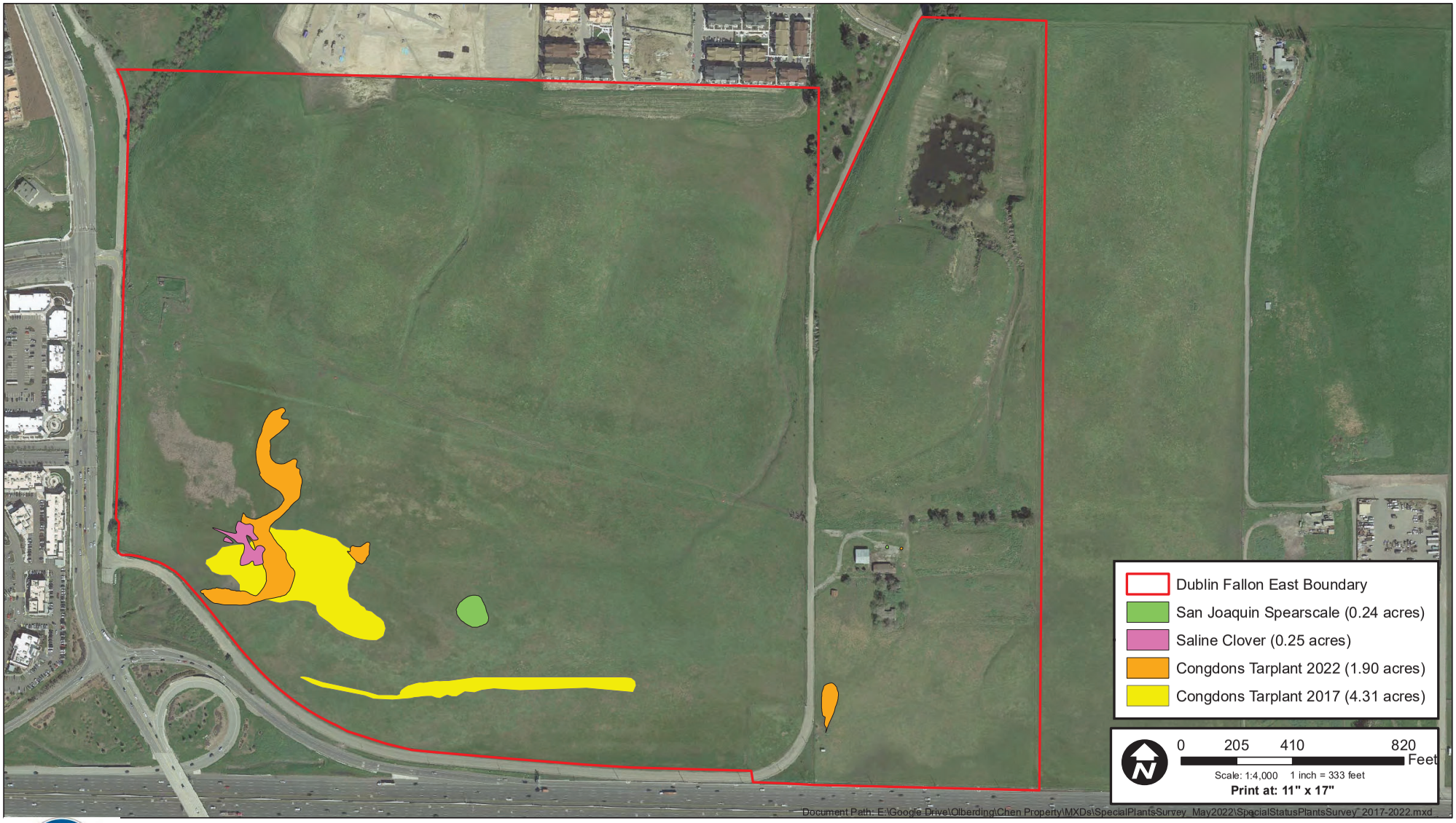


OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Rd. Ste. 160
Folsom, California 95630
Phone: (916) 985-1188

Figure 6: Soils Map
Dublin Fallon East Project
Dublin, California

Map Revision Date: 9/12/2022



OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Rd. Ste. 160
Folsom, California 95630
Phone: (916) 985-1188

Figure 7: Chen/Anderson
Special-Status Plants Location Map
Dublin Fallon East Project
Dublin, California

Map Revision Date: 11/2/2022

ATTACHMENT 2
TABLES

Table 1 **Plant Species Observed**
Table 2 **Special-Status Species for the Las Trampas Ridge, Diablo, Hayward, Dublin Quadrangle Maps**

Table 1
Plant Species Observed

Table 1. Plant Species Observed Within/Adjacent to the Survey Area	
Scientific Name	Common Name
Plant Species Observed	
Achyrachaena mollis	Blow wives
Agoseris grandiflora	California dandelion
Amsinckia menziesii	Menzie's fiddleneck
Anamopsis californica	Yerba mansa
****Atriplex joaquinana***	San Joaquin spearscale
Avena fatua	Wild oat
Baccharis pilularis	Coyote brush
Bellardia trixago	Mediterranean lineseed
Brassica nigra	Black mustard
Bromus diandrus	Ripgut brome
Bromus hordeaceous	Soft chess
Bromus madritensis ssp. *rubens*	Red brome
Capsella bursa-pastoris	Shepard's purse
Cardamine oligosperma	Ideho bittercress
Carduus pychnocephalus	Italian thistle
Centaurea solstitialis	Yellow starthistle
**** Centromadia parryi*** ssp. ***congdonii***	Congdon's tarplant
Centromadia pungens ssp. pungens	Common tarweed
Chamomilla suaveolens	Pineapple weed
Cirsium vulgare	Bull thistle
Conium maculatum	Poison hemlock
Convolvulus arvensis	Field bindweed
Cotula coronopifolia	Brass buttons
Cressa truxillensis	Alkali weed
Cynara cardunculus	Artichoke thistle
Cynodon dactylon	Bermuda grass
Cyperus eragrostis	Tall flatsedge
Distichilis spicata	Salt grass
Dittrichia graveolens	Stinkwort
Downingia pulchella	Flatface downingia
Eleocharis paularis	Spike rush
Elymus triticoides	Beardless wild rye
Epilobium ciliatum	Fringe willowherb
Eremocarpus setigerus	Dove weed
Eriogonum fasciculatum	California buckwheat
Erodium botrys	Big heron bill
Erodium cicutarium	Red-stemmed filaree
Erodium moschatum	White stemmed filaree
Eschscholzia californica	California poppy
Eucalyptus camaldulensis	Red gum
Euphorbia peplus	Petty spurge
Festuca perennis	Italian rye grass
Frankenia salina	Alkali heath
Geranium dissectum	Cut leaved geranium
Helminthotheca echioides	Bristly ox-tongue

Table 1. Plant Species Observed Within/Adjacent to the Survey Area	
Scientific Name	Common Name
Hordeum brachyantherum	Meadow barley
Hordeum marinum var. gussoneanum	Mediterranean barley
Hordeum murinum var. leporinum	Foxtail
Juncus bufonius	Toad rush
Juncus balticus	Baltic rush
Juncus xiphioides	Iris leaf rush
Lactuca serriola	Prickly lettuce
Lepidium latipes	Dwarf pepper grass
Limosella acaulis	Stemless mudwort
Lotus corniculatus	Bird's foot trefoil
Lupinus sp.	Lupine
Lysimachia arvensis	Scarlet pimpernel
Lythrum hyssopifolia	Loosestrife
Lolium multiflorum	Italian rye grass
Malva parviflora	Cheeseweed
Matricaria discoidea	Pineapple weed
Medicago lupulina	Black medick
Medicago polymorpha	Bur clover
Melilotus indicus	Annual yellow sweetclover
Microseris douglasii	Douglas' microseris
Nasturtium officinale	Watercress
Nerium oleander	Oleander
Phalaris paradoxa	Hood canarygrass
Picris echioides	Bristly oxtongue
Plagiobothrys humistratus	Dwarf allocarya
Plagiobothrys sp. (other)	Popcorn flower
Plantago elongata	Coastal plantain
Plantago erecta	California plantain
Plantago lanceolata	English plantain
Pleuropogon californicus	Semaphore grass
Platycladus orientalis	Oriental arborvitae
Poa annua	Annual bluegrass
Polygonum aviculare	Prostrate knotweed
Polypogon monspelinensis	Rabbit's foot grass
Populus fremontii	Fremont cottonwood
Psilocarphus brevissimus	Woolly marbles
Quercus agrifolia	Coast live oak
Quercus douglasii	Blue oak
Quercus lobata	Valley oak
Ranunculus repens	Creeping buttercup
Ranunculus sceleratus	Cursed crowfoot
Raphanus raphanistrum	Wild radish
Raphanus sativus	Wild radish
Rumex crispus	Curly dock
Salix exigua	Narrowleaf willow
Salix laevigata	Red willow
Salix lasiolepis	Arroyo willow

Table 1. Plant Species Observed Within/Adjacent to the Survey Area	
Scientific Name	Common Name
Salsola tragus	Russian thistle
Sidalcea malviflora	Checker mallow
Silybum marianum	Milk thistle
Sonchus asper	Spiny sowthistle
Stellaria media	Common chickweed
Trifolium fucatum	Bull clover
Trifolium hirtum	Rose clover
****Trifolium hydrophilum***	Saline clover
Trifolium tomentosum	Woolly clover
Trifolium variegatum	Variegated clover
Typha latifolia	Broadleaf cattail
Ulmus pumila	Siberian elm
Vicia villosa	Hairy vetch
Veronica anagallis-aquatica	Water speedwell
Veronica peregrina	Neckweed
Vicia sativa ssp. *nigra*	Common vetch
Vicia sativa	Spring vetch
Vicia villosa	Hairy vetch
Vulpia bromoides	Six weeks fescue
Xanthium spinosum	Spiny cocklebur
* CNPS List 1B Species	

Table 2
Special-Status Species for the Las Trampas Ridge, Diablo, Hayward, Dublin Quadrangle Maps

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
PLANTS					
Large-Flowered Fiddleneck (*Amsinckia grandiflora*)	E/E/1B	April – May	Cismontane woodland, valley and foothill grassland, annual grassland in various soils.	Moderate	May occur
Bent-Flowered Fiddleneck (*Amsinckia lunaris*)	-/-/1B	March – June	Cismontane woodland, valley and foothill grassland, and coastal bluff scrub.	Low	Not likely to occur
Slender Silver Moss (*Anomobryum julaceum*)	-/-/2	N/A	Broadleafed upland forest; lower montane coniferous forest; North Coast coniferous forest/damp rock and soil on outcrops, usually on roadcuts.	No	Presumed Absent
Mount Diablo Manzanita (*Arctostaphylos auriculata*)	-/-/1B	January – March	Chaparral, in canyons and on slopes, on sandstone.	No	Presumed Absent
Contra Costa Manzanita (*Arctostaphylos manzanita* ssp. *laevigata*)	-/-/1B	January – February	Chaparral, rocky slopes.	No	Presumed Absent
Pallid Manzanita (*Arctostaphylos pallida*)	T/E/1B	December – March	Broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, in sandy or gravely soils. Grows on uplifted marine terraces on siliceous shale or thin chert. May require fire.	No	Presumed Absent
Alkali Milk-Vetch (*Astragalus tener* var. *tener*)	-/-/1B	March – June	Playas, valley and foothill grasslands in adobe clay soils, and vernal pools in alkaline soils.	Moderate	May occur
Heartscale (*Atriplex cordulata*)	-/-/1B	April – October	Chenopod scrub, valley and foothill grassland on alkaline flats and scalds, sandy soils.	Moderate	May occur
Brittlescale (*Atriplex depressa*)	-/-/1B	May – October	Chenopod scrub, meadows and sinks, playas, valley and foothill grasslands, and alkaline vernal pools with clay substrate.	Moderate	May occur

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
San Joaquin Spearscale (*Atriplex joaquiniana*)	-/-/1B	April – October	Chenopod scrub, meadows and seeps, playas, valley and foothill grassland in alkaline soils.	High	**Present**
Lesser saltscale (*Atriplex minuscula*)	-/-/1B	May – October	Chenopod scrub, meadows and seeps, playas, valley grassland and alkaline sinks.	Moderate	May occur
Big-Scale Balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*)	-/-/1B	March – June	Chaparral, cismontane woodland, and valley and foothills grasslands, sometimes in serpentinite outcrops.	No	Presumed Absent
Big Tarplant (*Blepharizonia plumosa*)	-/-/1B	July – October	Valley and foothill grassland, dry hills and plains in annual grassland, clay to clay-loam soils; usually on slopes and often in burned areas.	Moderate	May occur
Round-Leaved Filaree (*California macrophylla*)	-/-/1B	March – May	Cismontane woodland and valley and foothill grassland in clay soils.	Moderate	May occur
Mount Diablo Fairy-Lantern (*Calochortus pulchellus*)	-/-/1B	April – June	Chaparral, cismontane woodland, riparian woodland, and valley and foothill grassland; on wooded and brushy slopes.	No	Presumed Absent
Chaparral Harebell (*Campanula exigua*)	-/-/1B	May – June	Chaparral, in rocky, usually serpentine soils.	No	Presumed Absent
Bristly Sedge (*Carex comosa*)	-/-/2	May – September	Coastal prairie, lake margins that form marshes or swamps, and valley and foothill grasslands.	No	Presumed Absent
Congdon's Tarplant (*Centromadia parryi* ssp. *congdonii*)	-/-/1B	June – November	Valley and foothill grasslands in alkaline soils.	High	**Present**
Robust Spineflower (*Chorizanthe robusta* var. *robusta*)	E/-/1B	April – September	Openings in cismontane woodlands, coastal dunes, and in valley and foothill grasslands with sandy or gravelly soils.	No	Presumed Absent

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
Presidio Clarkia (*Clarkia franciscana*)	E/E/1B	May – July	Serpentine outcrops in valley and foothill grassland or coastal scrub.	No	Presumed Absent
Hispid Bird's-Beak (*Cordylanthus mollis* ssp. *hispidus*)	-/-/1B	June – September	Meadows and seeps, playas, valley and foothill grasslands in alkaline soils.	No	Not Likely to Occur
Palmate-Bracted Bird's-Beak (*Cordylanthus palmatus*)	E/E/1B	May – October	Chenopod scrub, valley and foothill grassland; usually on Pescadero silty clay which is alkaline, with *Distichlis*, *Frankenia*, etc.	No	Presumed Absent
Hoover's Cryptantha (*Cryptantha hooveri*)	-/-/1A	April – May	Valley and foothill grassland, in coarse sand, inland dunes.	No	Presumed Absent
Hospital Canyon Larkspur (*Delphinium californicum* ssp. *interius*)	-/-/1B	April – June	Cismontane woodland, chaparral; in wet, boggy meadows, openings in chaparral and in canyons, mesic.	No	Presumed Absent
Recurved Larkspur (*Delphinium recurvatum*)	-/-/1B	March – May	Chenopod scrub, cismontane woodland, and valley and foothill grasslands in alkaline soils.	No	Presumed Absent
Norris' Beard Moss (*Didymodon norrisii*)	-/-/2	N/A	Cismontane woodland, lower montane coniferous forest; intermittently mesic, rock.	No	Presumed Absent
Western Leatherwood (*Dirca occidentalis*)	-/-/1B	January – April	Broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, north coast coniferous forest, riparian forest, and mesic riparian woodland.	No	Presumed Absent
Tiburon Buckwheat (*Eriogonum luteolum* var. *caninum*)	-/-/1B	June – September	Chaparral, coastal prairie, and valley and foothill grassland in serpentine soils.	No	Presumed Absent
Ben Lomond Buckwheat (*Eriogonum nudum* var. *decurrens*)	-/-/1B	June – October	Chaparral, cismontane woodland, lower montane coniferous forest (maritime ponderosa pine sandhills), sandy.	No	Presumed Absent

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
Mount Diablo Buckwheat (*Eriogonum truncatum*)	-/-/1B	April – November	Chaparral, coastal scrub, and valley and foothill grasslands in sandy soils.	No	Presumed Absent
Diamond-Petaled California Poppy (*Eschscholzia rhombipetala*)	-/-/1B	March – April	Valley and foothill grassland, alkaline, clay slopes and flats.	No	Not Likely to Occur
Stinkbells (*Fritillaria agrestis*)	-/-/4	February – April	Cismontane woodland, chaparral, valley and foothill grassland; sometimes on serpentine, mostly found on non-native grassland or in grassy openings in clay soil.	No	Not Likely to Occur
Talus Fritillary (*Fritillaria falcata*)	-/-/1B	March – May	Chaparral, cismontane woodland, lower montane coniferous forest; on shale, granite, or serpentine talus.	No	Presumed Absent
Fragrant Fritillary (*Fritillaria liliacea*)	-/-/1B	February – April	Cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grasslands, often in serpentine soils.	No	Presumed Absent
Diablo Helianthella (*Helianthella castanea*)	-/-/1B	March – June	Broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Usually in chaparral/oak woodland interface in rocky, azonal soils, often in partial shade.	No	Presumed Absent
Brewer's Western Flax (*Hesperolinon breweri*)	-/-/1B	May – July	Chaparral, cismontane woodland, valley and foothill grassland. Often in rocky serpentine soils.	No	Presumed Absent
Santa Cruz Tarplant (*Holocarpha macradenia*)	T/E/1B	June – October	Coastal prairie, coastal scrub, and valley and foothill grasslands, often with clay, sandy soils; often with non-natives.	No	Possibly extirpated in this area
Contra Costa Goldfields (*Lasthenia conjugens*)	E/-/1B	March – June	Valley and foothill grassland, cismontane woodland, and vernal pools, swales, and low depressions in open grassy areas.	No	Possibly extirpated in this area

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
Woolly-Headed Lessingia (*Lessingia hololeuca*)	-/-/3	June – October	Broadleafed upland forest, coastal scrub, lower montane coniferous forest, and valley and foothill grassland in clay and serpentine soils.	No	Presumed Absent
Showy Golden Madia (*Madia radiata*)	-/-/1B	March – May	Valley and foothill grassland, cismontane woodland, chenopod scrub, mostly on adobe clay in grassland or among shrubs.	No	Not Likely to Occur
Hall's Bush-Mallow (*Malacothamnus hallii*)	-/-/1B	May – September	Chaparral and coastal scrub, some populations on serpentine soil.	No	Presumed Absent
Mount Diablo Cottonweed (*Micropus amphibolus*)	-/-/3	March – May	Broadleafed upland forest, chaparral, cismontane woodland, and valley and foothill grasslands in rocky soils.	No	Presumed Absent
San Antonio Hills Monardella (*Monardella antonina* ssp. *antonina*)	-/-/3	June – August	Chaparral and cismontane woodland.	No	Presumed Absent
Robust Monardella (*Monardella villosa* ssp. *globosa*)	-/-/1B	June – July	Openings in broadleafed upland forest and chaparral, cismontane woodland, coastal scrub, and valley and foothill grasslands.	Low	Not Likely to Occur
Little Mousetail (*Myosurus minimus* ssp. *apus*)	-/-/3	March – June	Valley and foothill grassland, vernal pools, alkaline.	No	Presumed Absent
Prostrate Vernal Pool Navarretia (*Navarretia prostrata*)	-/-/1B	April – June	Coastal scrub, valley and foothill grassland, vernal pools, alkaline soils in grassland, or in mesic vernal pools, meadows and seeps.	High	May Occur
Mount Diablo Phacelia (*Phacelia phacelioides*)	-/-/1B	April – May	Chaparral, cismontane woodland; adjacent to trails, on rock outcrops and talus slopes; sometimes on serpentine.	No	Presumed Absent
Saline Clover (*Trifolium hydrophilum*)	-/-/1B	April – June	Marshes and swamps, valley and foothill grasslands with mesic, alkaline soils, and vernal pools.	High	Present

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]					
Common Name/ Scientific Name	**Status (Fed/State/CNPS)** [2]	**Blooming or Survey Period**	**Habitats of Occurrence**	**Potential on Site?**	**Status on Site ****
Hairless Popcorn-Flower (*Plagiobothrys glaber*)	-/-/1A	March – May	Meadows and seeps, marshes and swamps, coastal salt marshes and alkaline meadows.	Moderate	May Occur
Oregon Polemonium (*Polemonium carneum*)	-/-/2	April – September	Coastal prairie, coastal scrub, and lower montane coniferous forest from 0-1830 meters in elevation.	No	Presumed Absent
Slender-Leaved Pondweed (*Potamogeton filiformis*)	-/-/2	May – July	Assorted freshwater marshes and swamps. Shallow, clear water of lakes and channels.	Low	Presumed Absent, lack of sustained water in drainages
Eel-Grass Pondweed (*Potamogeton zosteriformis*)	-/-/2	June – July	Assorted freshwater marshes and swamps.	No	Presumed Absent
Adobe Sanicle (*Sanicula maritima*)	-/R/1B	February – May	Meadows and seeps, valley and foothill grassland, chaparral, and coastal prairie. Moist clay or ultramafic soils, wet and dry clay soils, coastal sage scrub.	No	Presumed Absent
Rock Sanicle (*Sanicula saxatilis*)	-/R/1B	April – May	Broadleafed upland forest, chaparral, valley and foothill grassland; bedrock outcrops and talus slopes in chaparral or oak woodland habitat.	No	Presumed Absent
Rayless or Chaparral Ragwort (*Senecio aphanactis*)	-/-/2	January – April	Cismontane woodland, coastal scrub, drying alkaline flats, chaparral.	No	Presumed Absent
Most Beautiful Jewel-Flower (*Streptanthus albidus* ssp. *peramoenus*)	-/-/1B	April – June	Chaparral, cismontane woodland, and valley and foothill grasslands in serpentine soils on ridges and slopes.	No	Presumed Absent

Table 2. Special-Status Species for the Diablo, Dublin, Hayward and Las Trampas Ridge 7.5-minute Quadrangle Maps[1]

Common Name/ Scientific Name	Status (Fed/State/CNPS) [2]	Blooming or Survey Period	Habitats of Occurrence	Potential on Site?	Status on Site **
Long-styled sand spurrey *(Spergularia macrotheca longistyla)*	-/-/1B	February – May	Alkaline meadows and seeps, marshes and swamps.	Moderate	May occur
Mount Diablo Jewel-Flower (*Streptanthus hispidus*)	-/-/1B	March – June	Valley and foothill grassland, chaparral; talus or rocky outcrops.	No	Presumed Absent
Showy Rancheria Clover (*Trifolium amoenum*)	E/-/1B	April – June	Coastal bluff scrub, and valley and foothill grasslands, sometimes in serpentine soils.	No	Not Likely to Occur
Coastal Triquetrella (Moss) (*Triquetrella californica*)	-/-/1B	N/A	Coastal bluff scrub, coastal scrub; moss growing on soil.	No	Presumed Absent
Caper-Fruited Tropidocarpum (*Tropidocarpum capparideum*)	-/-/1B	March – April	Valley and foothill grasslands on alkaline hills.	No	Presumed Absent
Oval-Leaved Viburnum (*Viburnum ellipticum*)	-/-/2	May – June	Chaparral, cismontane woodlands, and lower montane coniferous forest.	No	Presumed Absent

1. Special-status plants and animals as reported by the California Natural Diversity Data Base, California Native Plant Society, and other background research September 2008.
2. Order of Codes for Plants - Fed/State/CNPS
   Codes:
   E - Federally/State Listed as an Endangered Species
   T - Federally/State Listed as a Threatened Species
   R - Rare
   1B - California Native Plant Society considers the plant Rare, Threatened, or Endangered in California and elsewhere.
   1A - CNPS Plants presumed extinct in California.
   2 - CNPS Plants Rare, Threatened or Endangered in California, but more common elsewhere.
   3 - CNPS Plants on a review list to find more information about a particular species.
   4 - CNPS Plants of limited distribution - a watch list.
   A2 - Species currently known from three to five regions in Alameda and Contra Costa Counties, or, if more, meeting other important criteria such as small populations, stressed or declining populations, small geographical range, limited or threatened habitat, etc.

ATTACHMENT 3
SITE PHOTOGRAPHS



1. Facing northwest, photo shows grassland habitat in the foreground, wetland habitat in the middle ground, and upland habitat in the background with grazing cattle. March 17, 2022



2. Facing west, photo shows cattle grazing the grassland habitat on the southern portion of the Property. March 17, 2022



3. Facing west, photo shows grassland habitat with Congdon's tarplant population in the foreground. March 17, 2022



4. Photo shows Congdon's tarplant observed adjacent to the western wetland. June 28, 2022



5. Facing north, photo shows wetland area inundated with water. March 17, 2022



6. Photo shows San Joaquin spearscale observed on the Property. April 12, 2022



7. Photo shows saline clover individual observed on the Property. April 12, 2022



8. Facing north, photo shows the large seasonal wetland feature across the western portion of the Chen Property as well as the annual grassland habitat in the background. June 1, 2017.



9. Facing east, photo shows grazed annual grassland with Congdon's tarplant present along the southern portion of the Chen Property. June 28, 2017.



10. Photo shows a large Congdon's tarplant plant in full bloom. June 28, 2017.



11. Facing northwest, photo shows the quarry pond on the Anderson Property. June 1, 2017.

Appendix E

Listed Large Branchiopod Wet Season Survey 90-Day Report

LISTED LARGE BRANCHIOPOD
WET SEASON SURVEY
90-DAY REPORT

FOR THE

DUBLIN FALLON EAST PROPERTY

CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA



Prepared for:

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NOVEMBER 2022

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ATTACHMENTS

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Attachment 3 Raw Data

Attachment 4 Dry Season Report

Attachment 5 Cyst Culturing Report

Attachment 6 2018 Non-Protocol Level Wet Season Report

USFWS REFERENCE NUMBER 2018-TA-1783

1.0 SUMMARY

This report summarizes the results of protocol level wet and dry season surveys for listed large branchiopods conducted within aquatic features on the Dublin Fallon East Property during the 2021/2022 season. Additionally, this report includes survey results of the non-protocol level wet season surveys that were conducted on the property during the 2018 season. Survey target species included federally endangered longhorn fairy shrimp (*Branchinecta longiantenna*), vernal pool tadpole shrimp (*Lepidurus packardi*), and federally threatened vernal pool fairy shrimp (*Branchinecta lynchii*).

The 2021/2022 protocol level wet season surveys were conducted by Olberding Environmental Inc. between December 2021, and April 2022 with the accompanying dry season sampling conducted by Madrone Ecological on June 1st, and August 10th, 2022. Additional identification work in the form of cyst culturing was conducted by Helm Biological Consulting between June and October 2022. The methods and results from the dry season survey and cyst culturing are summarized within this report, and both reports are included as Attachments 4 and 5. The additional non-protocol level wet season surveys were conducted by Olberding Environmental Inc. between April 2018, and June 2018 and is included as Attachment 6. Field surveys were conducted under the authorization of U.S. Fish and Wildlife Service (USFWS) pursuant to Endangered/Threatened Species Take Permit No. TE-85618B-0.

2.0 LOCATION

The Properties consist of approximately 135 acres and 50 acres respectively located just east of the intersection of Fallon Road and Croak Road, north of I-580, in Dublin, California. Attachment 1, Figure 1 depicts the regional location of the Properties in the San Francisco Bay Area. Attachment 1, Figure 2 illustrates the vicinity of the Properties in relationship to the City of Dublin. Attachment 1, Figure 3 identifies the locations of the Properties on a USGS Quadrangle base map. Attachment 1, Figure 4 shows an aerial of the Properties.

Access to the Properties is provided from Interstate 580. From 580, take the El Charro/Fallon Road exit and make a left onto Fallon Road. Travel north for 0.5 miles then make a right onto Croak Road, the west portion of the property will be found on the right. Continue on Croak Road for 0.2 miles, the east portion of the property will be on the right. These two separate parcels, bisected north to south by Croak Road, make up the Dublin Fallon East Property.

3.0 GENERAL SITE CONDITIONS AND HABITAT

A majority of the Property support California non-native annual grassland habitat. Plant species diversity is low, primarily due to grazing pressure. Dominant plant species include a mixture of annual grasses as well as forbs that are common to locally abundant at various times of the year.

On the east portion of the property, an abandoned quarry pit in the north portion of the site supports a large isolated seasonal wetland and freshwater marsh bordered by a small band of riparian woodland. Two small, isolated seasonal wetlands are found in the southwestern portion of the Property.

On the west portion of the property, a small section of riparian woodland habitat occurs in the northwestern corner of the Property. Four ephemeral drainages occur within the valleys among the steep grass covered hillsides and an additional drainage flows through the riparian habitat. Multiple wetland features were observed on the Property, with the largest wetland located along the western portion of the Property. Water exits a culvert just outside the boundary of the Property and discharges onto the Property creating a large wetland across the southwestern portion of the Property. There are two other areas where wetlands exist, one in the southeastern corner of the Property and the other in the northeastern corner at the top of one of the drainage features. A line of ornamental trees was observed along the western and southwestern corner just outside of the Property.

Table 1 below shows the precipitation records for the 2021/2022 water year from the Livermore weather station, as compared to the average precipitation (2000 – 2020) from the region (NOAA 2022). During the 2021/2022 water season, the Livermore area experienced slightly less precipitation than average at 12.83 inches, approximately 85% of the normal 15.18 inches.

Table 1. 2021/2022 Water Year and Annual Average Precipitation for Livermore, CA.

Month	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	TOTAL
2021/2022 Water Year Precipitation	0.02	0.03	0.48	1.03	0	0	0	0	0.49	5.22	0.71	4.85	**12.83**
Average Annual Precipitation	2.83	2.92	2.25	1.08	0.56	0.14	0	0.09	0.08	0.75	1.68	2.8	**15.18**

Weather conditions during the wet season survey events varied throughout the year; basic weather conditions for each survey event are recorded on the data sheets included as Attachment 3.

4.0 METHODS AND MATERIALS

The USFWS granted approval to survey the site on November 9, 2021. The 2021/2022 protocol level surveys were conducted every two weeks through the beginning of April 2022. Surveys were conducted in accordance with the terms and conditions of our permit # 2018-TA-1783 and as outlined in the November 13, 2017, *Survey Guidelines for Large Listed Branchiopods* (USFWS 2017).

4.1 Wet Season Sampling

The surveyed features were sampled with a 5-foot-long dip net with a 12 inch wide net frame and 650 micron mesh. Sampling technique involved making a series of pulls by extending the net out and pulling it back in a sweeping motion. The net was examined for the presence of branchiopods and then cleaned of debris between pulls. The average effort ranged between five (5) to fifteen (15) pulls per survey feature depending on the size of the feature. In addition, the survey features were visually scanned for the presence or branchiopods prior to each net pull. All other invertebrates and vertebrates were identified to species and documented on the data sheets. Air temperature, water temperature, and approximate maximum depth of ponding was measured and recorded during each sampling session for each sampled feature. Any surface feature that was inundated with 3 centimeters or more of water at the time of the individual survey was subject to sampling.

4.2 Dry Season Sampling

Methods followed U.S. Fish and Wildlife Service's (USFWS 2017) *Survey Guidelines for Listed Large Branchiopods* for dry-season sampling and consisted of first soil collection, second soil processing and analysis, and last cyst culturing as described below.

4.2.1 Soil Collection, Processing, And Analysis

Soil samples from 16 features were collected on June 1, 2022, by Madrone biologist Dustin Brown. All depressional features that appeared to pond water were sampled. The soil samples were processed following methods outlined in Survey Guidelines for Large Listed Branchiopods (USFWS 2017) and described below.

A brine solution was prepared by mixing table salt (NaCl) with lukewarm tap water in a large container. The soil material collected from each aquatic feature was placed into the brine solution and worked by hand to break down soil structure. The organic material rising to the top of the brine solution was poured onto a 710-micron-diameter pore-size sieve stacked atop a 150-micron-diameter pore-size sieve. The soil material was processed through the top sieve by flushing it with lukewarm tap water while gently rubbing it with a soft-bristle brush. The organic material retained from the 150-micron-diameter pore-size sieve was then rinsed gently with lukewarm tap water, and then removed and thinly distributed into plastic Petri dishes. All sieved fractions were microscopically inspected for the presence of large branchiopod eggs. Evidence of other aquatic invertebrates encountered was also noted on the lab data sheet.

4.2.2 Cyst Culturing

Petri dishes containing soils with *Branchinecta* cysts were placed into individual 6-quart sized plastic containers. The soils were saturated with 50° F well water (non-chlorinated) and allowed to dry. This saturation and drying process was repeated three times. The soils were then inundated completely with 50° F well water. The containers holding the inundated soils were inserted into an environmental chamber. The environmental chamber controls were set to mimic the winter light, humidity, and temperature fluctuations of the Project's vicinity. The contents of the containers were monitored daily for fairy shrimp hatchlings (instars).

If no hatchlings were observed after ten (10) days, the containers were removed from the environmental chamber and the soils were allowed to completely dry before reinitiating the hatching process described above. To expedite the culturing process, all emerging instars were removed from their original containers and placed into a separate container. The original container was dried, and the culturing process was repeated. This technique allows multiple generations of instars to continue to grow to maturity simultaneously. A total of three hatching attempts were performed on each soil sample.

Fairy shrimp hatchlings were feed ground fish food and reared in the environmental chamber until they were mature enough to be identified using dichotomous keys and diagrams from "Fairy Shrimps of California's Puddles, Pools, and Playas" (Eriksen and Belk 1999), two more recent publications concerning the identification of San Diego fairy shrimp (*Branchinecta sandiegonensis*) and versatile fairy shrimp (*B. lindahli*) (Simovich et al 2013; Patel et al. 2018), and compared to Dr. Helm's large branchiopod reference collection.

5.0 SURVEYED FEATURES

A jurisdictional wetland delineation was verified by the U.S. Army Corps of Engineers during 2018. The verified wetland delineation resulted in a total of 11.18 acres of wetlands, 0.1 acre of "other waters", and 0.091 acre of wetland swales throughout the Dublin Fallon East Property. Surveying efforts focused on the seasonal wetlands; however, ditches and other parts of the site that ponded water to a depth of at least 3 centimeters were subject to sampling. Features sampled included pools, seasonal wetlands, and wetland swales. The exact number of surveyed features for each event ranged dramatically due to natural precipitation. A summary of the number of features sampled per survey event is provided below in Section 6.1.

6.0 RESULTS AND DISCUSSION

The USFWS granted approval to conduct wet season surveys on November 9, 2021. Protocol level surveys began on December 8, 2021, with subsequent surveys taking place every two weeks from December into April. Surveys were conducted on December 27, 2021, January 10, February 7, February 21, March 8, March 21, and April 5, 2022; in accordance with the terms and conditions

of our permit (#2018-TA-1783) and as outlined in the November 13, 2017, *Survey Guidelines for Large Listed Branchiopods* (USFWS 2017).

6.1 Wet Season Results

The number of features sampled per survey event is provided below:

- Event 1 – December 27 – 23 features sampled
- Event 2 – January 10 – 13 features sampled
- Event 3 – January 24 – 11 features sampled
- Event 4 – February 7 – 11 features sampled
- Event 5 – February 21 – 7 features sampled
- Event 6 – March 8 – 7 features sampled
- Event 7 – March 21 – 6 features sampled
- Event 8 – April 5 – 5 features sampled

During the 2021/2022 wet season survey events, the most common invertebrate species that were observed included non-biting midges (*Chironomidae*), water flea (*Cladocera*), copepods (*Copepoda*), semi-aqutic fly (*Diptera*), blood worms (*Glycera* sp.), flat worms (*Planaria*), mosquito larvae (*Culicidae*), predaceous diving beetle (*Dytiscidae*), seed shrimp (O*stracods*), clam shrimp (*Diplostraca*), backswimmer (*Notonectid*), water boatman (*Corixidae*), and flatworms. Additionally, Pacific chorus frog tadpoles (*Pseudacris regilla*) were also commonly observed within many of the aquatic features. Additional invertebrates that were occasionally observed includes amphiods (*Hyallea* sp.), mayfly (*Centroptilum* sp.), glass worm (*Chaoborus* sp.), and dragonfly larvae (*Anisoptera* sp.) (See Attachment 3).

No sensitive invertebrates were observed onsite. However, California tiger salamander larvae (*Ambystoma californiense*; CTS) were observed within several of the sampled features on numerous dates. Specifically, CTS larvae were observed in feature An-P1-1 on February 21 and March 8, 2022, and in features An-SW8-3 and An-P1-3 on March 21 and April 5, 2022. When CTS were discovered in a particular feature they were immediately released, and sampling continued elsewhere. Additionally, permitted biologist, Lisa Henderson (TE-13115C-0) was on site during each of the observations and was able to positively identify the small larvae and be sure they were released unharmed.

Survey results from the non-protocol level wet season survey in 2018 included one male and two female individuals of the non-listed species *Branchinecta lindahli* (versatile fairy shrimp). These individuals were observed within the feature Ch-EW1 near the southwest of the Property. Commonly encountered aquatic organisms during the 2018 surveys included Pacific chorus frog tadpoles, water boatman, diving beetles, scuds (*Gammarus*), dragonfly larvae, and mosquito larvae. The 2018 non-protocol level wet season survey results are included as Attachment 6.

In general, most of the site has very few areas that are conducive to fairy shrimp survival. There are no true vernal pools onsite, and most of the isolated features where fairy shrimp may occur are in ditches cut off from continuous water flow, or small seasonal wetlands and depressions scattered throughout the site. In addition, many of these smaller sites do not pond long enough to sustain the fairy shrimp life cycle.

No federally listed vernal pool branchiopods were observed within the Property during the 2021/2022 or the 2018 wet season sampling.

6.2 Dry Season Results

A total of 16 pools were sampled by Madrone Ecological as part of the Dry Season surveys. This included features An-P1, An-SW1, An-SW2, An-SW3, An-SW6, An-SW7, An-SW8, An-SW9, An-SW10, Ch-SW1, Ch-SW2, Ch-SW3, Ch-SW4, and Ch-SW5. Most of the features did not contain any branchiopod species, however two of the features sampled (CH-SW2 and CH-SW3) contained small amounts of *Branchinecta* sp. cysts. These cysts were saved and provided to Brent Helm of Helm Biological Consulting to hatch. Other invertebrate taxa observed in the soil samples included micro-*Tubellaria*, *Cladocera*, *Ostracoda*, *nematoda*, *hydracarina*, and *Collembola*. The full dry season survey report is included as Attachment 4.

6.3 Cyst Culturing Results

The *Branchinecta* cysts from Madrone Ecological were provided to Helm Biological Consulting to hatch. The cysts from CH-SW3 were positively identified on August 9th, 2022, as the common versatile fairy shrimp (*Branchinecta lindahli*). Additional samples were collected from CH-SW2 on August 10th due to the inability for the first samples to hatch. The second round of cysts from CH-SW2 were also identified to be versatile fairy shrimp. The cyst culturing survey report is included as Attachment 5.

No federally listed vernal pool branchiopods were observed within the Property during the 2022 dry season sampling or cyst culturing.

7.0 REFERENCES

Eriksen, C. H., and D. Belk. 1999. Fairy shrimps of California's puddles, pools, and playas. Mad River Press, Inc. Eureka, CA. 196 pp.

NOAA (National Oceanic and Atmospheric Administration). 2022. *Climatological precipitation summary for Livermore*. National Weather Service. San Francisco Area Weather Forecast Office. Monterey, CA. Available online at https://www.weather.gov/wrh/Climate?wfo=mtr. Accessed October 11, 2022.

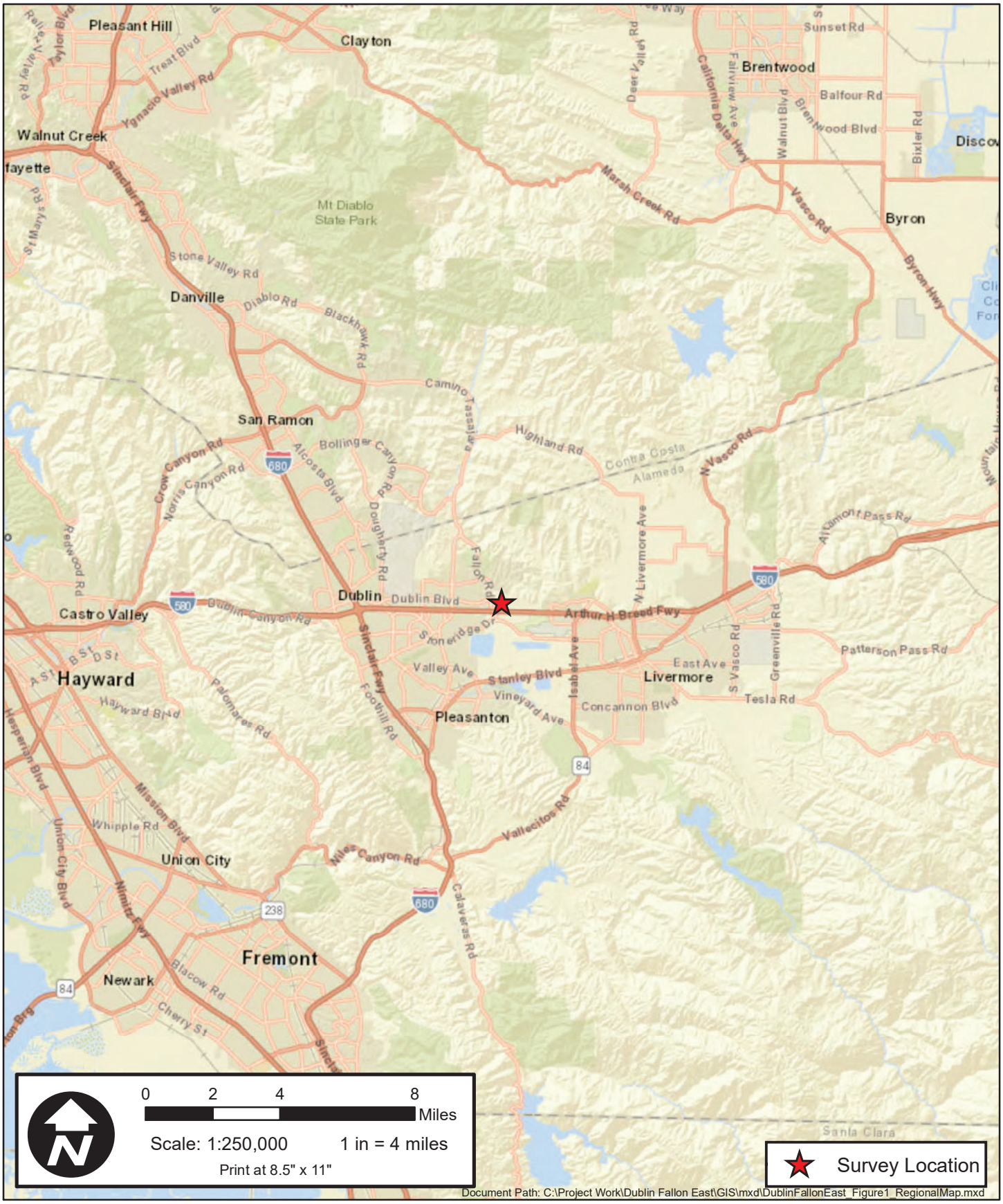
Patel, K.V., Simovich, M.A., Graige, N.S. and Bohonak, A.J., 2018. A clash of characters: The effect of variation on a morphological hybrid index for an endangered California fairy shrimp *Branchinecta sandiegonensis* (Fugate, 1993) (Crustacea: Anostraca). Journal of Crustacean Biology, 38(3), pp.349-353.

Simovich, M.A., Davis, K.B. and Bohonak, A.J., 2013. Landscape homogenization threatens the genetic integrity of the endangered San Diego fairy shrimp *Branchinecta sandiegonensis* (Branchiopoda: Anostraca). Journal of Crustacean Biology, 33(5), pp.730-740.

USFWS (U.S. Fish and Wildlife Service). 2017. *Survey Guidelines for Large Listed Branchiopods.* Pacific Southwest Region, Sacramento, CA. Revised 11/13/2019.

Attachment 1

Figures



OLBERDING
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Figure 1: Regional Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

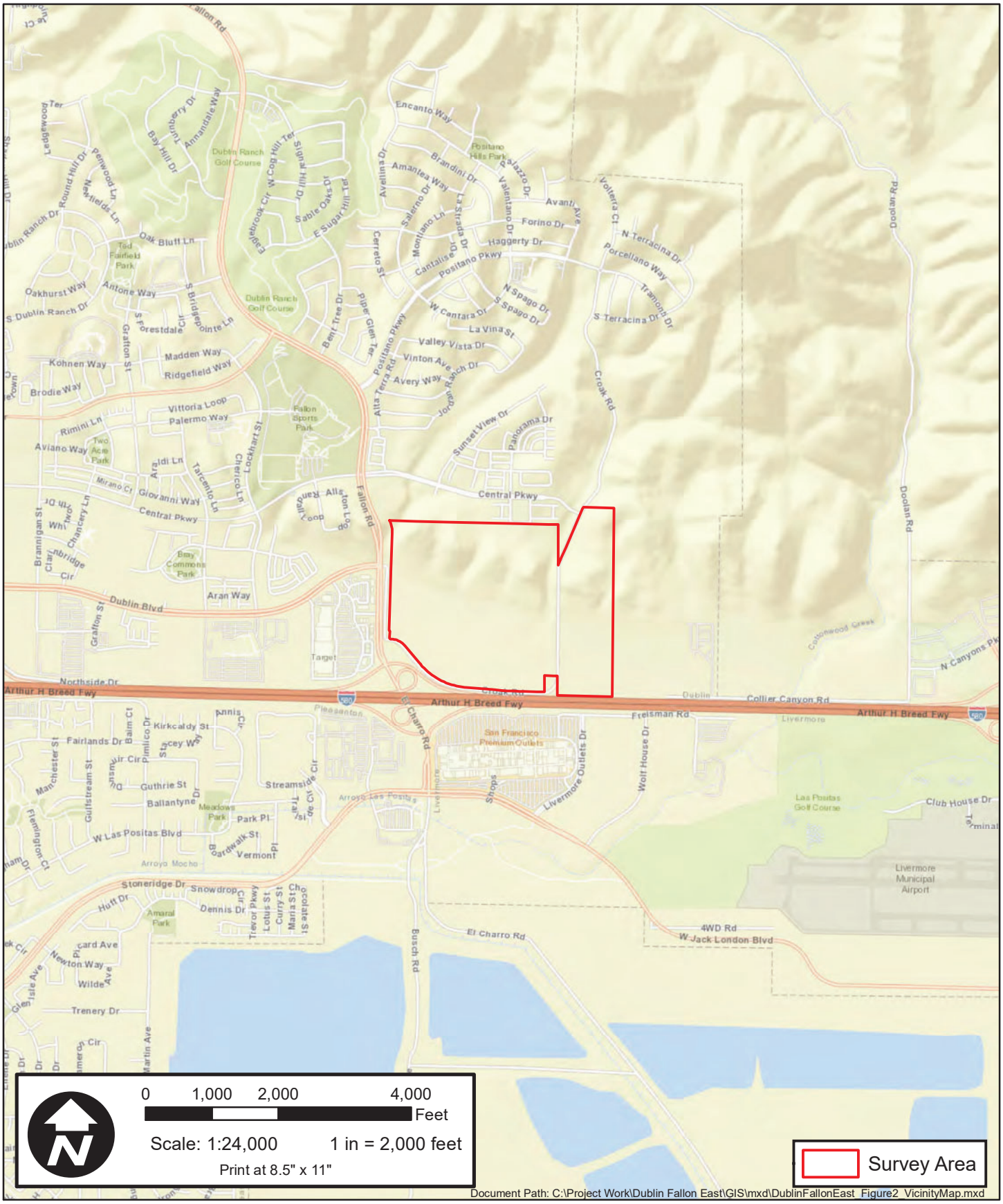

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Figure 2: Vicinity Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022

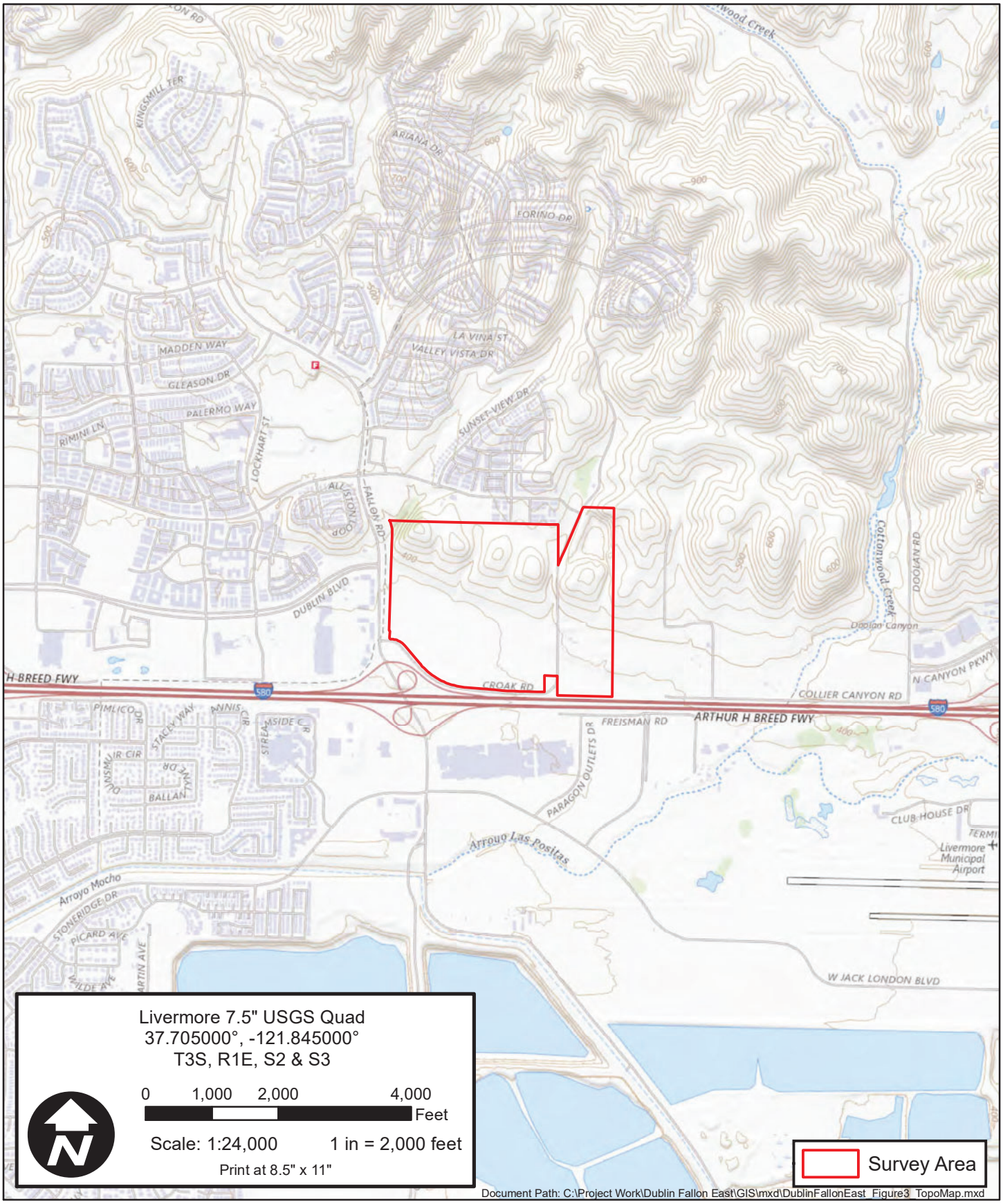

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Figure 3: USGS Topographic Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022



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Figure 4: Aerial Map
Dublin Fallon East Property
Alameda County, California

Revision Date: 09/06/2022



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Figure 5:
Listed Branchiopods Survey Area Map
Dublin Fallon East Project
Alameda County, California

Map Revision Date: 9/22/2022

1305

Attachment 2

Photo Documentation



1. Photo of pool feature An-P1 and the surrounding seasonal wetlands, looking west. Photo taken 12/27/2021.



2. Photo 2 is taken from approximately the same location as photo 1 above, except on 2/22/2022. Note there is significantly less standing water across the landscape.



3. Photo of pool feature Ch-P1, looking west. Photo taken 2/22/2022.



4. Photo of seasonal wetland feature Ch-SW1, looking west. Photo taken 1/10/2022.



5. Photo of seasonal wetland feature An-SW1, looking southeast. Photo taken 12/27/2021.



6. Photo of seasonal wetland feature An-Sw2, looking east. Photo taken 12/27/2021.



7. Photo of pool feature An-P1, looking northwest. Photo taken 1/10/2022.



8. Photo of seasonal wetland feature An-SW8, looking west. Photo taken 12/27/2021.

Attachment 3

Raw Data

Site Chen/Anderson **Weather** overcast, light precipitation, 51°, and 47°
Surveyors CB, LH, BN, RL, ST **Date** December 27-28, 2021

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	10in							X			X		X	X								
Ch-SW1-1	6in		X			X																
Ch-SW1-2	6in					X		X														
Ch-SW1-3	7in					X		X														
Ch-SW1-4	3in					X																
Ch-SW1-5	3in					X								X								
Ch-SW1-6	6in		X			X																
Ch-SW1-7	6in							X														
Ch-SW1-8	6in		X			X							X									
Ch-SW1-9	10in												X									
Ch-SW1-10	8in													X								
Ch-SW1-11	6in																					
Ch-SW4-1	3in																					
Ch-SW4-2	3in																					
Ch-SW5-1	3in																	X				
Ch-SW5-2	3in																					
Ch-SW5-3	3in																	X				
An-SW1	6in													X								
An-SW2	5in																					
An-SW8-1	6in																					
An-P1-1	11in																					
An-P1-2	11in																	X				
An-P1-3	11in																	X				

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear, 61°

Surveyors CB, LH, BN, RL, ST **Date** 1/10/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	10in				X			X	X	X						X						
Ch-SW1-1	6in				X						X											
Ch-SW1-2	6in				X				X													
Ch-SW1-3	7in							X														
Ch-SW1-4	3in				X								X									
Ch-SW4-1	3in				X		X															
Ch-SW5-1	3in						X															
An-SW1	6in																					
An-SW8-1	5in																					
An-SW8-2	6in				X													X				
An-SW8-3	11in		X																			
An-P1-1	11in				X			X	X							X						
An-P1-2	11in																					

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear, 65°

Surveyors CB, LH, BN, RL, ST **Date** 1/24/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X			X	X	X						X						
Ch-SW1-1	3in				X	X			X		X		X	X								
Ch-SW1-2	2in				X				X													
Ch-SW1-3	2in							X														
Ch-SW1-9	3in				X								X					X				
An-SW8-1	5in																					
An-SW8-2	6in				X													X				
An-SW8-3	11in		X																			
An-P1-1	11in				X			X	X							X						
An-P1-2	11in																					
An-P1-3	11in																					

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear, 65°

Surveyors CB, LH, BN, RL, ST **Date** 2/27/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X			X	X	X						X						
Ch-SW1-1	3in				X	X			X		X		X	X								
Ch-SW1-2	2in				X				X													
Ch-SW1-3	2in							X														
Ch-SW1-9	3in				X								X					X				
An-SW8-1	5in				X	X	X															
An-SW8-2	6in				X													X				
An-SW8-3	11in		X																			
An-P1-1	11in				X	X	X		X	X	X					X						
An-P1-2	11in				X	X	X		X	X	X											
An-P1-3	11in																					

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** overcast, light precipitation, 57°

Surveyors CB, LH, BN, RL, ST **Date** 2/21/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X	X			X		X		X	X		X						
Ch-SW1-2	2in							X	X			X										
Ch-SW1-3	2in							X														
Ch-SW1-9	3in				X								X					X				
An-P1-1	8in				X													X	X		CTS larvae observed	
An-P1-2	8in								X		X											
An-P1-3	8in				X				X	X	X								X			

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear, 73°

Surveyors CB, LH, BN, RL, ST **Date** 3/8/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X	X			X		X		X	X		X						
Ch-SW1-2	2in							X	X			X										
Ch-SW1-3	2in							X														
Ch-SW1-9	3in				X								X					X				
An-P1-1	8in				X													X	X		CTS larvae observed	
An-P1-2	8in								X		X											
An-P1-3	8in				X				X	X	X								X			

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear 76°

Surveyors CB, LH, BN, RL, ST **Date** 3/8/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X	X			X				X									
Ch-SW1-9	2in				X								X					X				
An-SW8-3	6in				X														X		CTS larvae observed	
An-P1-1	8in				X													X				
An-P1-2	8in								X		X											
An-P1-3	8in				X														X		CTS larvae observed	

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Site Chen/Anderson **Weather** sunny, clear, 75°

Surveyors CB, LH, BN, RL, ST **Date** 4/5/2022

Features	Max Depth	Fairy shrimp	Diptera	Cyzicus	Cladocera	Ostracod	Copopods	Beetles	Notonectid	Corixid	Culicidae	Mite	Amphipod	Chironomid	Snails	Planaria	Mayfly	HYLA	CTS	CRF	Other	Notes
Ch-P1	5in				X	X			X				X									
An-SW8-3	4in				X														X		CTS larvae observed	
An-P1-1	5in				X													X				
An-P1-2	6in								X		X											
An-P1-3	4in				X														X		CTS larvae observed	

Abundance ratings 5 sweeps

Rare	R	1-2 Species
Not Common	NC	3-10 species
Common	C	11 to 50 Species
Very common	VC	51-100 Sp.
Abundant	A	>100
Present	X	Present

Attachment 4

Dry Season Report

MADRONE ECOLOGICAL CONSULTING

8421 Auburn Blvd., Suite 248
Citrus Heights, CA 95610
www.madroneeco.com
(916) 822-3230

1 November 2022

Mr. Jeff Olberding
Olberding Environmental, Inc.
193 Blue Ravine Road, Suite 165
Folsom, CA 95630

Subject: Anderson and Chen (Grand View Development Project) 2022 Dry Season Vernal Pool Branchiopod Survey, Alameda County, California

Dear Mr. Olberding:

At the request of Olberding Environmental, Inc. (Olberding), Madrone Ecological Consulting, Inc. (Madrone) analyzed soil samples from the approximately 190-acre Anderson and Chen properties, also known as the Grand View Development Project (Study Area) within Alameda County, California as part of a dry season study for federally-listed large branchiopod species. The Study Area is located in the northeast corner of the interchange of Interstate I-580 and Fallon Road in the City of Dublin, Alameda County, California. The Study Area is within portions of Section 35, Township 2 South, Range 1 East of the "Livermore, California" 7.5-Minute Series USGS Topographic Quadrangle (**Figures 1 and 2**).

Authorization from the U.S. Fish and Wildlife Service Recovery Permit branch to conduct the sampling was received on 24 May 2022 via email (**Attachment A**). The purpose of the investigation was to determine the presence of eggs of large branchiopod species (fairy shrimp or tadpole shrimp) listed as threatened or endangered under the federal Endangered Species Act (ESA) (e.g., vernal pool fairy shrimp [*Branchinecta lynchi*], conservancy fairy shrimp [*Branchinecta conservatio*], longhorn fairy shrimp [*Branchinecta longiantenna*], and vernal pool tadpole shrimp [*Lepidurus packardi*]). The soils were collected and analyzed under the authority of USFWS Recovery Permit No. TE-85084C (Dustin Brown).

Methods

Soil samples from 16 features were collected on 1 June 2022 by Madrone senior biologist Dustin Brown. Depressional features that appeared to pond water An-P1, An-SW1, An-SW2, An-SW3, An-SW4, An-SW6, An-SW7, An-SW8, An-SW9, An-SW10, Ch-SW1, Ch-SW2, Ch-SW3, Ch-SW4, and Ch-SW5 were sampled (**Figure 3**).

Aquatic features including drainages (Ch-OW1, 2, 3, and 4), perennial or semi-perennial ponds (Ch-P1) and marshes (Ch-EW1), or swales (Ch-WS1, An-WS1, An-WS2, and An-WS3) and wetlands (Ch-SW6 and An-SW-5) that were located on a gradient and do not pond water were not sampled. After collection the soil samples were transported to the Madrone lab and were processed following methods outlined in the Guidelines (USFWS 2017). In Madrone's laboratory, a brine solution was prepared by mixing table salt (NaCl) with

lukewarm tap water in a large container. The soil material collected from each aquatic feature was placed into the brine solution, and worked by hand to break down soil structure. The organic material rising to the top of the brine solution was poured onto a 710-micron-diameter pore-size sieve stacked atop a 150-micron-diameter pore-size sieve. The soil material was processed through the top sieve by flushing it with lukewarm tap water while gently rubbing it with a soft-bristle brush. The organic material retained from the 150-micron-diameter pore-size sieve was then rinsed gently with lukewarm tap water, and then removed and thinly distributed into plastic Petri dishes. All sieved fractions were microscopically inspected for the presence of large branchiopod eggs. Evidence of other aquatic invertebrates encountered was also noted on the lab data sheet.

Results

Madrone processed soil samples from a total of 16 habitat features. Eggs from the genus *Branchinecta* were identified in a total of two features including Ch. SW-2 (22 eggs) and CH. SW-3 (48 eggs). Other invertebrate taxa observed in the soil samples included micro-Turbellaria, Cladocera, Ostracoda, nematoda, hydracarina, and Collembola. A data sheet is attached as **Attachment B**.

There are several species within the genus *Branchinecta* that are known to occur within the vicinity of the Study Area including common and federally-listed species. It is unreliable to identify *Branchinecta* eggs to species by visually inspecting their eggs under a microscope. The soil samples were provided to Brent Helm (TE-795930) at Helm Biological Consulting to conduct culturing and rearing of the eggs and to identify the species of *Branchinecta* present. The culturing of the eggs resulted in the identification of the common (non-special status) versatile fairy shrimp (*Branchinecta lindahli*) in both features. See **Attachment C** for a copy of the report from Helm Biological Consulting.

Discussion

No federally-listed vernal pool branchiopods were observed within the Study Area during the 2022 dry season sampling.

If you have any questions or require additional information, please contact me at (916) 822-3230, or at dbrown@madroneeco.com

Sincerely,



Dustin Brown
Senior Biologist

References:

U.S. Department of the Interior, Fish and Wildlife Service. 2017. *Survey Guidelines for the Listed Large Branchiopods*. Sacramento, California. Revised November 13, 2017.

Figures:

Figure 1. Regional Map
Figure 2. Project Location
Figure 3. Survey Area Map

Attachments:

Attachment A – Dry Season Sampling Approval
Attachment B – Dry Season Lab Data Sheet
Attachment C – Cyst Culturing Memo from Helm Biological Consulting
Attachment D – Representative Site Photographs

Figures

Figure 1. Regional Map
Figure 2. Project Location
Figure 3. Survey Area Map

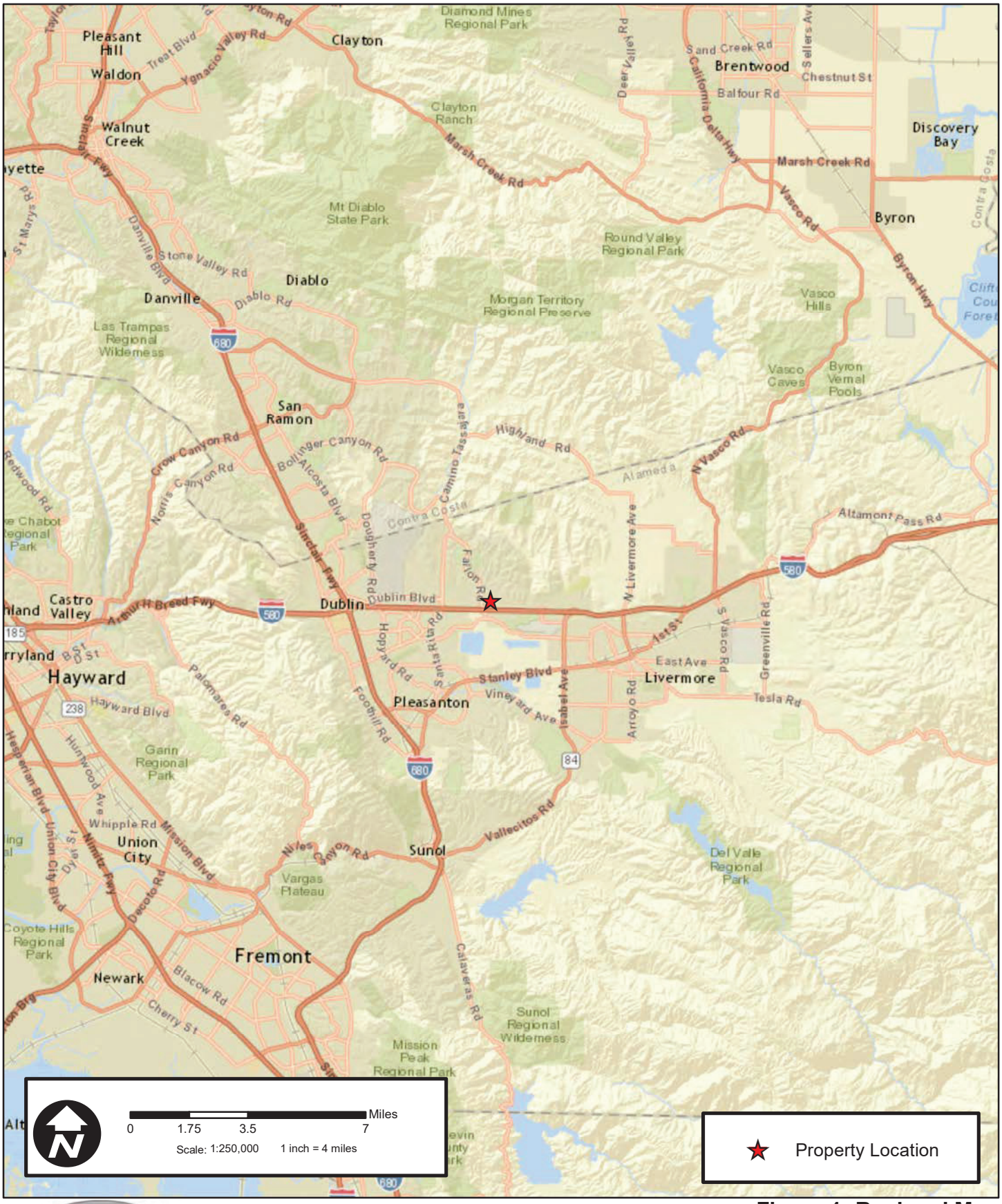
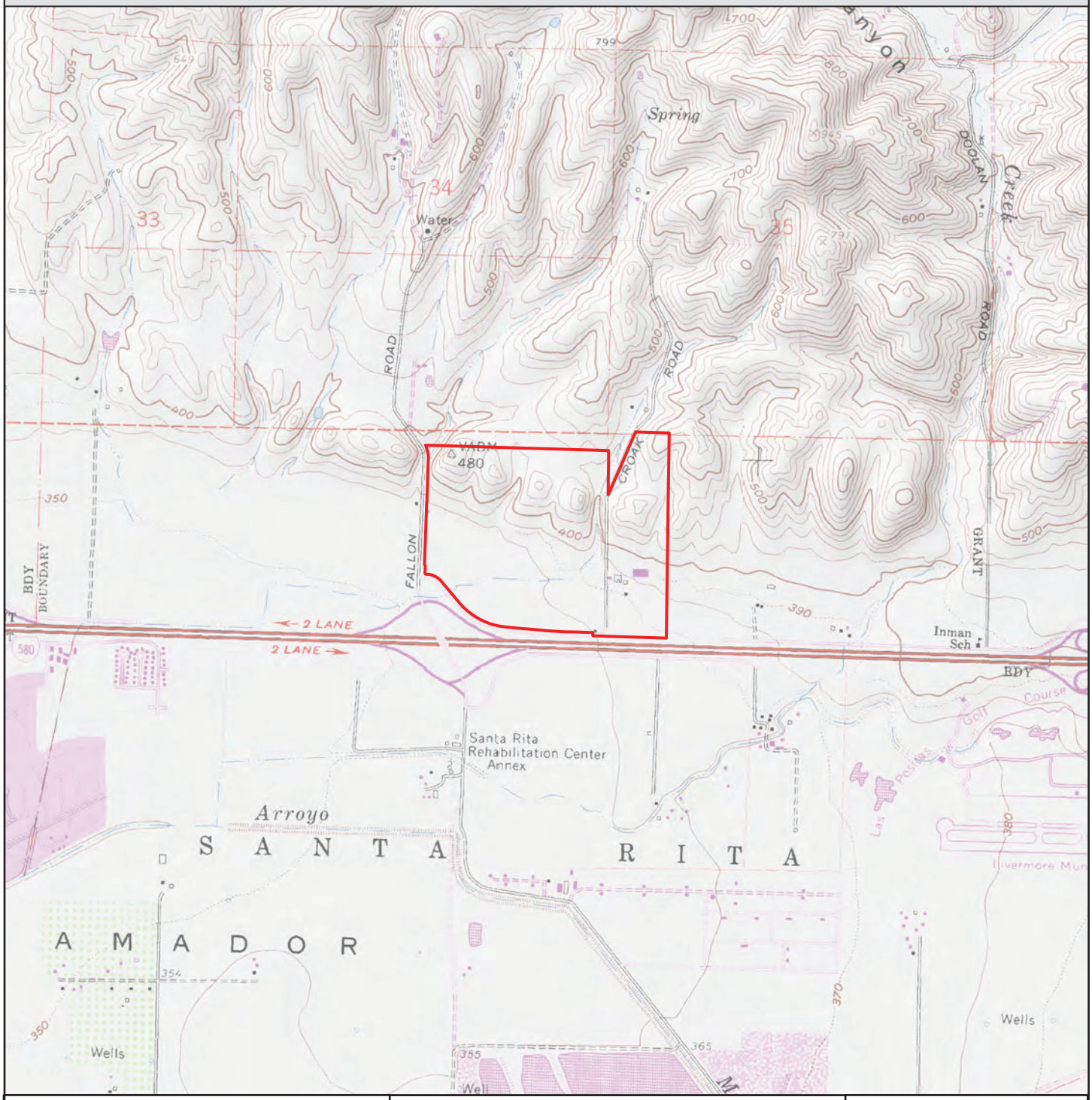


Figure 1: Regional Map
Anderson and Chen
Alameda County, CA

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

GRAND VIEW DEVELOPMENT PROJECT, ALAMEDA COUNTY, CALIFORNIA



Property Boundary (187.5 acres)

USGS 24k Topo Map Boundaries

The Project Site is located within the Livermore, CA USGS 7.5-minute quadrangle map.

The site occurs within the southwest 1/4 of Section 35 of Township 2 South and Range 1 East, as well as unsectioned portions of Township 2 South and Township 3 South, Range 1 East, Mt. Diablo Base & Meridian.

Center Coordinates (NAD83) for Study Area:
Latitude 37.705232, Longitude -121.844179

0 1,000 2,000 Feet

N

Data Source:
USGS The National Map 2021;
ESRI USA Boundaries;
Public Land Survey System

Prepared by:

HELM BIOLOGICAL CONSULTING

Date: 10/21/2022

Figure 2. Project Location



Features	Property	Acres	Linear Feet (LNFT)
Seasonal Wetlands			
Ch-SW1	Chen	6.26	N/A
Ch-SW2	Chen	0.02	N/A
Ch-SW3	Chen	0.009	N/A
Ch-SW4	Chen	0.2	N/A
Ch-SW5	Chen	0.66	N/A
Ch-SW6	Chen	0.06	N/A
An-SW1	Anderson	0.03	N/A
An-SW2	Anderson	0.024	N/A
An-SW3	Anderson	0.075	N/A
An-SW4	Anderson	0.05	N/A
An-SW5	Anderson	0.004	N/A
An-SW6	Anderson	0.02	N/A
An-SW7	Anderson	0.02	N/A
An-SW8	Anderson	0.735	N/A
An-SW9	Anderson	0.001	N/A
An-SW10	Anderson	0.001	N/A
An-SW11	Anderson	0.002	N/A
Sub-Total		**8.101**	**N/A**
Emergent Wetlands			
Ch-EW1	Chen	2.99	N/A
Sub-Total		**2.99**	**N/A**
Wetland Swales			
Ch-WS1	Chen	0.29	1556
An-WS1	Anderson	0.004	195
An-WS2	Anderson	0.032	250
An-WS3	Anderson	0.095	435
Sub-Total		**0.431**	**2436**
Other Waters			
Ch-OW1	Chen	0.009	202
Ch-OW2	Chen	0.03	264
Ch-OW3	Chen	0.007	185
Ch-OW4	Chen	0.055	600
Sub-Total		**0.101**	**1251**
Pools/Ponds			
Ch-P1	Chen	0.08	N/A
An-P1	Anderson	1.597	N/A
Sub-Total		**1.677**	**N/A**
Total Wetlands		**11.532**	**N/A**
Total Other Waters		**1.778**	**3687**

Grandview Development Project Boundary (189.95 ac)

Potential Branchiopod Habitat

- Seasonal Wetland (8.101 acres)
- Emergent Wetland (2.99 acres)
- Wetland Swale (0.431 acres, 2,436 LNFT)
- Other Waters (0.101 acres, 1,251 LNFT)
- Pool (1.677 acres)

N

W E

S

0 200 400 800

Feet

Scale: 1:4,000 1 inch = 333 feet

USGS "Livermore" 7.5' Quadrangle
Coordinate System:
NAD 1983 StatePlane California III FIPS 0403 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Document Path: E:\Google Drive\Olberding\Chen Property\MXD\Shrimp Survey\Figure 1 Shrimp Habitat Survey Area - aerial 11x17.mxd

OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Rd. Ste. 160
Folsom, California 95630
Phone: (916) 985-1188

Figure 3:
Listed Branchiopods Survey Area Map
Grand View Development Project
Alameda County, California

Map Revision Date: 11/11/2021

Attachments

Attachment A. Dry Season Sampling Approval
Attachment B. Dry-Season Lab Data Sheet
Attachment C. Cyst Culturing Memo from Helm Biological Consulting
Attachment C. Representative Site Photographs

Attachment A

Dry Season Sampling Approval

Dustin Brown

From: Kong, Lauren M <lauren_kong@fws.gov> on behalf of SFWO Permits, FW8 <FW8_SFWO_Permits@fws.gov>
Sent: Tuesday, May 24, 2022 2:51 PM
To: Dustin Brown
Cc: Nguyen, My Q; Olah, Ryan
Subject: Survey Notification Approval, dry season surveys, VpB, Chen-Anderson properties, TE-85084C

Dustin Brown,
By this email message, you are authorized to conduct dry season sampling (and processing) for vernal pool branchiopods, as specified in your May 20, 2022 email request, per the conditions of your recovery permit (TE-85084C). Surveys will be conducted at the Chen-Anderson properties in Alameda County, CA.

Surveys may be conducted within all wetlands identified on-site that might provide suitable habitat. Suitable habitat not previously identified on the project site may also be sampled under this authorization. Please remember to carry a copy of your permit while doing the work and to follow the terms and conditions therein. This authorization does not include access to the property which must be arranged with the landowner or manager.

In your report(s), please include which activities were authorized, the names of all persons involved in each activity, their recovery permit numbers, if applicable, and the date of this authorization, to help ensure that we correctly record the fulfillment of the reporting requirement under this authorization. Please let us know if the activities are not performed as authorized, or if they are done by a different permittee under a separate authorization. Reports should include a U.S. Geological Survey topographic map (1:24,000 scale) depicting the location of the project site, survey area, and location(s) of species in as precise a manner as possible. We may also request spatial data and metadata. **Please send electronic copies of the report(s) to FW8_SFWO_Permits@fws.gov and the Coast Bay Division Supervisor, Ryan Olah (ryan_olah@fws.gov).**

Thank you,
Lauren

--
10(a)(1)(A) Recovery Permit Team
Sacramento Fish and Wildlife Office
U.S. Fish and Wildlife Service

The SFWO is transitioning to a consolidated mailbox (this one!) for all communications regarding 10(a)(1)(A) recovery permits in our jurisdiction. Please send survey notifications, reports, and permit inquiries (aka anything and everything permit-related) to this email address: FW8_SFWO_Permits@fws.gov.

Attachment B

Dry-Season Lab Data Sheet

Dry Season Lab Data Sheet

Project Information		Biologist Information	
Project Name: Anderson & Chen	Quad: Livermore	Name of Person(s) Who Conducted the Following Tasks and Permit Number(s):	
USFWS Project Number:	Township:	Soil Collection Conducted By: Dustin Brown	
County:	Range:	Soil Processing Conducted By: Matt Shaffer and Dustin Brown	
Lat:	Section:	Soil Analysis/Cysts ID Conducted By: Dustin Brown	
Long:		Soil Collection Date: 6/1/2022	Soil Processing Date: 6/15/22, 6/16/2022, 6/17/2022

	Feature Number	Invertebrates Present (X)														Comments / Volume of soil
		Insect Exo-Skeletons	Micro-Turbellaria Cysts	*Cladocera ephippia*	Ostracods Live/Cysts/ Carapaces	Copepods Live/Cysts	Number of Large Branchiopod Eggs: *Branchinecta* sp.	*Lepidurus packardi*	*Linderiella occidentalis*	*Lynceus brachyurus*	*Cyzicus californicus*	Hydracarina Live	Nematoda	Collembola	Other Species	
	An P1	X	X	X	X							X		X		4L
	Ch SW1	X	X	X	X								X	X		2L
6/15 MS	Ch SW3	X	X	X	X		48									1L
	Ch SW2	X	X		X		22									1L
	An SW8	X	X	X	X							X		X		2L
6/16 DB	An. SW3	X	X											X		1L
	An. SW4	X	X											X		1L
	Ch. SW4	X	X	X	X									X		2L
	An. SW2	X	X											X		1L
	Ch. SW-5	X	X		X									X		2L
6/17 DB	An. SW1	X	X		X									X		1L
	An. SW-10	X	X											X		1L
	An. SW-11	X	X	X	X									X		1L
	An. SW-7	X	X	X	X									X		1L
	An. SW-9	X	X											X		1L
	An. SW-6	X	X											X		1L

1331

Attachment C

Cyst Culturing Memo from Helm Biological

CYST CULTURING
FOR THE DETECTION OF
FEDERALLY-LISTED LARGE BRANCHIOPODS
AT THE
GRAND VIEW DEVELOPMENT PROJECT,
ALAMEDA COUNTY, CALIFORNIA



Prepared for:

OLBERDING -ENVIRONMENTAL-

OLBERDING ENVIRONMENTAL, INC.
193 Blue Ravine Road, Suite 165
Folsom, CA, 95630
Contact: **Jeff Olberding**
(916) 985-1188

Prepared by:

HELM BIOLOGICAL CONSULTING
A Tenaley Team Division
4600 Karchner Rd, Sheridan, CA 95861

HELM BIOLOGICAL CONSULTING
4600 Karchner Road
Sheridan, CA 95681
***Contact*: Dr. Brent Helm**
(530) 633-0220

October 2022

HELM
BIOLOGICAL CONSULTING
A Tansley Team Division
4600 Karchner Rd, Sheridan, CA 95681

CYST CULTURING FOR THE DETECTION OF FEDERALLY-LISTED LARGE BRANCHIOPODS AT THE GRAND VIEW DEVELOPMENT PROJECT, ALAMEDA COUNTY, CALIFORNIA

INTRODUCTION

Helm Biological Consulting (HBC), a division of Tansley Team, Inc., was contracted by Olberding Environmental, Inc., to culture cysts (hatch cysts and rear hatchlings to maturity for positive identification of species) belonging to the genus *Branchinecta* obtained from the soils collected from two dry seasonally-inundated depressions (seasonal wetlands SW2 and SW3) at the Grand View Development Project (hereafter "Project") for the presence of the threatened vernal pool fairy shrimp [*Branchinecta lynchi*]).

The Project is located in the northeast corner of the intersection of Interstate 580 (I-580) and Fallon Road, on the eastern outskirts of the City of Dublin, Alameda County, California (Figure 1). Additionally, the Project is located in the southwest 1/4 of Section 35 of Township 2 South and Range 1 East, as well as unsectioned portions of Township 2 South and Township 3 South, Range 1 East, Mt. Diablo Base & Meridian. (Figure 2). The Project's approximate center coordinates (North American Datum of 1983 [NAD83]) are: 37.705232°, -121.844179°.

Background

Dustin Brown from Madrone Ecological Consulting conducted wet-season and dry-season sampling at the Project. Cyst belonging to the genus *Branchinecta* were observed in soils collected from two seasonal wetlands (SW2 and SW3) onsite (Figure 3). Soils containing 22 *Branchinecta* cysts from SW2 and 48 *Branchinecta* cysts from SW3 were delivered to HBC on June 27, 2022 by Mr. Brown.

The remainder of this report discusses the methods and results of cyst culturing to determine the species of *Branchinecta* sp. occurring within soils collected from SW2 and SW3 at the Project.

"I certify that the information in this survey report and attached exhibits fully and accurately represents my work."

Brent P. Helm Signature _____ Date 10-19-2022
(TE-795930-10.2)

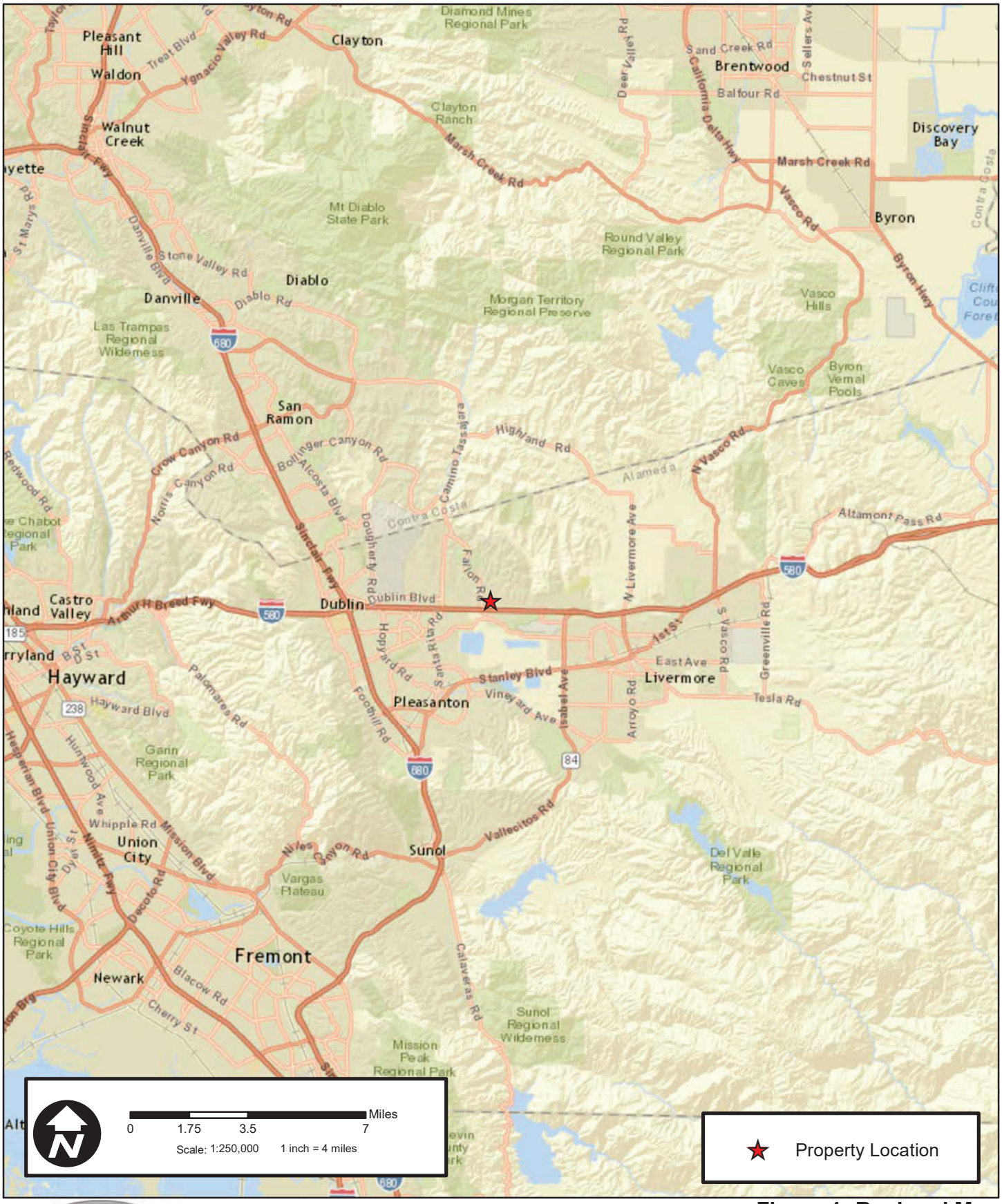
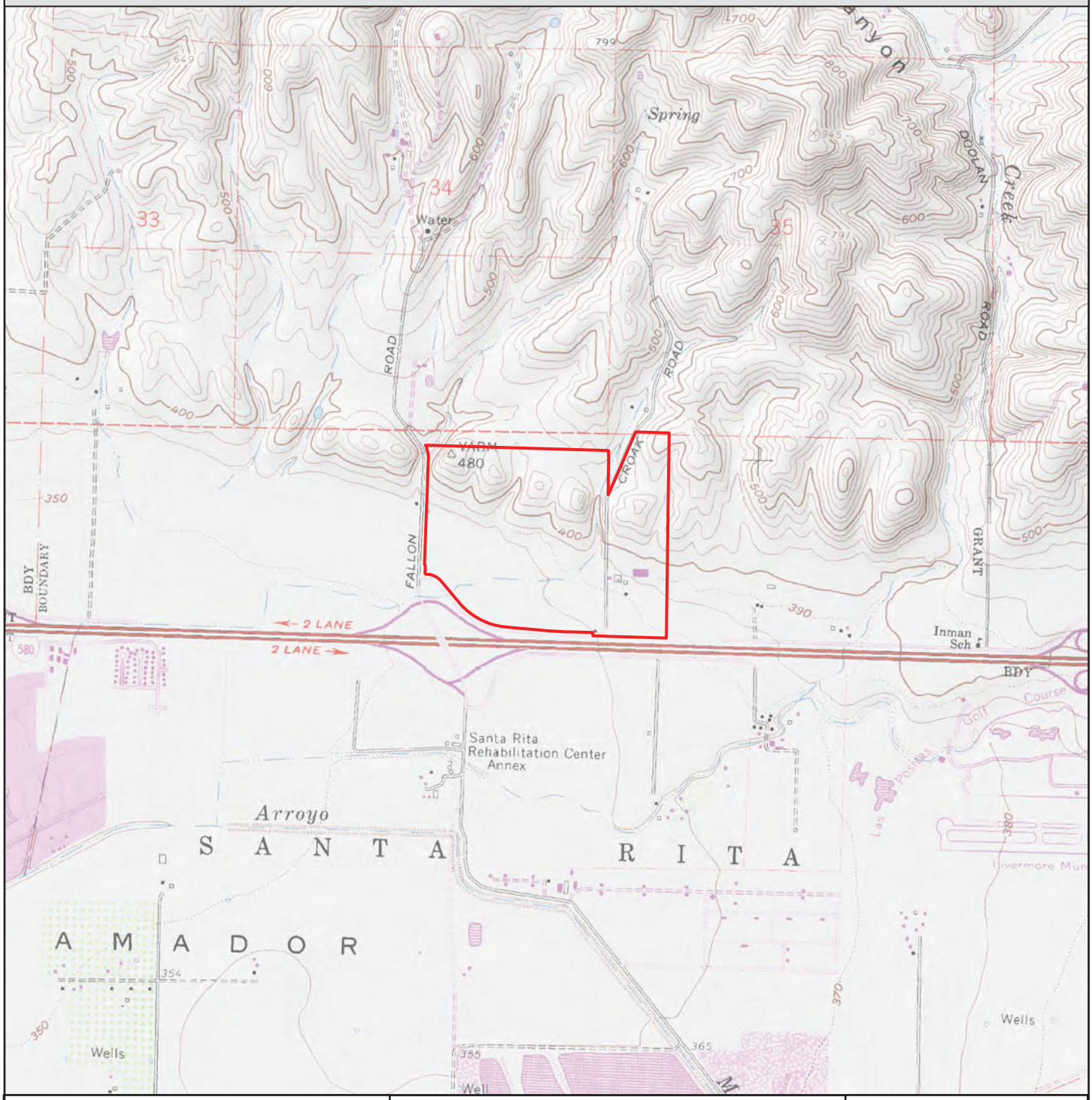


Figure 1: Regional Map
Chen Property
Alameda County, CA

ELBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

GRAND VIEW DEVELOPMENT PROJECT, ALAMEDA COUNTY, CALIFORNIA



Property Boundary (187.5 acres)

USGS 24k Topo Map Boundaries

The Project Site is located within the Livermore, CA USGS 7.5-minute quadrangle map.

The site occurs within the southwest 1/4 of Section 35 of Township 2 South and Range 1 East, as well as unsectioned portions of Township 2 South and Township 3 South, Range 1 East, Mt. Diablo Base & Meridian.

Center Coordinates (NAD83) for Study Area:
Latitude 37.705232, Longitude -121.844179

0 1,000 2,000 Feet

N

Data Source:
USGS The National Map 2021;
ESRI USA Boundaries;
Public Land Survey System

Prepared by:

HELM BIOLOGICAL CONSULTING

Date: 10/21/2022

Figure 2. Project Location



Features	Property	Acres	Linear Feet (LNFT)
Seasonal Wetlands			
Ch-SW1	Chen	6.26	N/A
Ch-SW2	Chen	0.02	N/A
Ch-SW3	Chen	0.009	N/A
Ch-SW4	Chen	0.2	N/A
Ch-SW5	Chen	0.66	N/A
Ch-SW6	Chen	0.06	N/A
An-SW1	Anderson	0.03	N/A
An-SW2	Anderson	0.024	N/A
An-SW3	Anderson	0.005	N/A
An-SW4	Anderson	0.05	N/A
An-SW5	Anderson	0.004	N/A
An-SW6	Anderson	0.02	N/A
An-SW7	Anderson	0.02	N/A
An-SW8	Anderson	0.735	N/A
An-SW9	Anderson	0.001	N/A
An-SW10	Anderson	0.001	N/A
An-SW11	Anderson	0.002	N/A
Sub-Total		**8.101**	**N/A**
Emergent Wetlands			
Ch-EW1	Chen	2.99	N/A
Sub-Total		**2.99**	**N/A**
Wetland Swales			
Ch-WS1	Chen	0.29	1556
An-WS1	Anderson	0.004	195
An-WS2	Anderson	0.032	250
An-WS3	Anderson	0.095	435
Sub-Total		**0.431**	**2436**
Other Waters			
Ch-OW1	Chen	0.009	202
Ch-OW2	Chen	0.03	264
Ch-OW3	Chen	0.007	185
Ch-OW4	Chen	0.055	600
Sub-Total		**0.101**	**1251**
Pools/Ponds			
Ch-P1	Chen	0.08	N/A
An-P1	Anderson	1.597	N/A
Sub-Total		**1.677**	**N/A**
Total Wetlands		**11.532**	**N/A**
Total Other Waters		**1.778**	**3687**

Grandview Development Project Boundary (189.95 ac)

Potential Branchiopod Habitat

- Seasonal Wetland (8.101 acres)
- Emergent Wetland (2.99 acres)
- Wetland Swale (0.431 acres, 2,436 LNFT)
- Other Waters (0.101 acres, 1,251 LNFT)
- Pool (1.677 acres)

N
W E
S

0 200 400 800

Feet

Scale: 1:4,000 1 inch = 333 feet

USGS "Livermore" 7.5' Quadrangle
Coordinate System:
NAD 1983 StatePlane California III FIPS 0403 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Document Path: E:\Google Drive\Olberding\Chen Property\MXD\Shrimp Survey\Figure 1 - Shrimp Habitat Survey Area - aerial 11x17.mxd

OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Rd. Ste. 160
Folsom, California 95630
Phone: (916) 985-1188

Figure 1:
Listed Branchiopods Survey Area Map
Grand View Development Project
Alameda County, California

Map Revision Date: 11/11/2021

METHODS

Methods followed U.S. Fish and Wildlife Service's (USFWS 2017) *Survey Guidelines for Listed Large Branchiopods* for dry-season sampling and consisted of first soil collection, second soil processing and analysis, and last cyst culturing as described below.

SOIL COLLECTION, PROCESSING, AND ANALYSIS

Dry soils were collected on June 1, 2022 by Dustin Brown of Madrone Ecological Consulting as authorized by USFWS (Appendix A) under permit number TE-85084C-0 of Section 10(a)(1)(A) of the federal Endangered Species Act (ESA), 16 U.S.C. 1531 et seq., and its implementing regulations. The soils were processes and analyzed and determined that cysts belonging to the genus *Branchinecta* occurred in two of the seasonal inundated wetlands (SW2 and SW3) sampled using dry-season techniques.

Because there are several species within the genus *Branchinecta* that could occur or are known to occur within the vicinity of the Project, *Branchinecta* cysts observed within the soils, were delivered to HBC for culturing to determine species as described below.

CYST CULTURING

Petri dishes containing soils with *Branchinecta* cysts were placed into individual 6-quart sized plastic containers. The soils were saturated with 50º F well water (non-chlorinated) and allowed to dry. This saturation and drying process was repeated three times. The soils were then inundated completely with 50º F well water. The containers holding the inundated soils were inserted into an environmental chamber. The environmental chamber controls were set to mimic the winter light, humidity, and temperature fluctuations of the Project's vicinity. The contents of the containers were monitored daily for fairy shrimp hatchlings (instars).

If no hatchlings were observed after ten (10) days, the containers were removed from the environmental chamber and the soils were allowed to completely dry before reinitiating the hatching process described above. To expedite the culturing process, all emerging instars were removed from their original containers and placed into a separate container. The original container was dried and the culturing process was repeated. This technique allows multiple generations of instars to continue to grow to maturity simultaneously. A total of three hatching attempts were performed on each soil sample.

Fairy shrimp hatchlings were feed ground fish food and reared in the environmental chamber until they were mature enough to be identified using dichotomous keys and diagrams from "Fairy Shrimps of California's Puddles, Pools, and Playas" (Eriksen and Belk 1999), two more recent

publications concerning the identification of San Diego fairy shrimp (*Branchinecta sandiegonensis*) and versatile fairy shrimp (*B. lindahli*) (Simovich et al 2013; Patel et al. 2018), and compared to Dr. Helm's large branchiopod reference collection.

RESULTS

CYST CULTURING

The common non-special status versatile fairy shrimp (*Branchinecta lindahli*) was hatched from soils containing *Branchinecta* cysts from SW2 and SW3 (Table 1). Additional soils were collected from SW2 by Dustin Brown on August 10, 2022 after the first two culturing attempts failed to hatch the original 22 *Branchinecta* cysts. Over 150 *Branchinecta* cyst were viewed in the processed soil from SW2 from the second collection.

Table 1. Results of Cyst Culturing from Soils collected from the Grand View Project

	Hatching Round #									Total		
	1			2			3					
Basin #	# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI	
		Male	Female		Male	Female		Male	Female		Male	Female
SW2	0	0	0	0	0	0	2	0	2	2	0	2
SW3	0	0	0	6	2	2	5	1	1	11	3	3
Total	**0**	**0**	**0**	**6**	**2**	**2**	**7**	**1**	**0**	**13**	**3**	**5**

Note: BRsp = Immature *Branchinecta* sp., BRLI = Versatile fairy shrimp (*Branchinecta lindahli*)

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U.S. Department of the Interior, U.S. Fish and Wildlife Service (USFWS). 2017. Survey guidelines for the listed large branchiopods. 24 pp. Dated: 31 May 2015 (Revised November 13, 2017).

APPENDIX A.
USFWS AUTHORIZATION

Dustin Brown

From: Kong, Lauren M <lauren_kong@fws.gov> on behalf of SFWO Permits, FW8 <FW8_SFWO_Permits@fws.gov>
Sent: Tuesday, May 24, 2022 2:51 PM
To: Dustin Brown
Cc: Nguyen, My Q; Olah, Ryan
Subject: Survey Notification Approval, dry season surveys, VpB, Chen-Anderson properties, TE-85084C

Dustin Brown,
By this email message, you are authorized to conduct dry season sampling (and processing) for vernal pool branchiopods, as specified in your May 20, 2022 email request, per the conditions of your recovery permit (TE-85084C). Surveys will be conducted at the Chen-Anderson properties in Alameda County, CA.

Surveys may be conducted within all wetlands identified on-site that might provide suitable habitat. Suitable habitat not previously identified on the project site may also be sampled under this authorization. Please remember to carry a copy of your permit while doing the work and to follow the terms and conditions therein. This authorization does not include access to the property which must be arranged with the landowner or manager.

In your report(s), please include which activities were authorized, the names of all persons involved in each activity, their recovery permit numbers, if applicable, and the date of this authorization, to help ensure that we correctly record the fulfillment of the reporting requirement under this authorization. Please let us know if the activities are not performed as authorized, or if they are done by a different permittee under a separate authorization. Reports should include a U.S. Geological Survey topographic map (1:24,000 scale) depicting the location of the project site, survey area, and location(s) of species in as precise a manner as possible. We may also request spatial data and metadata. **Please send electronic copies of the report(s) to FW8_SFWO_Permits@fws.gov and the Coast Bay Division Supervisor, Ryan Olah (ryan_olah@fws.gov).**

Thank you,
Lauren

--
10(a)(1)(A) Recovery Permit Team
Sacramento Fish and Wildlife Office
U.S. Fish and Wildlife Service

The SFWO is transitioning to a consolidated mailbox (this one!) for all communications regarding 10(a)(1)(A) recovery permits in our jurisdiction. Please send survey notifications, reports, and permit inquiries (aka anything and everything permit-related) to this email address: FW8_SFWO_Permits@fws.gov.

Attachment D

Representative Site Photos



Photograph of Ch-SW3 facing west. *Branchinecta lindahli* eggs identified within this feature



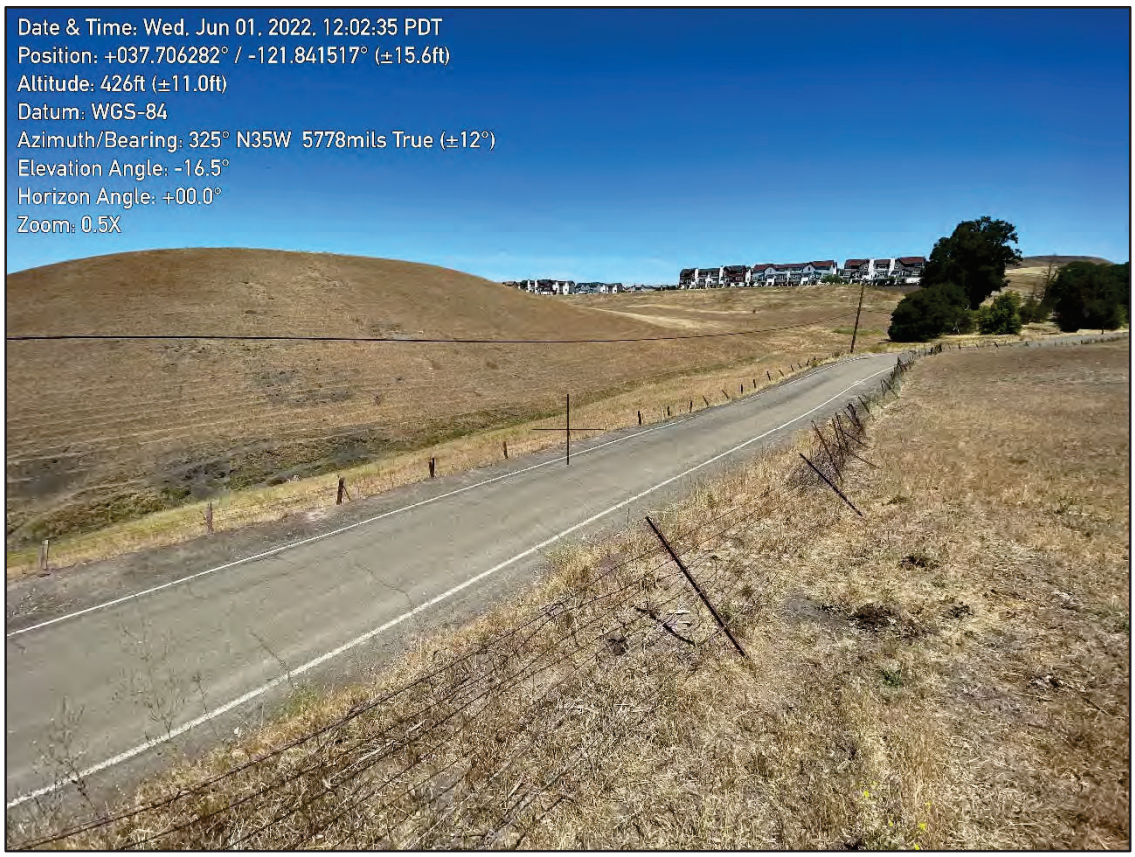
Photograph of Ch-SW1 facing southeast from the northern end of the feature.



Photograph of Ch-SW4 facing west



Facing northwest at Ch-P1 and Ch-EW1. Features are not suitable habitat and were not sampled.



Facing northwest at Ch-SW6 and Ch-WS1. Features are not suitable habitat and were not sampled.



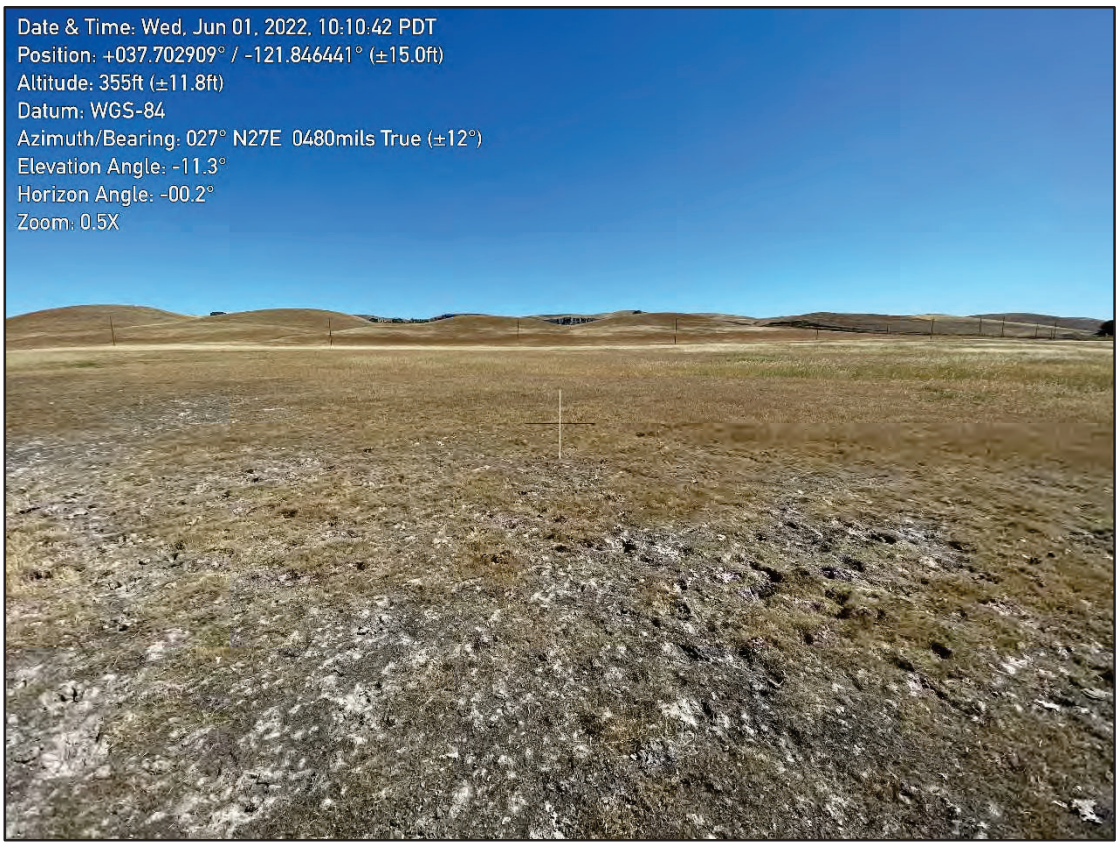
Photograph of An-P1 facing south



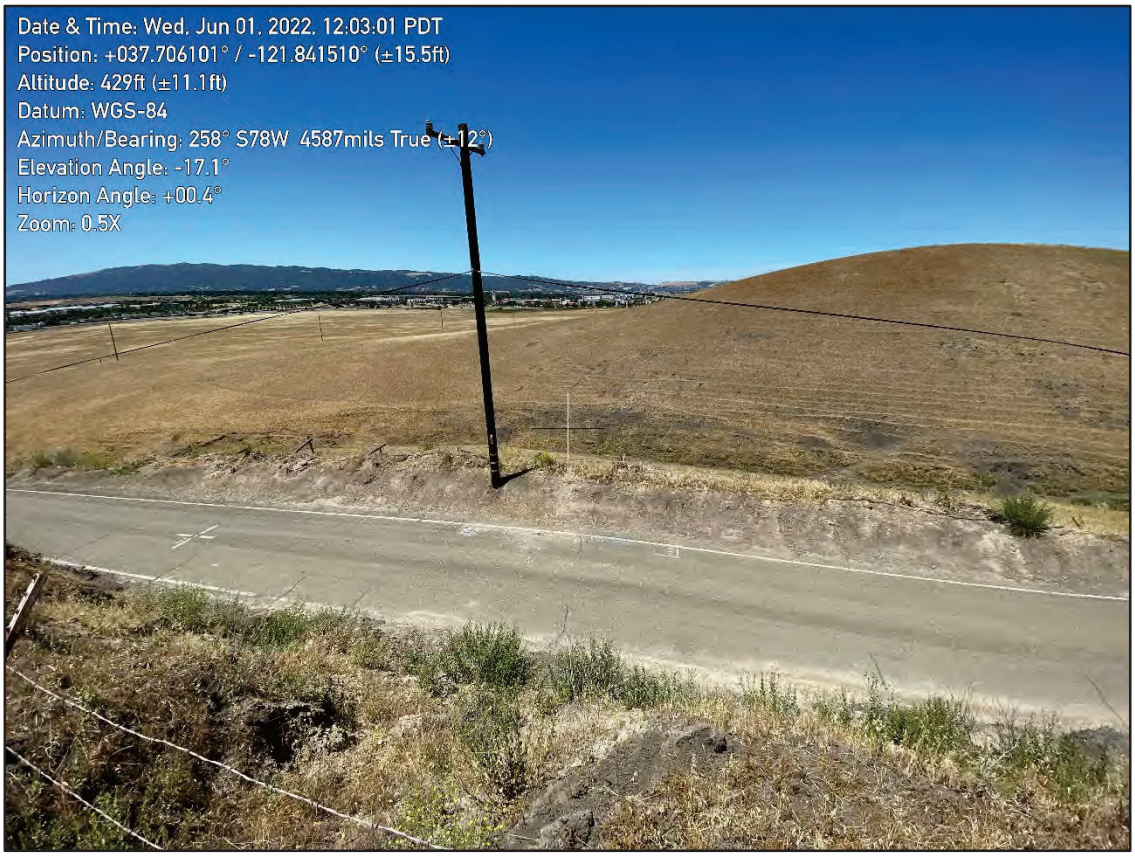
Photograph of An-SW5 facing south. This feature does not contain suitable habitat for vernal pool branchiopods and was not sampled.



Photograph of An-SW7 facing east



Photograph facing northeast from Ch-SW-3



Photograph facing west from just south of An-SW-6

Attachment 5

Cyst Culturing Report

CYST CULTURING
FOR THE DETECTION OF
FEDERALLY-LISTED LARGE BRANCHIOPODS
AT THE
GRAND VIEW DEVELOPMENT PROJECT,
ALAMEDA COUNTY, CALIFORNIA



Prepared for:

OLBERDING -ENVIRONMENTAL-

OLBERDING ENVIRONMENTAL, INC.
193 Blue Ravine Road, Suite 165
Folsom, CA, 95630
Contact: **Jeff Olberding**
(916) 985-1188

Prepared by:

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A Tenaley Team Division
4600 Karchner Rd, Sheridan, CA 95861

HELM BIOLOGICAL CONSULTING
4600 Karchner Road
Sheridan, CA 95681
***Contact*: Dr. Brent Helm**
(530) 633-0220

October 2022

HELM
BIOLOGICAL CONSULTING
A Tansley Team Division
4600 Karchner Rd, Sheridan, CA 95681

CYST CULTURING FOR THE DETECTION OF FEDERALLY-LISTED LARGE BRANCHIOPODS AT THE GRAND VIEW DEVELOPMENT PROJECT, ALAMEDA COUNTY, CALIFORNIA

INTRODUCTION

Helm Biological Consulting (HBC), a division of Tansley Team, Inc., was contracted by Olberding Environmental, Inc., to culture cysts (hatch cysts and rear hatchlings to maturity for positive identification of species) belonging to the genus *Branchinecta* obtained from the soils collected from two dry seasonally-inundated depressions (seasonal wetlands SW2 and SW3) at the Grand View Development Project (hereafter "Project") for the presence of the threatened vernal pool fairy shrimp [*Branchinecta lynchi*]).

The Project is located in the northeast corner of the intersection of Interstate 580 (I-580) and Fallon Road, on the eastern outskirts of the City of Dublin, Alameda County, California (Figure 1). Additionally, the Project is located in the southwest 1/4 of Section 35 of Township 2 South and Range 1 East, as well as unsectioned portions of Township 2 South and Township 3 South, Range 1 East, Mt. Diablo Base & Meridian. (Figure 2). The Project's approximate center coordinates (North American Datum of 1983 [NAD83]) are: 37.705232°, -121.844179°.

Background

Dustin Brown from Madrone Ecological Consulting conducted wet-season and dry-season sampling at the Project. Cyst belonging to the genus *Branchinecta* were observed in soils collected from two seasonal wetlands (SW2 and SW3) onsite (Figure 3). Soils containing 22 *Branchinecta* cysts from SW2 and 48 *Branchinecta* cysts from SW3 were delivered to HBC on June 27, 2022 by Mr. Brown.

The remainder of this report discusses the methods and results of cyst culturing to determine the species of *Branchinecta* sp. occurring within soils collected from SW2 and SW3 at the Project.

"I certify that the information in this survey report and attached exhibits fully and accurately represents my work."

Brent P. Helm Signature _____ Date 10-19-2022
(TE-795930-10.2)

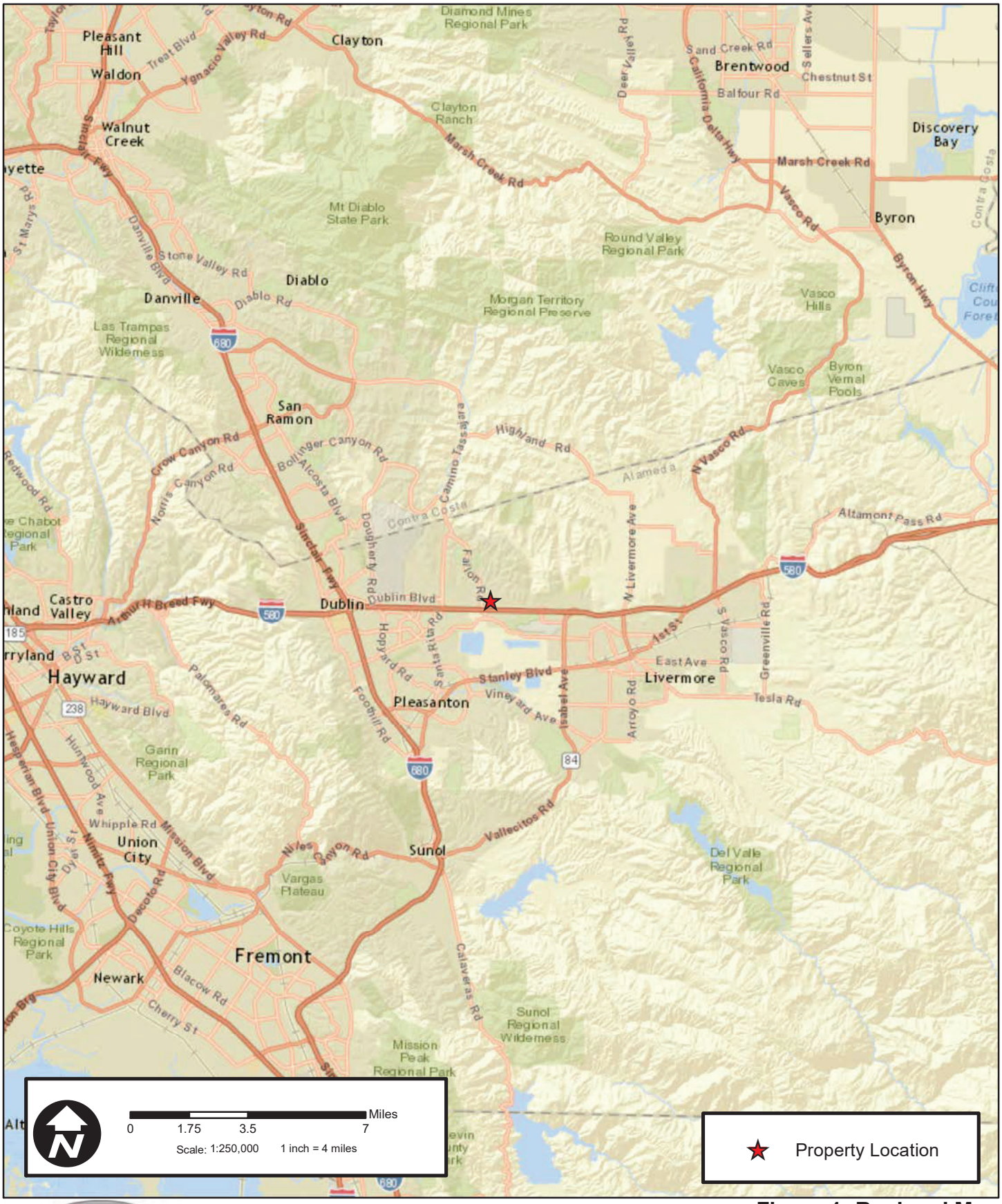
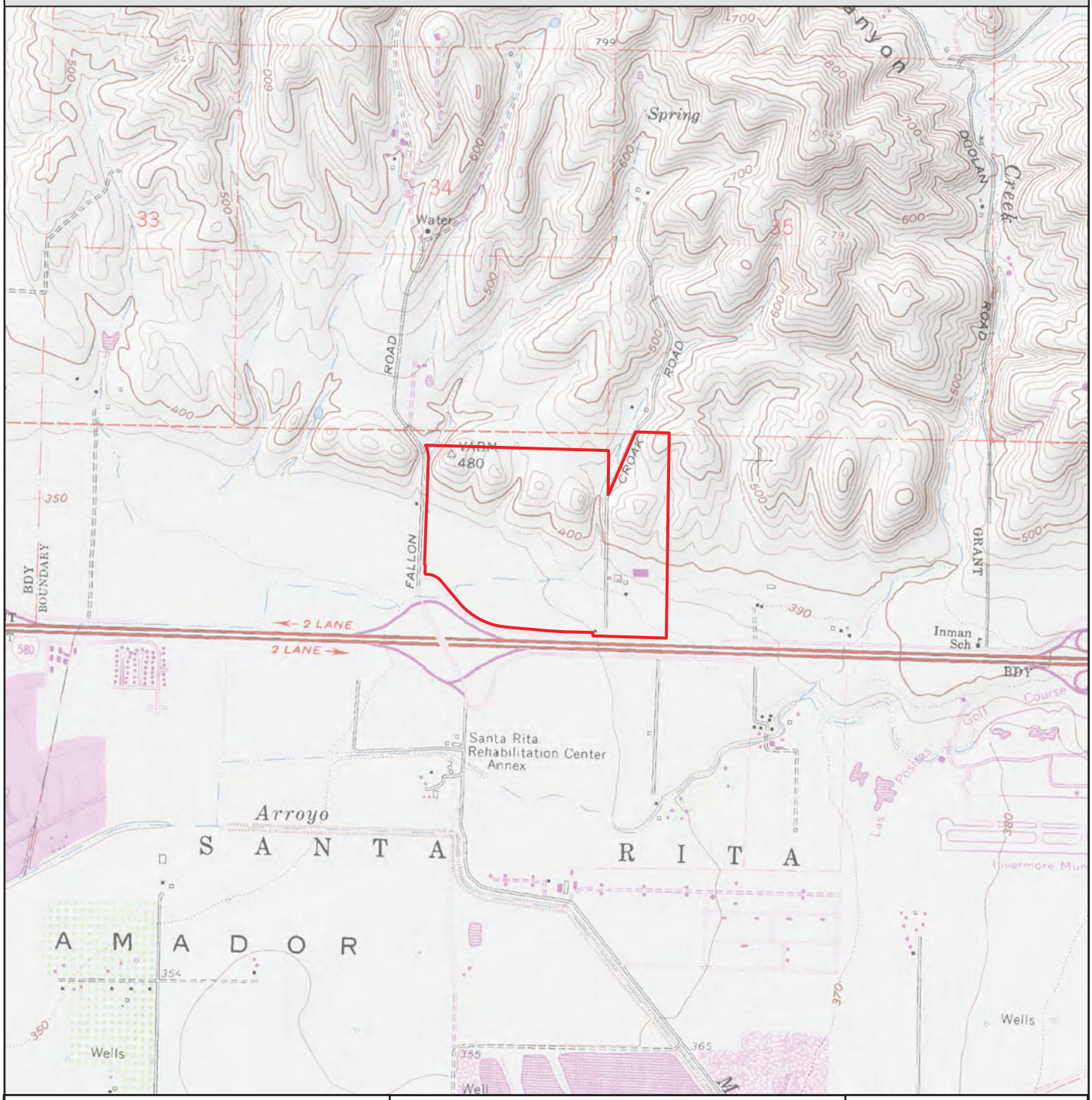


Figure 1: Regional Map
Chen Property
Alameda County, CA

ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

GRAND VIEW DEVELOPMENT PROJECT, ALAMEDA COUNTY, CALIFORNIA



Property Boundary (187.5 acres)

USGS 24k Topo Map Boundaries

The Project Site is located within the Livermore, CA USGS 7.5-minute quadrangle map.

The site occurs within the southwest 1/4 of Section 35 of Township 2 South and Range 1 East, as well as unsectioned portions of Township 2 South and Township 3 South, Range 1 East, Mt. Diablo Base & Meridian.

Center Coordinates (NAD83) for Study Area:
Latitude 37.705232, Longitude -121.844179

0 1,000 2,000 Feet

N

Data Source:
USGS The National Map 2021;
ESRI USA Boundaries;
Public Land Survey System

Prepared by:

HELM BIOLOGICAL CONSULTING

Date: 10/21/2022

Figure 2. Project Location



Features	Property	Acres	Linear Feet (LNFT)
Seasonal Wetlands			
Ch-SW1	Chen	6.26	N/A
Ch-SW2	Chen	0.02	N/A
Ch-SW3	Chen	0.009	N/A
Ch-SW4	Chen	0.2	N/A
Ch-SW5	Chen	0.66	N/A
Ch-SW6	Chen	0.06	N/A
An-SW1	Anderson	0.03	N/A
An-SW2	Anderson	0.024	N/A
An-SW3	Anderson	0.075	N/A
An-SW4	Anderson	0.05	N/A
An-SW5	Anderson	0.004	N/A
An-SW6	Anderson	0.02	N/A
An-SW7	Anderson	0.02	N/A
An-SW8	Anderson	0.735	N/A
An-SW9	Anderson	0.001	N/A
An-SW10	Anderson	0.001	N/A
An-SW11	Anderson	0.002	N/A
Sub-Total		**8.101**	**N/A**
Emergent Wetlands			
Ch-EW1	Chen	2.99	N/A
Sub-Total		**2.99**	**N/A**
Wetland Swales			
Ch-WS1	Chen	0.29	1556
An-WS1	Anderson	0.004	195
An-WS2	Anderson	0.032	250
An-WS3	Anderson	0.095	435
Sub-Total		**0.431**	**2436**
Other Waters			
Ch-OW1	Chen	0.009	202
Ch-OW2	Chen	0.03	264
Ch-OW3	Chen	0.007	185
Ch-OW4	Chen	0.055	600
Sub-Total		**0.101**	**1251**
Pools/Ponds			
Ch-P1	Chen	0.08	N/A
An-P1	Anderson	1.597	N/A
Sub-Total		**1.677**	**N/A**
Total Wetlands		**11.532**	**N/A**
Total Other Waters		**1.778**	**3687**

Grandview Development Project Boundary (189.95 ac)

Potential Branchiopod Habitat

- Seasonal Wetland (8.101 acres)
- Emergent Wetland (2.99 acres)
- Wetland Swale (0.431 acres, 2,436 LNFT)
- Other Waters (0.101 acres, 1,251 LNFT)
- Pool (1.677 acres)

N
W E
S

0 200 400 800

Feet

Scale: 1:4,000 1 inch = 333 feet

USGS "Livermore" 7.5' Quadrangle
Coordinate System:
NAD 1983 StatePlane California III FIPS 0403 Feet
Projection: Lambert Conformal Conic
Datum: North American 1983
Units: Foot US

Document Path: E:\Google Drive\Olberding\Chen Property\MXD\Shrimp Survey\Figure 1 Shrimp Habitat Survey Area - aerial 11x17.mxd

OLBERDING -ENVIRONMENTAL-

193 Blue Ravine Rd. Ste. 160
Folsom, California 95630
Phone: (916) 985-1188

Figure 1:
Listed Branchiopods Survey Area Map
Grand View Development Project
Alameda County, California

Map Revision Date: 11/11/2021

METHODS

Methods followed U.S. Fish and Wildlife Service's (USFWS 2017) *Survey Guidelines for Listed Large Branchiopods* for dry-season sampling and consisted of first soil collection, second soil processing and analysis, and last cyst culturing as described below.

SOIL COLLECTION, PROCESSING, AND ANALYSIS

Dry soils were collected on June 1, 2022 by Dustin Brown of Madrone Ecological Consulting as authorized by USFWS (Appendix A) under permit number TE-85084C-0 of Section 10(a)(1)(A) of the federal Endangered Species Act (ESA), 16 U.S.C. 1531 et seq., and its implementing regulations. The soils were processes and analyzed and determined that cysts belonging to the genus *Branchinecta* occurred in two of the seasonal inundated wetlands (SW2 and SW3) sampled using dry-season techniques.

Because there are several species within the genus *Branchinecta* that could occur or are known to occur within the vicinity of the Project, *Branchinecta* cysts observed within the soils, were delivered to HBC for culturing to determine species as described below.

CYST CULTURING

Petri dishes containing soils with *Branchinecta* cysts were placed into individual 6-quart sized plastic containers. The soils were saturated with 50º F well water (non-chlorinated) and allowed to dry. This saturation and drying process was repeated three times. The soils were then inundated completely with 50º F well water. The containers holding the inundated soils were inserted into an environmental chamber. The environmental chamber controls were set to mimic the winter light, humidity, and temperature fluctuations of the Project's vicinity. The contents of the containers were monitored daily for fairy shrimp hatchlings (instars).

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RESULTS

CYST CULTURING

The common non-special status versatile fairy shrimp (*Branchinecta lindahli*) was hatched from soils containing *Branchinecta* cysts from SW2 and SW3 (Table 1). Additional soils were collected from SW2 by Dustin Brown on August 10, 2022 after the first two culturing attempts failed to hatch the original 22 *Branchinecta* cysts. Over 150 *Branchinecta* cyst were viewed in the processed soil from SW2 from the second collection.

Table 1. Results of Cyst Culturing from Soils collected from the Grand View Project

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	1			2			3					
Basin #	# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI		# of BRsp Hatched	# of Identified BRLI	
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SW2	0	0	0	0	0	0	2	0	2	2	0	2
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USFWS AUTHORIZATION

Dustin Brown

From: Kong, Lauren M <lauren_kong@fws.gov> on behalf of SFWO Permits, FW8 <FW8_SFWO_Permits@fws.gov>
Sent: Tuesday, May 24, 2022 2:51 PM
To: Dustin Brown
Cc: Nguyen, My Q; Olah, Ryan
Subject: Survey Notification Approval, dry season surveys, VpB, Chen-Anderson properties, TE-85084C

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Thank you,
Lauren

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10(a)(1)(A) Recovery Permit Team
Sacramento Fish and Wildlife Office
U.S. Fish and Wildlife Service

The SFWO is transitioning to a consolidated mailbox (this one!) for all communications regarding 10(a)(1)(A) recovery permits in our jurisdiction. Please send survey notifications, reports, and permit inquiries (aka anything and everything permit-related) to this email address: FW8_SFWO_Permits@fws.gov.

Attachment 6

2018 Non-protocol Level Wet Season Report

LISTED LARGE BRANCHIOPOD
WET SEASON SURVEY
PRELIMINARY RESULTS REPORT

FOR THE

CHEN-ANDERSON PROPERTIES

CITY OF DUBLIN, ALAMEDA COUNTY, CALIFORNIA



Prepared for:

GH PACVEST, LLC.
3000 Executive Parkway, Suite 375
San Ramon, CA 94583

Prepared by:

OLBERDING ENVIRONMENTAL, INC.
Wetland Regulatory Consultants
Contact: Jeff Olberding
193 Blue Ravine, Suite 165
Folsom, California 95630

Phone: (925) 866-2111 Fax:

JUNE 2018

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1.0 USFWS REFERENCE NUMBER 2018-TA-1783

2.0 OBJECTIVE

This report summarizes the results of non-protocol level wet season surveys for listed large branchiopods conducted within aquatic features on the Cypress Preserve during the 2017-18 wet season. Survey target species included federally endangered longhorn fairy shrimp (*Branchinecta longiantenna*), vernal pool tadpole shrimp (*Lepidurus packardi*), and federally threatened vernal pool fairy shrimp (*Branchinecta lynchii*).

Field surveys were conducted under the authorization of U.S. Fish and Wildlife Service (USFWS) pursuant to Endangered/Threatened Species Take Permit No. TE-59890B-0.

3.0 LOCATION

The Properties consist of approximately 135 acres and 50 acres respectively located just east of the intersection of Fallon Road and Croak Road, north of I-580, in Dublin, California. Attachment 1, Figure 1 depicts the regional location of the Properties in the San Francisco Bay Area. Attachment 1, Figure 2 illustrates the vicinity of the Properties in relationship to the City of Dublin. Attachment 1, Figure 3 identifies the locations of the Properties on a USGS Quadrangle base map. Attachment 1, Figure 4 shows an aerial of the Properties.

Access to the Properties is provided from Interstate 580. From 580, take the El Charro/Fallon Road exit and make a left onto Fallon Road. Travel north for 0.5 miles then make a right onto Croak Road, the Chen Property will be found on the right. Continue on Croak Road for 0.2 miles, the Anderson Property will be on the right.

4.0 METHODS AND MATERIALS

Upon receipt of USFWS approval to survey the site on April 9, 2018; three surveys were conducted approximately one month apart during April, May, and June of 2018. Field surveys were conducted in accordance with the terms and conditions of our permit dated August 15, 2015 and as outlined in the May 31, 2015 *Survey Guidelines for Large Listed Branchiopods* (USFWS 2015).

The surveyed features were sampled with a 5-foot long dip net with a 12 inch D-ring and 650 micron mesh. Sampling technique involved making a series of pulls by extending the net out and pulling it back in a sweeping motion. The net was examined for the presence of branchiopods and then cleaned of debris between pulls. The average effort ranged between five (5) to fifteen (15) pulls per survey feature depending on the size of the feature. In addition, the survey features

will be visually scanned for the presence or branchiopods prior to each net pull. Air temperature, water temperature, and approximate maximum depth of ponding was measured and recorded during each sampling session for each sampled feature. Abundance categories were assigned in an attempt to quantify species concentration within a given feature; as follows:

- Low (L) indicates less than one (1) individual per net pull,
- Medium (M) indicates one (1) to four (4) individuals per net pull, and
- High (H) indicates five (5) or greater individuals per net pull.

Any surface feature that was inundated with 3 centimeters or more of water at the time of the individual survey was subject to sampling.

Due to the high likelihood of encountering a California tiger salamander and/or California red-legged frog, which are both federally listed species; Olberding Environmental Biologist Lisa Henderson was included within the field survey events as she holds a USFWS 10(a)1(a) permit to cover those species.

5.0 GENERAL SITE CONDITIONS AND HABITAT

A majority of both Properties support California non-native annual grassland habitat. Plant species diversity is low, primarily due to grazing pressure. Dominant plant species include a mixture of annual grasses as well as forbs that are common to locally abundant at various times of the year.

On the Anderson Property, an abandoned quarry pit in the north portion of the site supports a large isolated seasonal wetland and freshwater marsh bordered by a small band of riparian woodland. Two small, isolated seasonal wetlands are found in the southwestern portion of the Property.

On the Chen Property, a small section of riparian woodland habitat occurs in the northwestern corner of the Property. Four ephemeral drainages occur within the valleys among the steep grass covered hillsides and an additional drainage flows through the riparian habitat. Three wetland features were observed on the Property, with the largest wetland located along the western portion of the Property. Water exits a culvert just outside the boundary of the Property and discharges onto the Property creating a large wetland across the southwestern portion of the Property. Two other wetland areas exist, one in the southeastern corner of the Property and the other in the northeastern corner at the top of one of the drainage features. A line of ornamental trees was observed along the western and southwestern corner just outside of the Property.

The Properties are slated for commercial and residential development over a portion of both. The Anderson Property development will consist of 41.4 acres of medium to high-density residential apartment units and commercial development to include retail and office uses. It will also

include an 8.3-acre internal open space area that will not be altered during construction. The Chen Property will consist of 72.1 acres of commercial development. The remaining 78 acres of the Chen Property will be preserved as open space.

6.0 SURVEYED FEATURES

A total of 8 features were surveyed during the initial survey event conducted on April 11, 2018; six on the Anderson Property and two on the Chen Property. All six features sampled on the Anderson Property were associated with the abandoned quarry pit, labeled as pond #1 (P1) and seasonal wetland #8 (SW8) during the wetland delineation surveys. Two features were sampled on the Chen Property, both being small depressional wetland features within a larger wetland complex, labeled as seasonal wetland #1 (SW1) during the wetland delineation surveys.

A total of four features were surveyed during the second of the three survey events which was conducted on May 10, 2018; two on the Anderson Property and two on the Chen Property. The two features sampled on the Anderson Property were associated with the abandoned quarry pit, labeled as pond #1 (P1) and seasonal wetland #8 (SW8) during the wetland delineation surveys. Two features were sampled on the Chen Property, both were small depressional features within the larger wetland complex, labeled as seasonal wetland #1 (SW1) during the wetland delineation surveys.

A total of one feature was surveyed during the third and final survey event which was conducted on June 11, 2018; none on the Anderson Property and one feature on the Chen Property. The single feature sampled on the Chen Property was a depressional features within the larger seasonal wetland #1 (SW1) complex.

One single feature was sampled during the third

7.0 RESULTS AND DISCUSSION

Receipt of USFWS approval to conduct wet season surveys on April 9, 2018 resulted in initiation of surveys. Surveys were conducted on April 11, May 10, and June 11, 2018.

One male and two female individuals of the non-listed species *Branchinecta lindahli* (versatile fairy shrimp) were captured within a small depressional feature on the Chen Property within the south end of seasonal wetland #1 on April 11, 2018. The male that was captured was kept and preserved as a voucher specimen. No other features contained listed shrimp. No large-listed branchiopods were encountered during any of the other two survey events on either property.

Commonly encountered aquatic organisms within the features that were sampled included pacific treefrog tadpoles (*Pseudacris regilla*), water boatman (*Corixidae*), diving beetles (*Dytiscidae*), scuds (*Gammarus*), dragonfly larvae (*Anisoptera*), and mosquito larvae

(*Cullicidae*). Water conditions were generally turbid from cattle activity on the Chen Property and the features were mostly devoid of vegetation. The large quarry pond feature on the Anderson Property had clear water and lush vegetative growth, primarily bulrush tules (*Schoenoplectus* sp.) and spikerush (*Eleocharis paulustris*).

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Attachment 1

Figures

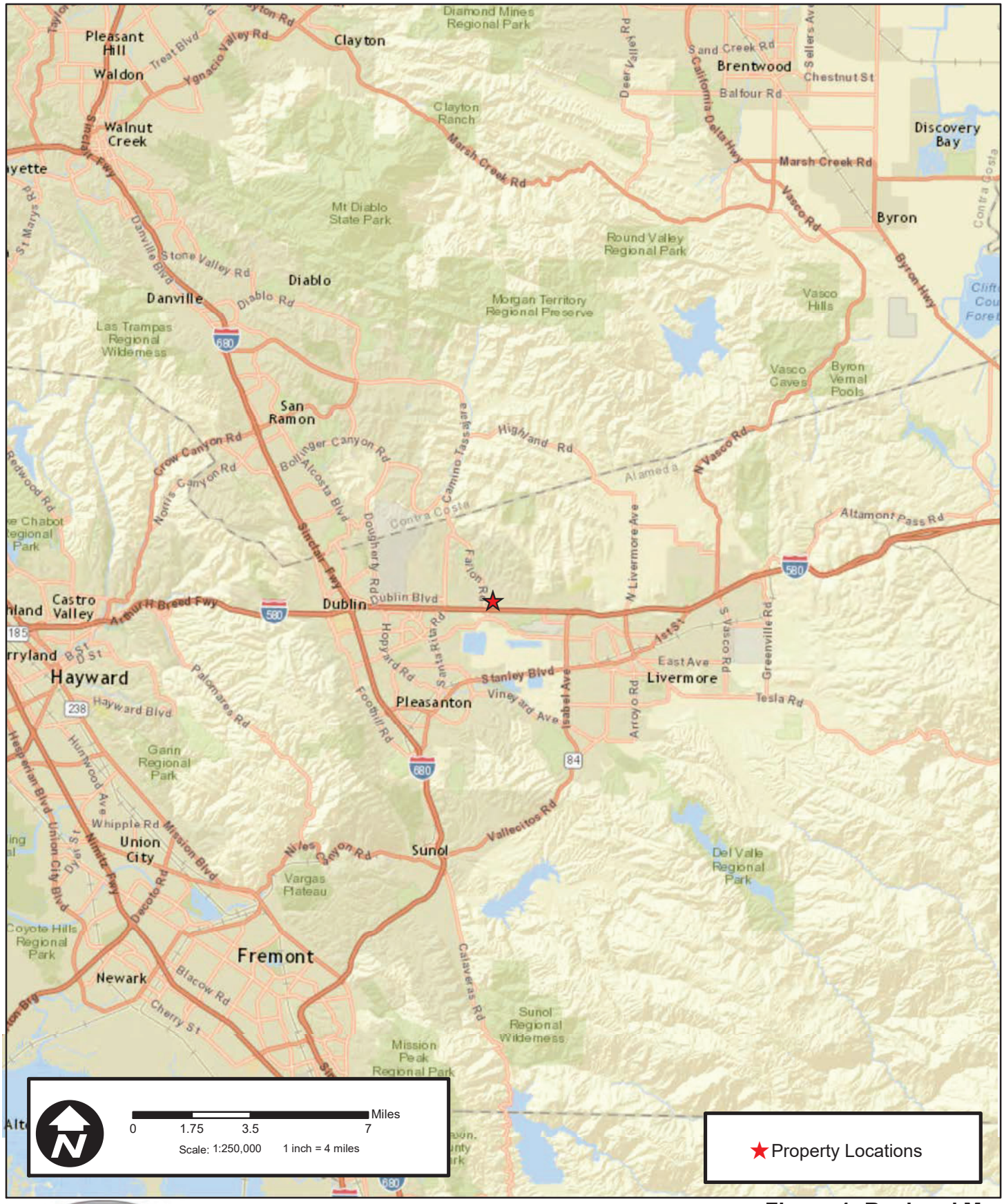

Figure 1: Regional Map
Chen & Anderson Properties
Alameda County, CA

ELBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

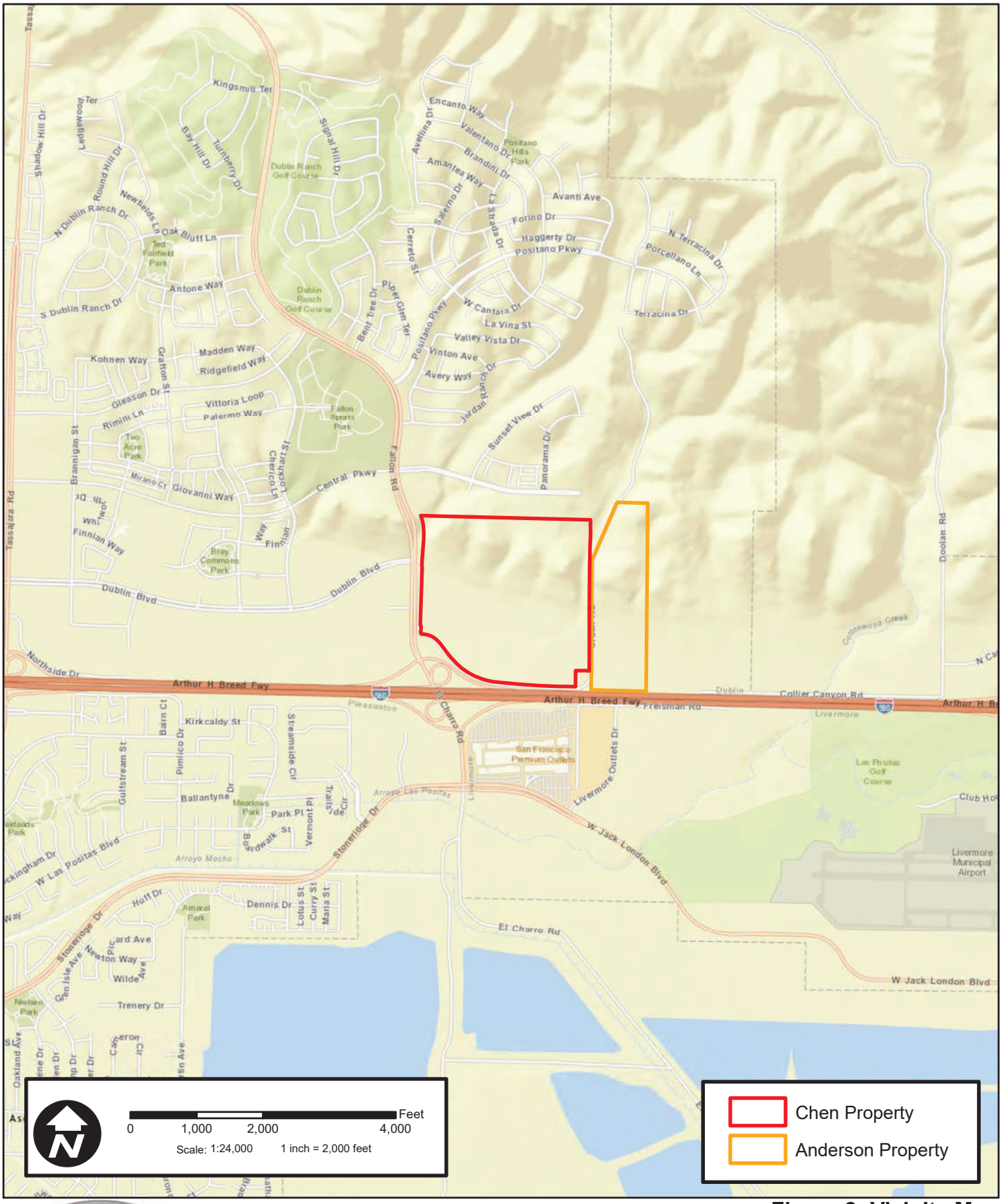

Figure 2: Vicinity Map
Chen & Anderson Properties
Alameda County, CA

GILBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

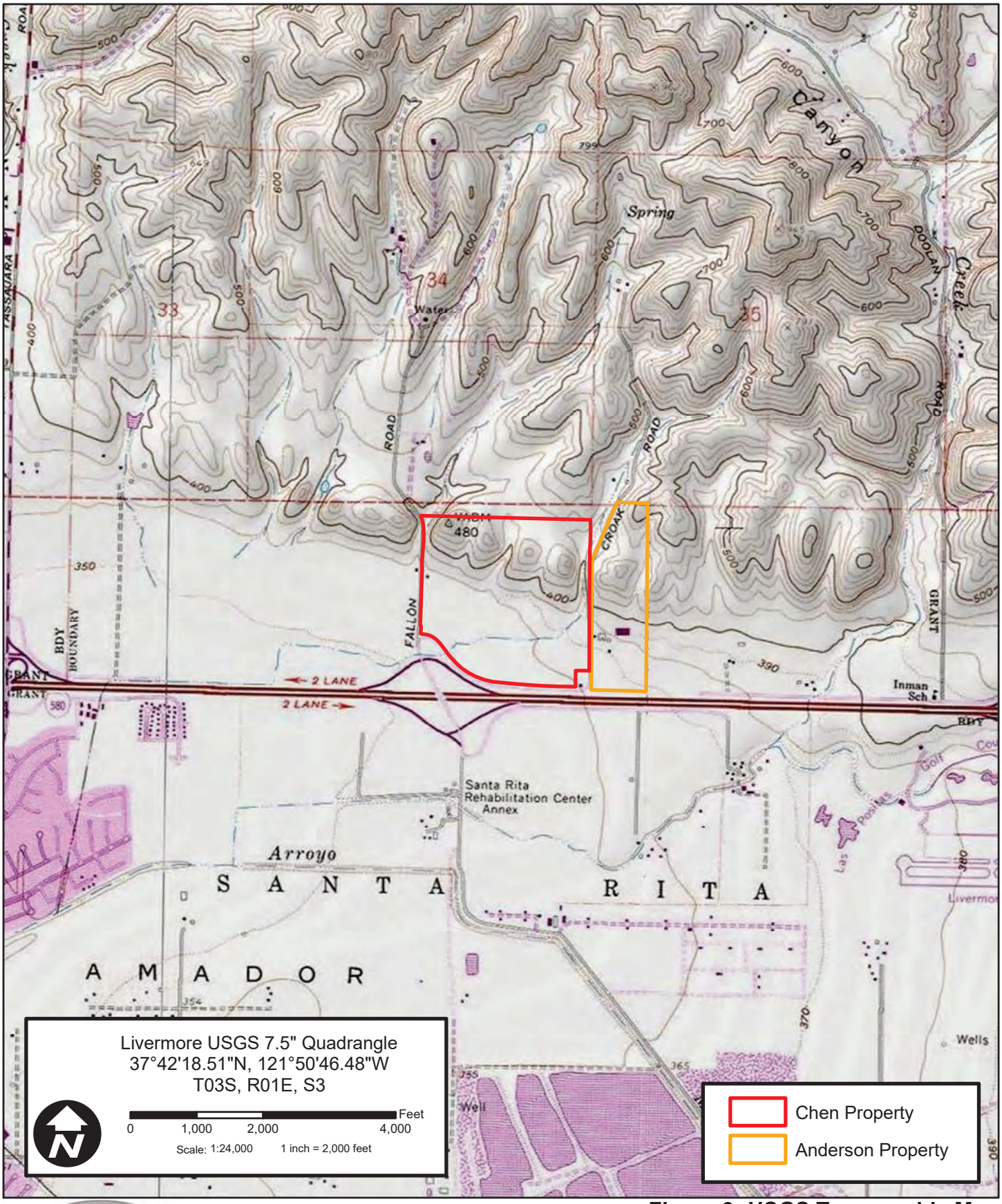

Figure 3: USGS Topographic Map
Chen & Anderson Properties
Alameda County, CA

GILBERDING ENVIRONMENTAL INC.

193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188



Figure 4: Aerial Map
Chen & Anderson Properties
Alameda County, CA

OLBERDING ENVIRONMENTAL INC.
193 Blue Ravine Rd., Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

Aerial Imagery Source & Date: USDA FSA NAIP, June 6, 2014



Figure 5.
Chen Property
Large-Listed Branchiopod
2017-18 Wet-Season Surveys



Figure 6.
Anderson Property
Large-Listed Branchiopod
2017-18 Wet-Season Surveys

Attachment 2

Photo Documentation



Photo 1. Landscape photo of the Chen Property. Facing east. April 11, 2018.



Photo 2. Landscape photo of the Chen Property. Facing north. April 11, 2018.



Photo 3. This depressional feature on the south side of Seasonal wetland 1 on the Chen property contained fairy shrimp. Facing northwest. On data sheet at feature C-SW1-1. April 11, 2018.



Photo 4. Photo of the same depressional feature facing southeast. Lisa Henderson and Frank Muzio are in the photo assisting in the sampling effort. On data sheet as feature C-SW1-1. April 11, 2018.



Photo 5. This is the second depressional feature that was sampled on the Chen Property. Facing south. This feature was on the north side of Seasonal wetland 1. Labeled on data sheet as C-SW1-2. April 11, 2018.



Photo 6. The second depressional feature sampled on the Chen Property. Facing west. Labeled on data sheet as C-SW1-2. April 11, 2018.

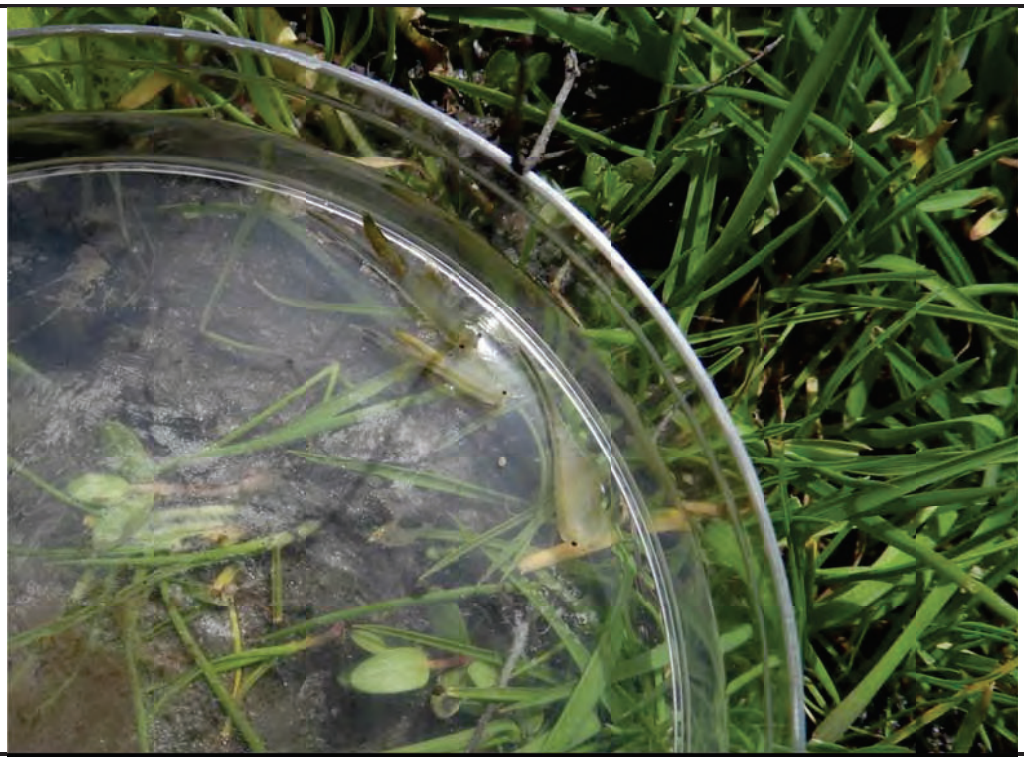

Photo 7. The three large-branchiopod individuals that were encountered during sampling within feature C-SW1-1. The two females are on the top of the photo and the male is the one on the bottom. April 11, 2018.



Photo 8. Landscape photo of the Anderson Property. Facing southwest. April 11, 2018.



Photo 9. Landscape photo of the Anderson Property. Facing south. April 11, 2018.



Photo 10. Overview photo of the quarry pit on the Anderson Property, corresponding with features P1 and SW8 of the wetland delineation. Facing northwest. April 11, 2018.



Photo 11. Overview of the general area of the quarry pit on the Anderson Property. Facing west. April 11, 2018.



Photo 12. Photo of surface condition within the wetlands of the quarry pit on the Anderson Property. Facing north. This feature was labeled as A-P1-1 on the data sheet. April 11, 2018.



Photo 13. Photo of feature A-SW8-1 on the Anderson Property. The fringe of the quarry pit on the north side had a series of isolated depressional features of which this is one. Facing east. April 11, 2018.



Photo 14. Photo of feature A-SW8-3 on the Anderson Property. One of a series of depressional features on the north side of the quarry pit. Facing east. April 11, 2018.



Photo 15. Photo of feature A-SW8-4 on the Anderson Property. Facing east. One of a series of depressional features on the north side of the quarry pit. April 11, 2018.



Photo 16. Photo of feature A-SW8-5 on the Anderson Property. Facing south. One of a series of depressional features on the north side of the quarry pit. April 11, 2018.



Photo 17. Photo of the quarry pit wetland feature on the Anderson Property. Facing north. Labeled as A-P1-1 on the data sheet. May 10, 2018.



Photo 18. Photo of feature A-SW8-4 on the Anderson Property. Facing east. May 10, 2018. The other features that were ponded during the previous survey were dry as of the May 10 survey event.



Photo 19. This feature (C-SW1-1) on the Chen Property that contained fairy shrimp during the previous survey was dry as of May 10, 2018 and also for the June survey event. Facing north.



Photo 20. Photo of feature C-SW1-3 on the Anderson Property. Facing west. May 10, 2018. This feature was a flowing water feature during the previous survey event but was barely ponded sufficiently for sampling during May.



Photo 21. This feature (C-SW1-2) on the Chen Property was sampled for a second time on May 10, 2018. Facing west.



Photo 22. This was the only feature sampled during the June 11, 2018 survey event. All other previously sampled features were dry. This feature was identified as C-SW1-4 on the data sheet. Facing north.

Attachment 3

Raw Data

2017-18 WET-SEASON LISTED BRANCHIOPOD SURVEY
Chen-Anderson Properties
City of Dublin, Alameda County, California

Permit #: TE-59890B-0
Livermore USGS 7.5 Min. Quad.

Survey Pool	Sampling Date	Weather Conditions	Air Temp (F)	Water Temp. (F)	Record Depth (Inches)	Est. Max Depth (Inches)	Length (ft)	Width (ft)	Record Surface Area (sq. ft.)	Est. Max. Surface Area (sq. ft.)	BRLY	BRME	BRLI	LEPA	Estimated # of Listed Branchiopods	Notes/ Reproductive Status	Habitat Condition	Land Use of Habitat	Collector	Voucher Specimen Collected?
A-P1-1	04/11/18	partly cloudy	69	58	30	54	250	190	47500	69696	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-1	04/11/18	partly cloudy	67	61	6	30	30	10	300	380	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-2	04/11/18	partly cloudy	67	66	7	31	55	12	660	825	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-3	04/11/18	partly cloudy	64	61	9	33	70	45	3150	3937	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-4	04/11/18	partly cloudy	64	59	15	38	40	40	1600	2000	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-5	04/11/18	partly cloudy	65	61	8	32	20	30	600	750	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
C-SW1-1	04/11/18	partly cloudy	70	69	12	12	100	75	7500	7500	0	0	3	0	10's	Mature	Grazed	Pasturage	C.Aakre	Y
C-SW1-2	04/11/18	partly cloudy	70	65	13	13	50	50	2500	2500	0	0	0	0	0	CRLF	Grazed	Pasturage	C.Aakre	N

Branchinecta lynchi = BRLY
Branchinecta mesovallensis = BRME
Lepidurus packardi = LEPA
Branchinecta lindahli = BRLI

2017-18 WET-SEASON LISTED BRANCHIOPOD SURVEY
Chen-Anderson Properties
City of Dublin, Alameda County, California

Permit #: TE-59890B-0
Livermore USGS 7.5 Min. Quad.

Survey Pool	Sampling Date	Weather Conditions	Air Temp (F)	Water Temp. (F)	Record Depth (Inches)	Est. Max Depth (Inches)	Length (ft)	Width (ft)	Record Surface Area (sq. ft.)	Est. Max. Surface Area (sq. ft.)	BRLY	BRME	BRLI	LEPA	Estimated # of Listed Branchiopods	Notes/ Reproductive Status	Habitat Condition	Land Use of Habitat	Collector	Voucher Specimen Collected?
A-P1-1	05/10/18	sunny	66	62	22	54	200	140	28000	69696	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
A-SW8-4	05/10/18	sunny	66	60	13	38	35	35	1225	2000	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
C-SW1-2	05/10/18	sunny	69	67	11	13	45	45	2025	2500	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N
C-SW1-3	05/10/18	sunny	69	72	3	12	10	10	100	900	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N

Branchinecta lynchi = BRLY
Branchinecta mesovallensis = BRME
Lepidurus packardi = LEPA
Branchinecta lindahli = BRLI

2017-18 WET-SEASON LISTED BRANCHIOPOD SURVEY
Chen-Anderson Properties
City of Dublin, Alameda County, California

Permit #: TE-59890B-0
Livermore USGS 7.5 Min. Quad.

Survey Pool	Sampling Date	Weather Conditions	Air Temp (F)	Water Temp. (F)	Record Depth (Inches)	Est. Max Depth (Inches)	Length (ft)	Width (ft)	Record Surface Area (sq. ft.)	Est. Max. Surface Area (sq. ft.)	BRLY	BRME	BRLI	LEPA	Estimated # of Listed Branchiopods	Notes/ Reproductive Status	Habitat Condition	Land Use of Habitat	Collector	Voucher Specimen Collected?
C-SW1-4	06/11/18	sunny	81	76	10	15	75	75	5625	8500	0	0	0	0	0		Grazed	Pasturage	C.Aakre	N

Branchinecta lynchi = BRLY
Branchinecta mesovallensis = BRME
Lepidurus packardi = LEPA
Branchinecta lindahli = BRLI

Appendix F
Arborist Report

PRELIMINARY ARBORIST REPORT

FOR THE

DUBLIN FALLON EAST PROPERTY

DUBLIN, CALIFORNIA

Prepared for:

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Houston, TX 75056

Prepared by:

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May 2022

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E hibits

Tree Assessment Form

Tree Assessment Map

This report should be cited as: Olberding Environmental, Inc. May 2022. *Preliminary Arborist Report for the Dublin Fallon East Properties, Dublin, California*. Prepared at the request of GH Pac Vest, LLC, Houston, Texas

1.0 INTRODUCTION AND OVERVIEW

The project proponent is proposing a development on an approximately 190-acre site in Dublin, Alameda County, California. The surveyed site consists of two Properties; Chen and Anderson Properties (also known as the Dublin Fallon East Project) that are currently used for grazing and contain no structures. The two properties consist primarily of annual grassland habitat with wetlands and ephemeral drainages scattered throughout the Property. With construction plans still in the conceptual stage, Olberding Environmental, Inc. (OEI) was asked to prepare a **Preliminary Arborist Report** for the project.

This report provides the following information:

1. Assessment of the health and structural condition of the trees within the Property boundaries area based on a visual inspection from the ground.
2. A preliminary assessment of impacts to trees from the proposed changes and identification of trees for preservation and removal.
3. Preliminary guidelines for tree preservation during the design, construction, and maintenance phases of development

2.0 TREE ASSESSMENT METHODS

Trees were assessed in May 2022. The assessment included all trees 6" in diameter and greater, located within the Property boundaries. The assessment procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Tagging each tree with a unique identifying number and recording its location on a map;
3. Measuring the trunk diameter at a point roughly 4.5 feet above grade (diameter at breast height (DBH));
4. Evaluating the health and structural condition using a scale of 0 – 5:
   5 – A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   4 – Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
   3 – Tree with moderate vigor, moderate twig, and small branch dieback, thinning crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   2 – Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   1 – Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
   0 – Dead.
5. Rating the suitability for preservation as "high", "moderate" or "low". Suitability for preservation considers the health, age, and structural condition of the tree, and its potential

to remain an asset to the site for years to come.

igh Trees with good health and structural stability that have the potential for longevity at the site.

Moderate Trees with somewhat declining health and/or structural defects that can be abated with treatment. The tree will require more intense management and monitoring and may have a shorter lifespan than those in the 'high' category.

o Tree in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes and generally are unsuited for use areas.

3.0 DESCRIPTION OF TREES

One hundred five (105) trees representing seventeen species were evaluated (Table 1). 96 trees surveyed were within the Property boundaries, with an additional nine trees located along Croak Road near the intersection with Dublin Boulevard. Descriptions of each tree are found in the ***Tree Assessment orm*** and locations are shown on the ***Tree Assessment Map*** (see Exhibits).

Table 1. Condition ratings and frequency of occurrences of trees
Chen Anderson Properties Dublin, Alameda County, CA

Common Name	Scientific Name	Condition				Total
		Dead (0)	Poor (1 – 2)	Fair (3)	Good (4 – 5)	
Arroyo Willow	*Salix lasiolepis*	-	5	6	-	11
Black Locust	*Robinia pseudoacacia*	1	-	3	5	9
Chinese Arborvitae	*Platycladus orientalis*	-	-	-	1	1
Chinese Elm	*Ulmus parvifolia*	-	-	-	2	2
Cider Gum Eucalyptus	*Eucalyptus gunnii*	-	3	2	5	10
Coyote Willow	*Salix exigua*	-	-	1	-	1
Deodar Cedar	*Cedrus deodara*	-	-	-	1	1
Fremont Cottonwood	*Populus fremontii*	-	2	11	18	31
Goodding's Willow	*Salix gooddingii*	-	1	-	-	1
Monterey Pine	*Pinus radiata*	-	-	2	-	2
Olive Tree	*lea europaea*	-	1	-	-	1
Peruvian Pepper	*Schinus molle*	-	-	1	-	1
Red Willow	*Salix laevigata*	-	7	11	4	22
Saltcedar	*Tamarix ramosissima*	-	-	1	-	1
Siberian Elm	*Ulmus pumila*	-	3	3	-	6
Western Sycamore	*Platanus racemosa*	-	1	-	-	1
Willow species	*Salix sp.*	2	1	1	-	4
Total		3	24	42	36	105
		2.8%	22.8%	40%	34.3%	100%

The roughly 190-acre site is currently undeveloped land used for grazing. There are no structures on the Properties. The eastern Property, known as the Anderson Property, was surveyed first and contained three general areas with trees. The north area (Area A inset, Figure 1) appears to be an old quarry site. This quarry was excavated sometime between 1981 and 1985 based on historical aerial photographs. The trees surveyed in this area (Area A) did not exist prior to the quarry excavation. This area was composed of an excavated quarry that contained wetlands and ponds with scattered native Fremont cottonwood and willow trees. The southern half of the Anderson Property had two stands of trees (Areas B & C insets, Figure 1). These were primarily non-native eucalyptus, Chinese and Siberian elm trees, as well as native Monterey pine trees. These trees are also younger than 1981 as they were planted around the barn and other farm buildings that no longer exist on the Property.

The Chen Property to the west of the Anderson Property had the largest trees, with a very mature western sycamore and a very large red willow, both of which had DBHs greater than 24 inches (Area D inset, Figure 1). These trees are visible in historical aerials from 1949 and are significantly older than that. Finally, a row of street trees along Croak Road were also surveyed near the intersection with Fallon Road and Dublin Boulevard (Area E inset, Figure 1). Tags used for the survey were numbered #1758 through #1862.

Within the survey area, Fremont cottonwood (31 trees) and red willows (22 trees) were the most common species and represented 50% of the trees assessed. These tree species were predominantly found within the excavated quarry pit on the Anderson Property. This would make them approximately 37 years old. They were growing among other willow species including arroyo willow, coyote willow, and Goodding's willow, and a single non-native Saltcedar tree. The cottonwood trees were in good to very good condition with high suitability for preservation. The willows were in moderate condition, though willows tend to survive even severe damage. Of the 105 trees surveyed, 73 were California natives (69.5% natives). Fifty-seven (57) trees were young trees with trunk diameters of less than 12", thirty-nine (39) were semi-mature (12" to 24"), eight (8) were mature (24" to 36"), and one (1) were over-mature (>36" – Photo 1). Thirty-six (36) were in good to excellent condition, forty-two (42) in fair condition, twenty-four (24) were in poor condition. There were also three (3) dead trees that was measured and tagged (#1761, 1769 & 1855).

Photo 1: At the southwest corner end of the Chen Property, this red willow (#1849) had a trunk diameter of 48" - the largest diameter tree on the property. One of a handful of trees with trunk diameters above 24" in the survey area.



Twenty-seven (27) trees surveyed were in poor condition (or dead) with included bark between co-dominant stems, broken branches, and dieback, or with trunk rot (Photo 2), with the remaining seventy-eight (78) trees in fair or good condition. Numerous trees also had insect holes and fungal conks which indicate internal decay and will eventually lead to decline.



Photo 2: The mature western sycamore tree at the southwest corner of the Chen Property had a DBH of 35". It had severe trunk-rot and was missing more than 50% of its trunk mass.

Eucalyptus trees (10 trees) dominated Area B and were planted along a fence line. These fast-growing, non-native trees from Australia were likely planted as a windbreak in the 1980s (trees 1826 – 1836). There were also two native Monterey pine trees planted along this row of trees (#1832 & 1837). Area C at the south end of the Anderson Property contained several non-native, ornamental trees that had been planted in the 1980s around the farm buildings that have since been torn down. This stand of trees included a Peruvian pepper tree (#1838), two Chinese elm trees (#1839 & 1840), and six Siberian elm trees (#1841 – 1846).

Area D in the southwest corner of the Chen Property contained the oldest and largest trees in the survey area, including a 48" DBH red willow tree (#1849 – see photo 1 above) and a 35" DBH western sycamore tree (#1851 – see photo 2 above). Both trees may meet the requirements for Heritage Tree status in the City of Dublin; however, the western sycamore had a severely damaged trunk and was missing more than 50% of its trunk mass. These trees were visible in aerial imagery from 1949 and are significantly older than that.

4.0 SUITABILITY FOR PRESERVATION

Before evaluating the impacts that will occur during the proposed project, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on the site must be carefully selected to make sure that they may survive the impacts of the project, adapt to a new environment and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability, and longevity. For trees growing in open fields, away from areas where people and property are present, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety in use areas. Therefore, where development encroaches into existing plantings, we must consider their structural stability as well as their potential to grow and thrive in their new environment. Where development will not occur, the normal life cycles of decline, structural failure, and death should be allowed to continue if it does not put people or property at risk.

Evaluation of suitability for preservation considers several factors:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely. Western sycamore #1851 is an example of such trees. Trees that are located away from areas of potential development are not likely to cause damage.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. For instance, cottonwoods and willows have a good tolerance to construction impacts while other trees may have difficulty reacting well to construction damage. Poor tree reactions may include physical injury leading to compartmentalization

and decay issues, pest complications, or soil constraints related to water availability and aeration.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.

- **Species invasiveness**
  Species that spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (https://www.cal-ipc.org/plants/profiles/) lists species identified as being invasive. Alameda County is part of the Central West Floristic Province. *Tamarix ramosissima* (tree #1805) is a Cal-IPC "High" rated species and should be removed.

- **Fire ris**
  Several of the species assessed at the site are identified by the California Invasive Plant Inventory as "increasing risk of catastrophic wildland fires". This is NOT something we consider when determining an individual tree's Suitability for Preservation and was not taken into account in the ratings described in Table 2 and in the Tree Assessment Form.

Each tree was rated for suitability for preservation based upon its age, health, structural condition, and ability to safely coexist within a development environment (see Tree Assessment Forms in Exhibits, and Table 2 below). We consider trees with high suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Table 2 Tree Suitability for Preservation
Chen Anderson Properties Dublin, Alameda County

High	These are trees with good health and structural stability that have the potential for longevity at the site. Twenty-three (23) native trees had high suitability for preservation, including: 1 Deodar cedar, 18 Fremont cottonwoods, and 4 red willows. Non-native trees in this category that may be suitable for preservation include: 2 Chinese elm trees, 5 black locust trees, 1 Chinese arborvitae tree, and 5 cider gum eucalyptus.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring and may have shorter lifespans than those in the "high" category. Thirty-two (32) native trees had moderate suitability for preservation, including: 6 arroyo willows, 1 coyote willow, 11 Fremont cottonwoods, 2 Monterey pines, 11 red willows, and 1 unidentified willow species. Non-native trees that may be suitable for preservation included: 3 black locust trees, 2 cider gum eucalyptus, 1 Peruvian pepper tree, and 3 Siberian elm trees.
Low	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings (non-native) or be unsuited for use areas. Seven (27) trees had low suitability for preservation, including: 5 arroyo willows, 3 cider gum eucalyptus, 2 Fremont cottonwoods, 1 Goodding's willow, 1 olive tree, 7 red willows, 3 Siberian elms, 1 western sycamore, and 3 unidentified willows. Though Saltcedar is classified as in moderate health (#1805), it is rated as a highly invasive species and should not be preserved.

5.0 PRELIMINARY EVALUATION OF IMPACTS

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The May 2022 Tree Assessment Form was the reference point for tree condition and quality. Potential impacts from construction were evaluated with the assumption that every tree on the Properties being removed except for those in Area D around the large emergent wetland feature (Figure 1). As such, this assessment of impacts to the trees must be considered preliminary. Additional trees may be identified for preservation or removal as plans are refined.

Potential impacts from construction were estimated for each tree. Precise impacts will have to be determined once trees have been located and plotted, and the plans are finalized. The most significant impacts to trees would be associated with grading or recontouring of the hillsides and the construction of the Dublin Boulevard extension across both properties.

Based on plans for the properties, three (3) trees have been identified for potential preservation, including two red willow trees (#1849 & 1852) with DBH in excess of 24" (Table 3, following page) and a single Western sycamore tree. The Western sycamore (#1851) may qualify as a *Protected Heritage Tree* by City of Dublin ordinance; however, due to the trunk damage and low health rating of this tree, it will continue to decline and eventually collapse. The remaining trees are either less than 6.5" DBH, non-native, dead, or interfere with planned construction.

> As relates to this project, City of Dublin Municipal Code §5.60 *Heritage Trees* defines protected heritage trees as "(1)Any oak, bay, cypress, maple, redwood, buckeye and sycamore tree having a trunk or main stem of twenty-four (24) inches or more in diameter measured at four (4) feet six (6) inches above natural grade; (2) A tree required to be preserved as part of an approved development plan, zoning permit, use permit, site development review or subdivision map; (3) A tree required to be planted as a replacement for an unlawfully removed tree."

The three trees preliminarily identified for preservation will need to be accurately located by the surveyors and plotted on the plans. I would also recommend that if any of the large Fremont cottonwoods with a health rating of 4 or above can be preserved without interfering with development plans, that this be considered.

102 trees on the two properties are to be removed and would not be considered "Protected Trees" by the City of Dublin tree ordinance. They may be removed at the Property owner's discretion unless there are any Planning Department conditions requiring that certain trees remain in place. Some of these trees may also be riparian associated trees that would fall under the regulatory authority of the California Department of Fish and Wildlife (CDFW).

Table 3. Trees Preliminarily Identified for Preservation Chen and Anderson Properties City of Dublin, CA.				
Tag	**Species**	**Diameter**	**Protected?**	**Recommendation**
1849	Red willow	48	No	**Preserve,** outside impacts
1851	Western sycamore	35	Yes	**Preserve,** outside impacts
1852	Red willow	31, 24	No	**Preserve,** outside impacts

6.0 PRELIMINARY MITIGATION RECOMMENDATIONS

OEI was asked by the Project Proponent to provide recommendations for mitigation of trees proposed for removal as part of the project. In general, we consider the greatest loss of current and potential future environmental benefits to be associated with the removal of native tree species of moderate and high suitability for preservation. These are the trees we would expect to be the best adapted to site conditions and have the greatest potential for longevity.

Based on my review of the data, there were no City of Dublin protected native trees that would need to be removed as a part of the tentative development plan. The willows and Fremont cottonwoods in the quarry area of the Anderson Property (Area A) would however, qualify as riparian associated trees as they are growing among several wetland features and are species that are associated with the interface between land and water. Because these are riparian associated trees, they will be regulated by CDFW. OEI will work with the Project Proponent to recommend mitigation of all native riparian trees of moderate and high suitability for preservation at a 3:1 ratio with 15-gallon replacement trees.

In my experience, 15-gallon containers have been in the pots/nursery for the least amount of time and have the greatest potential to have a well formed, but not defective, root system. These trees also often catch-up with 24" box trees in terms of overall size and development, within a few years of being planted.

Where the immediate visual impact of a larger tree is desired, consider using a 24" or 48" box. I would recommend that each 24" box be counted as two (2) 15-gallon trees and each 48" box be counted as four (4) 15-gallon trees.

Willows and cottonwoods are well adapted to and have performed well on the site and would be appropriate to consider for mitigation plantings. Other California native trees that can be expected to perform well would include Western sycamore (*Platanus racemosa*), coast live oak (*Quercus agrifolia*), and California bay laurel (*Umbellularia californica*).

7.0 PRELIMINARY TREE PRESERVATION GUIDELINES

The following recommendations will help reduce impacts to trees from development as well as maintain and improve their health and vitality through the clearing, grading and construction phases.

Impacts can be minimized by coordinating demolition, grading, and construction activities within the **TREE PROTECTION ZONE**. The following recommendations will help maintain and improve the health and vitality of trees preserved at the property site.

Design recommendations

1. Have the vertical and horizontal locations of all the trees identified for preservation established and plotted on all plans. Forward these plans to the Consulting Arborist for review and comment. Additional trees may be identified for preservation or removal as a result.
2. Project plans affecting the trees shall be reviewed by the Consulting Arborist regarding tree impacts. These include, but are not limited to, demolition plans, site plans, improvement plans, utility, and drainage plans, grading plans, and landscape and irrigation plans.
3. A **TREE PROTECTION ZONE** shall be established around each tree to be preserved. No grading, excavation, construction, or storage of materials shall occur within that zone. For design purposes, the dripline shall be considered the minimum Tree Protection Zone. Once trees have been located and plotted on plans and a final determination of which trees will be preserved is made, specific **TREE PROTECTION ZONES** will be identified for each tree to be preserved.
4. Include Tree Preservation Notes, trees to be preserved, and **TREE PROTECTION ZONES (TPZs)** on all construction plans.
5. Underground services including utilities, sub-drains, water, or sewer shall be routed around the **TREE PROTECTION ZONE**. Where encroachment cannot be avoided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury.
6. Irrigation systems must be designed so that no trenching will occur within the **TREE PROTECTION ZONE**.
7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings, and pavements on expansive soils near trees should be designed to withstand differential displacement.

Pre-construction treatments and recommendations

1. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing, drilling, or grading. Fences shall be 6 ft. chain link or equivalent as approved by the Consulting Arborist. Fences are to remain until all grading and construction is completed.

2. Prune trees to be preserved to clean the crown of dead branches 2" and larger in diameter and raise canopies as needed for construction activities. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300). The Consulting Arborist will provide pruning specifications prior to site demolition. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.
3. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. Tree pruning and removal should be scheduled outside of the breeding season to avoid scheduling delays. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.
4. Tree(s) to be removed that have branches extending into the canopy of tree(s) to remain must be removed by a qualified arborist and not by demolition or construction contractors. The qualified arborist shall remove the tree in a manner that causes no damage to the tree(s) and understory to remain. Stumps shall be ground below grade.
. Any brush clearing required within the **TREE PROTECTION ZONE** shall be accomplished with hand-operated equipment.
6. Apply and maintain 3-4" of wood chip mulch within the **TREE PROTECTION ZONE.** Use of coarse wood chips from trees removed on the site is ideal for this purpose.

Recommendations for tree protection during construction

1. Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Any excavation within the dripline or other work that is expected to encounter tree roots should be approved and monitored by the Consulting Arborist. Roots shall be cut by manually digging a trench and cutting exposed roots with a sharp saw. The Consulting Arborist will identify where root pruning is required and monitor all root pruning activities.
4. Fences have been erected to protect trees to be preserved. Fences define a specific **TREE PROTECTION ZONE** for each tree or group of trees. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without permission of the Consulting Arborist.

5. Construction trailers, traffic and storage areas must always remain outside fenced areas.
6. Prior to grading, pad preparation, excavation for foundations/footings/walls, trenching, etc. trees may require root pruning outside the **TREE PROTECTION ZONE** by cutting all roots cleanly to the depth of the excavation. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. The Consulting Arborist will identify where root pruning is required and monitor all root pruning activities.
7. All underground utilities, drain lines, or irrigation lines shall be routed outside the **TREE PROTECTION ZONE**. If lines must traverse through the protection area, they shall be tunneled or bored under the tree as directed by the Consulting Arborist.
8. No materials, equipment, spoil, waste, or wash-out water may be deposited, stored, or parked within the **TREE PROTECTION ZONE** (fenced area).
9. Any additional tree pruning needed for clearance during construction must be performed by a qualified arborist and not by construction personnel.
10. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use. Any pesticides used on-site must be tree-safe and not easily transported by water.
11. Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw.
12. If temporary haul or access roads must pass over the root area of trees to be retained, a roadbed of 6" of mulch or gravel shall be created to protect the soil. The roadbed material shall be replenished as necessary to maintain a 6" depth.

Maintenance of impacted trees

Preserved trees will experience a physical environment different from that pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. As trees age, the likelihood of failure of branches or entire trees increases. Therefore, annual inspection for structural condition is recommended.

8.0 CONCLUSIONS AND SUMMARY

In total, 105 trees were tagged in the survey area, 96 trees within the Chen and Anderson properties and an additional 9 trees along Croak Road near the intersection with Dublin Boulevard. Tag numbers ran from #1758 through #1862.

Of the trees surveyed, three native trees were identified for preservation due to their location being outside the potential construction footprint and their greater than 24" diameter. Only one qualifies as a City of Dublin protected heritage tree, a large California sycamore; however, this sycamore

has a severely damaged trunk and is in decline which lessens its value. Additional native trees may be chosen for preservation by the project proponent if deemed appropriate.

Native willow and Fremont cottonwood trees located in the northern part of the Anderson Property may fall under the regulation of the California Department of Fish & Wildlife due to their riparian association. OEI recommends mitigating for these native species at a 3:1 mitigation ratio with 15-gallon replacements of suitable native trees.

Olberding Environmental, Inc.



Richard Lescalleet
ISA Certified Arborist WE-13135A

Tree Assessment

Client: GH Pac Vest, LLC
Address: 2800 Post Oak Blvd. Ste. 5115, Houston, TX 75056
Project Name: Chen & Anderson Properties
Project Address: Croak Road, Dublin, CA 94588

May 2022

OLBERDING ENVIRONMENTAL

TREE NO.	SPECIES	SIZE DIAMETER (in inches)	PROTECTED	CONDITION 1=POOR 5=EXCELLENT	SUITABILTIY FOR PRESERVATION	COMMENTS
1758	Coyote Willow	8, 5	No	3	Moderate	Old Tag# 725
1759	Arroyo Willow	6, 7, 6, 6, 7	No	3	Moderate	Multi-trunk
1760	Fremont Cottonwood	15, 15	No	4	High	Od Tag# 723, Co-dominant stem
1761	Willow sp.	7, 6, 6,	No	0	Low	Old Tag# 754, Dead tree
1762	Fremont Cottonwood	7	No	3	Moderate	
1763	Fremont Cottonwood	19	No	4	High	Old Tag# 752
1764	Gooding's Willow	7	No	2	Low	Splint Trunk
1765	Willow sp.	5	No	2	Low	Trunk damage
1766	Willow sp.	7	No	3	Moderate	Fungal conks, Trunk damage
1767	Red Willow	9	No	3	Moderate	Split Trunk
1768	Fremont Cottonwood	19	No	5	High	Old Tag# 750
1769	Willow sp.	9	No	0	Low	Dead Tree
1770	Arroyo Willow	7, 4, 4, 3, 5	No	2	Low	Multi-trunk
1771	Arroyo Willow	7, 6, 6	No	3	Moderate	Growing horizontally along ground
1772	Arroyo Willow	8	No	3	Moderate	
1773	Fremont Cottonwood	12	No	4	High	Shares root system w/ #1774
1774	Fremont Cottonwood	12	No	4	High	Shares root system w/ #1773
1775	Arroyo Willow	6, 5, 4, 4	No	3	Moderate	Multi-stem shrub
1776	Arroyo Willow	6, 4, 4, 4, 4	No	2	Low	Multi-stem shrub
1777	Arroyo Willow	6, 5, 5, 4	No	2	Low	Multi-stem shrub
1778	Arroyo Willow	8	No	2	Low	
1779	Red Willow	10	No	3	Moderate	Adventitious roots
1780	Red Willow	12	No	2	Low	
1781	Fremont Cottonwood	16	No	2	Low	Leaf blotch, damaged trunk, insects
1782	Fremont Cottonwood	17	No	4	High	Old Tag# 724

TREE NO.	SPECIES	SIZE DIAMETER (in inches)	PROTECTED	CONDITION 1=POOR 5=EXCELLENT	SUITABILTIY FOR PRESERVATION	COMMENTS
1783	Red Willow	6	No	3	Moderate	
1784	Red Willow	7, 8	No	3	Moderate	Old Tag# 726
1785	Red Willow	6	No	2	Low	
1786	Fremont Cottonwood	15, 6	No	4	High	
1787	Fremont Cottonwood	10, 14	No	4	High	
1788	Red Willow	16	No	4	High	Old Tag# 45
1789	Red Willow	6	No	3	Moderate	
1790	Fremont Cottonwood	16	No	4	High	Insect Damage, Root damage
1791	Red Willow	8	No	2	Low	Old Tag# 743, dieback
1792	Red Willow	7, 8	No	3	Moderate	Adventitious roots
1793	Red Willow	7	No	2	Low	Adventitious roots
1794	Fremont Cottonwood	13, 9	No	3	Moderate	Branched Trunk
1795	Fremont Cottonwood	18	No	3	Moderate	Insects, trunkrot
1796	Red Willow	8	No	3	Moderate	Old Tag# 727
1797	Arroyo Willow	6	No	3	Moderate	
1798	Fremont Cottonwood	13	No	4	High	
1799	Fremont Cottonwood	10	No	4	High	
1800	Fremont Cottonwood	11, 6	No	3	Moderate	Branched Trunk
1801	Fremont Cottonwood	12, 5, 4	No	3	Moderate	Branched trunk, Insect/fungal damage
1802	Fremont Cottonwood	16	No	4	High	Old Tag# 736
1803	Fremont Cottonwood	8	No	3	Moderate	Old Tag# 737
1804	Fremont Cottonwood	13	No	3	Moderate	Trunk Damage, Horizontal Trunk
1805	Saltcedar (Tamarisk)	8	No	3	Low	Invasive
1806	Fremont Cottonwood	8	No	3	Moderate	Old Tag#742
1807	Red Willow	6	No	1	Low	

TREE NO.	SPECIES	SIZE DIAMETER (in inches)	PROTECTED	CONDITION 1=POOR 5=EXCELLENT	SUITABILTIY FOR PRESERVATION	COMMENTS
1808	Fremont Cottonwood	13, 7	No	3	Moderate	Co-dom Trunk, Included bark
1809	Fremont Cottonwood	10	No	3	Moderate	Old Tag# 739, root damage
1810	Fremont Cottonwood	10	No	3	Moderate	Old Tag# 738, dieback
1811	Red Willow	12	No	3	Moderate	Old Tag# 766
1812	Arroyo Willow	8	No	2	Low	Multi-stem
1813	Arroyo Willow	9	No	3	Moderate	Old Tag# 764, multi-stem
1814	Fremont Cottonwood	17	No	4	High	Old Tag# 762
1815	Fremont Cottonwood	15	No	4	High	Old Tag# 761
1816	Fremont Cottonwood	12	No	4	High	Old Tag# 760
1817	Red Willow	8	No	3	Moderate	Old Tag# 763
1818	Red Willow	7	No	1	Low	Dieback, broken trunk
1819	Red Willow	7, 6	No	2	Low	Old Tag# 759, Co-dom trunk
1820	Fremont Cottonwood	8	No	2	Low	Old Tag# 758
1821	Fremont Cottonwood	17	No	4	High	Old Tag# 757
1822	Red Willow	6	No	3	Moderate	
1823	Red Willow	6	No	3	Moderate	
1824	Fremont Cottonwood	13	No	4	High	Old Tag#765, dieback
1825	Fremont Cottonwood	15	No	4	High	Old Tag#756
1826	Eucalyptus	19, 7, 11, 17	No	3	Low	Old Tag# 722
1827	Eucalyptus	27	No	2	Low	Old Tag# 721
1828	Eucalyptus	22	No	4	Low	Old Tag# 720
1829	Eucalyptus	10	No	3	Low	Old Tag# 719
1830	Eucalyptus	25	No	2	Low	Old Tag# 718
1831	Eucalyptus	11	No	2	Low	Old Tag# 717
1832	Monterey Pine	16	No	3	Moderate	Old Tag# 716

TREE NO.	SPECIES	SIZE DIAMETER (in inches)	PROTECTED	CONDITION 1=POOR 5=EXCELLENT	SUITABILTIY FOR PRESERVATION	COMMENTS
1833	Eucalyptus	26	No	4	Low	Old Tag# 715
1834	Eucalyptus	12	No	4	Low	Old Tag# 714
1835	Eucalyptus	15, 16, 8	No	4	Low	Old Tag# 713, Branched Trunk
1836	Eucalyptus	14, 9, 13, 21	No	4	Low	Old Tag# 712, Branched Trunk
1837	Monterey Pine	15	No	3	Moderate	Old Tag# 711
1838	Peruvian Pepper	30	No	3	Low	Old Tag# 703
1839	Chinese Elm	23	No	4	Low	Old Tag# 702, Trunk damage
1840	Chinese Elm	22	No	4	Low	Old Tag# 704
1841	Siberian Elm	9, 7	No	2	Low	Old Tag# 706, Co-dom Trunk
1842	Siberian Elm	9	No	2	Low	Old Tag# 705
1843	Siberian Elm	32	No	3	Low	Old Tag# 707, dieback
1844	Siberian Elm	29	No	3	Low	Old Tag# 708, dieback
1845	Siberian Elm	11, 7, 8	No	2	Low	Old Tag# 709, Multi-trunk
1846	Siberian Elm	15, 13	No	3	Low	Old Tag# 710, Co-dom Trunk, Included bark
1847	Chinese Arborvitae	4, 4, 3, 5, 3, 1, 1, 1	No	4	Low	Shrub
1848	Deodar Cedar	21	No	4	High	Old Tag# 701
1849	Red Willow	48	Yes	4	High	Old-growth tree, Possible Heritage Tree
1850	Olive	8	No	2	Low	Dieback, Multi-trunk, growing through fence
1851	Western Sycamore	35	Yes	2	Low	Old Tag# 775, Major trunkrot, Poss. Heritage
1852	Red Willow	24, 31	Yes	4	High	Old Tag# 777, Co-dom Trunk, Poss. Heritage
1853	Black Locust	7, 4, 2, 2, 1	No	3	Low	Multi-trunk
1854	Black Locust	12, 4, 4, 4, 6, 8, 10	No	4	Low	Multi-trunk
1855	Black Locust	6	No	0	Low	Dead
1856	Black Locust	8, 4, 4, 4, 3, 3, 2, 1	No	3	Low	Old Tag# 779, Dieback, Multi-trunk
1857	Black Locust	7, 4, 4	No	4	Low	Multi-trunk

Tree Assessment

Client: GH Pac Vest, LLC
Address: 2800 Post Oak Blvd. Ste. 5115, Houston, TX 75056
Project Name: Chen & Anderson Properties
Project Address: Croak Road, Dublin, CA 94588

May 2022

OLBERDING -ENVIRONMENTAL-

TREE NO.	SPECIES	SIZE DIAMETER (in inches)	PROTECTED	CONDITION 1=POOR 5=EXCELLENT	SUITABILTIY FOR PRESERVATION	COMMENTS
1858	Black Locust	6, 4	No	4	Low	Multi-trunk
1859	Black Locust	8, 4, 2	No	4	Low	Multi-trunk
1860	Black Locust	6, 5, 2, 2	No	4	Low	Multi-trunk
1861	Black Locust	11, 11, 8	No	3	Low	Multi-trunk
1862	Red Willow	24	Yes	4	High	Mature, Poss. Heritage Tree
1863						
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193 Blue Ravine Road, Ste. 165
Folsom, CA 95630
Phone: (916) 985-1188

Figure 1: Tree Survey Map
Chen & Anderson Properties
Dublin, Alameda County, California

Revision Date: 5/20/2022

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Appendix G
CEQA Bio Mitigation Measures Status and Implementation Plan

MEMORANDUM

TO:	Wooi See, GH PacVest	**FROM:**	Bernhard Warzecha, WRA, Senior Environmental Permitting Specialist
CC:	Jason Laub, Bay West Development	Leslie Lazarotti, WRA, Principal-in-Charge	
DATE:	February 22, 2024		
SUBJECT:	Dublin 580 Fallon East: CEQA Bio Mitigation Measures Status and Implementation Plan		

Project Overview

GH PacVest (Applicant) is proposing the Dublin Fallon 580 Project (project), a mixed-use development located on a 192-acre site in the City of Dublin, Alameda County, California. The proposed project involves conversion of an undeveloped property into commercial, residential, and recreational land uses intermixed with open space.

The project is located immediately northeast of the Fallon Road/Interstate 580 (I-580) Interchange within Planning Subareas D (Fallon Gateway) and E (Fallon Village Center) of the 1994 Eastern Dublin Specific Plan (EDSP) and within the Fallon Village Stage 1 Planned Development (PD) study area. The property is zoned General Commercial/Campus Office (GC/CO), Open Space (OS), Community Park (CP), Public/Semi-Public (P/SP), and Medium High Density Residential (MH) as delineated in the 1985 City of Dublin General Plan, the EDSP, and the approved Stage 1 PD. The project will develop the property consistent with these plans, but deed restrictions proposed within portions of GC/CO, and all Nature Park land will increase aquatic resource protection and prohibit development over 50.08 acres. The project will also initiate the construction of the Dublin Boulevard extension, a regional transportation improvement, and will widen the portion of Fallon Road abutting the project site to the west in association with the Dublin Boulevard extension.

Purpose of the Memorandum

This memorandum provides information requested by the City of Dublin (City) related to compliance with Biological Resources Mitigation Measures (MMs) needed for California Environmental Quality Act (CEQA) review for the Dublin Fallon 580 Project (Project). Specifically, this memorandum focuses on MMs flagged by the City for Project compliance review based on the following CEQA documents:

- Environmental Impact Report [for the] Eastern Dublin General Plan Amendment and Specific Plan (Eastern Dublin EIR; Wallace Roberts & Todd 1992)

- East Dublin Properties Stage 1 Development Plan and Annexation Revised Draft Supplemental Environmental Impact Report (2002 SEIR; City of Dublin 2002)
- Fallon Village Draft Supplemental Environmental Impact Report (Fallon Village SEIR; Haag, 2005)

Additionally, this memorandum is also intended to satisfy the 2002 SEIR MM SM-BIO-1 requiring a "Resource Management Plan". The Resource Management Plan for East Dublin Properties (RMP) was prepared in 2004, and includes the Project site. The Applicant's planned implementation of the MMs as presented in this memo will be consistent with the applicable measures of the RMP, however implementation will be updated as appropriate to the more recent and specific MMs developed since publication of the RMP, listed below.

As required in SM-BI-1, this memo addresses applicable mitigation measures for the development of the proposed Project on the project site. This memorandum includes information regarding specific off-site mitigation lands and the status and implementation of specific Mitigation Measures identified below. We understand that the City's CEQA consultant may use the information contained in this memorandum, and information provided by the Applicant team, as part of its evaluation of the Project's compliance with applicable Eastern Dublin General Plan Amendment and Specific Plan biological resources policies.

The City-flagged MMs are addressed as follows:

SM[1]-BIO-4: *If a special-status plant species cannot be avoided, then the area containing the plant species must be measured and one of the following steps must be taken to ensure replacement on a 1:1 ratio (by acreage):*

a) *Permanently preserve, through use of a conservation easement or other similar method, an equal amount of acreage either within the Project area or off-site that contains the plant; or*
b) *Harvest seeds from the plants to be lost or use seeds from another source within the Tri-valley area and seed an equal amount of area suitable for growing the plant either within the Project area or off-site. Such area shall be preserved and protected in perpetuity. If the plants fail to establish after a five-year period, then step "a" above must be implemented.*

Prior to submittal of a Stage 2 development plan or tentative map, the developer shall submit a written report to the City for its review and approval demonstrating how the developer will comply with this mitigation measure, including the steps it will take to ensure that transplanting or seeding will be successful.

AND

SSM[2]-BIO-1 (revised). *If special-status plants cannot be avoided, then the area containing the plant that is to be impacted, and the approximate number of plants to be impacted, must be determined, and the following steps must be taken:*

[1] SM refers to mitigation measures from the 2002 SEIR
[2] SSM refers to mitigation measures from the Fallon Village SEIR.

a) *Harvest seeds from the plants to be lost, or use seeds from another source within the Livermore and Amador valleys, and their surrounding watersheds, and seed an area suitable for supporting the plant, either within the Project area or off-site, at a level sufficient to replace the impacted individuals at a 1:1 ratio on an individual plant and basis, and at a ratio no less than 0.5:1 on an occupied habitat basis. The mitigation site shall be preserved and protected in perpetuity. If the mitigation site fails to support at least as many plants as were impacted within a five-year period, then step "b" below must be implemented.*

b) *Permanently preserve, through use of a conservation easement or other similar method, an equal amount of acreage either within the Project area or off-site that contains the plant.*

Prior to submission of a Stage 2 development plan or tentative map, the developer shall submit a written report to the City for its review and approval demonstrating how the developer will comply with this mitigation measure, including the steps it will take to ensure that transplanting or seeding will be successful.

Implementation Status and Plan: The Applicant has completed several special-status plant surveys[3] and identified and mapped sensitive plant populations on the Project site required to be addressed under CEQA.[4] Most of these populations occur within the proposed Project grading footprint and cannot be avoided. Consistent with the Eastern Alameda County Conservation Strategy (EACCS) the Applicant will prepare and implement a Mitigation Plan consistent with the requirements of SM-BIO-4 and SSM-BIO-1. Mitigation will consist of a combination of the following: preservation of on-site and/or off-site mitigation in perpetuity, and/or seed harvest (ideally from the populations on site), with subsequent establishment of an equal area for each population at a 1:1 ratio on an individual plant and basis, and at a ratio no less than 0.5:1 on an occupied habitat basis within 5 years, preserved in perpetuity.

On-site mitigation opportunities may include deed-restricted and preserved creek, wetland and upland habitat potentially suitable to establish populations of the rare plants impacted by the Project.

Potential off-site mitigation would include compensatory mitigation on parcels within the same regional watershed owned by the City of Livermore, and the purchase of mitigation credits from the N3 Ranch mitigation bank or other agency-approved alternative mitigation bank or turnkey mitigation site. The N3 Ranch is an approximately 50,000-ac private property located south of the City of Livermore in Alameda, San Joaquin, Santa Clara, and Stanislaus counties. It is a suitable mitigation site for mitigating the Project's impacts to jurisdictional waters of the U.S and State, as well as a location for species-specific mitigation.

A Mitigation Plan is being prepared as part of the Resource Agency permit applications, and the East Alameda County Conservation Strategy (EACCS) performance standards will be

[3] Olberding Environmental, Inc. September 2022. *Special-Status Plant Survey Report for the Dublin Fallon East Project, City of Dublin, California.* Prepared for GH America Investments, INC, Houston, Texas.

[4] *Olberding Environmental, Inc. October 2022. Biological Resources Analysis Report for the Dublin Fallon East Property, City of Dublin, Alameda County, California. Prepared for GH Pac Vest LLC.*

implemented, including those specific to impacts to special-status plants as outlined in Chapter 3 of the EACCS:

- Avoidance of direct and indirect impacts to the extent feasible
- Minimization of unavoidable impacts through appropriate design and construction measures
- Mitigation of residual impacts through on-site or off-site preservation, enhancement, restoration, or creation of suitable habitat
- Monitoring and adaptive management of mitigation sites to ensure long-term viability and functionality

The Mitigation Plan, once approved by the regulatory agencies will be submitted to the City for informational and record-keeping purposes.

SM-BIO-5: *To the extent feasible, implementation of the Project through subsequent preparation of Stage 2 development proposals on a property-by-property basis shall be designed to avoid and minimize adverse effects to waters of the United States (which include seasonal wetlands and intermittent streams) within the Project area. Examples of avoidance and minimization include (1) reducing the size of future individual development projects within the Project area, (2) design future development projects within the Project area so as to avoid and/or minimize impacts to waters of the United States, and (3) establish and maintain wetland or upland vegetated buffers to protect open water such as streams. In order to protect the particularly sensitive Arroyo willow riparian woodland and red-legged frog habitat found in the Fallon Road drainage from Fallon Road upstream to its terminus, future development projects within the Project area either shall completely avoid this drainage or limit impacts to bridge crossings (as opposed to fill) or other such minimally impacting features.*

Implementation Status and Plan: The Project has been designed to avoid and minimize adverse effects to waters of the United States to the extent feasible. Specifically, the size of the Project grading footprint has been reduced to allow for deed-restricted preservation of 10.4± acres (1,840± linear feet) of waters and wetlands, including streams, and associated riparian habitat and upland buffers. These avoidance areas include avoidance of the riparian woodland lining the drainage in the northwest corner of the property, along Fallon Road. The Project includes preservation of on-site willow riparian woodland occurring on the northwest corner of the property and widening and daylighting of portions of the downstream reaches of the perennial stream along Fallon Road, a portion of which currently flow through closed culvert pipes. A creek enhancement and mitigation design plan has been prepared by ENGEO (Attachment A).

Additionally, the Project will obtain authorization from the USACE, RWQCB, CDFW, and USFWS as applicable. The permitting programs administered by these agencies (including compliance with CFGC 1602 and 2081, the Clean Water Act, Porter Cologne Water Quality Control Act, and State and Federal Endangered Species Acts) will require the Project to avoid, minimize and compensate for potential impacts to all aquatic resources and special-status species and their habitats, including California red-legged frog. With implementation of the agency-required avoidance, minimization and compensatory mitigation measures for this project, the requirements of SM-BIO-5 will be achieved concurrently. Additionally, project and mitigation implementation will be consistent with the requirements developed for the EACCS to protect streams, riparian and CRLF habitat.

SM-BIO-6: *To the extent that avoidance and minimization are not feasible and wetlands, intermittent streams or other waters will be filled, such impacts shall be mitigated at a 2:1 ratio*

(measured by acreage) within the Project area if feasible, through the creation, restoration or enhancement of wetlands, intermittent streams or other waters. Such mitigation area shall be preserved and protected in perpetuity. Prior to submittal of a Stage 2 development plan or tentative map for any property within the Project area, the property owner shall submit a written report to the City for its review and approval demonstrating how the owner will comply with this mitigation measure.

AND

SM-BIO-7: *If mitigation within the Project area is not feasible, then the developer shall mitigate the fill of wetlands or other waters at a 2:1 ratio (measured by acreage) at an off-site location acceptable to the City. Such mitigation area shall be preserved and protected in perpetuity. Prior to submittal of a Stage 2 development plan or tentative map, the property owner shall submit a written report to the City for its review and approval demonstrating how the owner will comply with this mitigation measure.*

Implementation Status and Plan: The Applicant proposes to mitigate unavoidable impacts to creeks and wetlands at a minimum ratio of 2:1 (measures by acre). This will be achieved by a combination of on-site creation/preservation, in combination with compensatory mitigation on parcels within the same regional watershed owned by the City of Livermore, and obtaining credits from N3 Ranch mitigation or other agency-approved alternative mitigation bank or turnkey mitigation site.

Additionally, project and mitigation implementation will be consistent with the requirements developed for the EACCS to protect and mitigate impacts to wetlands, intermittent streams and other waters. EACCS mitigation measures related to wetlands, intermittent streams and other waters are designed to protect and enhance the ecological functions and values of these aquatic resources. The EACCS provides a framework for identifying, implementing, and monitoring mitigation projects that compensate for the unavoidable impacts of development activities on wetlands, intermittent streams and other waters within the EACCS planning area.

Consistent with the EACCS, the Project's mitigation will establish performance standards and success criteria:

- Mitigation projects will be located within the same regional watershed
- Mitigation projects will be compatible with the existing and planned land uses, and avoid or minimize conflicts with agricultural operations, public utilities, flood control, fire management and other public services.

The Mitigation Plan, once approved by the regulatory agencies will be submitted to the City for informational and record-keeping purposes.

Additionally, the Project will obtain authorization from the USACE, RWQCB, CDFW, and USFWS. The permitting programs administered by these agencies (including compliance with CFGC 1602 and 2081, the Clean Water Act, Porter Cologne Water Quality Control Act, state and federal Endangered Species Acts) will require the Project compensate for potential impacts to all aquatic resources in-kind, and are expected to require compensatory mitigation for loss of aquatic resources at a ratio of 2:1 or higher. Therefore, with implementation of the agency-

required compensatory mitigation measures for this project, the requirements of this SM-BIO-6 and 7 will be achieved concurrently.

SM-BIO-14*: If avoidance is infeasible, then mitigation lands providing similar or better habitat for CRLF at a 3:1 replacement ratio or suitable ratio determined by the USFWS, shall be preserved and protected in perpetuity. This mitigation, to be proposed in a mitigation and monitoring plan submitted to the City, shall be required prior to submittal of the Stage 2 Development Plans and tentative maps for any specific property within the Project area. In selecting off-site mitigation lands, preference shall be given to preserving large blocks of habitat rather than many small parcels, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas. If the identified mitigation lands have been approved by the City, the following guidelines [outlined in SM-BIO-15] implemented prior to and during construction would reduce impacts to individual CRLF and preserved CRLF habitat.*

Implementation Status and Plan: The Applicant will mitigate unavoidable impacts to CRLF habitat at a 3:1 replacement ratio or suitable ratio determined by the USFWS through the Section 7 consultation process. The Applicant has submitted a CWA Section 404 permit application, which requires consultation with USFWS defining the adequate compensatory mitigation ratio, acceptable mitigation lands and/or mitigation credits, as well as avoidance and minimization measures to minimize incidental take of this species. This process will include preparation of a mitigation and monitoring plan element, which will also be provided to the City for informational and record-keeping purposes once approved by the regulatory agencies. Specifically, restoration of Jordan Creek (Attachment A) and adjacent wetland avoidance will increase quality and quantity of CRLF habitat on-site. Both on-site and off-site mitigation for CRLF will be consistent with the EACCS, including, but not limited to:

- Minimizing indirect impacts to CRLF and its habitat by implementing all required Avoidance and Minimization Measures (AMMs), best management practices such as erosion control, fencing, lighting, noise reduction, and invasive species management.
- Compensating for unavoidable impacts to CRLF and its habitat by providing habitat restoration, enhancement, creation, or preservation following the EACCS *Impact/Mitigation Scoring for California red-legged frog in the EACCS Study Area* (Appendix E, Table E-5.).
- Monitoring and reporting on the effectiveness of the mitigation measures and the status of the CRLF population and habitat.

With implementation of all measures required by the USFWS/Corps through ESA Section 7 consultation for CRLF, and consistency with the EACCS, the requirements of SM-BIO-14 will be achieved concurrently.

SM-BIO-19: *If avoidance is infeasible, mitigation lands, providing similar or better aquatic and upland habitat for California tiger salamander (CTS) at a 1:1 ratio shall be set aside in perpetuity. Upland habitat shall be mitigated by preserving upland on-site, or if necessary, by preserving currently occupied upland tiger salamander habitat off-site. Aquatic habitat shall be mitigated by creating an equal number (or acreage) of new aquatic California tiger salamander breeding areas within the preserved upland habitat. This mitigation, included in a mitigation and monitoring plan, shall be submitted to the City prior to submittal of Stage 2 development plans and tentative maps. In selecting off-site mitigation lands, preference shall be given to preserving large blocks of*

habitat rather than many small parcels, linking preserved areas to existing open space and other high-quality habitat, and excluding or limiting public use within preserved areas.

Implementation Status and Plan: The Applicant will mitigate unavoidable impacts to CTS habitat at a 1:1 replacement ratio by preserving upland on-site, or if necessary, by preserving currently occupied upland tiger salamander habitat off-site. Aquatic habitat will be mitigated by creating an equal number (or acreage) of new aquatic California tiger salamander breeding areas within the preserved upland habitat, if feasible. Mitigation will be consistent with the EACCS, specifically as stated in Table E-4. *Impact/Mitigation Scoring for California tiger salamander in the EACCS study area.*

Additionally, the Applicant has submitted a CWA Section 404 permit application, which requires consultation with USFWS defining the adequate compensatory habitat mitigation ratio, acceptable mitigation lands and/or mitigation credits, as well as avoidance and minimization measures to minimize incidental take of this species. Additionally, the Applicant will obtain an Incidental Take Permit from CDFW, which furthermore will define adequate compensatory mitigation. This process will include preparation of a mitigation and monitoring plan element, which will also be provided to the City for informational and record-keeping purposes once approved by the regulatory agencies.

With implementation of all measures required by the USFWS/Corps through ESA Section 7 consultation, and California Fish and Game Code Section 2081 et seq., the requirements of MM SM-BIO-19 will be achieved concurrently.

SSM-BIO-2 (revised) (burrowing owl). *During the breeding season (February 1-August 31) prior to submittal of Stage 2 development proposals for a particular parcel, or during a subsequent breeding season but prior to the initiation of construction, a survey shall be conducted according to CDFG protocols to determine whether Burrowing Owls are present, and if present, the number of nesting pairs of Burrowing Owls present on the parcel.*

Implementation Status and Plan: Available documentation, including CDFW's CNDDB, the Biological Resources Analysis Report for the Dublin Fallon East Property (Olberding Environmental 2022) and unpublished results from site visits by other biologists over the past years (including Johnson Marigot Consulting), indicates that the site has not been occupied since 2002. Additionally, the Applicant has retained WRA to assessing the site for burrowing owl presence or absence by Conducting burrowing owl surveys in 2024 according to the latest CDFW survey protocol defined in the *2012 CDFW Staff Report on Burrowing Owl Mitigation.* The results will be submitted to the City for review. If a burrowing owl is found to occupy the Project site, the Applicant will coordinate with CDFW to develop an adequate Burrowing Owl Mitigation Plan, and/or implement related MMs SSM-BIO-3 through SSM-BIO-5. Additionally, burrowing owl is a focal species of the EACCS. Therefore, the Project will implement applicable mitigation measures related to this species.

ATTACHMENT A.



GH PACVEST PROPERTY MITIGATION CREEK
DUBLIN, CALIFORNIA

JORDAN CREEK GEOMORPHIC BASIS OF DESIGN REPORT

SUBMITTED TO
Mr. Jason Laub
Bay West Development
c/o GH PacWest LLC
3000 Executive Parkway, Suite 375
San Ramon, CA 94583

PREPARED BY
ENGEO Incorporated

October 11, 2023
Latest Revision October 20, 2023

PROJECT NO.
4663.110.007

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ENGEO
Expect Excellence

Project No.
4663.110.007

October 11, 2023
Latest Revision October 20, 2023

Mr. Jason Laub
Bay West Development
c/o GH PacWest LLC
3000 Executive Parkway, Suite 375
San Ramon, CA 94583

Subject: GH PacVest Property Mitigation Creek
Dublin, California

JORDAN CREEK GEOMORPHIC BASIS OF DESIGN REPORT

Dear Mr. Laub:

ENGEO prepared this basis of design report for the Jordan Creek channel mitigation, proposed along the western boundary of the GH PacVest Property in Dublin, California. A hydrologic analysis provided by MacKay & Somps Civil Engineers, Inc. (MacKay & Somps), along with our geomorphic site reconnaissance and preliminary hydraulic analysis, form the basis of design provided in this report.

This report discusses our findings and the recommended channel mitigation as shown in Figure 1. We have developed these recommendations in conjunction with the project civil engineer, MacKay & Somps. We expect these recommendations will be reviewed by the San Francisco Regional Water Quality Control Board.

If you have any questions or comments regarding this report, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated

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1.0 INTRODUCTION

1.1 SITE BACKGROUND

The GH PacVest Property and planned residential development project is located at the headwaters of Jordan Creek in Dublin, California. This Basis of Design Report is for the design of a creek channel (Jordan Creek) mitigation being proposed along the western boundary of the GH PacVest Property (Site), as shown in Figure 1.

Jordan Creek is located within the Alameda Creek watershed, which drains from the eastern hillsides of Alameda County to the East Bay. Further, the creek is located within the Arroyo Mocho Canal sub-watershed, which begins in west Livermore and carries the flow of Arroyo Mocho northwest to join with Arroyo Las Positas. The region generally receives the majority of its precipitation in the winter months with a mean annual precipitation of 16 inches per year at the Site (Alameda County Flood Control & Water Conservation District, 2018).

The drainage area for Jordan Creek is comprised of predominantly open space drainage and a pedestrian corridor that runs northeast to southwest through the middle of the existing Jordan Ranch and Positano residential communities. Existing subdrain outfalls from the Jordan Ranch and Positano developments contribute dry-weather flows to the creek channel on the order of 0.03 cfs (ENGEO, 2023). However, runoff from the surrounding Jordan Ranch and Positano developments drain to hard-lined storm drain piping systems that ultimately drain west to the 84-inch storm drain main that flows south within the Fallon Road right of-way. The 84-inch storm drain main was built within the Positano Development and sized to convey the storm runoff flows from the fully developed communities of both Jordan Ranch and Positano. Therefore, the historical watershed of the creek channel is much smaller in the present day than prior to the development of the projects in the upper watershed. However, base flows have increased due to existing subdrains that discharge subsurface water, resulting from dry weather runoff from those projects, into the creek channel creating nearly perennial low-flow conditions which are ideal for riparian habitat enhancement in the lower reach within the Site. ENGEO's Hydrologic Water Availability Analysis provides further discussion on these estimated dry weather flows (ENGEO, 2023).

1.2 SUMMARY OF EXISTING AND HISTORICAL CONDITIONS

At the upstream limit of the GH PacVest Property, an existing approximately 410 linear foot, 48-inch culvert currently conveys drainage in the creek channel southward to a drainage ditch that runs immediately to the east of Fallon Road (along Old Fallon Road/Croak Road). Flows continue southward in the drainage ditch another approximately 1,100 linear feet and enter an existing 24-inch culvert under Croak Road, where flows ultimately enter a 6-foot-by-5-foot box culvert under Fallon Road and drains to the west.

Based on our review of several historical photographs from 1949 to the present day, the subject reach of Jordan Creek has historically traversed across open space from the hillsides of Dublin. The lower portion of the creek appeared to have been bisected by Old Fallon Road and redirected into a roadside channel along Old Fallon Road to flow south along the western edge of the GH PacVest Property. New Fallon Road was constructed circa 2007; however, the general planform of the creek has remained the same.

We understand there have been roadside channel breaches during storm events beginning in 2007, which cause sheet flow to the east of the ditch in low-lying areas. Two main breach points have been observed at different storm events: a northern breach point south of the proposed Dublin Boulevard extension, and a southern breach point upstream of the existing Croak Road culvert. In 2007, the southern point was breached, and in 2011 and 2015, the northern point was breached; the southern point, which may have been repaired, was not impacted. A breach repair was performed in 2017 at the northern point where the northern end of the ditch was excavated, and a berm was constructed to redirect flows to the roadside channel. The northern breach repair impacted the southern breach point, causing the wetland complex to shift south, and breaching at the south point was observed in 2022. Additional ditch maintenance was complete in October 2022, which included removing sediment to restore flow and replacing the failed culvert under Croak Road.

Based on our site reconnaissance performed on August 23, 2023, we observed base flows in the channel, approximately 2 inches deep, within the existing Jordan Creek channel. We observed the reach of channel that is upstream of Old Fallon Road as having a low flow channel with an approximately 1-foot-wide bottom, approximately 1:1 (horizontal:vertical) side slopes, and roughly 1 foot in depth. The total width of the channel (including low flow channel and adjacent floodplains) is approximately 35 feet upstream of Old Fallon Road. The low-flow channel in this reach is moderately sinuous, as it appears to meander within a wider floodplain approximately ⅓ on either side of the centerline of the greater 35-foot-wide floodplain as shown in Photo 1.2-1 below.

PHOTO 1.2-1: Typical conditions of Jordan Creek immediately upstream of Site. Meandering low-flow channel within wider floodplain section.



We observed the reach of channel that is downstream of the Dublin Boulevard alignment as having a low flow channel with an approximately 3-foot-wide bottom, approximately 1:1 (horizontal:vertical) side slopes, and roughly 1-foot in depth. The total width of the channel (including low flow channel and adjacent floodplains) is approximately 8 feet, downstream of

Dublin Boulevard. In this reach the channel has been graded in this location, as noted above, and, therefore, does not necessarily contain geomorphic characteristics of a natural channel.

PHOTO 1.2-2: Typical conditions of Jordan Creek (roadside channel) adjacent to existing Fallon Road downstream of the Dublin Boulevard alignment. Little sinuosity in low-flow channel and narrow overall cross section.



1.3 PURPOSE

This report presents the results of design analyses for the portion of Jordan Creek upstream and adjacent to Old Fallon Road and Croak Road. For this study, we evaluated the current hydrologic conditions and the proposed new creek alignment to restore the currently culverted channel beneath Croak Road.

The project intends to remove a portion of the historical Old Fallon Road alignment north of Dublin Boulevard on the western project boundary, and daylight a historical creek channel that is currently underground in a storm drain system. The open channel will continue to the Dublin Boulevard alignment (Upper Reach, Figure 1). The channel will then be culverted under Dublin Boulevard, where it will then outlet to an open channel (Middle Reach, Figure 1) and culverted at the Fallon Gateway Project Entry alignment. After the culvert, the open channel will continue parallel to Fallon Road (Lower Reach, Figure 1) before finally connecting to an existing culver near the Croak Road and Fallon Road intersection.

The channel is intended to convey flows originating from upgradient areas including the Jordan Ranch and Positano residential developments, through the GH PacVest Property, and to the outfall. The project will dedicate an approximately 50-foot-wide strip of land to accommodate the new open channel. This channel is intended to receive mitigation credit for other project water features that may be filled in as a result of the project, in order to receive clearance from the San Francisco Regional Water Quality Control Board (SFRWQCB).

This report and the accompanying figure present a concept-level design for the creek channel mitigation. The channel must be monitored for 5 years after the restoration and construction of the creek channel. If, during this time, additional restoration or stabilization work is needed based on observed conditions, additional revisions to the creek mitigation construction and restoration may need to be performed. Any future revisions to the creek restoration design are beyond our present scope of services.

1.4 PROJECT GOALS

The intent of the recommendations herein follows.

1. Recreate, to the maximum extent, a creek channel with geomorphic characteristics similar to other creeks in the area with a low flow channel, floodplain, and bed slope in order to equilibrate sediment transport through the reach.
2. Maintain up to the 100-year flow within the channel.
3. Enhance the habitat values of the creek where practicable. For this reach of creek, replanting of vegetation will be required after removal of Old Fallon Road. Plants will be replaced with a robust and appropriate native plant palette. Ultimately, the root architecture of the plant species will provide protection against excessive erosion.
4. Install a new 48-inch-diameter culvert beneath the future extension of Dublin Boulevard, anticipated to be furnished with a headwall and wingwalls at both the inlet and outlet.
5. Install a new 48-inch-diameter culvert beneath the Fallon Gateway Project Entry, anticipated to be furnished with a headwall and wingwalls at both the inlet and outlet. The diameter of the culverts is intended to be consistent with the existing 48-inch culvert at the outfall of the creek channel near Croak Road.
6. Stabilize the culvert inlets and outlets with rock riprap where erosion potential exists, due to contraction and expansion.

2.0 DISCUSSION

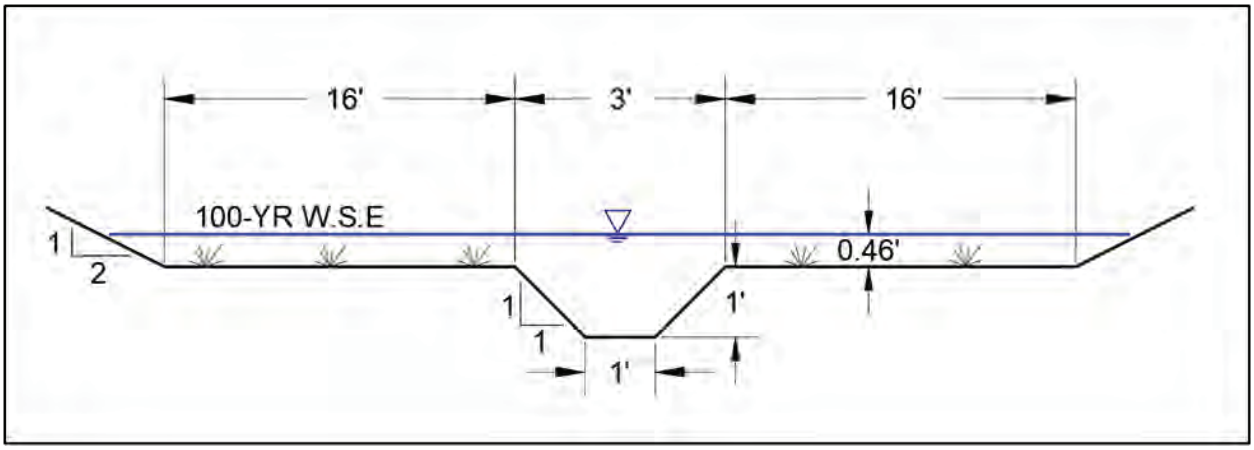
2.1 HYDROLOGIC ANALYSIS

MacKay & Somps conducted a hydrologic study for Jordan Creek, which indicates a watershed area of 89.9 acres, as delineated in Appendix A (MacKay & Somps, 2022). MacKay & Somps also provided us with their HEC-HMS model for the larger project development, which indicates a 100-year peak discharge rate of 56 cubic feet per second (cfs).

2.2 GEOMORPHIC ANALYSIS

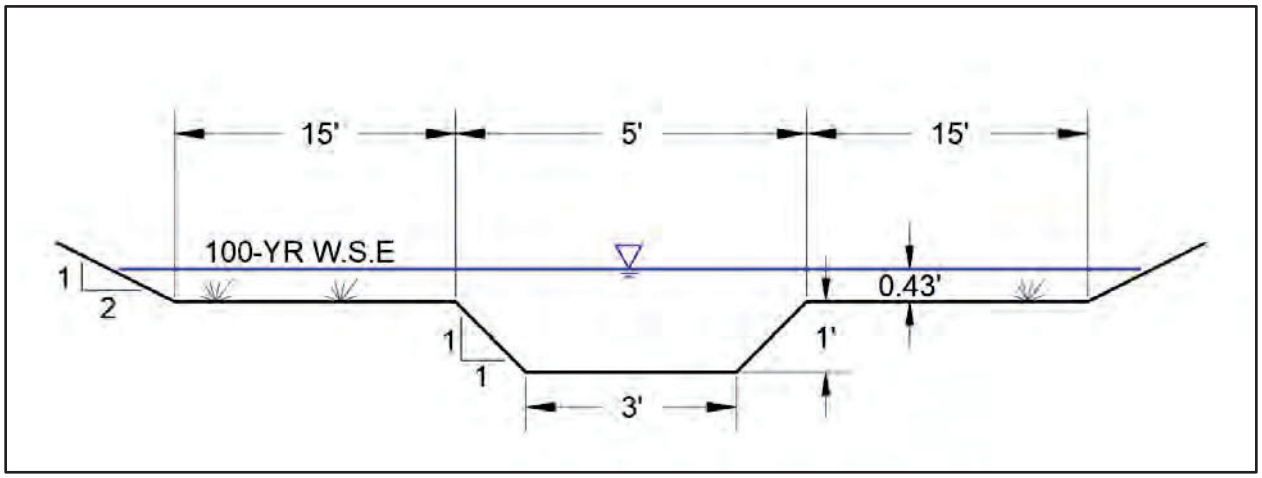
The project intends to daylight the existing creek channel north of the future Dublin Boulevard alignment and to provide a more natural creek corridor south of the alignment that may mimic more historical conditions. On the basis of our geomorphic reconnaissance, we recommend providing a minimum total cross-sectional width of 35 feet for the recreated channel in the upper reach and mimicking similar low flow channel dimensions and overbank floodplains as currently formed in stable areas upstream. The low flow channel may be graded in the middle of the larger floodplain for design purposes; however, we expect the low flow will eventually reach an equilibrium slope similar to the existing condition, and meander through the proposed 35-foot cross-section. This should allow the low flow channel to form its own pool and riffle system. For the upper reach, we recommend the ultimate condition having a created floodplain with an approximate bed slope of 0.009 ft/ft and a low flow channel reaching an ultimate equilibrium slope at approximately 0.0075 ft/ft within the created floodplain. Exhibit 2.2-1 shows typical cross-sectional geometry, with the results of 100-year hydraulic modeling discussed in Section 2.3.

EXHIBIT 2.2-1: Typical Cross Section Upstream of Proposed Dublin Boulevard



South of the Dublin Boulevard alignment, we expect hydrologic conditions to be very similar to the upper reach of creek. However, the bed slope of the low flow channel will be slightly flatter to match the existing topography of the valley floor. Since perennial base flows are likely the major cause of the width of the low flow channel formation in this area, we recommend mimicking the 3-foot bottom width of the existing low flow channel dimensions in this area and leaving the cross-sectional area to mimic the floodplain in the upper reach. The ultimate condition in this reach should have both a low flow and floodplain with a bed slope of approximately 0.0075 ft/ft. Exhibit 2.2-2 shows typical cross-sectional geometry with the results of 100-year hydraulic modeling discussed in Section 2.3.

EXHIBIT 2.2-2: Typical Cross Section Downstream of Proposed Dublin Boulevard



2.3 HYDRAULIC ANALYSIS

A preliminary hydraulic analysis for the proposed creek condition (see Exhibits 2.2-1 and 2.2-2, Section 2.2) was performed using the HEC-RAS Version 6.4.1 computer program published by the United States Army Corps of Engineers (USACE). HEC-RAS performs one- and two-dimensional (2D) hydraulic analyses for natural channels to calculate water surface profiles and velocities.

A 2D hydraulic analysis was prepared for the proposed channel condition, which included grading an alignment with a low flow channel and floodplain to convey the 100-year flowrate. The proposed low flow channel was designed to match the existing low flow channel geometry as observed from our site reconnaissance. The floodplain width for the proposed channel was determined by maintaining a minimum total channel width of 35 feet. Two 48-inch-diameter culverts were included in the model at Dublin Boulevard and Fallon Gateway Project Entry to convey flow beneath the proposed Dublin Boulevard extension and project entrance across from the existing Fallon Gateway.

The hydraulic model is based on 'normal depth' boundary conditions, whereby HEC-RAS calculates an initial water surface profile based on the bed slope of the creek. Estimated bed slopes for the creek of 0.009 ft/ft at the upstream end and 0.0075 ft/ft at the downstream end were used as boundary conditions for computational purposes.

The value of the Manning's roughness coefficient (*n*) establishes frictional resistance in the channel and is thus related to the modeling of channel velocity and water surface profile by the HEC-RAS program. Based on visual observation of the current channel and overbank conditions, an '*n'* value was selected that typified the hydraulic roughness created by vegetation and other factors encountered throughout the study reach. This value is based on recommended minimum, maximum, and normal values developed for a variety of vegetative and morphological conditions similar to those found in the channel and banks of the study creek. The proposed Jordan Creek channel bottom is relatively clean and straight, with no rifts or deep pools. This is represented by a Manning's *'n'* value of 0.03 for channel roughness (Chow, 1959).

A 100-year flowrate of 56 cfs was input at the upstream end of the channel.

2.4 CHANNEL INPUTS

Based on our geomorphic recommendations, the following channel geometry were input into the model.

Upstream of Proposed Dublin Boulevard

- 1 foot base width
- 1H:1V side slopes
- 1 foot depth
- 16 feet of floodplain on both sides of the low flow channel
- 0.9% longitudinal slope for floodplain,

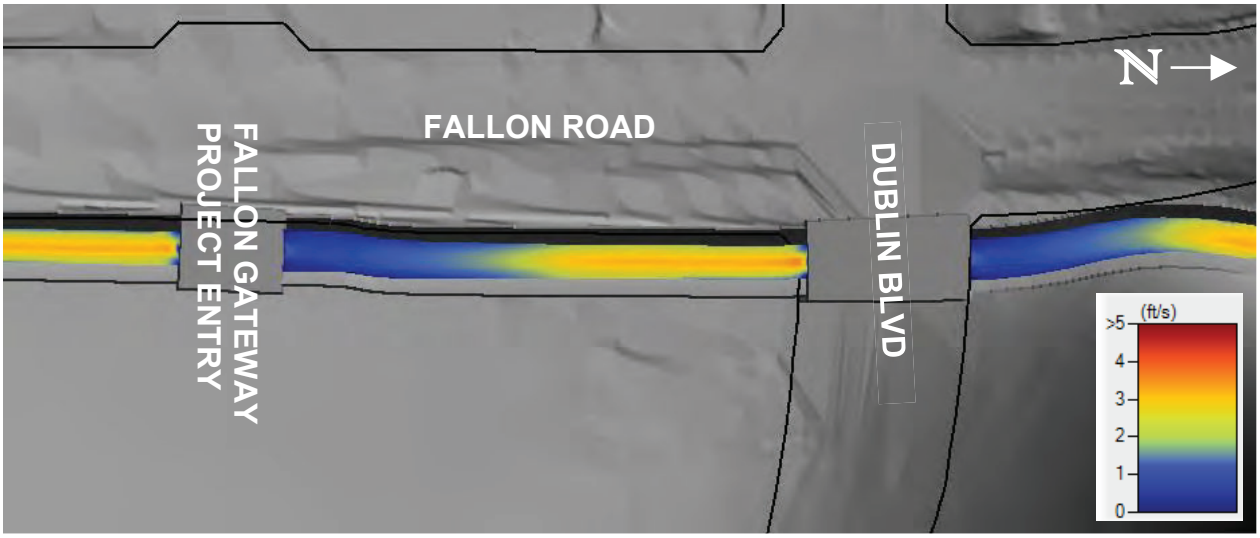
Downstream of Proposed Dublin Boulevard

- 3 foot base width
- 1H:1V side slopes
- 1 foot depth
- 15 feet of floodplain on both sides of the low flow channel
- 0.75% longitudinal slope

Using the proposed dimensions shown in Exhibits 2.2-1 and 2.2-2, and two 48-inch-diameter culverts at the proposed Dublin Boulevard and Fallon Gateway Project Entry alignment, the 100-year flow is contained within the proposed channel. Flood depths above the floodplain level are estimated to be between 0.4 and 0.5 foot during the 100-year flood event. The proposed channel alignment and typical cross sections are provided in Figure 1.

Velocities for the 100-year flow vary between 3 and 3.5 feet per second (fps) in the low flow channel, and between 1.5 and 3 fps along the floodplains, as shown in Exhibit 2.4-1. At the culvert inlets, velocities drop to between 0.5 and 1.0 fps due to backwater effects.

EXHIBIT 2.4-1: Velocity Heat Map for 100-year Flowrate



2.5 SEDIMENT TRANSPORT/EROSION

The proposed bank material will consist of on-site earth materials, which typically consists of sandy to silty clay. According to research published by the United States Army Corps of Engineers, which provides erosion threshold guidance for flood control channels, the allowable mean velocity for a channel consisting of grass-lined clay soil is approximately 8 feet per second.

Based on the results of the velocity analysis, it does not appear that excess erosion would occur in this reach based on the soil types. Sediment transport of fine sediments generally occurs as wash load during large storm events, and low flow channel velocities generally in the 2 to 3 fps would transport these small particle sizes based on our local experience. We therefore opine that sediment deposition should also not be a concern based on the velocity analysis.

Rip-rap protection should be placed at the inlets and outlets of the proposed 48-inch-diameter culverts to address contraction and expansion scour. Based on guidelines from the Georgia Stormwater Design Manual, we recommend constructing riprap aprons of a minimum of 20 linear feet downstream and upstream of the culvert installation. The rock riprap should extend laterally up to the 100-year water surface elevation. The aprons should be constructed of a 1.5-foot-thick Caltrans 200-lb riprap underlain by a 6-oz minimum filter fabric at both the inlet and outfall of the culvert. Rock removed from the channel may be used as an equivalent if it meets the 200-lb Caltrans specification for size, durability, and hardness.

3.0 OPERATION AND MAINTENANCE

Maintenance for the project will be performed by the Project Applicant pursuant to a Mitigation and Monitoring Plan and Management Plan (to be developed by the Project Applicant, and approved by regulatory agencies).

The following schedule for monitoring and maintenance is recommended. The schedule may be modified as needed when conditions change in order to fulfill the overall creek maintenance goals. Monitoring visits should be performed according to the following schedule:

TABLE 3.0-1: Monitoring Schedule

SCHEDULE	MONITORING TYPE
Annually in May	Channel and Bank Monitoring; Sediment Movement; Energy Dissipation Structures; Vegetation Performance; Longitudinal Profile; Debris Accumulation.
After any storm greater or equal to the 10-year rainfall event, as defined by Alameda criteria for the Dublin area (a storm event generating approximately 3.19-inches of rainfall in each 24-hour period).	Channel and Bank Monitoring; Energy Dissipation Structures; Sediment Movement; Vegetation Performance; Longitudinal Profile; Debris Accumulation.

The following table summarizes the monitoring tasks, which should be performed at each scheduled monitoring event.

TABLE 3.0-2: Monitoring Tasks

AREA	MONITORING TASK	PERFORMANCE STANDARD	REMEDIAL ACTIONS
Channel Performance and Longitudinal Profile	Monitor evidence of bed incision, which includes documenting any knickpoints/headcuts and the initiation and/or growth of gullies	The longitudinal profile of the creek system should remain fairly consistent, without excessive scour, erosion or deposition. The longitudinal slope should be maintained between outfall structures.	Any significant deviation in the channel slope should be reported and addressed by maintenance as necessary.
Bank Performance	The banks should be observed for obvious signs of vertical or horizontal displacements, seepage or erosion caused by high creek levels or levels in adjacent detention structures.	Significant displacement, seepage or erosion should not occur along the channel banks.	Any excessive slope displacement, seepage or erosion should be reported and addressed by maintenance as necessary. Both an engineering geologist and a geotechnical engineer should be consulted on significant bank repairs.
Rock Energy Dissipation Structures	Dissipation structures should be observed for structural integrity and stability including the extent of any erosion taking place around the edges of the rock aprons, as well as immediately downstream of the rock installations.	Structures should remain in the approximate locations and configurations originally constructed.	Any excessive slope displacement, seepage or erosion should be reported and addressed by maintenance as necessary. Both an engineering geologist and a geotechnical engineer should be consulted on significant bank repairs.
Sediment Movement	Monitor evidence of excessive deposition in channel including active channel depth to width ratios.	The channel width: depth ratio is to be monitored for changes that could affect the creek function.	Any excessive deposition or erosion in the creek channel causing channel width: depth ratio to change by more than 10 percent should be reported and addressed by maintenance as necessary. Geotechnical engineer should be consulted on significant channel repairs.
Vegetation Performance	Creek channel and banks should be monitored for obstructing vegetation.	No vegetation should obstruct flow in the creek areas.	Portions of vegetation that are obstructing channel flow should be trimmed or removed as necessary to allow creek function for conveying storm runoff at the direction of the project biologist.
Debris Accumulation	Creek channel and banks should be monitored for obstructing trash or debris.	No trash or debris should obstruct flow in the creek areas.	Trash and other undesirable debris obstructing flow should be removed from the creek areas.

4.0 CONCLUSIONS

It is our opinion that if the recommendations in this report are incorporated into the project design and implemented during construction, the impact of the erosional and sedimentation processes as well as flooding issues associated with Jordan Creek will be reduced. Moreover, the addition of floodplain terraces throughout the reach will enhance the biological value of wetland habitat in the Jordan Creek channel.

We recommend that an ENGEO representative observe all phases of the construction for conformance with our recommendations described herein.

5.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report is issued with the understanding that it is the responsibility of the owner to transmit the information and recommendations of this report to developers, contractors, buyers, architects, engineers, and designers for the project so that the necessary steps can be taken by the contractors and subcontractors to carry out such recommendations in the field. The conclusions and recommendations contained in this report are solely professional opinions.

The professional staff of ENGEO Incorporated strives to perform its services in a proper and professional manner with reasonable care and competence but is not infallible. There are risks of earth movement and property damages inherent in land development. We are unable to eliminate all risks; therefore, we are unable to guarantee or warrant the results of our work.

This report is based upon field and other conditions discovered at the time of preparation of ENGEO's work. This document must not be subject to unauthorized reuse, that is, reuse without written authorization of ENGEO. Such authorization is essential because it requires ENGEO to evaluate the document's applicability given new circumstances, not the least of which is passage of time. Actual field or other conditions will necessitate clarifications, adjustments, modifications, or other changes to ENGEO's work. Therefore, ENGEO must be engaged to prepare the necessary clarifications, adjustments, modifications, or other changes before construction activities commence or further activity proceeds. If ENGEO's scope of services does not include on-site construction observation, or if other persons or entities are retained to provide such services, ENGEO cannot be held responsible for any or all claims, including, but not limited to claims arising from or resulting from the performance of such services by other persons or entities, and any or all claims arising from or resulting from clarifications, adjustments, modifications, discrepancies, or other changes necessary to reflect changed field or other conditions.

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Ven Te Chow. 1959. Open-Channel Hydraulics; 1959.



FIGURE

FIGURE 1: CHANNEL ALIGNMENT AND CROSS SECTIONS

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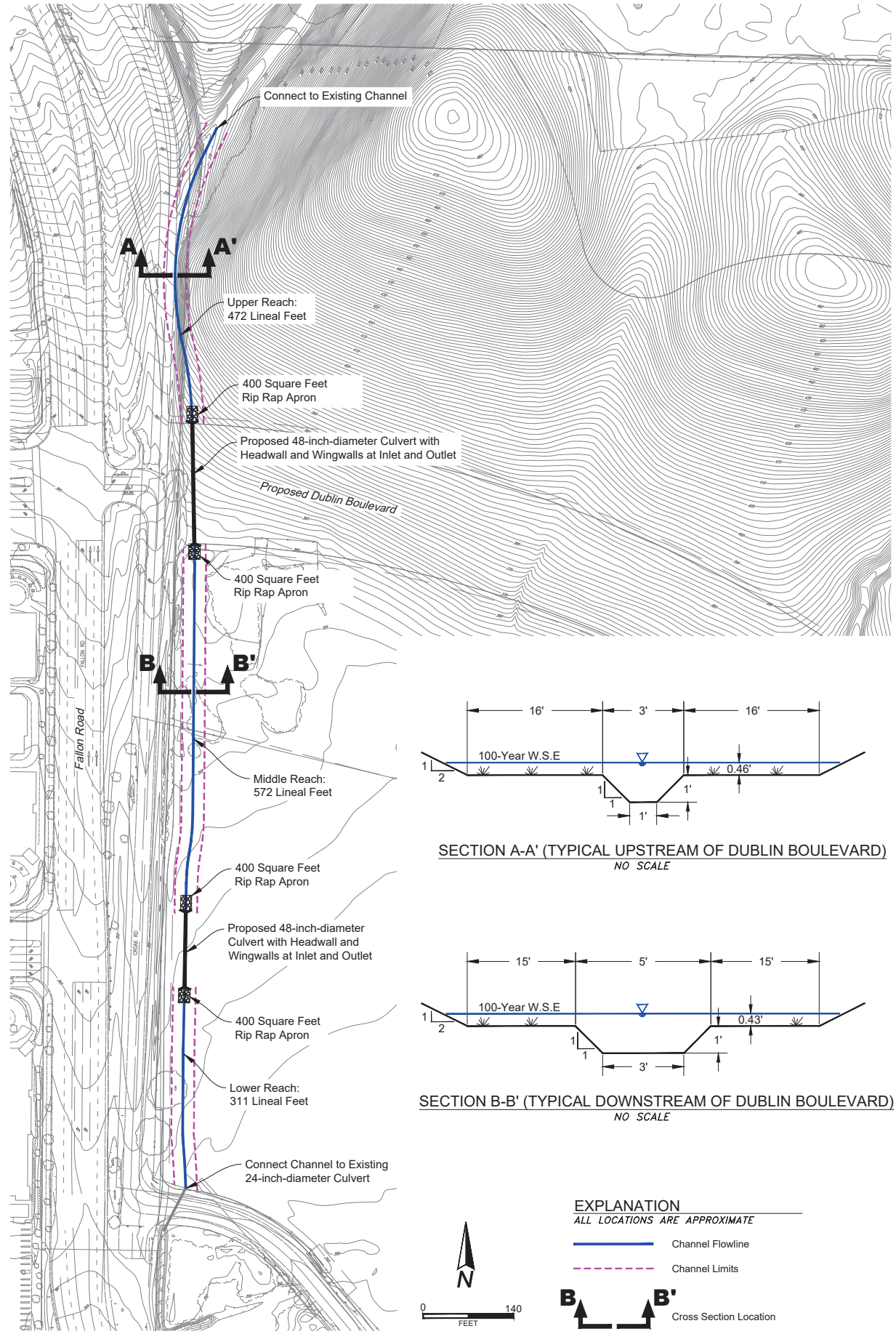

SECTION A-A' (TYPICAL UPSTREAM OF DUBLIN BOULEVARD)

NO SCALE

SECTION B-B' (TYPICAL DOWNSTREAM OF DUBLIN BOULEVARD)

NO SCALE

EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

Channel Flowline

Channel Limits

B B' Cross Section Location

BASE MAP SOURCE: MACKAY & SOMPS, 2023

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CHANNEL ALIGNMENT AND CROSS SECTIONS

JORDAN CREEK GEOMORPHIC BASIS OF DESIGN REPORT

DUBLIN, CALIFORNIA

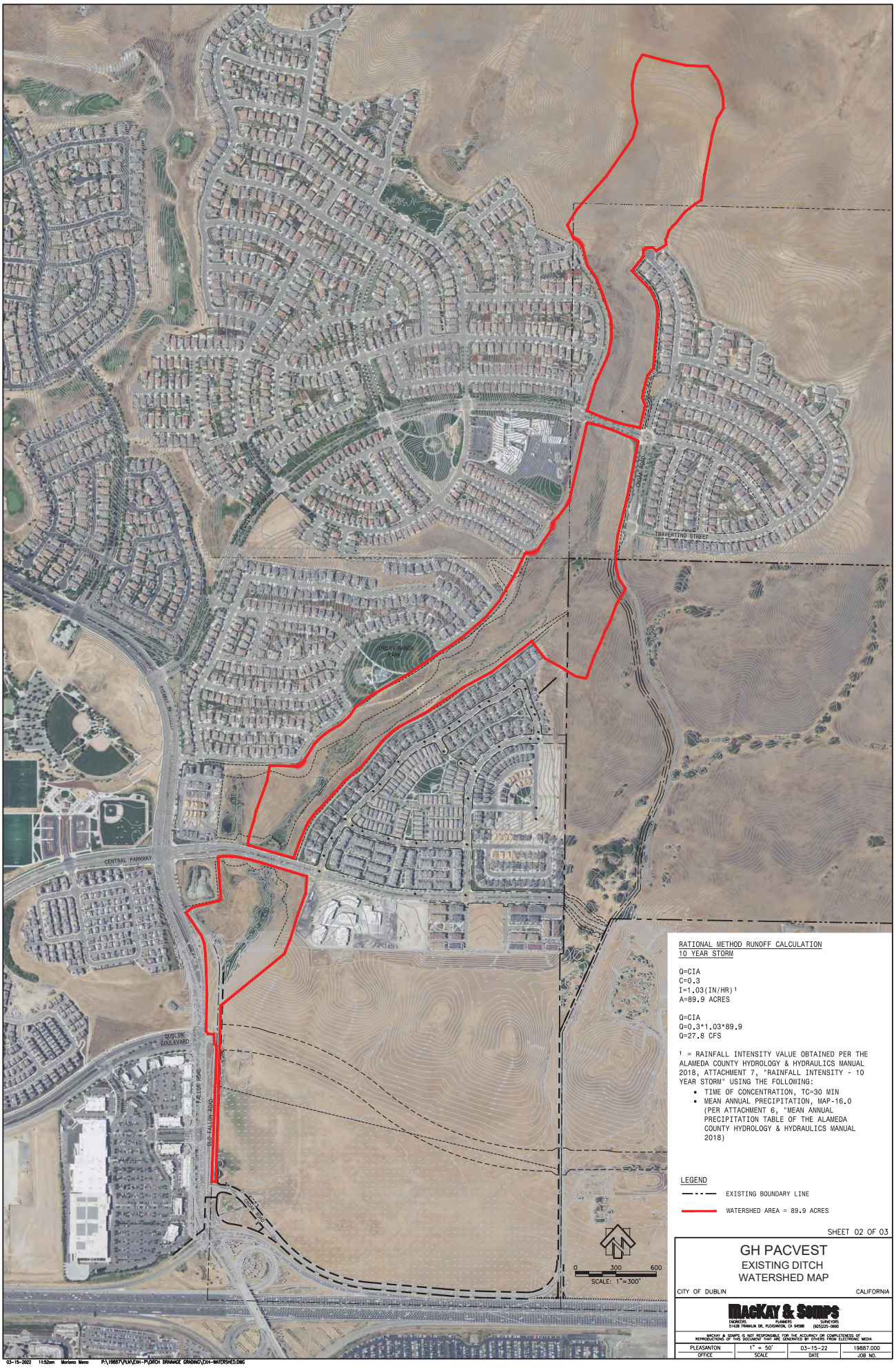
PROJECT NO.: 4663.110.007	FIGURE NO. 1
SCALE: AS SHOWN	
DRAWN BY: CRH	CHECKED BY: JDB

ORIGINAL FIGURE PRINTED IN COLOR



APPENDIX A

MACKAY & SOMPS, HYDROLOGIC ANALYSIS JORDAN CREEK WATERSHED



RATIONAL METHOD RUNOFF CALCULATION
10 YEAR STORM

Q=CIA
C=0.3
I=1.03(IN/HR)[1]
A=89.9 ACRES

Q=CIA
Q=0.3*1.03*89.9
Q=27.8 CFS

[1] = RAINFALL INTENSITY VALUE OBTAINED PER THE ALAMEDA COUNTY HYDROLOGY & HYDRAULICS MANUAL 2018, ATTACHMENT 7, "RAINFALL INTENSITY - 10 YEAR STORM" USING THE FOLLOWING:

- TIME OF CONCENTRATION, TC=30 MIN
- MEAN ANNUAL PRECIPITATION, MAP-16.0 (PER ATTACHMENT 6, "MEAN ANNUAL PRECIPITATION TABLE OF THE ALAMEDA COUNTY HYDROLOGY & HYDRAULICS MANUAL 2018)

LEGEND

EXISTING BOUNDARY LINE

WATERSHED AREA = 89.9 ACRES

SHEET 02 OF 03

GH PACVEST
EXISTING DITCH WATERSHED MAP

CITY OF DUBLIN — CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142B FRANKLIN DR, PLEASANTON, CA 94588 (925)225-0690

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PLEASANTON OFFICE	1" = 50' SCALE	03-15-22 DATE	19887.000 JOB NO.

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Appendix H
Preliminary Geotechnical Investigation



CHEN AND ANDERSON PROPERTIES
DUBLIN, CALIFORNIA

PRELIMINARY GEOTECHNICAL EXPLORATION

Submitted to
Ms. Yang Zhang
GH PacVest, LLC
3000 Executive Parkway, Suite 375
San Ramon, CA 94583

Prepared by
ENGEO Incorporated

January 23, 2017
Revised January 25, 2017

Project No.
4663.110.005 and 4663.110.006

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Project No.
4663.110.005
4663.110.006

January 23, 2017
Revised January 25, 2017

Ms. Yang Zhang
GH PacVest, LLC
3000 Executive Parkway, Suite 375
San Ramon, CA 94583

Subject: Chen and Anderson Properties
Dublin, California

PRELIMINARY GEOTECHNICAL EXPLORATION

Dear Ms. Zhang:

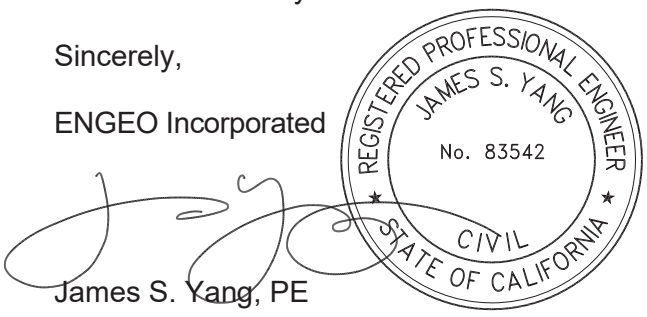
ENGEO prepared this preliminary geotechnical report for the Chen and Anderson Properties as outlined in our agreement dated December 15, 2016. We characterized the subsurface conditions at the site to provide the enclosed preliminary geotechnical considerations for planning and preliminary design of the project.

Our experience and that of our profession clearly indicate that the risk of costly design, construction, and maintenance problems can be significantly lowered by retaining the preliminary design geotechnical engineering firm to perform final design, review the project plans and specifications and provide geotechnical observation and testing services during construction. Please let us know when working drawings are nearing completion, and we will be glad to discuss these additional services with you.

If you have any questions or comments regarding this report, please call and we will be glad to discuss them with you.

Sincerely,

ENGEO Incorporated



James S. Yang, PE



Josef Tootle, GE



Jacob White, PG

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1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

ENGEO prepared this preliminary geotechnical report for the initial planning process for development of the Chen and Anderson Properties in Dublin, California. We prepared this report as outlined in our agreement dated December 15, 2016. GH PacVest, LLC authorized ENGEO to conduct the following scope of services:

- Review of aerial photographs and published geologic literature
- Review of previous ENGEO investigations
- Subsurface field exploration
- Soil laboratory testing
- Data analysis and conclusions
- Report preparation

We understand that at this time a conceptual site plan is not available. We therefore reviewed the City of Dublin's Land Use Map, dated October 6, 2015, for general intended site use.

This report was prepared for the exclusive use of our client and their consultants for design of this project. In the event that any changes are made in the character, design or layout of the development, we must be contacted to review the conclusions and recommendations contained in this report to evaluate whether modifications are recommended. This document may not be reproduced in whole or in part by any means whatsoever, nor may it be quoted or excerpted without our express written consent.

1.2 PROJECT LOCATION

Figure 1 displays a Site Vicinity Map. The overall study area contains approximately 184 acres, with the Chen Property containing approximately 135 acres and the Anderson Property containing approximately 49 acres. The overall study area is located south of the Jordan Ranch development, north of Interstate 580, east of Fallon Road, and west of lightly developed or undeveloped parcels. The Chen and Anderson Properties are separated by a north-south section of Croak Road.

Figure 2 shows site boundaries, proposed land use based on the City of Dublin's Land Use Map, geologic mapping based on our field exploration activities, and our exploration locations. The majority of the overall study area is undeveloped and covered by seasonal vegetation. Several barn, shed, and dwelling structures, as well as unpaved roads, occupy the southwestern portion of the Anderson Property. At the time of our exploration, the Chen Property was being used for cattle grazing.

1.3 PROJECT DESCRIPTION

At this time, site development planning is in the preliminary stages. We anticipate that future development will include preparation of level building pads and roadways. Based on the current site topography, we anticipate that future site grading will include maximum cut depths of about 50 to 80 feet and maximum fill thicknesses of approximately 90 feet.

As shown in Figure 2, proposed land use for the Chen and Anderson Properties are as follows:

Chen Property

- General commercial
- Campus office
- Medium- to high-density residential
- Open space
- Parks/public recreation

Anderson Property

- General commercial
- Campus office
- Medium- to high-density residential
- Open space

We anticipate that buildings for commercial, campus office, and medium- to high-density residential will generally be between two to five stories in height, while structures within the open space and parks/public recreation area will be between one to two stories in height.

We also anticipate the future development will include construction of paved streets, parking, underground utilities, retaining walls, concrete flatwork, swimming pools, and detention basins.

Once the conceptual site plan is made available, we should revisit our preliminary conclusions and recommendations to confirm that they remain valid and/or provide supplemental recommendations as necessary.

2.0 FINDINGS

2.1 PREVIOUS FIELD EXPLORATION

We previously performed a preliminary geotechnical exploration for a larger study area that included the Chen and Anderson properties in 2003. As part of our 2003 exploration activities, we advanced two borings within the Chen Property to between 21½ and 36½ feet below ground surface. The approximate locations of the previous explorations are shown on Figure 2.

2.2 FIELD EXPLORATION

Our field exploration included performing 11 Cone Penetration Test (CPTs) at various locations throughout the overall study location. Seven CPTs were performed at the Chen Property and four CPTs were performed at the Anderson Property. We also performed geologic field mapping for the overall study location.

The location of our explorations shown on Figure 2 are approximate and were estimated using consumer-grade GPS equipment; the locations should be considered accurate only to the degree implied by the method used.

2.2.1 Cone Penetration Tests

We retained a CPT track rig to push the cone penetrometer to a maximum depths between 12 and 74 feet. The CPT has a 20-ton compression-type cone with a 15-square-centimeter (cm^2) base area, an apex angle of 60 degrees, and a friction sleeve with a surface area of 225 cm^2. The cone, connected with a series of rods, is pushed into the ground at a constant rate. Cone readings are taken at approximately 5-cm intervals with a penetration rate of 2 cm per second in accordance with ASTM D-5778. Measurements include the tip resistance to penetration of the cone (Qc), the resistance of the surface sleeve (Fs), and pore pressure (U). CPT logs are presented in Appendix A.

2.3 AERIAL PHOTOGRAPH REVIEW AND INTERPRETATION

As part of our study, we reviewed stereo-paired aerial photographs covering the site dating back to 1939. The purpose of the aerial photograph review was to observe geomorphic features indicative of landsliding and faulting and to supplement geologic reconnaissance mapping at the site. The results of our aerial photography interpretation were incorporated into the geologic mapping shown on Figure 2.

We also reviewed aerials available at www.historicaerials.com. By 1949, agricultural activities are visible on both the Chen and Anderson properties. Structures are visible within the Chen Property immediately east of the current Dublin Boulevard and Fallon Road intersection. Structures within the Anderson Property are visible east of the north-south portion of Croak Road. The drainage feature that borders the northwest boundary of the Anderson Property and enters the Chen Property appears channelized. By 1958, additional structures are visible at the southeastern corner of the Chen Property. By 1979, Interstate 580 is visible, Croak Road appears in its current alignment, and the drainage in the southern portion of the Chen Property appears to be infilled. Quarrying activities within the northern portion of the Anderson Property are visible by 1987, and the site generally appears in its current configuration by 1993.

3.0 GEOLOGY

3.1 REGIONAL GEOLOGIC SETTING

The study area is located in the Coast Ranges geomorphic province of California. The Coast Ranges are characterized by a series of northwest-trending valleys and mountain ranges. The bedrock in this region has been folded and faulted in a tectonic setting that is experiencing translational and compressional deformations of the earth's crust.

As shown on Figure 3, the hill front along the northern portion of the site is mapped by Graymer (1996) as underlain by Plio-Pleistocene Livermore Gravels or nonmarine sedimentary units of the Tassajara Formation (QTI). Bedrock bedding is shown by Graymer and Crane generally striking northwest and dipping steeply (85 degrees) to the southwest. At the base of slopes crossing the middle of the site, Graymer maps transitional slopes (mid-level terraces) as Pleistocene alluvial fan deposits and Holocene floodplain deposits further south extending into the valley portion of the site.

3.2 GEOLOGIC MAPPING

Surface geologic mapping based on photo review and site reconnaissance was performed as part of this study as depicted on Figure 2. Below are descriptions of the geologic units observed during mapping.

3.2.1 Artificial Fill (Qaf and Qaf2)

Artificial man-made fills were mapped in several portions of the site, predominately within the Anderson Parcel. Fills within the Anderson parcel (Qaf) are likely associated with quarry operations and existing structures, placed as stockpiles/spoils or underlying structures. As shown on Figure 2, a relatively narrow drainage crossing east-west within the Chen parcel appears to have been previously infilled. These fills are anticipated to consist of onsite material; however, organics content and presence of vegetative and/or construction debris is unknown.

The northern portion of the Chen parcel abuts the Jordan Ranch development. On Figure 2, an engineered fill slope is mapped in this vicinity (Qaf2). This fill slope is considered documented fill that has been moisture condition and compacted as part of site development.

3.2.2 Colluvium (Qc) and Surface soils

Based on our experience in the area, surface soils at the site are typically mantled with moderately expansive clayey soils derived from weathering of the underlying poorly indurated bedrock. The thickness of surficial soils is typically less than 4 feet on upland peaks and ridges.

Deposits of colluvium consist of transported surficial soils that have accumulated in the low-lying portions of the site such as swales and base of hillslopes. These deposits are identified on Figure 2 as colluvium (Qc). In general, the deposits of colluvium in site swales should is anticipated to range from 5 to 20 feet thick. Based on our previous work in the site vicinity, colluvial deposits at the site are likely overconsolidated and moderately compressible.

3.2.3 Alluvium (Qha and Qpa)

Alluvial deposits mapped at the site are divided into Holocene floodplain deposits (Qha) and Pleistocene fan deposits (Qpa), as shown on Figure 2. Pleistocene fan deposits at the site are formed at the mouth of drainages and appear as a mid-level terrace adjacent to the valley portion of the site. These deposits are anticipated to consist of generally stiff clays with interbedded sands, gravel and silts.

The Holocene flood plain deposits at the site make up the valley along the southern portion of the site. These deposits generally consist of fine-grained clays and silts intermixed with gravelly clays.

3.2.4 Tassajara Green Valley Group (Tgvt)

Bedrock exposures were observed within the northern portion of the Anderson Parcel. Quarry operations have exposed bedrock features that are depicted on Figure 2. The bedrock consists of interbedded terrestrial pebbly sandstone, siltstone and claystone. Sandstone beds may vary in strength do to cementation. Pebbly sandstones within the quarry site were observed to be poorly cemented; however, cemented sandstone beds are common within the (Tgvt) formation. From

previous work in the area, including the adjacent Jordan Ranch Development, claystone beds are likely to have a moderate to high expansion potential. Bedding at the site was measured striking generally northwest and steeply dipping southwest from 72 to 77 degrees.

3.3 FAULTING AND SEISMICITY

The site is not located within a State of California Earthquake Fault Zone and no known active faults are mapped crossing the site. As shown on Figure 2, Figure 3 and Figure 6, a "blind" thrust fault trace is mapped by Crane (1995), Dibblee (1980) and Graymer (1996) crossing the property. This fault trace is not considered active by the State of California. According to Sawyer (1999), based on detailed creek drainage profiles, this feature may be a fold hinge scarp that has been accentuated by fluvial scour.

The site does lie within a seismically active region. Numerous small earthquakes occur every year in the San Francisco Bay Region, and larger earthquakes have been recorded and can be expected to occur in the future. Figure 4 shows the approximate locations of these faults and significant historic earthquakes recorded within the San Francisco Bay Region.

According to a search using the United States Geological Survey (USGS) 2008 National Seismic Hazard Maps spatial query, the nearest active fault is the Mount Diablo Thrust, which is located approximately 2 miles from the site. This fault is considered capable of a moment magnitude earthquake of 6.7. Other active faults are summarized in the table below:

TABLE 3.3-1: Active Faults Capable of Producing Significant Ground Shaking at the Site

FAULT NAME	DISTANCE FROM SITE (MILES)	MAXIMUM MOMENT MAGNITUDE*
Calaveras	4.8	7.0
Greenville Connected	7.1	7.0
Hayward-Rodgers Creek	11.4	7.3
Green Valley Connected	15.6	6.8
Great Valley	17.6	6.9
San Andreas	30.3	7.9

* Ellsworth

3.4 SURFACE CONDITIONS

Site topography consists of rolling, grass-covered hills generally increasing in elevation to the north. Site drainage is to the south, toward Arroyo Las Positas and the Livermore Valley. Most of the study area consists of open, undeveloped land with local improvements related to agricultural or residential use. These improvements include barns, sheds, and dwellings as well as unpaved roadways, driveways, and utilities.

We observed the following site features during our reconnaissance:

Chen Property

- A seasonal drainage swale runs along the western boundary of the site, and appears to terminate at the southwest corner of the site.

- A formerly unlined channelized drainage feature runs along the eastern boundary of the site. Approximately 1,000 feet from the southern border, the portion of the channelized drainage feature that runs east-west appears to be infilled.

- A graded slope separates the site from a portion of the Jordan Ranch development to the north.

- Overhead transmission lines run east-west roughly parallel with the base of the foothills and along the eastern border of the site.

Anderson Property

- Two stockpiles of soil, presumably from previous quarrying activities to the north of the site, are located to the north and east of the shed, barn, and dwelling structures. Unmaintained gravel roads and trees are also in the vicinity of the structures.

- An unmaintained dirt road provides access to the northern portion of the site, where quarrying activities have lowered grades by a maximum of approximately 80 to 90 feet. At the time of our exploration, we observed some areas of ponded water within the quarry site.

- Overhead transmission lines run along the southern border of the site.

Please refer to the Site Plan, Figure 2, for more information on site features.

3.5 SUBSURFACE CONDITIONS

Chen Property

- According to the soil type correlations, at 1-CPT1 through 1-CPT4, which were located at the northern portion of the site, the CPTs encountered varying thicknesses of stiff to very stiff silt, silty clay, clay, clayey silt, and sandy silt to the terminus depth of the explorations.

- According to the soil type correlations, at 1-CPT5 through 1-CPT7, which were located at the southern portion of the site, the CPTs encountered predominantly silt, with interbedded layers of clayey silt, sandy silt, silty sand, and sand up to two feet in thickness.

Anderson Property

- According to the soil type correlations, 1-CPT1 through 1-CPT3, which were located at the northern portion of the site, the CPTs encountered varying thicknesses of stiff to very stiff clayey silt, silt clay, and silt to the terminus depth of the explorations.

- According to the soil type correlations, 1-CPT4 predominantly encountered varying thicknesses of medium stiff-to-stiff clayey silt and silt, with interbedded layers of sandy silt, silty sand, and sand up to 4 feet in thickness.

3.6 GROUNDWATER CONDITIONS

We observed static groundwater in several of our subsurface explorations. We summarize our observations in the table below:

TABLE 3.6-1: Groundwater Observations

PROPERTY	EXPLORATION LOCATION	APPROX. DEPTH TO GROUNDWATER (FEET)
Chen	1-CPT4	26
	1-CPT5	15*
	1-CPT7	16½*
Anderson	1-CPT2	28

*Inferred from pore pressure dissipation test results

We did not observe static groundwater in the remaining subsurface explorations.

Fluctuations in the level of groundwater may occur due to variations in rainfall, irrigation practice, and other factors not evident at the time measurements were made.

3.7 LABORATORY TESTING

We performed laboratory tests on selected soil samples to evaluate their engineering properties. For this project, we performed plasticity index, grain size, hydrometer, and water-soluble sulfate testing. Laboratory data is included in Appendix B.

4.0 PRELIMINARY CONCLUSIONS

The primary geotechnical concerns that could affect development on the site are existing fill, expansive soil, compressible/heaving soils, and liquefaction-induced settlements. We summarize our conclusions below.

4.1 EXISTING FILL

Our field reconnaissance and aerial photography review indicate that portions of the site are underlain by artificial fill.

Artificial fills (non-engineered) fills can undergo excessive settlement, especially under new fill or building loads. Additionally, artificial fills may contain undesired vegetative debris and/or construction debris. We recommend that existing fills at the site be completely removed and free of debris prior to placement as moisture conditioned and recompacted engineered fill. Please refer to Figure 2 for areas that have been mapped as underlain by non-engineered fill.

4.2 EXPANSIVE SOIL

Throughout the site we observed potentially expansive lean clay and fat clay near the surface. Our laboratory testing indicates that these soils exhibit moderate to high shrink/swell potential with variations in moisture content.

Expansive soils change in volume with changes in moisture. They can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Building damage due to volume changes associated with expansive soils can be reduced by: (1) using a rigid mat foundation that is designed to resist the settlement and heave of expansive soil, (2) deepening the foundations to below the zone of moisture fluctuation, i.e. by

using deep footings or drilled piers, and/or (3) using footings at normal shallow depths but bottomed on a layer of select fill having a low expansion potential.

In addition to the above considerations during design of foundations, successful performance of structures on expansive soils requires special attention during construction. It is imperative that exposed soils be kept moist prior to placement of concrete for foundation construction. It can be difficult to remoisturize clayey soils without excavation, moisture conditioning, and recompaction.

4.3 COMPRESSIBLE/HEAVING SOILS

While preliminary subsurface data developed for this report suggests that the alluvial and colluvial clays are relatively stiff and not highly compressible, the extent of planned fills are not known at this time. Large fill thicknesses can be expected to cause settlement of the underlying soil, as well as settlement within the fill itself due to its own weight. Alternatively, large cuts may subject the underlying soil to heaving.

Significant building loads may also induce settlement of the underlying soil. For planning purposes, we anticipate that structures that have an overall building load of 1.500 to 2,000 pounds per square feet (psf) would experience less than 2 inches of total settlement, and 1 inch of differential settlement over 50 feet due to load-induced settlement. For lighter structures with a maximum overall building load of less than 750 psf, we anticipate less than 1 inch of total settlement, and ½ inch of differential settlement over 50 feet due to load-induced settlement.

Compressibility/heaving should be re-evaluated once design cuts, fills, and building loads are available.

4.4 LANDSLIDES

Based on regional landslide mapping by Nilsen (1975) shown in Figure 5, and our site reconnaissance mapping and aerial photograph review, there are no known landslides within the site with the exception of over steepened slopes within the quarry (Figure 2). Sliding within the Anderson parcel quarry can be described as surficial sloughing of over steepened bedrock exposures generally 1 to 5 feet thick. Since no significant landsliding in the remaining portions of the site was found, the risk is considered low.

4.5 FLOODING

Based on site elevation and distance from water sources, flooding is not expected at the subject site; however, the Civil Engineer should review pertinent information relating to possible flood levels for the subject site based on final pad elevations and provide appropriate design measures for development of the project, if recommended.

4.6 SEISMIC HAZARDS

Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is ground rupture, also called surface faulting. The common secondary seismic hazards include ground shaking, liquefaction, and ground lurching. The following sections present a discussion of these hazards as they apply to the site. Based on topographic and lithologic data, the risk of regional subsidence or uplift, lateral spreading, tsunamis, flooding or seiches is considered low to negligible at the site.

4.6.1 Ground Rupture

Since there are no known active faults crossing the property and the site is not located within an Earthquake Fault Special Study Zone, it is our opinion that ground rupture is unlikely.

4.6.2 Ground Shaking

An earthquake of moderate to high magnitude generated within [the San Francisco Bay] region could cause considerable ground shaking at the site, similar to that which has occurred in the past. To mitigate the shaking effects, structures should be designed using sound engineering judgment and the latest California Building Code (CBC) requirements, as a minimum. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that a well-designed and well-constructed structure will not collapse or cause loss of life in a major earthquake (SEAOC, 1996).

4.6.3 Liquefaction

We consider the conclusions within this section to be applicable to structures that are planned within the liquefaction hazard zones.

Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded fine sands below the groundwater table. Empirical evidence indicates that low plasticity silt and clay are also potentially liquefiable, though this phenomenon is commonly referred to as cyclic softening; for the purpose of this report, we will refer to cyclic softening as liquefaction. When seismic ground shaking occurs, the soil is subjected to cyclic shear stresses that can cause excess hydrostatic pressures to develop.

Portions of both sites are located within a Zone of Required Investigation for liquefaction, as shown in Figure 7. We therefore advanced 1-CPT2, 1-CPT5, and 1-CPT6 within the mapped liquefaction zones.

1-CPT2, which is located at the northern portion of the Chen Property, predominantly encountered variable strata of silt, clay, silty clay, clayey silt, and sandy silt before transitioning to predominantly silt at approximately 21 feet bgs.

1-CPT5 and 1-CPT6, which are located at the southern portion of the overall study area, predominantly encountered silt, clayey silt, and sandy silt, with interbedded layers of sand and silty sand up to 3 feet thick.

We evaluated the CPTs for triggering of liquefaction using an I_c cut-off of 2.6; soil with an Ic greater than this value are assumed to not be susceptible to liquefaction at this site. The I_c value can be adjusted based on laboratory testing performed during a design-level study. In performing our

analysis, we also assumed a design groundwater level of 20 feet below existing grade for 1-CPT2 and 15 feet below existing grade for 1-CPT5 and 1-CPT6. We used the mapped maximum considered earthquake (MCE) geometric mean peak ground acceleration (PGA_M) of 0.71g based on the 2013 California Building Code. We assumed a moment magnitude of 6.6 for our analyses to represent ground shaking on the controlling fault: the Mount Diablo Thrust fault zone.

We utilized the software package CLiq version 1.7.6.34 by GeoLogismiki Geotechnical Software to evaluate liquefaction susceptibility from the CPT data. We performed our analysis using the methods outlined by Boulanger and Idriss (2014).

The results of our analyses are presented in Appendix C, and estimated liquefaction-induced settlements are summarized below:

TABLE 4.6.3-1: Summary of Liquefaction-Induced Settlement

PROPERTY	EXPLORATION LOCATION	SETTLEMENT (inches)
Chen	1-CPT2	4
	1-CPT5	3½
	1-CPT6	1½
	1-CPT7	4¼

To address liquefaction-induced settlement, we recommend on a preliminary basis that improvements at the site include:

- Founding buildings on relatively stiff foundations designed for a differential settlement of 2¼ inches of differential settlement over a distance of 50 feet due to liquefaction settlement. In our experience, since liquefaction is associated with the extreme MCE-level event, structural engineers typically design foundations allowing a larger amount of architectural distress when performing their design.

- Providing flexible connections for building utilities that allow for 2¼ inches of vertical movement without breaking.

- Utilities on the project should be designed with either flexible materials or with flexible joints that allow the utility line to move at least 1½ inches over a distance of 50 feet without breaking.

Since this was a preliminary geotechnical exploration, we did not collect samples at depth for laboratory testing. During further design-level studies, we anticipate collecting samples at depth to perform additional laboratory tests. Based on laboratory testing, the I_c cut-off may be adjusted. We therefore analyzed the CPTs assuming an I_c cut-off of 2.5, and consequently found that 1-CPT2, 1-CPT5, and 1-CPT6 within the Chen Property would have a maximum total liquefaction-induced settlement of 1¾ inches. The corresponding differential settlements considered for design would be less than 1 inch. We therefore recommend that design-level studies incorporate a budget for laboratory testing at depth, which could result in significant cost savings for the overall project.

4.6.4 Ground Lurching

Ground lurching is a result of the rolling motion imparted to the ground surface during energy released by an earthquake. Such rolling motion can cause ground cracks to form in weaker soils.

The potential for the formation of these cracks is considered greater at contacts between deep alluvium and bedrock. Such an occurrence is possible at the site as in other locations in the Bay Area region.

4.7 SOIL CORROSION POTENTIAL

As part of this study, we tested near-surface soil samples for determination of water-soluble sulfates. The results are included in Appendix B and summarized in the table below.

TABLE 4.7-1: Corrosivity Test Results

PROPERTY	SAMPLE LOCATION	DEPTH	SULFATE (% by mass)*
Chen	1-CPT5	Surface	ND
	1-CPT6	Surface	ND

* ASTM C1580

The 2016 CBC references the 2014 American Concrete Institute Manual, ACI 318-14, Chapter 19, Sections 19.3.1 for structural concrete requirements. ACI Table 19.3.1.1 provides the following exposure categories and classes, and concrete requirements in contact with soil based upon the exposure risk.

TABLE 4.7-2: ACI Table 4.2.1: Exposure Categories and Classes

CATEGORY	CLASS	CONDITION	
F Freezing and thawing	F0	Concrete not exposed to freezing-and-thawing cycles	
	F1	Concrete exposed to freezing-and-thawing cycles and occasional exposure to moisture	
	F2	Concrete exposed to freezing-and-thawing cycles and in continuous contact with moisture	
	F3	Concrete exposed to freezing-and-thawing cycles and in continuous contact with moisture and exposed to deicing chemicals	
		WATER- SOLUBLE SULFATE IN SOIL % BY MASS*	**DISSOLVED SULFATE IN WATER MG/KG (PPM)****
S Sulfate	S0	$SO_4 < 0.10$	$SO_4 < 150$
	S1	$0.10 \leq SO_4 < 0.20$	$150 \leq SO_4 \leq 1{,}500$ seawater
	S2	$0.20 \leq SO_4 \leq 2.00$	$1{,}500 \leq SO_4 \leq 10{,}000$
	S3	$SO_4 > 2.00$	$SO_4 > 10{,}000$
		CONDITION	
W In contact with water	W0	Concrete dry in service. Concrete in contact with water and low permeability is not required.	
	W1	Concrete in contact with water where low permeability is required.	
C Corrosion protection of reinforcement	C0	Concrete dry or protected from moisture	
	C1	Concrete exposed to moisture but not to an external sources of chlorides	
	C2	Concrete exposed to moisture and an external source of chlorides from deicing chemicals, salt, brackish water, seawater, or spray from these sources	

* Percent sulfate by mass in soil determined by ASTM C1580
** Concentration of dissolved sulfates in water in ppm determined by ASTM D516 or ASTM D4130

Considering a S0 sulfate exposure, there is no requirement for cement type or water-cement ratio, however, a minimum concrete compressive strength of 2,500 psi is specified by the building code. It should be noted, however, that the structural engineering design requirements for concrete may result in more stringent concrete specifications.

If desired to investigate this further, we recommend a corrosion consultant be retained to evaluate if specific corrosion recommendations are advised for the project.

4.8 EXCAVATABILITY

Based on our experience in the site vicinity and bedrock exposures within the quarry, we anticipate that conventional grading equipment, such as a D-8 dozer, will likely be able to rip bedrock materials. Excavatability should be reevaluated during design level explorations.

4.9 STATIC AND PERCHED GROUNDWATER

It does not appear that the static groundwater level beneath the site is likely to affect the proposed development. However, perched water can:

1. Impede grading activities.

2. Cause moisture damage to sensitive floor coverings.

3. Transmit moisture vapor through slabs causing excessive mold/mildew build-up, fogging of windows, and damage to computers and other sensitive equipment.

4. Cause premature pavement failure if hydrostatic pressures build up beneath the section.

4.10 2016 CBC SEISMIC DESIGN PARAMETERS

The 2016 CBC utilizes design criteria set forth in the 2010 ASCE 7 Standard. Based on the subsurface conditions encountered, we characterized the site as Site Class D in accordance with the 2016 CBC. We provide the 2016 CBC seismic design parameters in tables below, which include design spectral response acceleration parameters based on the mapped Risk-Targeted Maximum Considered Earthquake (MCE_R) spectral response acceleration parameters.

Due to the varying geologic conditions at the site, we classify the northern portions of both the Chen and Anderson Properties as Site Class C, and the southern portions as Site Class D.

TABLE 4.10-1: 2016 CBC Seismic Design Parameters for Chen Property

PARAMETER	VALUE	
Site Class	C*	D**
Mapped MCE_R Spectral Response Acceleration at Short Periods, S_S (g)	1.927	1.871
Mapped MCE_R Spectral Response Acceleration at 1-second Period, S_1 (g)	0.618	0.606
Site Coefficient, F_A	1.0	1.0
Site Coefficient, F_V	1.3	1.5
MCE_R Spectral Response Acceleration at Short Periods, S_{MS} (g)	1.927	1.871

PARAMETER	VALUE	
MCE_R Spectral Response Acceleration at 1-second Period, S_{M1} (g)	0.804	0.909
Design Spectral Response Acceleration at Short Periods, S_{DS} (g)	1.285	1.247
Design Spectral Response Acceleration at 1-second Period, S_{D1} (g)	0.536	0.606
Mapped MCE Geometric Mean (MCE_G) Peak Ground Acceleration, PGA (g)	0.720	0.700
Site Coefficient, F_{PGA}	1.0	1.0
MCE_G Peak Ground Acceleration adjusted for Site Class effects, PGA_M (g)	0.720	0.700
Long period transition-period, T_L	8 sec	8 sec

*Latitude: 37.70745, -121.84612
**Latitude: 37.70253, -121.84606

TABLE 4.10-2: 2016 CBC Seismic Design Parameters for Anderson Property

PARAMETER	VALUE	
Site Class	C*	D**
Mapped MCE_R Spectral Response Acceleration at Short Periods, S_S (g)	1.956	1.905
Mapped MCE_R Spectral Response Acceleration at 1-second Period, S_1 (g)	0.625	0.610
Site Coefficient, F_A	1.0	1.0
Site Coefficient, F_V	1.3	1.5
MCE_R Spectral Response Acceleration at Short Periods, S_{MS} (g)	1.956	1.905
MCE_R Spectral Response Acceleration at 1-second Period, S_{M1} (g)	0.813	0.915
Design Spectral Response Acceleration at Short Periods, S_{DS} (g)	1.304	1.270
Design Spectral Response Acceleration at 1-second Period, S_{D1} (g)	0.542	0.610
Mapped MCE Geometric Mean (MCE_G) Peak Ground Acceleration, PGA (g)	0.731	0.712
Site Coefficient, F_{PGA}	1.0	1.0
MCE_G Peak Ground Acceleration adjusted for Site Class effects, PGA_M (g)	0.731	0.712
Long period transition-period, T_L	8 sec	8 sec

*Latitude: 37.70651, -121.84016
**Latitude: 37.70248, -121.84008

5.0 EARTHWORK RECOMMENDATIONS

5.1 GENERAL SITE CLEARING

Areas to be developed should be cleared of surface and subsurface deleterious materials, including existing building foundations, slabs, buried utility and irrigation lines, pavements, debris, and designated trees, shrubs, and associated roots. Excavations should be cleaned and backfilled with suitable material as compacted engineered fill.

Following clearing, strip the site to remove surface organic materials. Strip organics from the ground surface to a depth of at least 2 to 3 inches below the surface. Remove strippings from the site or, if considered suitable by the landscape architect and owner, use them in landscape fill.

It may also be feasible to mulch organics in place, depending on the amount and type of vegetation present at the time of grading as well as the proposed mulching method. If desired, ENGEO can evaluate site vegetation at the time of grading to assess the feasibility of mulching organics in place.

5.2 ACCEPTABLE FILL

Onsite soil and rock material is suitable as fill material provided it is processed to remove concentrations of organic material, debris, and particles greater than 8 inches in maximum dimension. On a preliminary basis, onsite soils compacted as engineered fill should be compacted to between 87 and 92 percent relative compaction (RC) at 5 percent over optimum moisture content in the upper 5 feet below finished grade. Below 5 feet of finished grade, onsite soils compacted as engineered fill should be compacted to a minimum of 90 percent RC at 4 percent over optimum moisture content.

Imported fill materials should meet the above requirements and have a plasticity index less than 12, and at least 20 percent passing the No. 200 sieve.

5.3 SLOPES

5.3.1 Gradients

For planning purposes, major graded slopes should generally be inclined at 3:1 (horizontal:vertical). If desired, slopes can locally be inclined as steep as 2:1 between pads or at other locations to facilitate project land planning. However, slopes steeper than 3:1 should be evaluated on a case-by-case basis, so that appropriate geotechnical design recommendations can be provided.

Depending on slope height and local conditions, construction of slopes steeper than 3:1 (horizontal:vertical) could require selective grading with granular materials or reinforcement with geogrid.

5.3.2 Fill Placed on Existing Slopes

We recommend keying and benching where fills are placed on original grade with a gradient of 6:1 or steeper.

Benches should be cut into original grade after the key has been nearly filled and compacted as engineered fill. Benches should be constructed into original slope grade as filling proceeds to remove loose soil/rock.

5.4 REMEDIAL GRADING PLANS

Due to the complex geology and hillside topography, we recommend that ENGEO be retained to prepare remedial grading plans for this project. This is important to clarify our geotechnical recommendations related to keyways, benches, cut/fill transition subexcavations, and subdrains. In preparing these plans, we intend to overlay the grading plans with graphic representations of

our grading and subsurface drainage recommendations presented in this report. This allows the unique hillside geotechnical recommendations to be clearly displayed on the grading plans. This can assist in obtaining more accurate earthwork bids as well as clarifying the geotechnical recommendations as they apply to the final grading plan.

6.0 PRELIMINARY FOUNDATION RECOMMENDATIONS

For the above-discussed geotechnical hazards, the foundation systems for proposed structures may vary from shallow foundations consisting of conventional footings and post-tensioned (PT) mat slabs designed to withstand total and differential settlement, to deep foundations consisting of driven piles where settlements or site conditions exceed practical mitigation techniques. Ground improvement, such as drilled displacement columns may be necessary to reduce total and differential settlements to tolerable levels for shallow foundation performance depending on the building's tolerance for settlement.

At this time, we opine that it is feasible to use shallow foundations for lightly- to moderately loaded structures that have a total building load of less than 2,000 psf. We anticipate that lightly- to moderately loaded residential structures may be founded on post-tensioned mat foundations, and moderately loaded commercial and retail structures may be founded on conventional footings and slab-on-grade.

For planning purposes, a maximum allowable bearing pressure of 2,500 psf for dead-plus-live loads may be used for footings. The bearing capacity can be increased by one-third for the short-term effects of wind or seismic loading. Minimum depths for footings should be 2 feet below lowest adjacent pad grade.

As mentioned above, the foundations for structures with an overall building load of less than 800 psf should be able to tolerate up to 1 inch of total settlement due to static loading, and up to 4¼ inches of settlement due to liquefaction. Foundations for structures with an overall building load of approximately 1,500 to 2,000 psf should be able to tolerate up to 2 inches of settlement due to static loading from the building, and up to 4¼ inches of settlement due to liquefaction. The differential settlement should be assumed to be approximately half of the total settlement over a distance of 50 feet.

While liquefaction settlement should be added to the static settlement for the evaluation of seismic performance, the designer may wish to consider a larger amount of allowable architectural distress of the building under the settlement from liquefaction than from static loading. Further, a design-level study should collect samples at depth to determine a site-specific I_c cut-off, which may be less than the I_c cut-off of 2.6 that was used for this preliminary report.

If differential settlement is considered excessive for the planned buildings, mitigation would likely need to be considered. We offer the following mitigation options in order of likely cost efficiency:

- Structural mat foundation designed to tolerate the effects of differential settlement. The thickness of a structural mat would be dependent on required end use, building geometry, and structural design.

- Drilled displacement columns under column and wall footings. For planning purposes, drilled displacement columns could be assumed to be 40 feet deep to make foundation settlement from liquefaction nominal.

- Driven, precast, prestressed concrete piles. For planning purposes, we recommend assuming 60-foot-long, 14-inch-square piles for an allowable capacity of approximately 50 kips. This alternative would likely be the most costly alternative but would provide the least amount of potential settlement.

In summary, depending on the tolerance of the buildings and intended building use, it may be feasible to found some or all of the buildings on conventional shallow foundations such as post-tensioned mat foundations and spread footings with slabs-on-grade.

7.0 SLABS-ON-GRADE

7.1 INTERIOR CONCRETE FLOOR SLABS

7.1.1 Non-Expansive Fill

Due to the high expansion potential of the near-surface soils, we anticipate that interior floor slabs will be supported on non-expansive fill to reduce the likelihood of slab damage from heave or shrinkage. For a conventional 6-inch-thick slab, we anticipate between 18 to 24 inches of non-expansive fill.

7.2 EXTERIOR FLATWORK

Exterior flatwork includes items such as concrete sidewalks, steps, and outdoor courtyards exposed to foot traffic only. Based on the City of Dublin Standard Plan, exterior flatwork should have a minimum section of 4 inches of concrete over 4 inches of aggregate base.

8.0 PRELIMINARY PAVEMENT DESIGN

8.1 FLEXIBLE PAVEMENTS

Based on our experience in the area, we anticipate that R-value of the onsite soils will be 5 or less. Using estimated traffic indices for various pavement loading requirements, we developed the following recommended pavement sections using Topic 633 of the Caltrans Highway Design Manual (including the asphalt factor of safety), presented in the table below.

TABLE 8.1-1: Recommended Asphalt Concrete Pavement Sections

TRAFFIC INDEX	SECTION	
	ASPHALT CONCRETE (INCHES)	CLASS 2 AGGREGATE BASE (INCHES)
5	3	12
6	3.5	13
7	4	16
8	5	18

The civil engineer should determine the appropriate traffic indices based on the estimated traffic loads and frequencies.

8.2 RIGID PAVEMENTS

Final design of rigid pavement sections, and accompanying reinforcement, should be performed based on estimated traffic loads and frequencies. We anticipate the following minimum design sections for rigid pavements:

- Use a minimum section of 4 to 6 inches of Portland Cement concrete over 6 to 10 inches of Caltrans Class 2 Aggregate Base.
- Concrete pavement should have a minimum 28-day compressive strength of 3,500 psi.
- Provide minimum control joint spacing in accordance with Portland Cement Association guidelines.

9.0 FUTURE DESIGN-LEVEL STUDIES

Once the conceptual development layout has been determined and building types have been selected, further exploration will be necessary to verify that the geotechnical conditions are relatively consistent across the site and to develop design recommendations for site development.

10.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report presents preliminary geotechnical recommendations for planning of the improvements discussed in Section 1.3 for the Chen and Anderson Properties. If changes occur in the nature or design of the project, we should be allowed to review this report and provide additional recommendations, if any. It is the responsibility of the owner to transmit the information and preliminary recommendations of this report to the appropriate organizations or people involved in planning of the project, including but not limited to developers, owners, buyers, architects, engineers, and designers. The preliminary conclusions and recommendations contained in this report are solely professional opinions and are valid for a period of no more than 2 years from the date of report issuance. In addition, the preliminary conclusions and recommendations are subject to revision following completion of a design level exploration and geotechnical analysis.

We strived to perform our professional services in accordance with generally accepted geotechnical engineering principles and practices currently employed in the area; no warranty is expressed or implied. There are risks of earth movement and property damages inherent in building on or with earth materials. We are unable to eliminate all risks or provide insurance; therefore, we are unable to guarantee or warrant the results of our services.

This report is based upon field and other conditions discovered at the time of report preparation. We developed this report with limited subsurface exploration data. We assumed that our subsurface exploration data is representative of the actual subsurface conditions across the site. Considering possible underground variability of soil, rock, stockpiled material, and groundwater, additional costs may be required to complete the project. We recommend that the owner establish a contingency fund to cover such costs. If unexpected conditions are encountered, notify ENGEO immediately to review these conditions and provide additional and/or modified recommendations, as necessary.

Our services did not include excavation sloping or shoring, soil volume change factors, flood potential, or a geohazard exploration. In addition, our geotechnical exploration did not include work to determine the existence of possible hazardous materials. If any hazardous materials are encountered during construction, notify the proper regulatory officials immediately.

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Actual field or other conditions will necessitate clarifications, adjustments, modifications or other changes to ENGEO's documents. Therefore, ENGEO must be engaged to prepare the necessary clarifications, adjustments, modifications or other changes before construction activities commence or further activity proceeds. If ENGEO's scope of services does not include onsite construction observation, or if other persons or entities are retained to provide such services, ENGEO cannot be held responsible for any or all claims arising from or resulting from the performance of such services by other persons or entities, and from any or all claims arising from or resulting from clarifications, adjustments, modifications, discrepancies or other changes necessary to reflect changed field or other conditions.

SELECTED REFERENCES

Boulanger, R.W. and Idriss, I.M., 2014, CPT and SPT Based Liquefaction Triggering Procedures, Report No. UCD/CGM-14/01.

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Dibblee, T.W. Jr., 1980, Preliminary Geologic Map of the Livermore Quadrangle, Alameda and Contra Costa Counties, California, Open File Report 80-533.

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Hart, E.W., and Bryant, W.A., 1997, Fault rupture hazard in California: Alquist-Priolo earthquake fault zoning act with index to earthquake fault zone maps: California Division of Mines and Geology Special Publication 42.

Nilsen, T.H., 1975, Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Livermore 7½' Quadrangle, Contra Costa County, California, USGS 75-277-26.

SEAOC; Recommended Lateral Force Requirements and Commentary; 1996.



FIGURES

FIGURE 1: Vicinity Map
FIGURE 2: Site Plan
FIGURE 3: Regional Geologic Map - Graymer
FIGURE 4: Regional Faulting and Siesmicity
FIGURE 5: Regional Geologic Map – Nilsen
FIGURE 6: Regional Geologic Map - Crane
FIGURE 7: Seismic Hazard Zones Map

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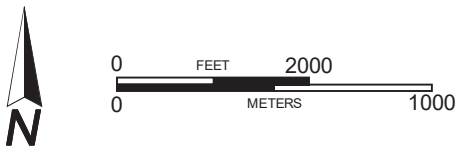


BASE MAP SOURCE: UNKNOWN

ENGEO Expect Excellence

VICINITY MAP

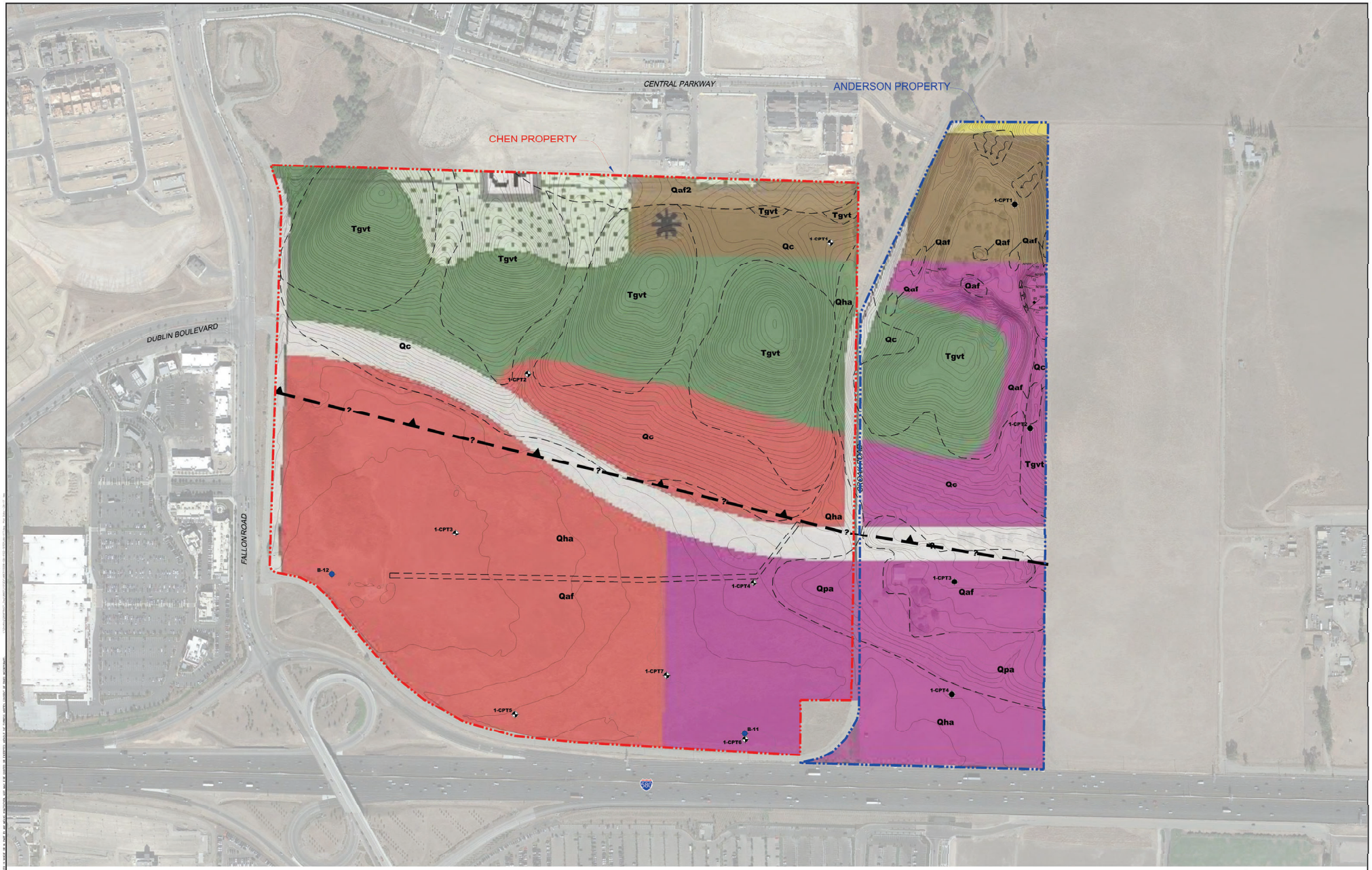
CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.006		FIGURE NO. 1
SCALE: AS SHOWN		
DRAWN BY: LL	CHECKED BY: JSY	

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG1-VICMAP-0117.dwg Plot Date: 1-24-17 llee

ORIGINAL FIGURE PRINTED IN COLOR



EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

1-CPT7 — CHEN PROPERTY: CONE PENETRATION TEST (ENGEO, 2016)

1-CPT4 — ANDERSON PROPERTY CONE PENTRATION TEST (ENGEO, 2016)

B-12 — BORING (ENGEO, 2002)

GEOLOGIC CONTACT

BLIND THRUST FAULT (MAPPED BY CGS&E)

Qaf	FILL AS SPOILS OR STOCK PILE
Qaf2	ENGINEERED FILL AS PART OF ADJACENT DEVELOPMENT
Qc	COLLUVIUM
Qha	HOLOCENE ALLUVIUM
Qpa	PLEISTOCENE ALLUVIUM
Tgvt	TASSAJARA GREEN VALLEY GROUP FORMATION

STRIKE AND DIP OF BEDDING, INCLINED

STRIKE AND DIP OF JOINT

LANDSLIDE FLOW DIRECTION

GENERAL COMMERCIAL

GENERAL COMMERCIAL/CAMPUS OFFICE

OPEN SPACE

PARKS/PUBLIC RECREATION

MEDIUM-HIGH DENSITY RESIDENTIAL

N

0 150 300 METERS

0 75

BASE MAP SOURCE: GOOGLE EARTH PRO MAPPING SERVICE AND CITY OF DUBLIN LAND USE PLAN

ENGEO — Expect Excellence

SITE PLAN

CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO. 4663.110.006 | FIGURE NO. 2

SCALE: AS SHOWN

DRAWN BY: LL | CHECKED BY: JCC

ORIGINAL FIGURE PRINTED IN COLOR

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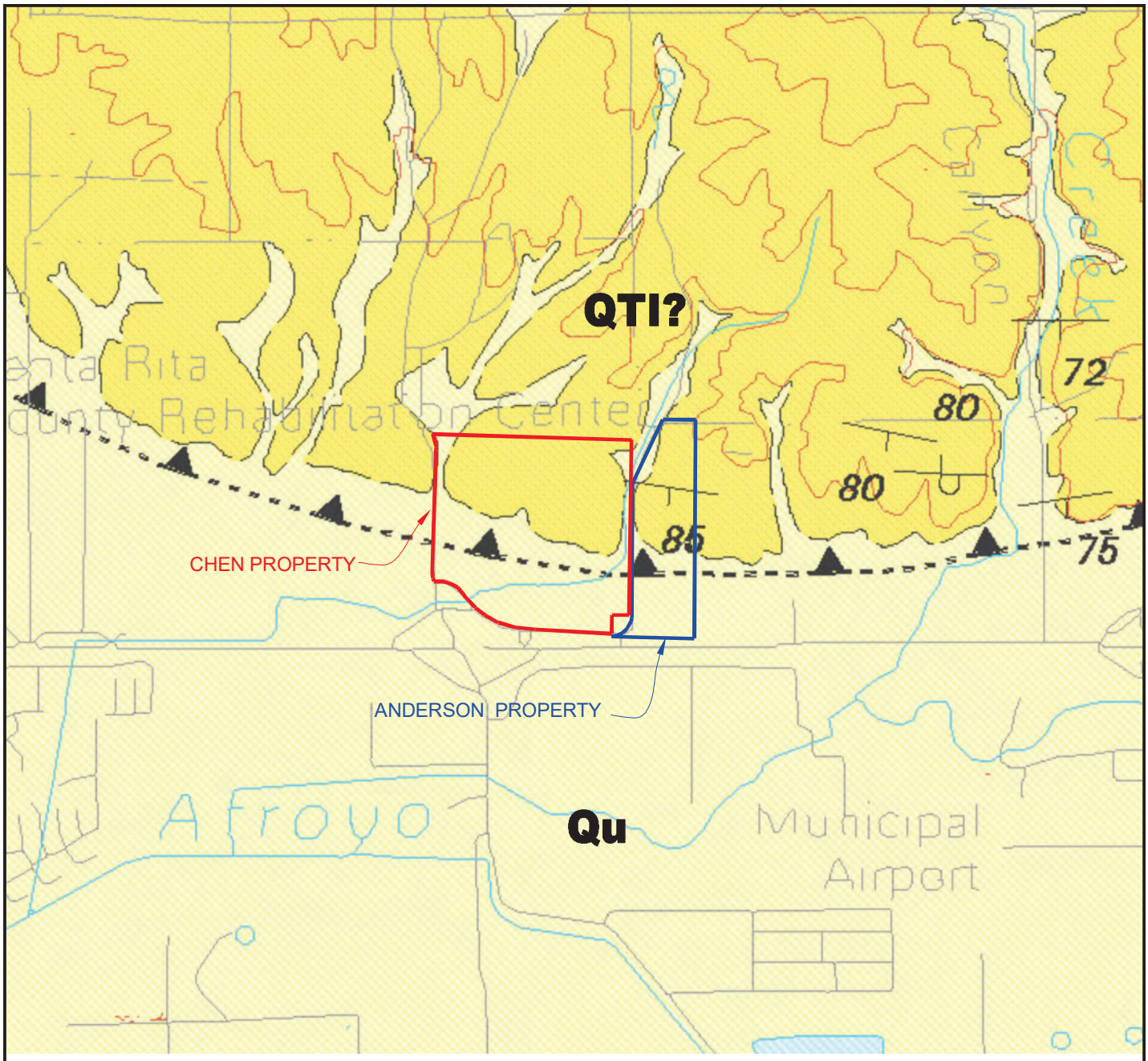

N

0 FEET 2000

0 METERS 1000

EXPLANATION

Qu ALLUVIAL FAN DEPOSITS (HOLOCENE)

QTl LIVERMORE GRAVELS (PLEISTOCENE AND/OR PLIOCENE)

BASE MAP SOURCE: GRAYMER BEDROCK MAP, 1996

ENGEO Expect Excellence

REGIONAL GEOLOGIC MAP-GRAYMER

CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.006	FIGURE NO. 3
SCALE: AS SHOWN	
DRAWN BY: LL	CHECKED BY: JSY

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG3-GEOLMAP-0117.dwg Plot Date: 1-24-17 llee

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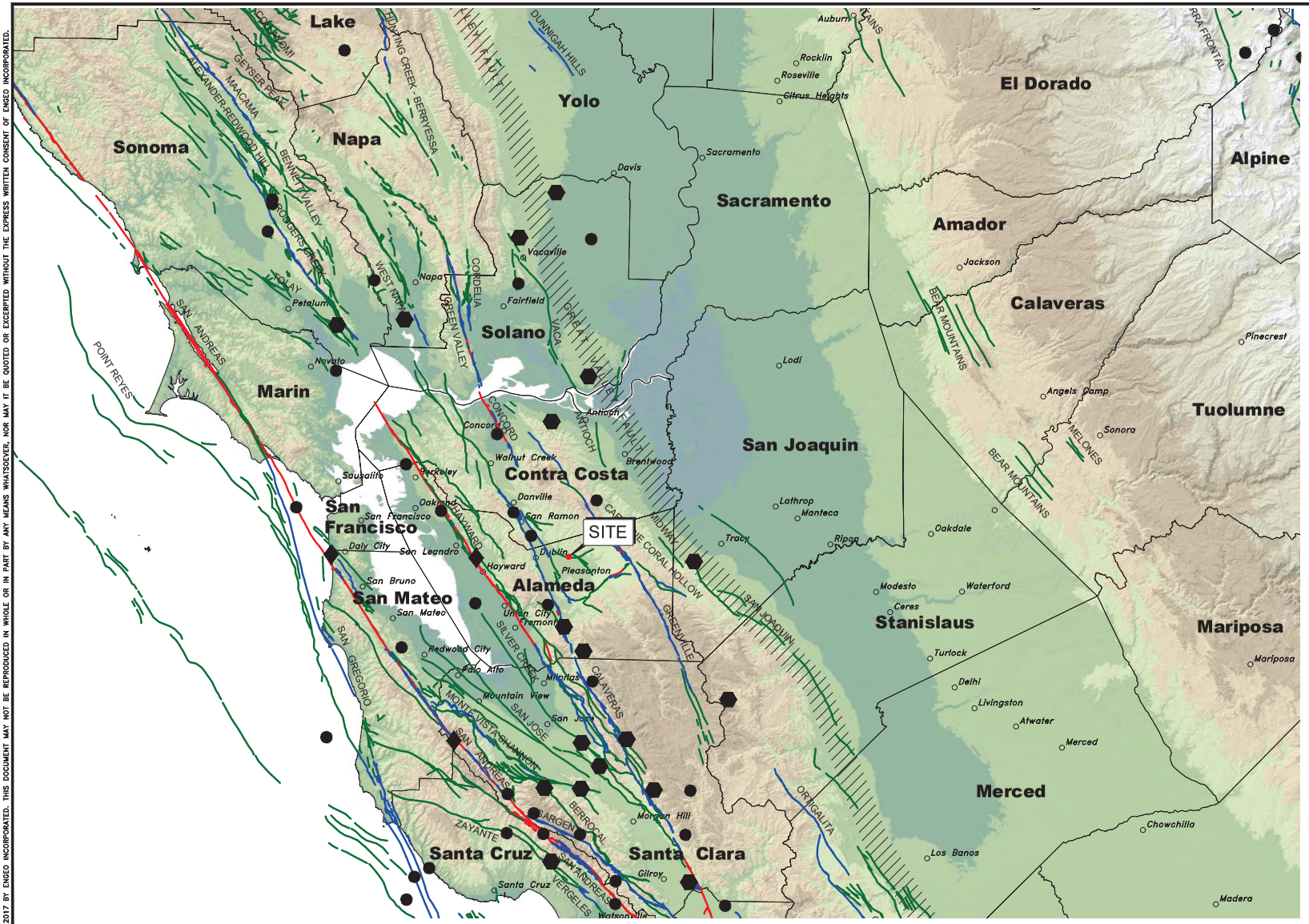

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BASE MAP SOURCE:
COLOR HILLSHADE IMAGE BASED ON THE NATIONAL ELEVATION DATASET (NED) AT 30 METER RESOLUTION
U.S.G.S. QUATERNARY FAULT DATABASE, NOVEMBER, 2010
U.S.G.S. HISTORIC EARTHQUAKE DATABASE (1800–2000)

BASE MAP SOURCE: UNKNOWN

ENGEO Expect Excellence

REGIONAL FAULTING AND SEISMICITY
CHEN AND ANDERSON PROPERTY
DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.006	FIGURE NO. 4
SCALE: AS SHOWN	
DRAWN BY: LL	CHECKED BY: JSY

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG4-FAULTMAP-0117.dwg Plot Date:1-18-17 llee

ORIGINAL FIGURE PRINTED IN COLOR

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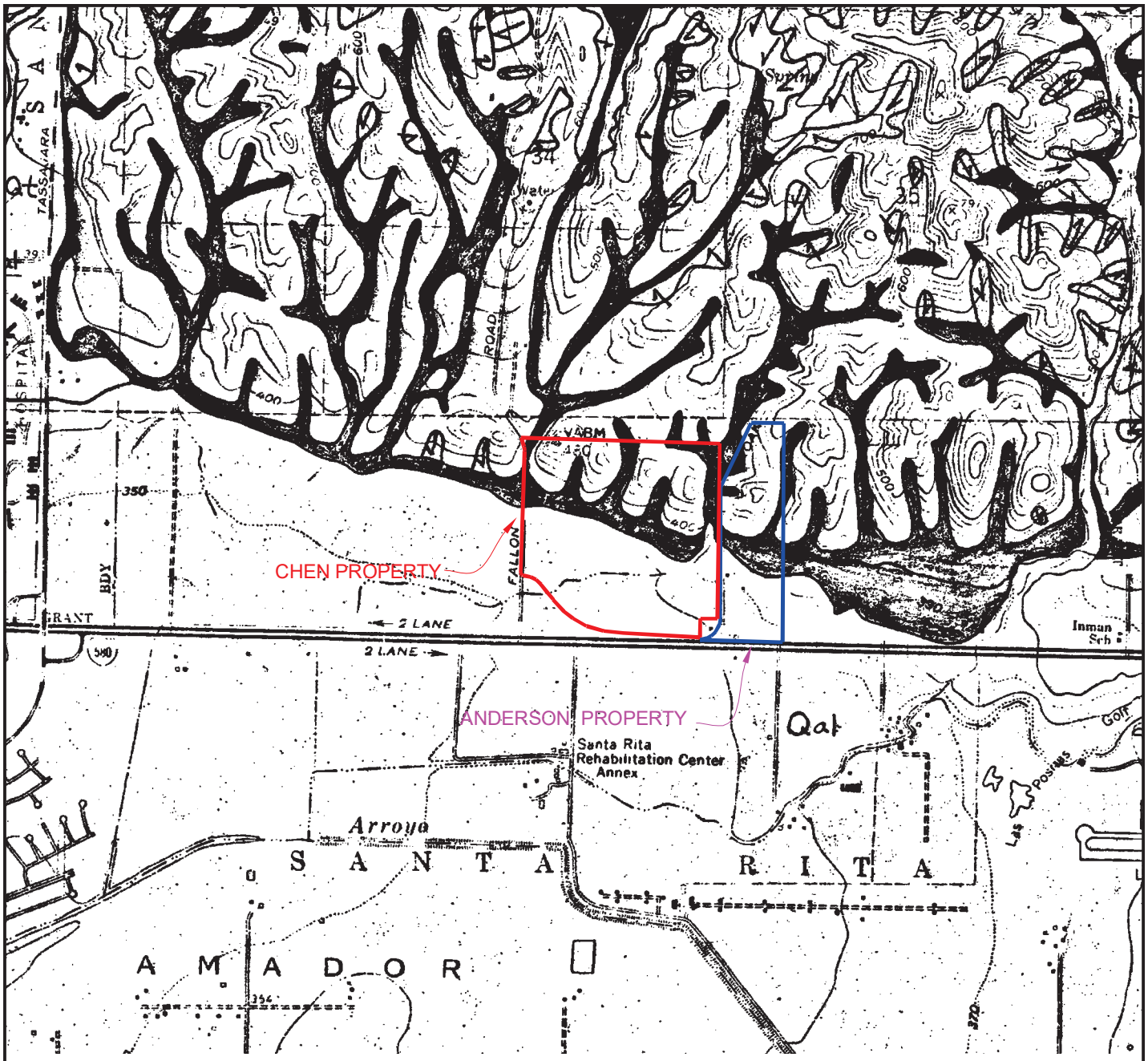

EXPLANATION

- LANDSLIDE DEPOSIT. ARROWS INDICATE GENERAL DIRECTION OF DOWNSLOPE MOVEMENT. QUERIED WHERE UNCERTAIN
- Qal — ALLUVIAL DEPOSIT
- Qt — ALLUVIAL TERRACE DEPOSIT. QUERIED WHERE UNCERTAIN
- COLLUVIAL DEPOSIT AND/OR SMALL ALLUVIAL FAN DEPOSIT
- Qaf — ARTIFICIAL FILL
- BEDROCK. QUERIED WHERE IDENTIFICATION UNCERTAIN
- QUARRY OR GRAVEL PIT

N

0 FEET 2000

0 METERS 1000

BASE MAP SOURCE: NILSEN, 1975

ENGEO Expect Excellence

REGIONAL GEOLOGIC MAP - NILSEN

CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.006

SCALE: AS SHOWN

DRAWN BY: LL CHECKED BY: JSY

FIGURE NO. 5

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG5-NILSENMAP-0117.dwg Plot Date: 1-24-17 llee

ORIGINAL FIGURE PRINTED IN COLOR

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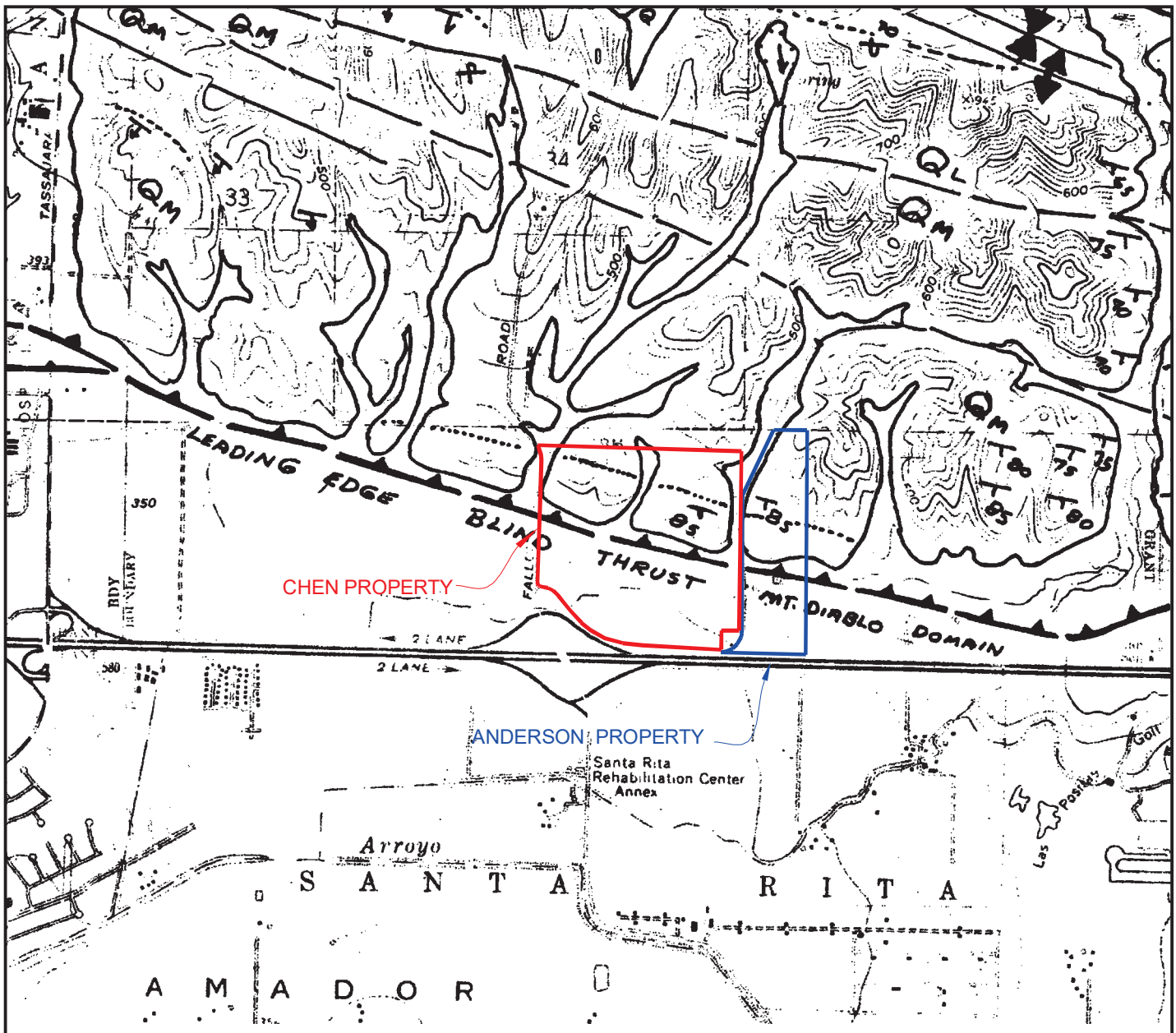

EXPLANATION

Qm	MIDDLE PLEISTOCENE GRAVELS
Ql	PLEISTOCENE GRAVELS
	GEOLOGIC CONTACT (APPROXIMATE)
	RESISTANT BEDDING
	FAULT
	THRUST FAULT, SAWTEETH ON UPPER PLATE
	ANTICLINE
	SYNCLINE
	OVERTURNED ANTICLINE
	OVERTURNED SYNCLINE
50	STRIKE AND DIP OF BEDDING
	STRIKE AND DIRECTION OF DIP
50	STRIKE AND DIP OF O VERTURNED BEDDING
	HORIZONTAL BEDDING SHOWING TREND OF LINEATION

BASE MAP SOURCE: CRANE, 1980

ENGEO Expect Excellence

REGIONAL GEOLOGIC MAP - CRANE

CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.004	FIGURE NO. 6
SCALE: AS SHOWN	
DRAWN BY: LL	CHECKED BY: JSY

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG6-CRANEMAP-0117.dwg Plot Date: 1-24-17 llee

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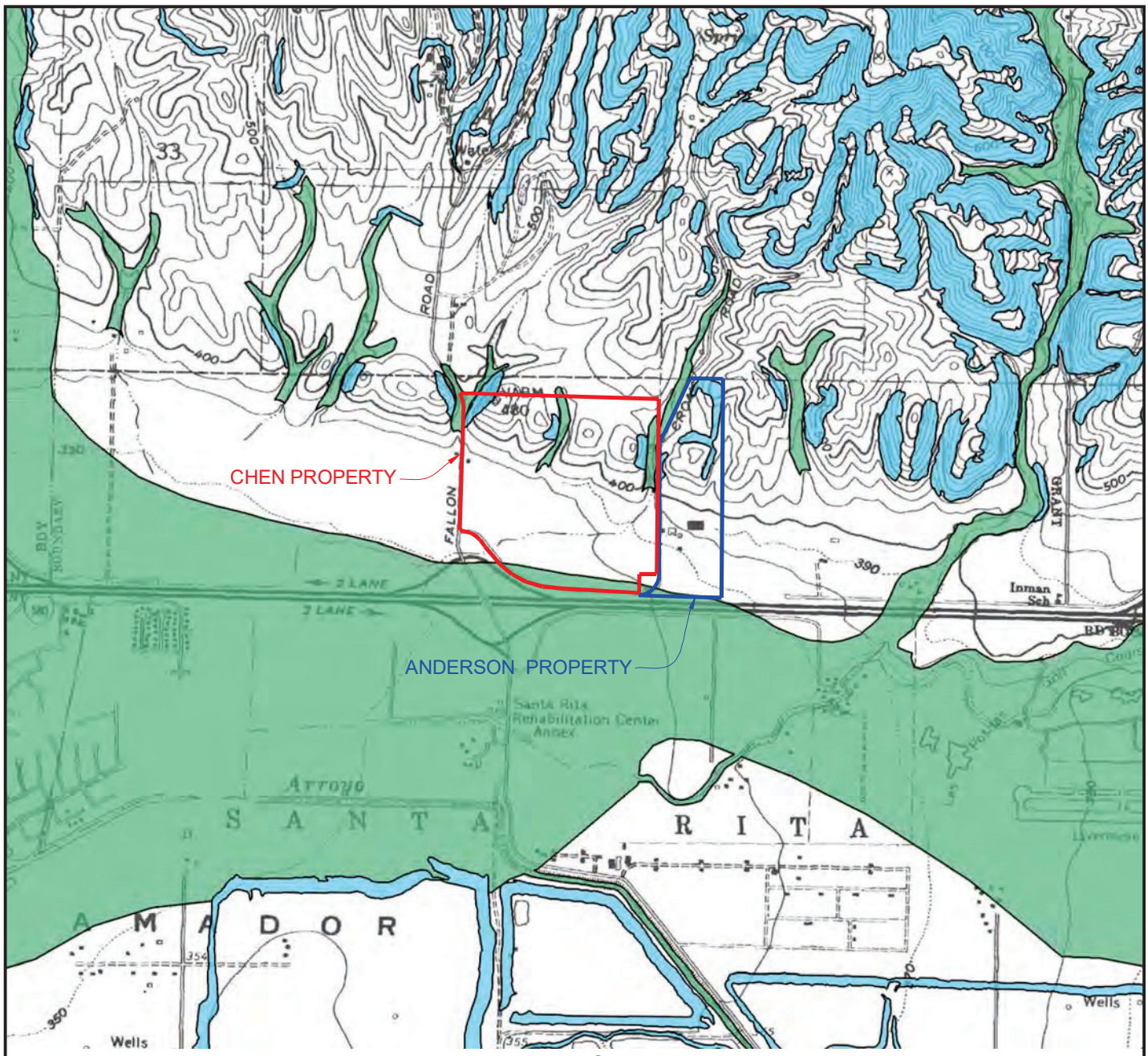

EXPLANATION

LIQUEFACTION

AREAS WHERE HISTORIC OCCURRENCE OF LIQUEFACTION, OR LOCAL GEOLOGICAL, GEOTECHNICAL AND GROUNDWATER CONDITIONS INDICATE A POTENTIAL FOR PERMANENT GROUND DISPLACEMENTS SUCH THAT MITIGATION AS DEFINED IN PUBLIC RESOURCES CODE SECTION 2693(c) WOULD BE REQUIRED

EARTHQUAKE-INDUCED LANDSLIDES

AREAS WHERE PREVIOUS OCCURRENCE OF LANDSLIDE MOVEMENT, OR LOCAL TOPOGRAPHIC, GEOLOGICAL, GEOTECHNICAL AND SUBSURFACE WATER CONDITIONS INDICATE A POTENTIAL FOR PERMANENT GROUND DISPLACEMENTS SUCH THAT MITIGATION AS DEFINED IN PUBLIC RESOURCES CODE SECTION 2693(c) WOULD BE REQUIRED

N

0 FEET 2000

0 METERS 1000

BASE MAP SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION, CALIFORNIA GEOLOGICAL SURVEY, 2008

ENGEO Expect Excellence

SEISMIC HAZARD ZONES MAP

CHEN AND ANDERSON PROPERTY

DUBLIN, CALIFORNIA

PROJECT NO.: 4663.110.006

SCALE: AS SHOWN

DRAWN BY: LL CHECKED BY: JSY

FIGURE NO. 7

G:\Drafting\DRAFTING2_Dwg\4663\110\GEX\4663110006-GEX-FIG7-HAZMAP-0117.dwg Plot Date: 1-24-17 llee

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APPENDIX A

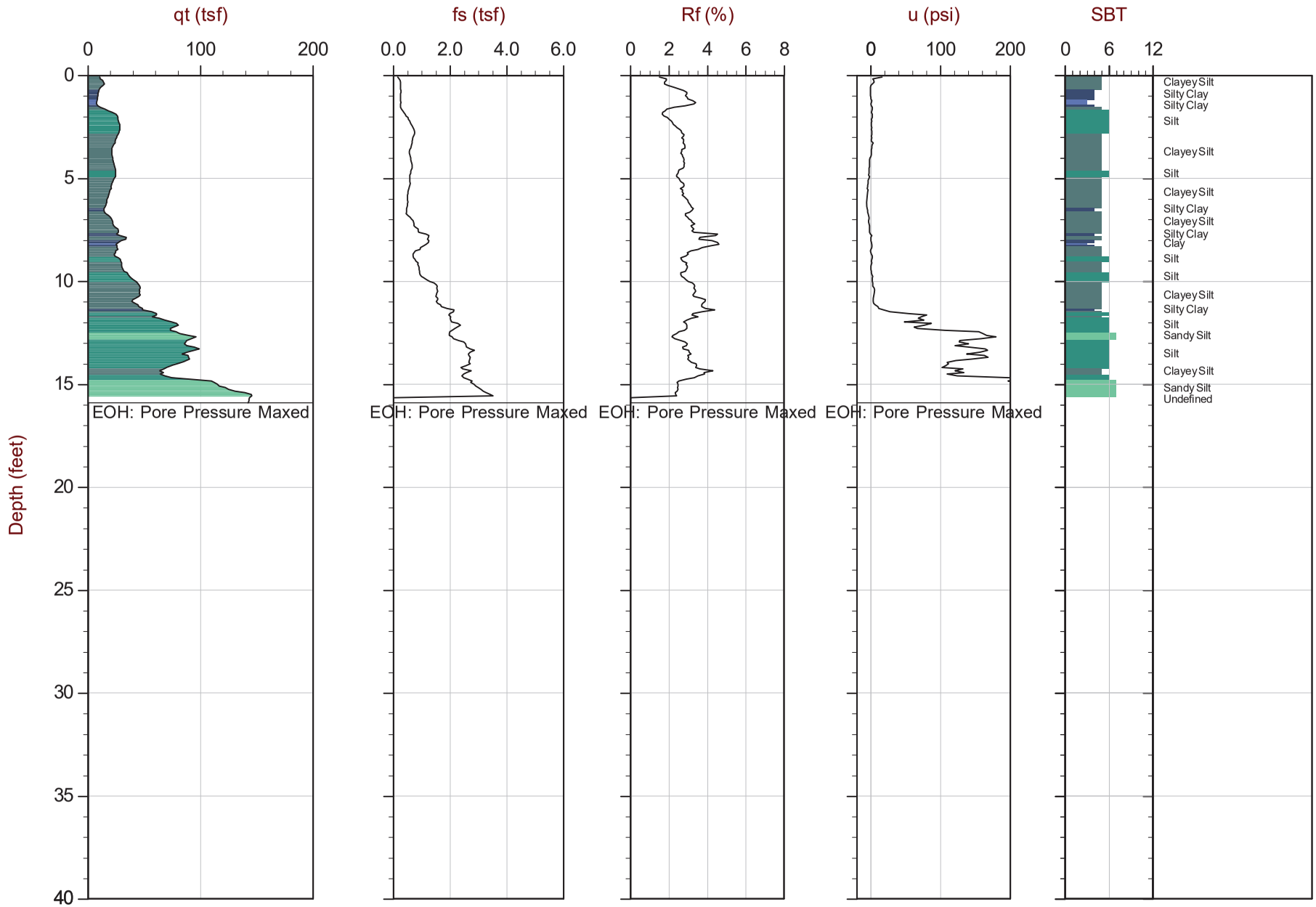
CONE PENETRATION TEST LOGS

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/28 13:27
Site: Chen Property

Sounding: 1-CPT1
Cone: 446:T1500F15U500



Max Depth: 4.850 m / 15.91 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP01.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4174011m E:602088m
Sheet No: 1 of 1

◁ Dissipation, equilibrium achieved
Hydrostatic Line

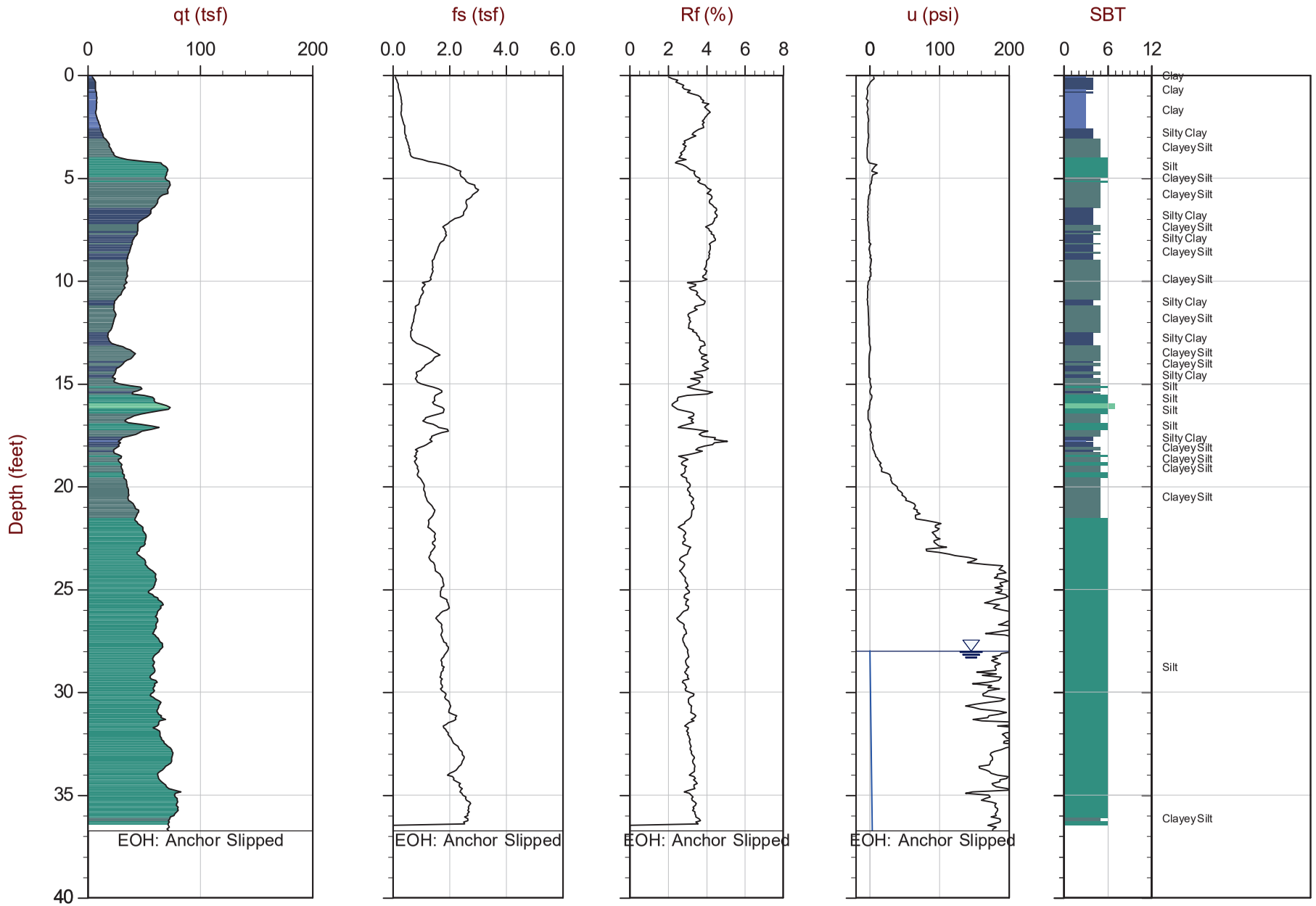
1480

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/28 14:07
Site: Chen Property

Sounding: 1-CPT2
Cone: 446:T1500F15U500



Max Depth: 11.200 m / 36.74 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP02.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173959m E:601724m
Sheet No: 1 of 1

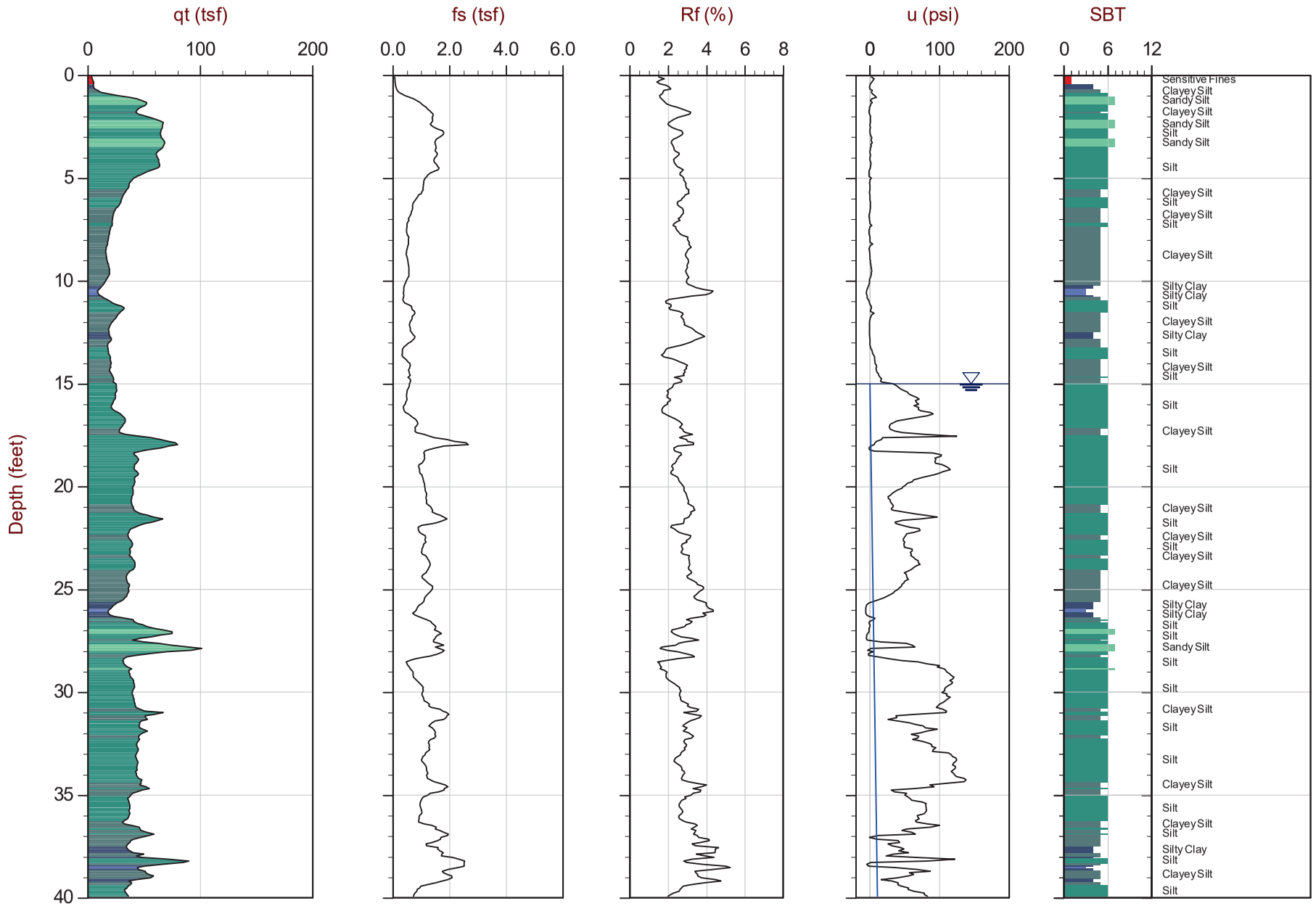
1481

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 08:44
Site: Chen Property

Sounding: 1-CPT3
Cone: 446:T1500F15U500



Max Depth: 22.475 m / 73.74 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP03.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

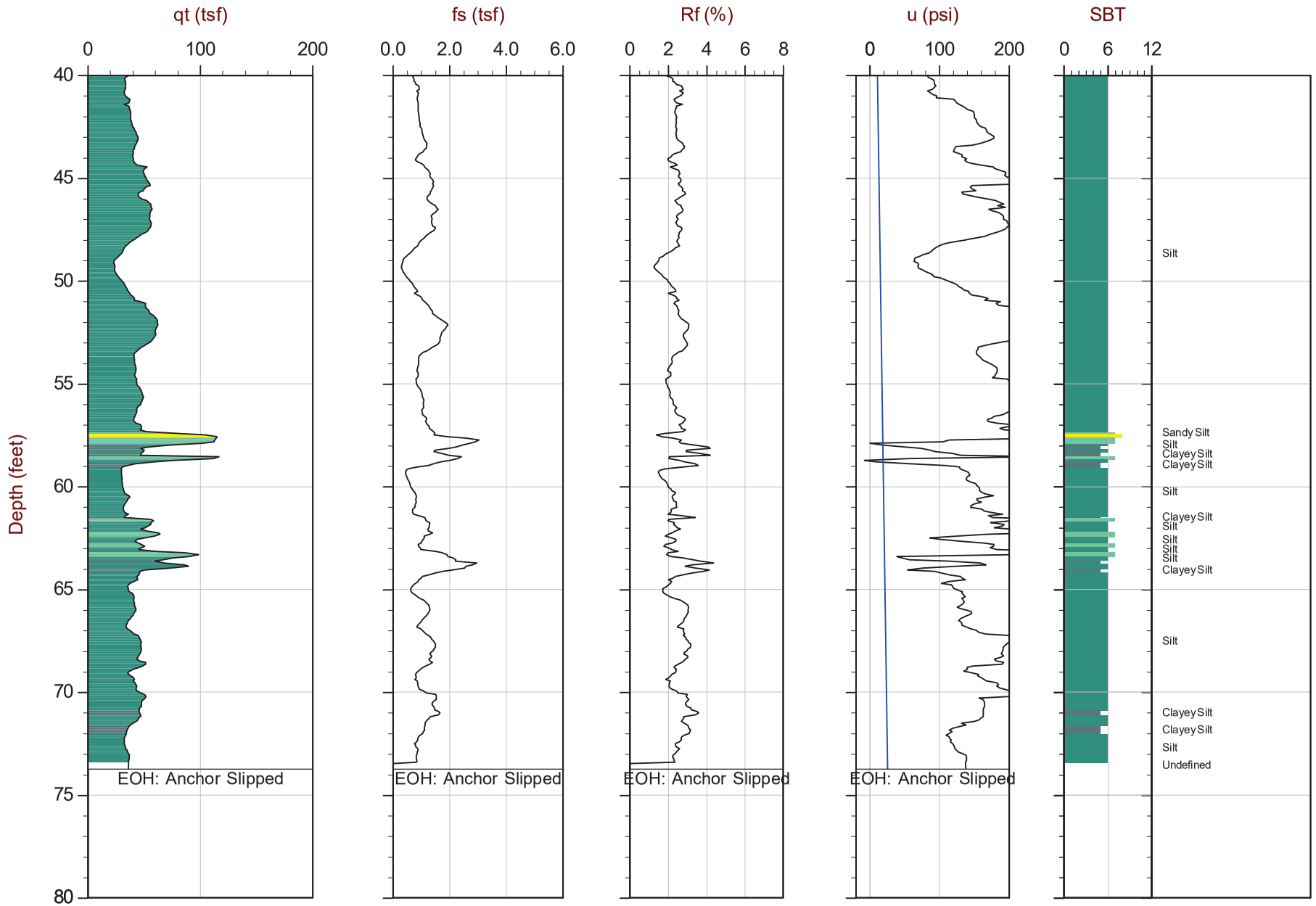
SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173618m E:601587m
Sheet No: 1 of 2

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 08:44
Site: Chen Property

Sounding: 1-CPT3
Cone: 446:T1500F15U500



Max Depth: 22.475 m / 73.74 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP03.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

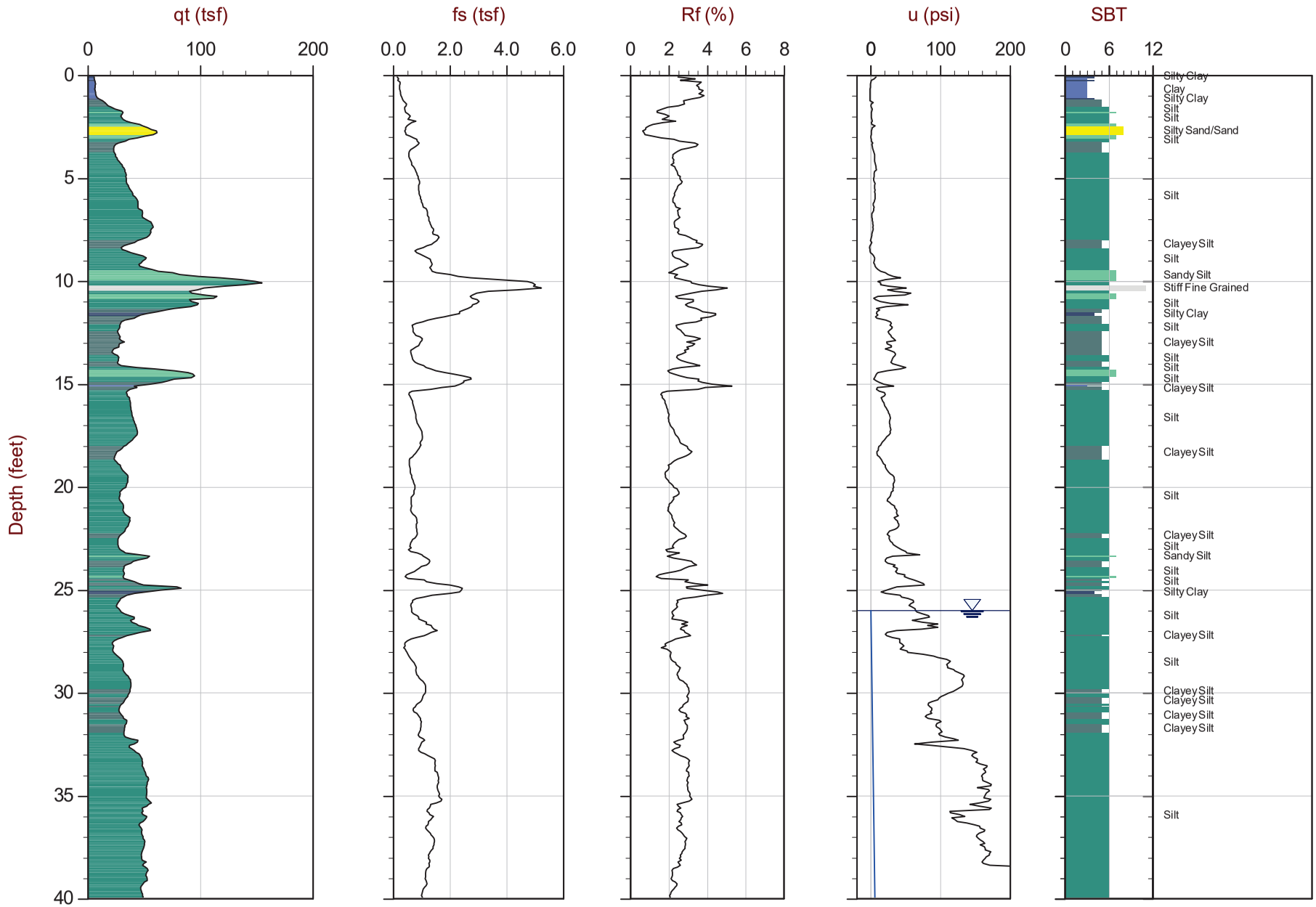
SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173618m E:601587m
Sheet No: 2 of 2

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 07:44
Site: Chen Property

Sounding: 1-CPT4
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP04.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173582m E:601981m
Sheet No: 1 of 2

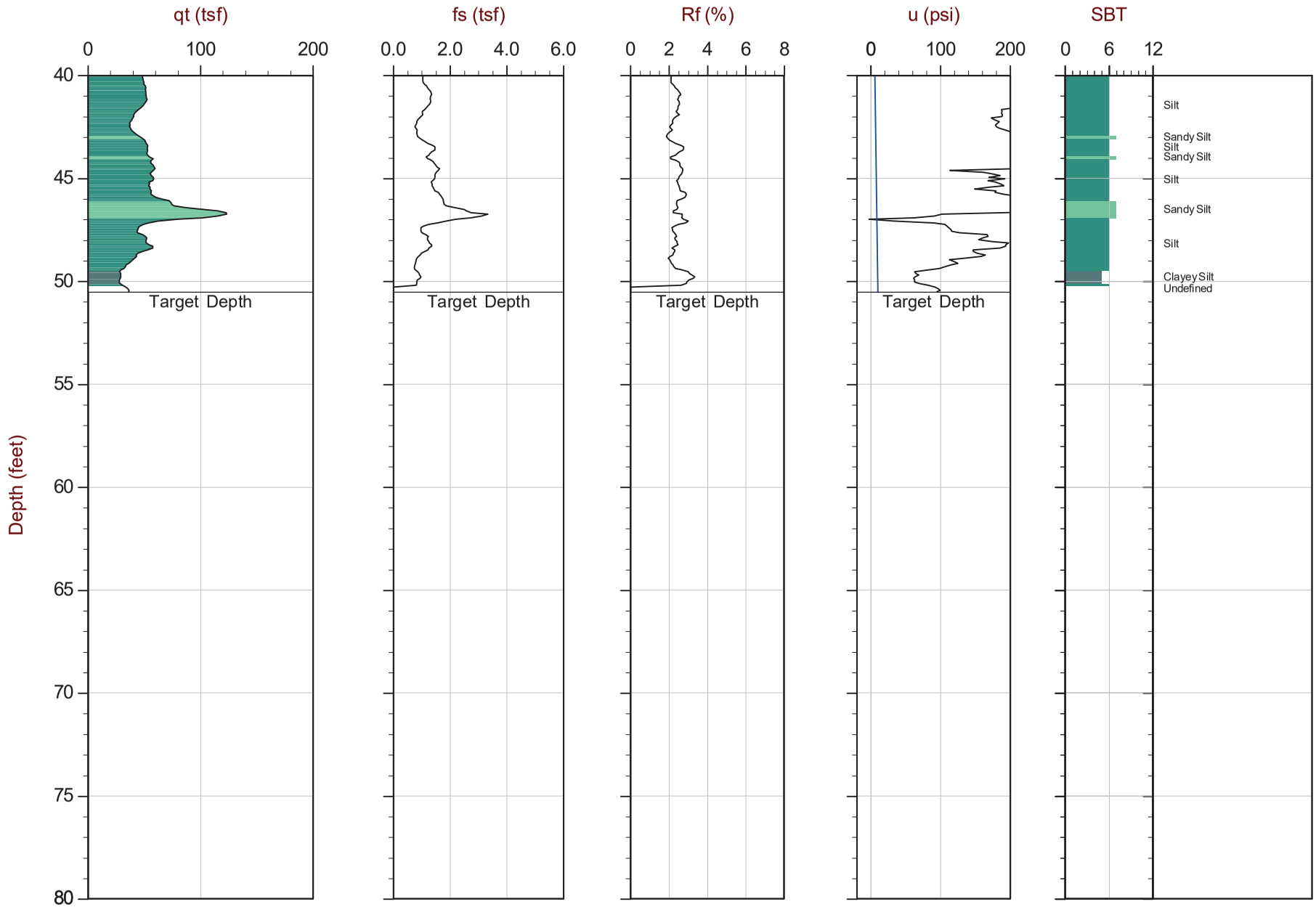
1484

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 07:44
Site: Chen Property

Sounding: 1-CPT4
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP04.COR
Unit Wt: SBT Zones

◁ Dissipation, equilibrium achieved
Hydrostatic Line

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173582m E:601981m
Sheet No: 2 of 2

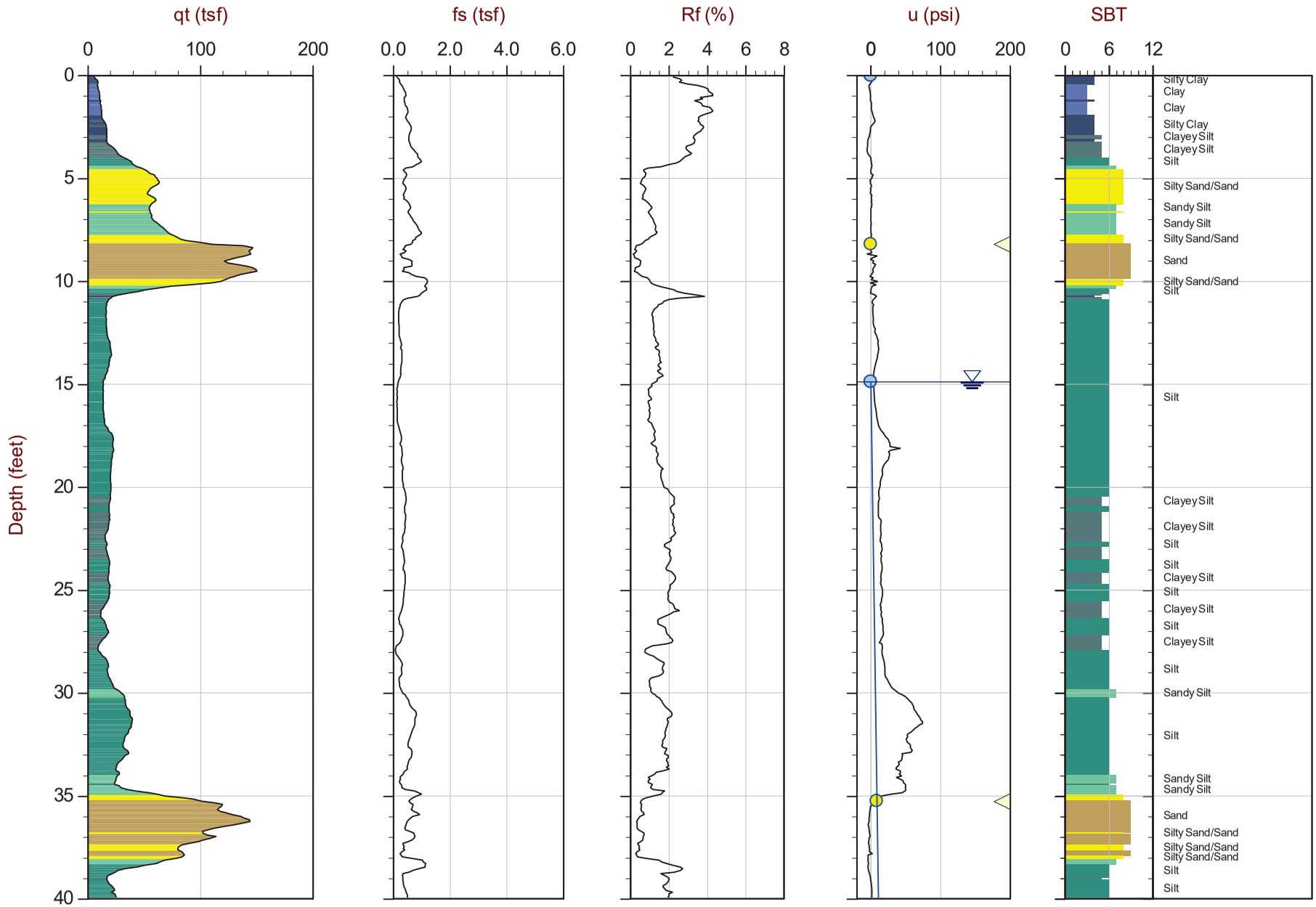
1485

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 10:22
Site: Chen Property

Sounding: 1-CPT5
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP05.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173381m E:601668m
Sheet No: 1 of 2

◁ Dissipation, equilibrium achieved

Hydrostatic Line

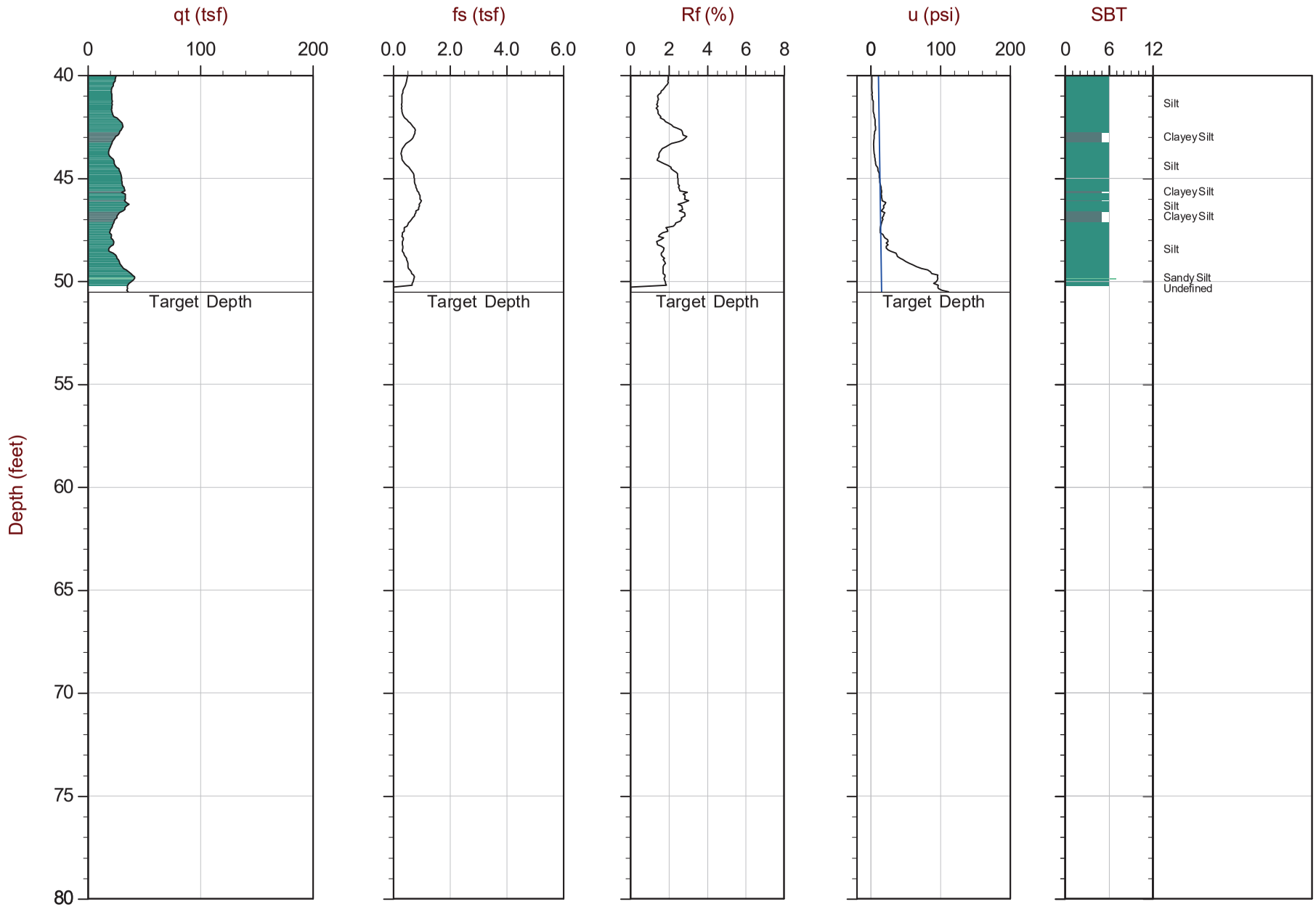
1486

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 10:22
Site: Chen Property

Sounding: 1-CPT5
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP05.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173381m E:601668m
Sheet No: 2 of 2

◁ Dissipation, equilibrium achieved

Hydrostatic Line

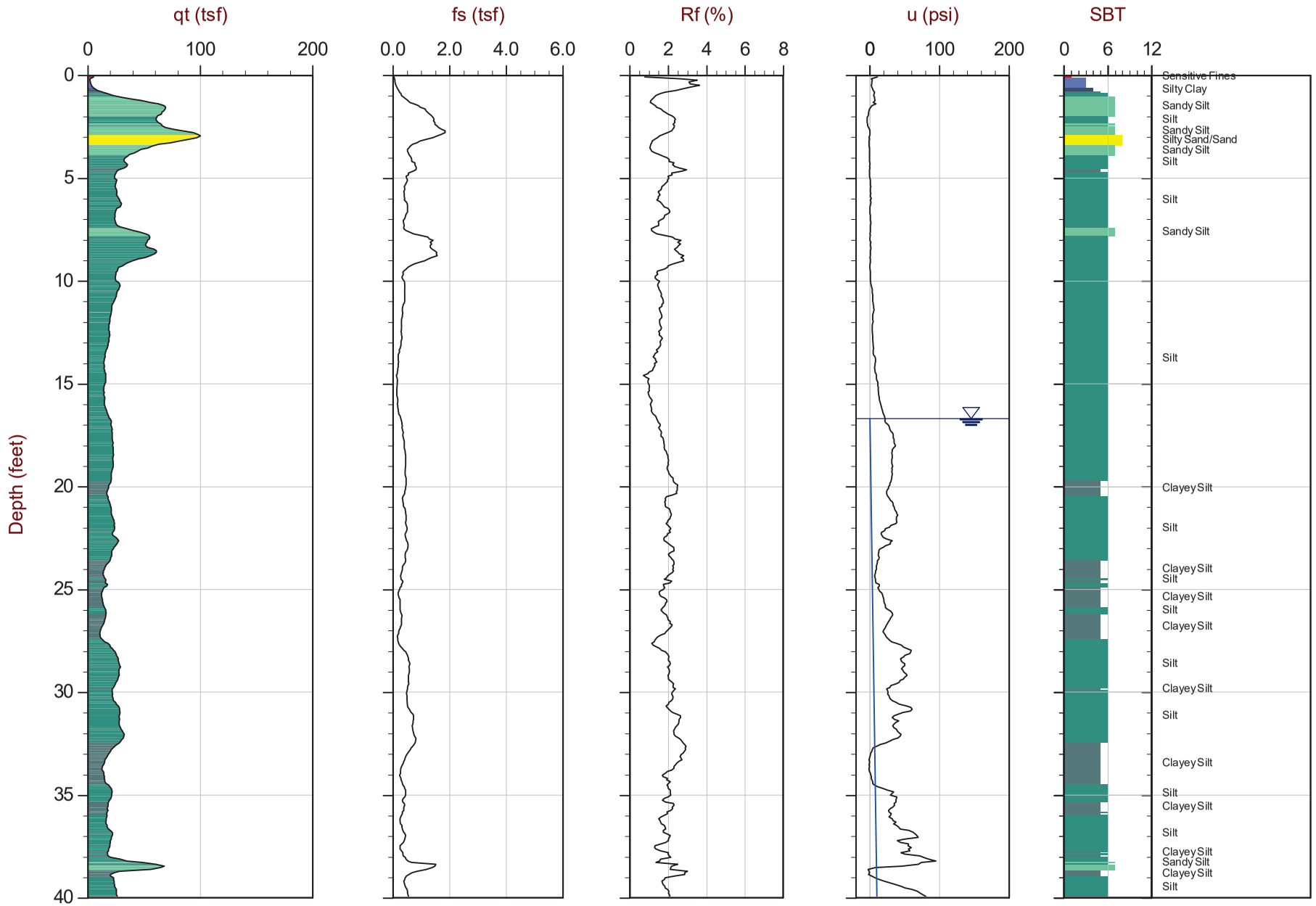
1487

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 12:34
Site: Chen Property

Sounding: 1-CPT6
Cone: 446:T1500F15U500



Max Depth: 15.500 m / 50.85 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP06.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173369m E:601976m
Sheet No: 1 of 2

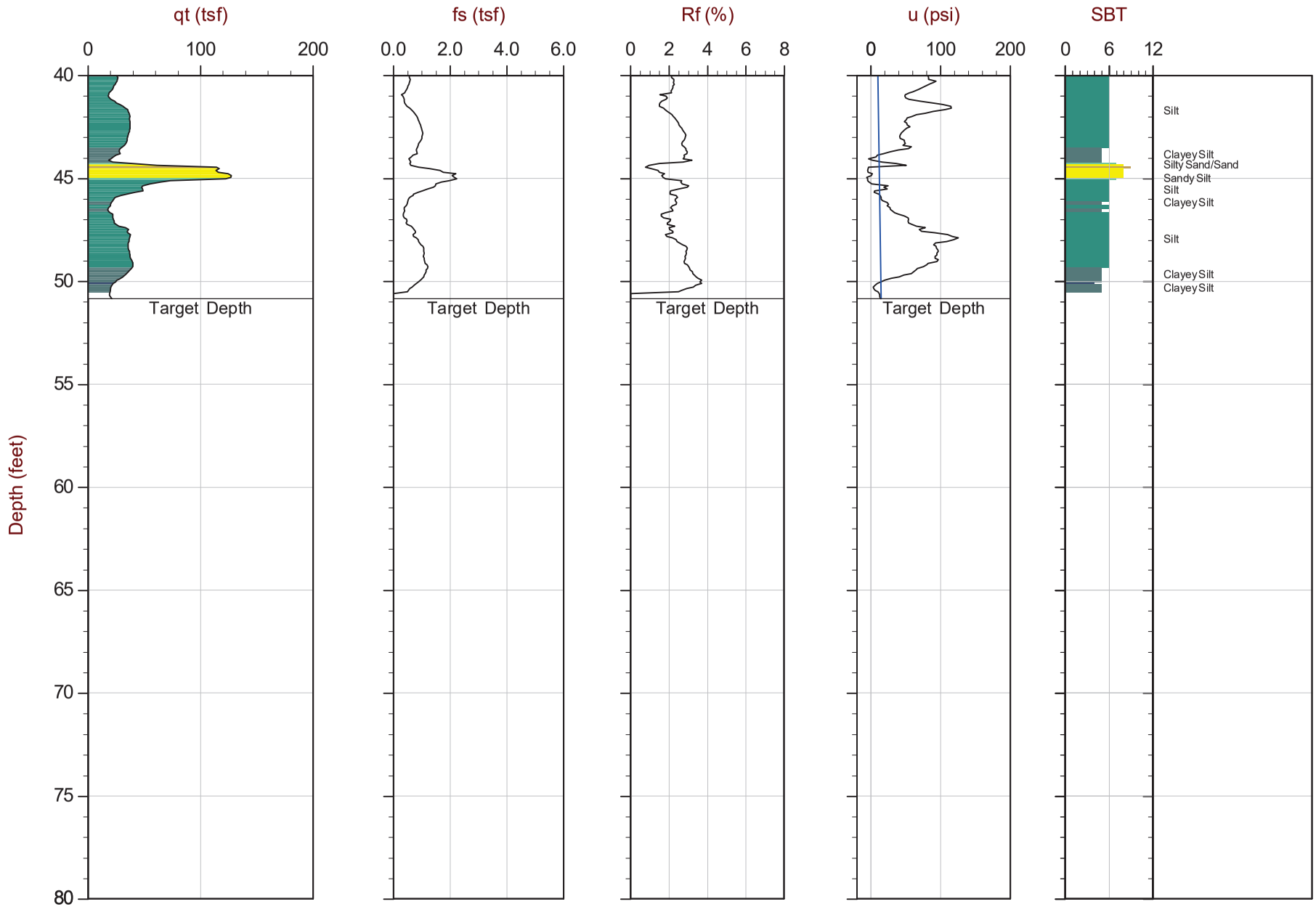
1488

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 12:34
Site: Chen Property

Sounding: 1-CPT6
Cone: 446:T1500F15U500



Max Depth: 15.500 m / 50.85 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP06.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173369m E:601976m
Sheet No: 2 of 2

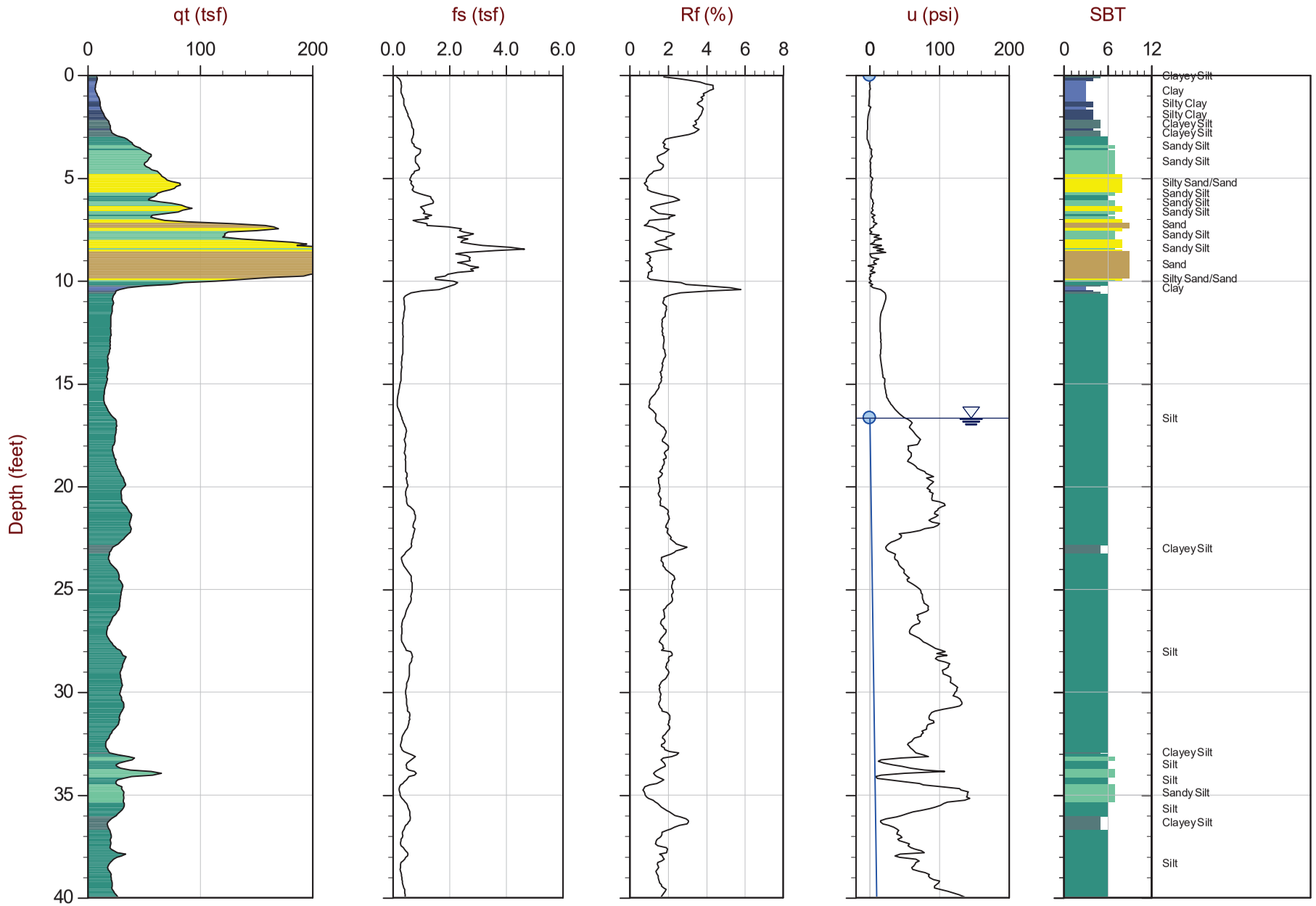
1489

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 11:25
Site: Chen Property

Sounding: 1-CPT7
Cone: 446:T1500F15U500



Max Depth: 15.325 m / 50.28 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP07.COR
Unit Wt: SBT Zones

Dissipation, equilibrium achieved

Hydrostatic Line

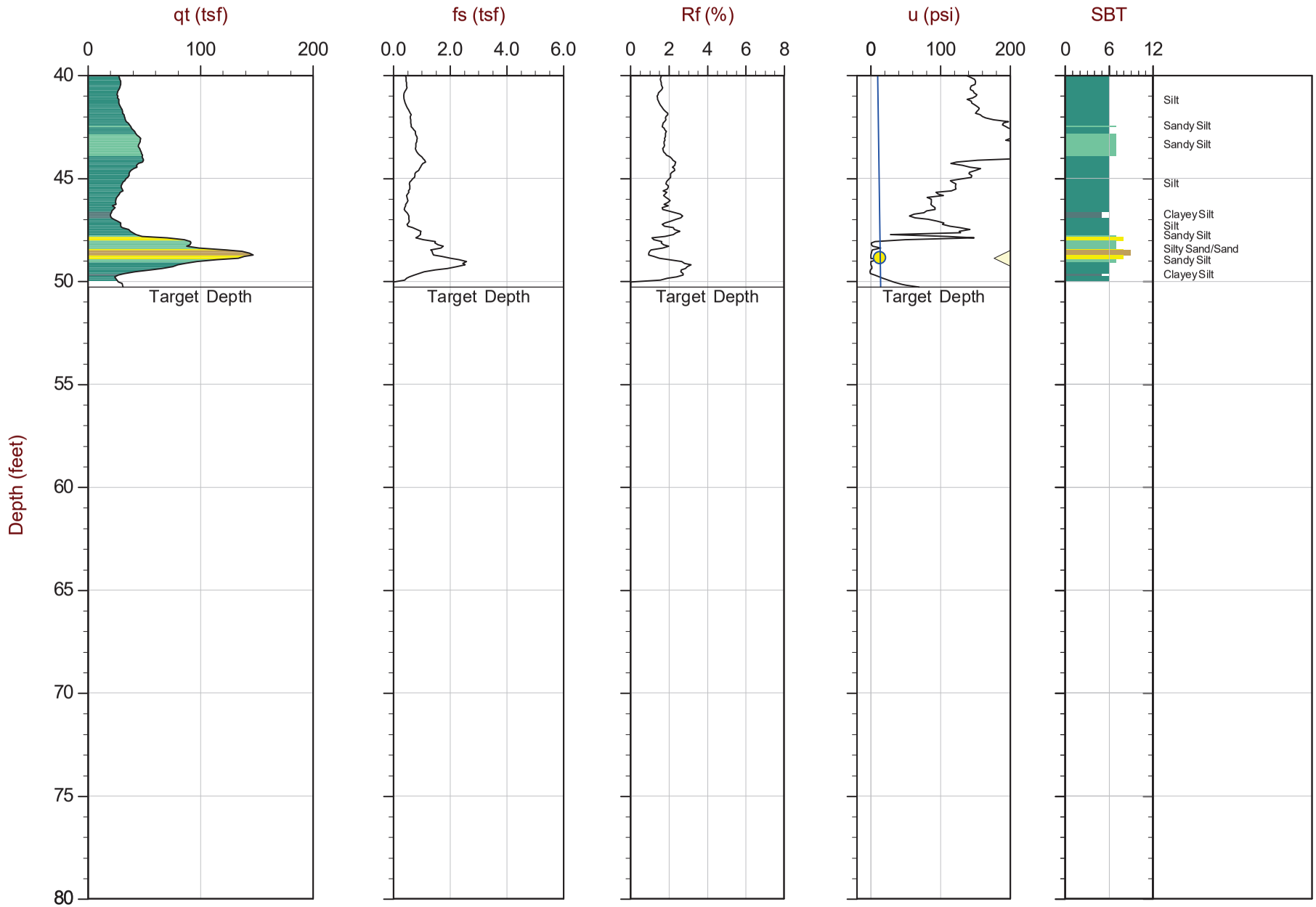
SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173443m E:601825m
Sheet No: 1 of 2

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56105
Date: 2016/12/29 11:25
Site: Chen Property

Sounding: 1-CPT7
Cone: 446:T1500F15U500



Max Depth: 15.325 m / 50.28 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item: Ueq, Assumed Ueq

File: 16-56105_CP07.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM 10N N:4173443m E:601825m
Sheet No: 2 of 2

◁ Dissipation, equilibrium achieved

Hydrostatic Line

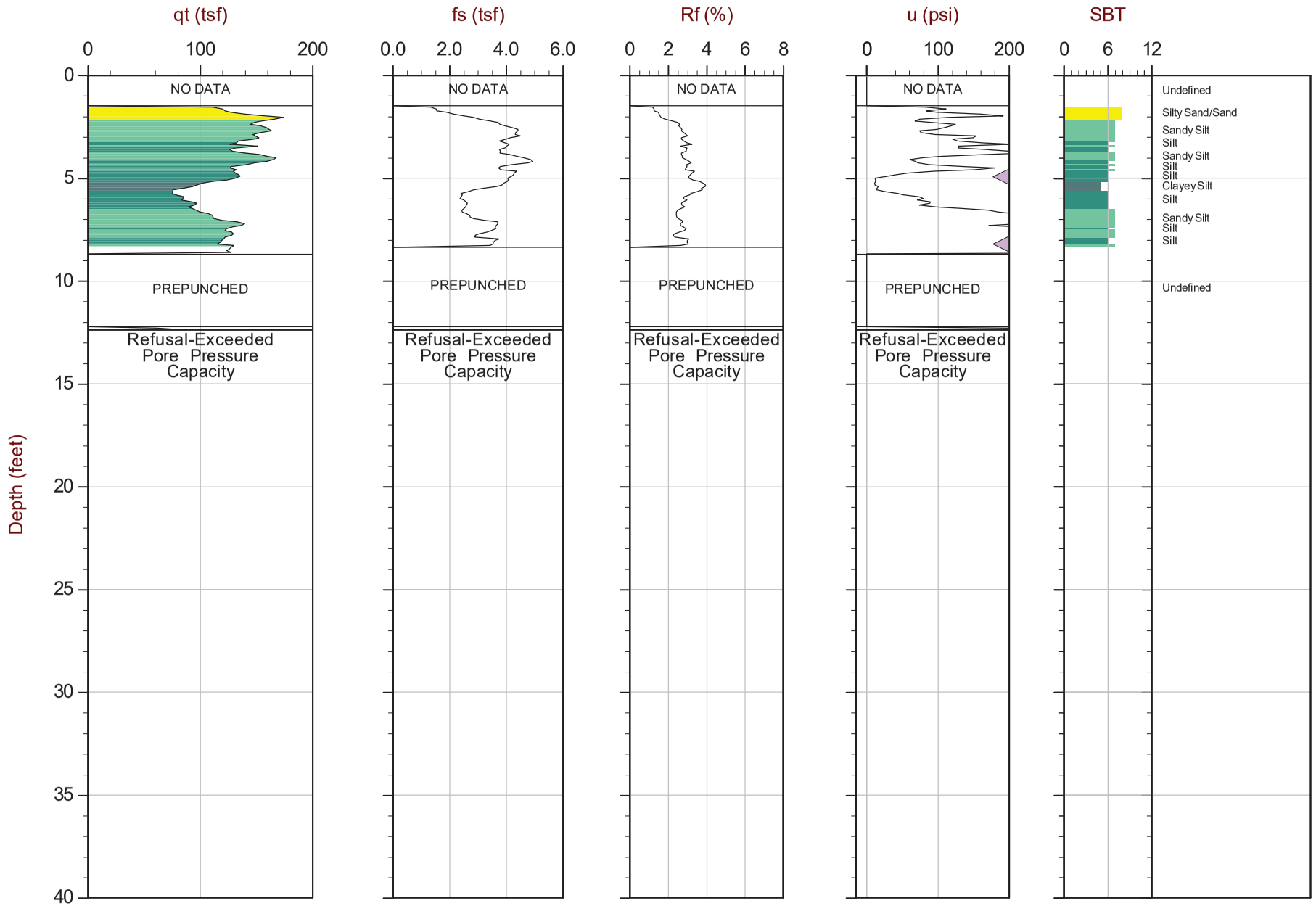
1491

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 08:12
Site: 4663.110.006

Sounding: 1-CPT1
Cone: 446:T1500F15U500



Max Depth: 3.775 m / 12.39 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP01.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4174081m E: 602320m
Page No: 1 of 1

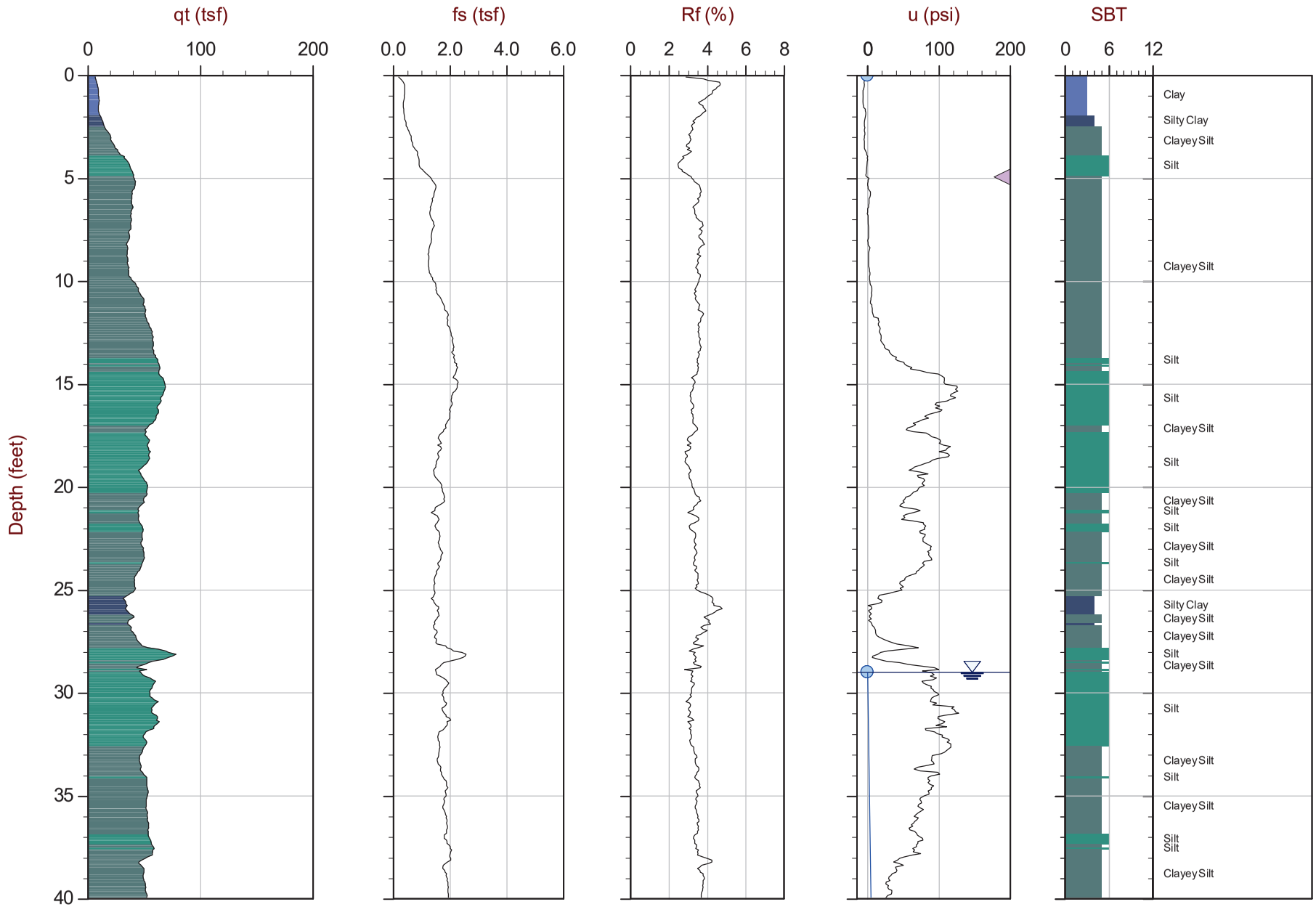
Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 09:28
Site: 4663.110.006

Sounding: 1-CPT2
Cone: 446:T1500F15U500



Max Depth: 15.350 m / 50.36 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP02.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173790 m E: 602328 m
Page No: 1 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

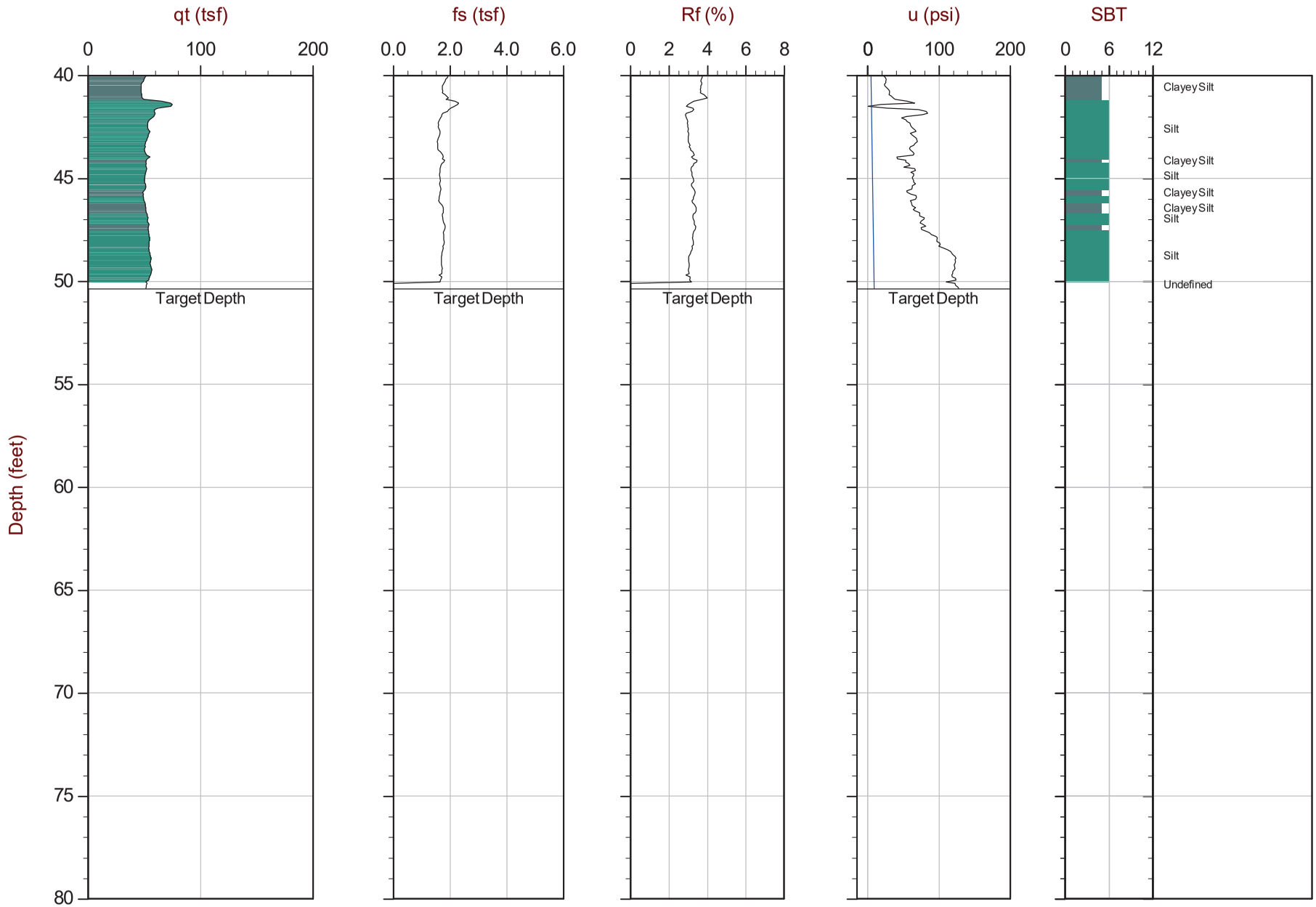
1493

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 09:28
Site: 4663.110.006

Sounding: 1-CPT2
Cone: 446:T1500F15U500



Max Depth: 15.350 m / 50.36 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP02.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173790m E: 602328m
Page No: 2 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

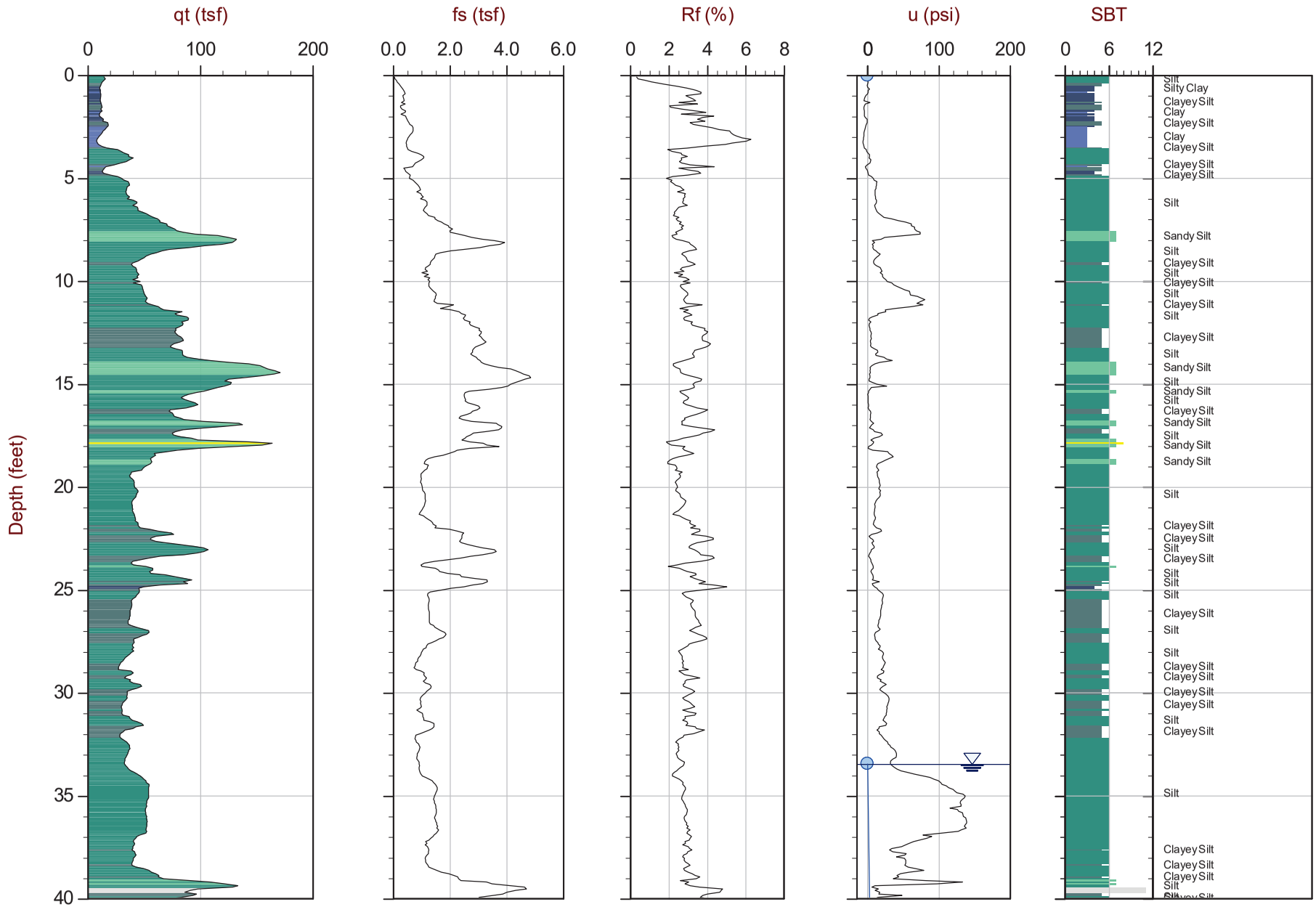
1494

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 10:20
Site: 4663.110.006

Sounding: 1-CPT3
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP03.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173558m E: 602285m
Page No: 1 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

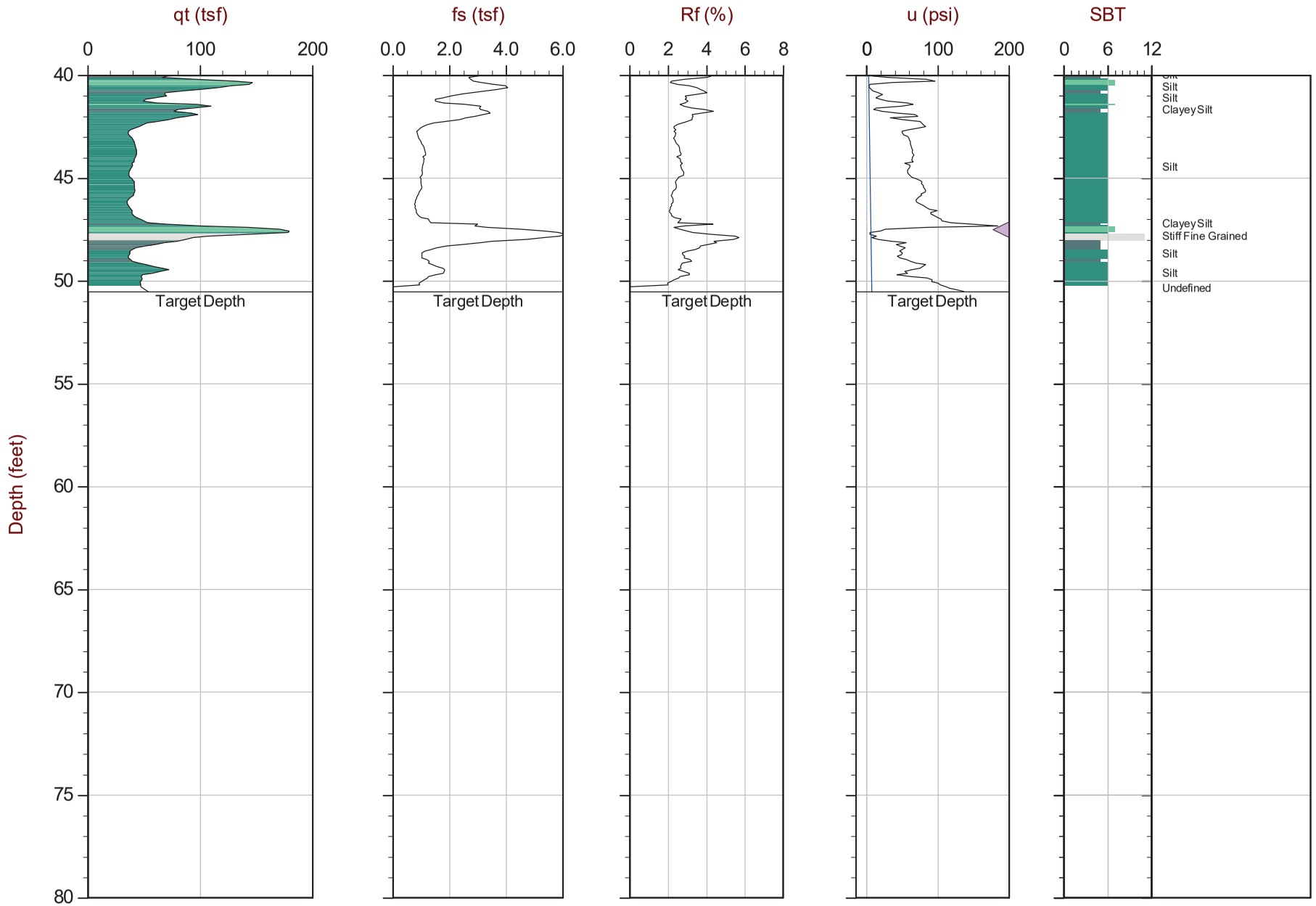
1495

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 10:20
Site: 4663.110.006

Sounding: 1-CPT3
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP03.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173558m E: 602285m
Page No: 2 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

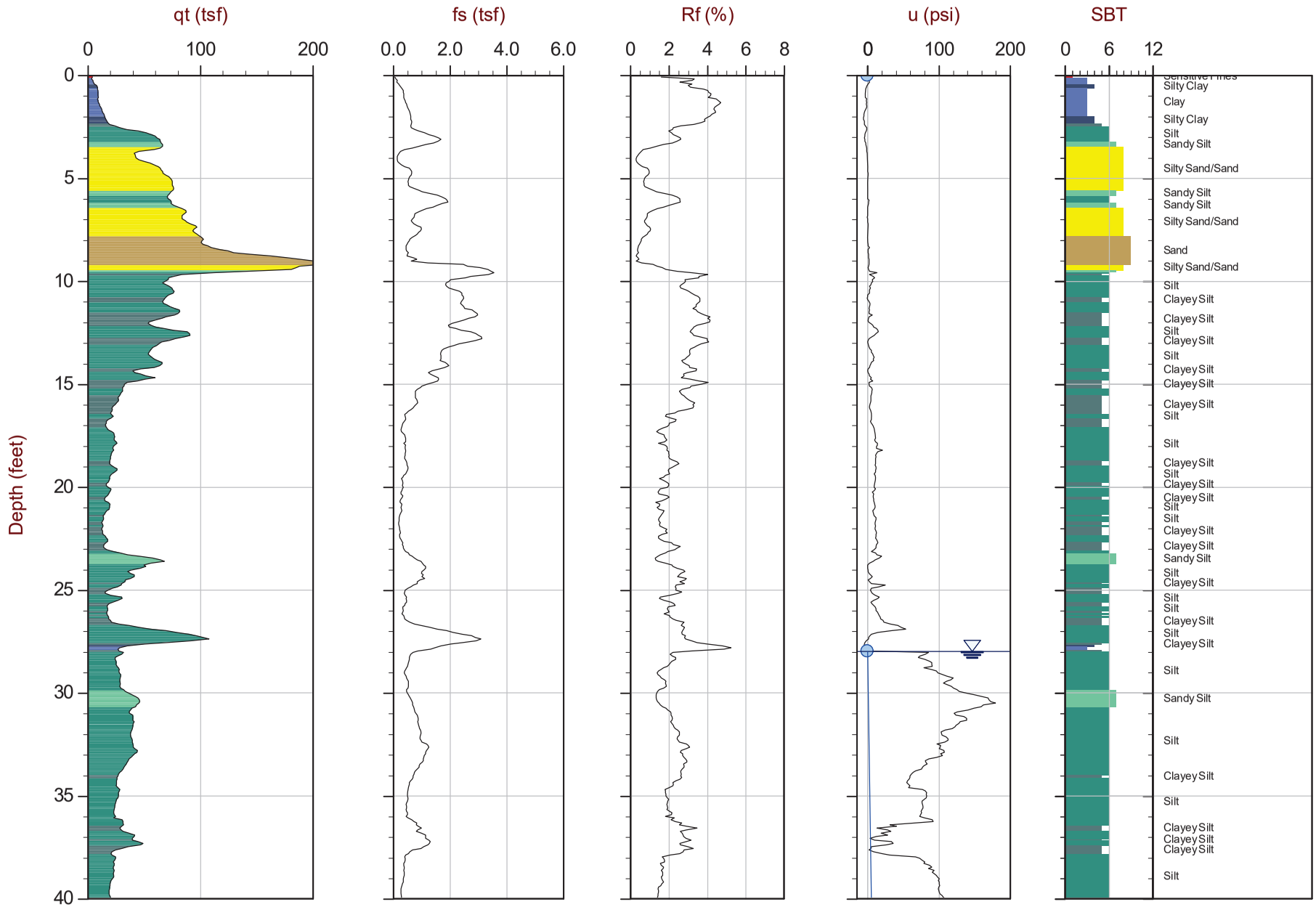
1496

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 11:33
Site: 4663.110.006

Sounding: 1-CPT4
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP04.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173409m E: 602268m
Page No: 1 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

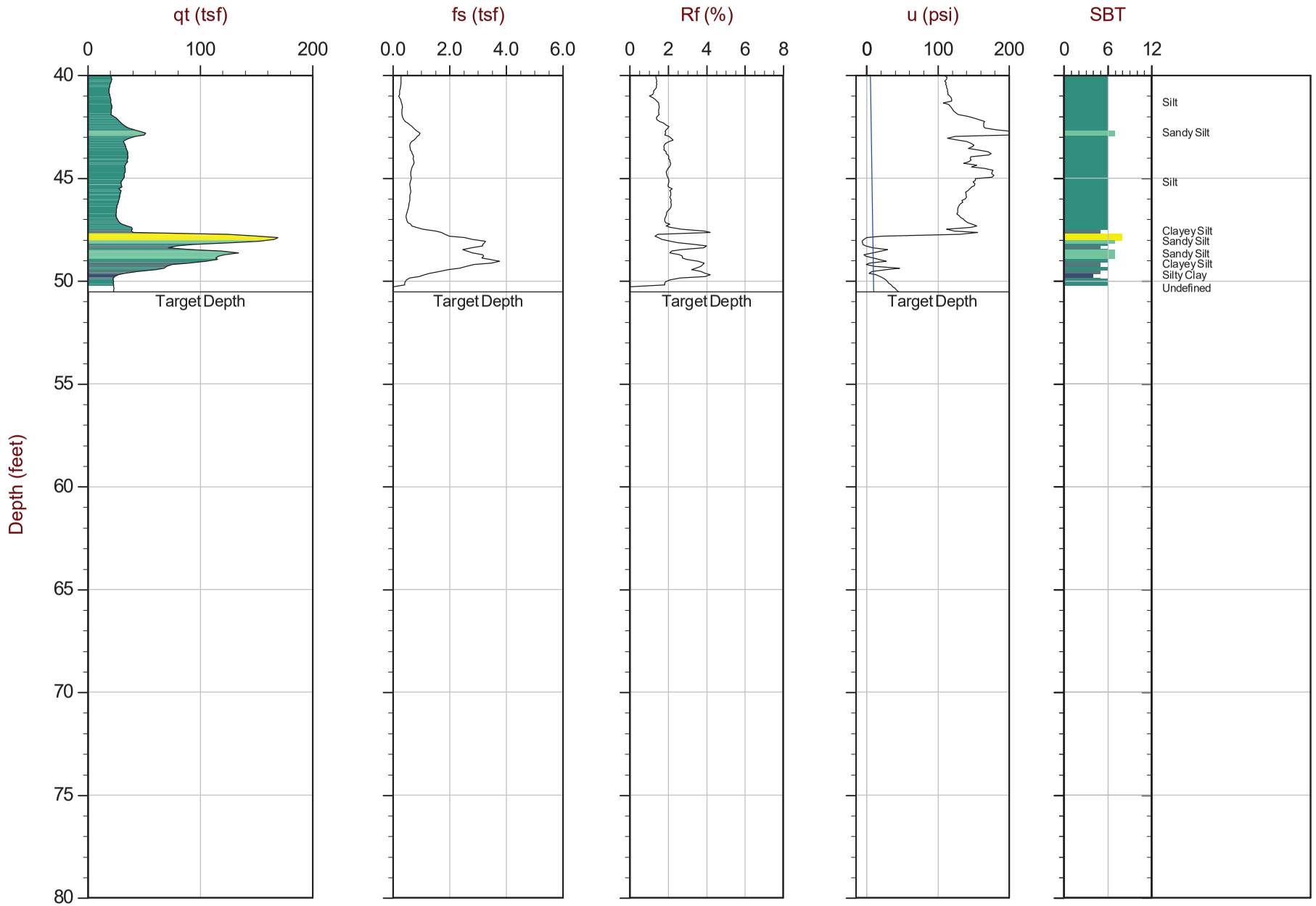
1497

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

ENGEO Inc.

Job No: 16-56104
Date: 12:28:16 11:33
Site: 4663.110.006

Sounding: 1-CPT4
Cone: 446:T1500F15U500



Max Depth: 15.400 m / 50.52 ft
Depth Inc: 0.025 m / 0.082 ft
Avg Int: Every Point
Overplot Item:

File: 16-56104_CP04.COR
Unit Wt: SBT Zones

SBT: Robertson and Campanella, 1986
Coords: UTM Zone 10 N: 4173409m E: 602268m
Page No: 2 of 2

Assumed Ueq
Ueq
Dissipation, equilibrium achieved
Dissipation, equilibrium not achieved
Hydrostatic Line

1498

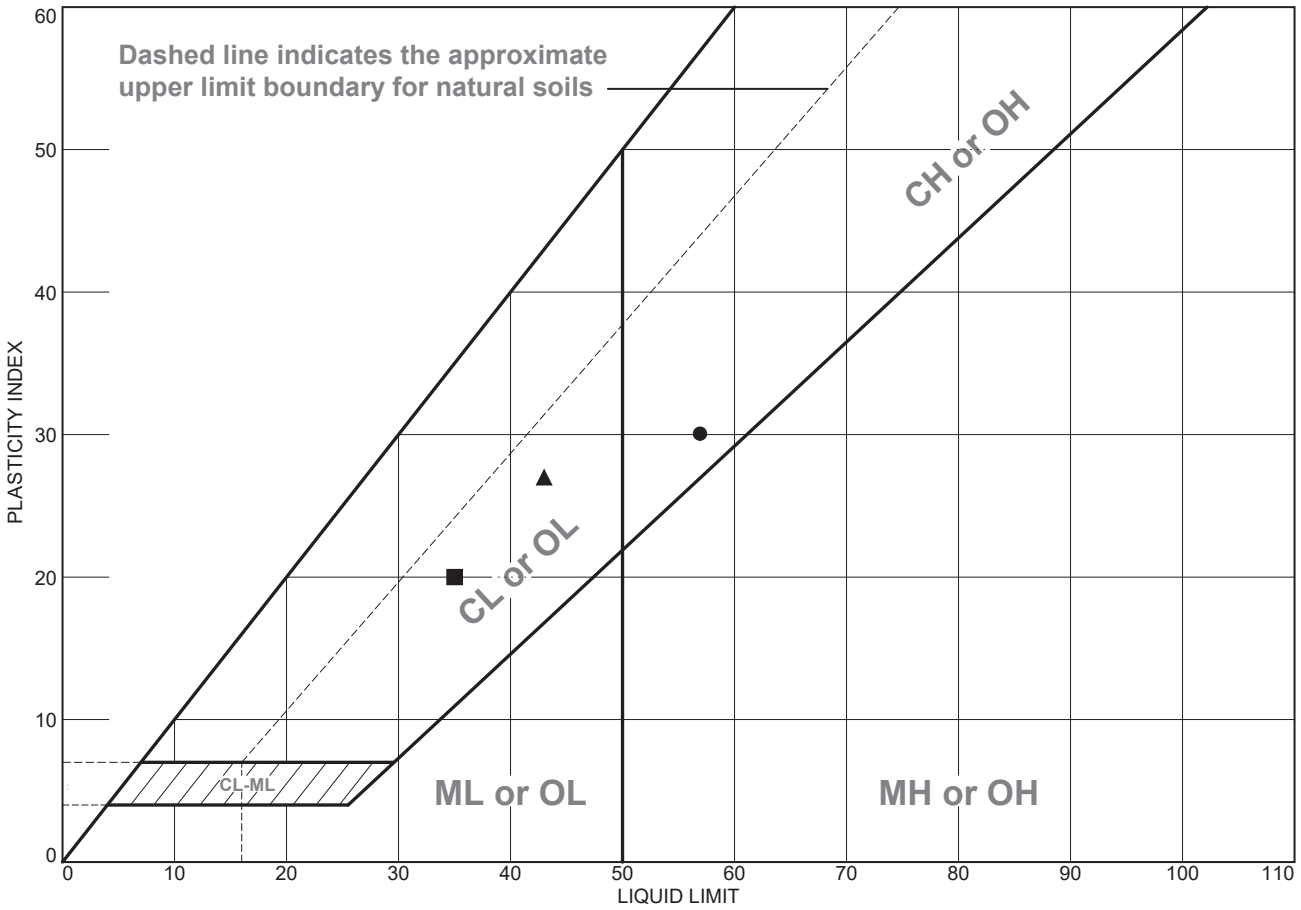


APPENDIX B

LABORATORY TEST DATA

Liquid and Plastic Limits Test Report
Particle Size Distribution Report
Water Soluble Sulfates in Soils Test Report

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	See Exploration Log	57	27	30	96.8	73.7	CH
■	See Exploration Log	35	15	20			
▲	See Exploration Log	43	16	27			

Project No. 4663.110.005 **Client:** GH Pacific Investment Holdings, LLC

Project: Chen Property

●**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-1

■**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-3

▲**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-6

Remarks:

●ASTM D4318, wet method
ASTM D422

■ASTM D4318, wet method

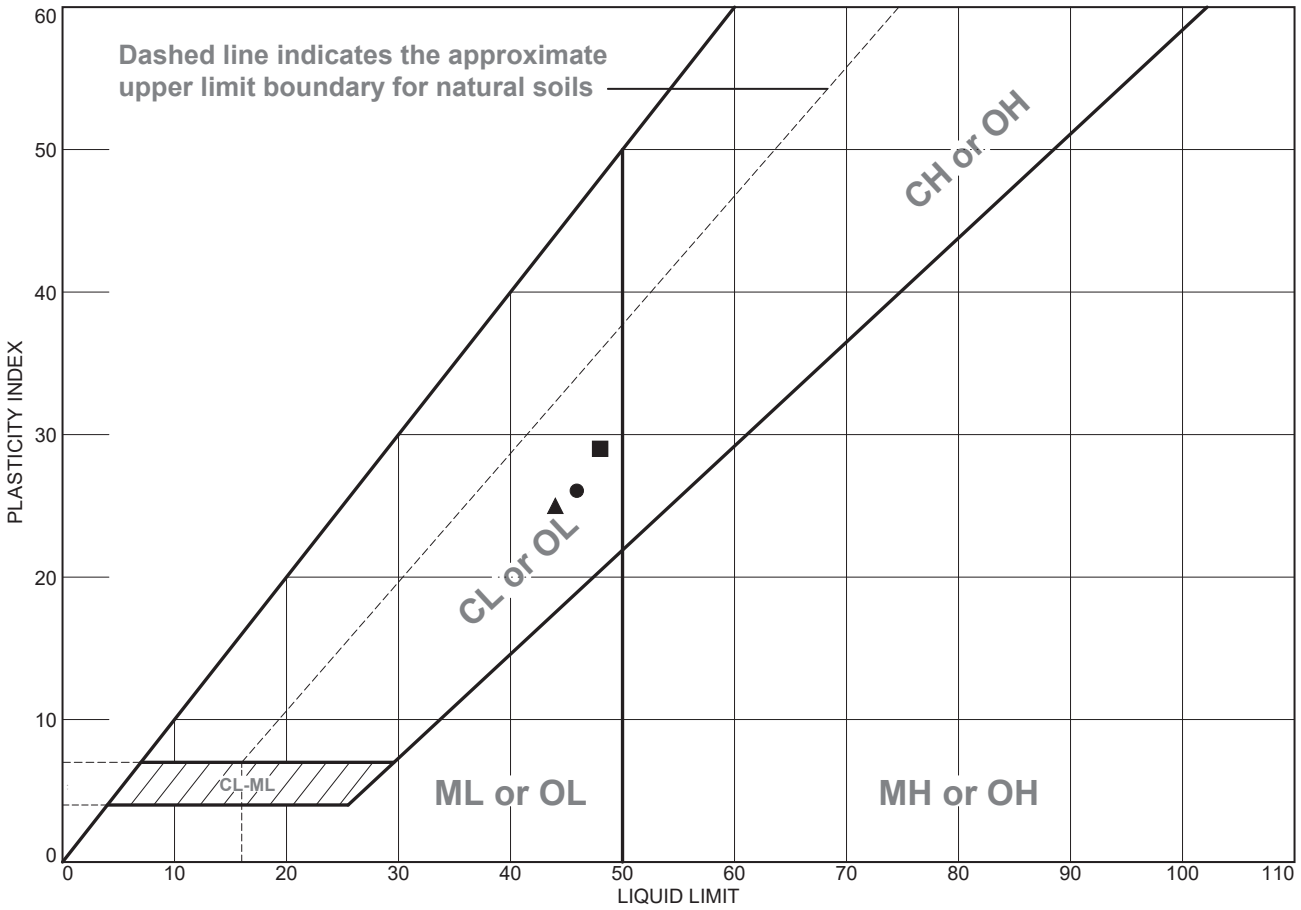
▲ASTM D4318, wet method

ENGEO INCORPORATED

Figure

Tested By: I. McCauley **Checked By:** K. Lecce

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	See Exploration Log	46	20	26	97.7	79.8	CL
■	See Exploration Log	48	19	29			
▲	See Exploration Log	44	19	25			

Project No. 4663.110.006 **Client:** GH Pacific Investment Holdings, LLC

Project: Anderson Property

●**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-1

■**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-2

▲**Source of Sample:** GEX **Depth:** Surface **Sample Number:** 1-CPT-4

Remarks:

●ASTM D4318, wet method
ASTM D422

■ASTM D4318, wet method

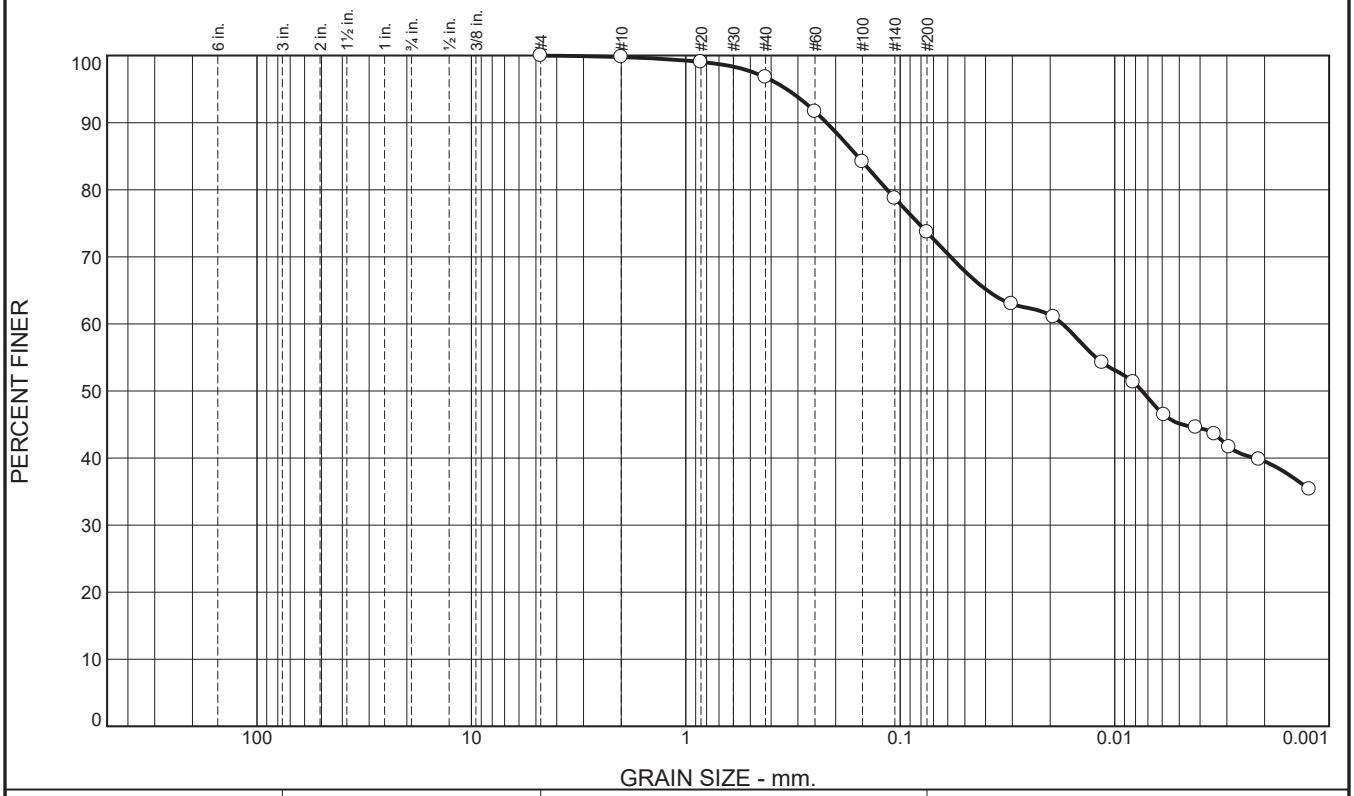
▲ASTM D4318, wet method

ENGEO INCORPORATED

Figure

Tested By: I. McCauley **Checked By:** K. Lecce

Particle Size Distribution Report



% +75mm	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.2	3.0	23.1	34.2	39.5

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#4	100.0		
#10	99.8		
#20	99.0		
#40	96.8		
#60	91.7		
#100	84.2		
#140	78.7		
#200	73.7		
0.0303 mm.	63.0		
0.0193 mm.	61.0		
0.0114 mm.	54.2		
0.0082 mm.	51.3		
0.0059 mm.	46.4		
0.0042 mm.	44.6		
0.0034 mm.	43.6		
0.0029 mm.	41.6		
0.0021 mm.	39.8		
0.0012 mm.	35.3		

* (no specification provided)

Soil Description

See Exploration Log

Atterberg Limits

PL= 27 LL= 57 PI= 30

Coefficients

D_{90}= 0.2207 D_{85}= 0.1581 D_{60}= 0.0175
D_{50}= 0.0074 D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= CH AASHTO= A-7-6(23)

Remarks

ASTM D422
ASTM D4318, wet method

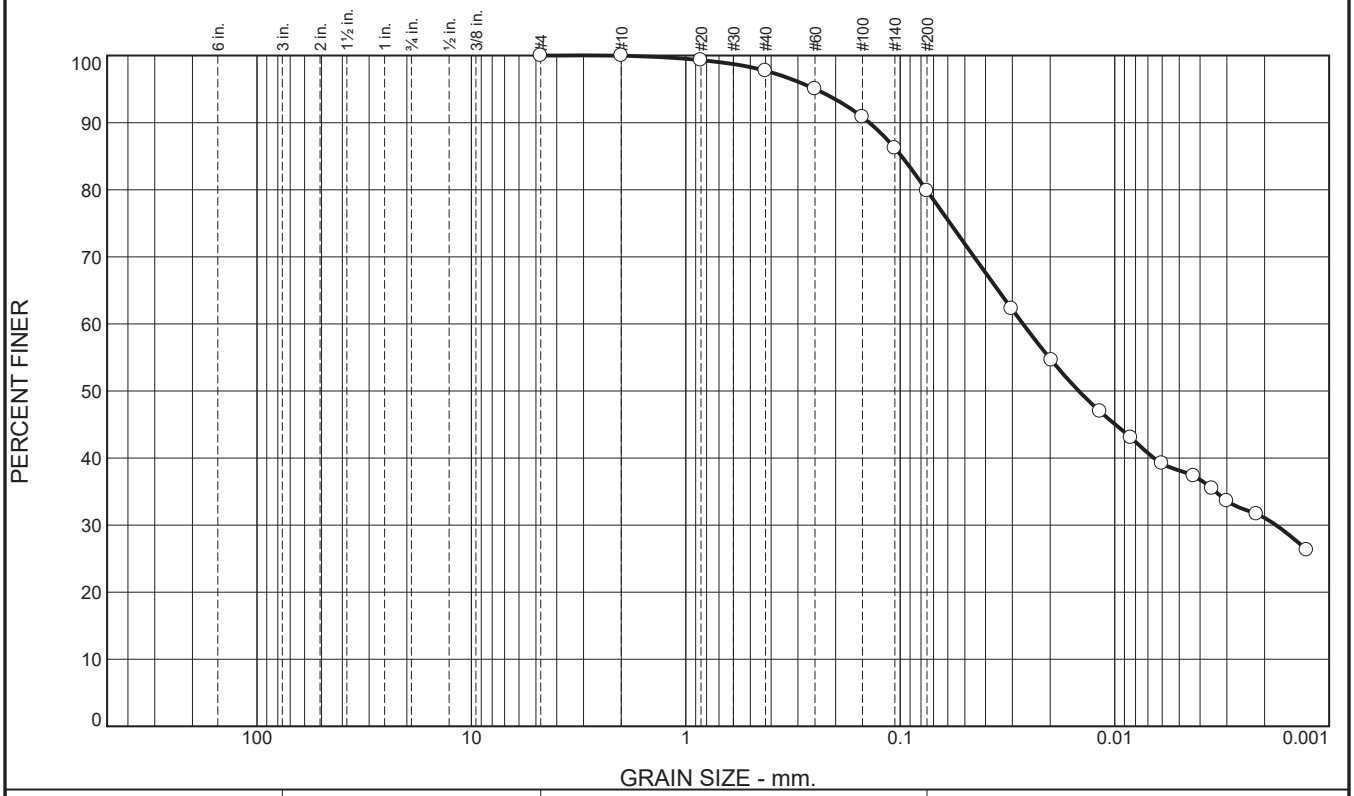
Source of Sample: GEX **Depth:** Surface
Sample Number: 1-CPT-1 **Date:** 1-10-17

ENGEO INCORPORATED

Client: GH Pacific Investment Holdings, LLC
Project: Chen Property
Project No: 4663.110.005 PH1 **Figure**

Tested By: I. McCauley **Checked By:** K. Lecce

Particle Size Distribution Report



% +75mm	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	2.3	17.9	48.7	31.1

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#4	100.0		
#10	100.0		
#20	99.3		
#40	97.7		
#60	95.0		
#100	90.8		
#140	86.2		
#200	79.8		
0.0303 mm.	62.3		
0.0197 mm.	54.6		
0.0117 mm.	46.9		
0.0084 mm.	43.0		
0.0060 mm.	39.2		
0.0043 mm.	37.3		
0.0035 mm.	35.5		
0.0030 mm.	33.6		
0.0022 mm.	31.7		
0.0013 mm.	26.3		

* (no specification provided)

Soil Description

See Exploration Log

Atterberg Limits

PL= 20 LL= 46 PI= 26

Coefficients

D_{90}= 0.1394 D_{85}= 0.0987 D_{60}= 0.0268
D_{50}= 0.0147 D_{30}= 0.0018 D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= CL AASHTO= A-7-6(21)

Remarks

ASTM D422
ASTM D4318, wet method

Source of Sample: GEX **Depth:** Surface
Sample Number: 1-CPT-1 **Date:** 1-10-17

ENGEO INCORPORATED

Client: GH Pacific Investment Holdings, LLC
Project: Anderson Property
Project No: 4663.110.006 PH1 **Figure**

Tested By: I. McCauley **Checked By:** K. Lecce

WATER SOLUBLE SULFATES IN SOILS

ASTM C1580

Sample number	Sample Location / ID	Matrix	Water Soluble Sulfate % by mass
1	1-CPT-4 surface	soil	ND
2	1-CPT-5 surface	soil	ND

Remarks: Results are reported to the nearest 0.01% by mass. Anything less than 0.005% will be reported as 'ND' for Not-Detectable.

PROJECT NAME: Chen Property
PROJECT NUMBER: 4663.110.005
CLIENT: GH Pacific Investment Holdings, LLC
PHASE NUMBER: 1

DATE: 01/10/17

ENGEO INCORPORATED

Tested by: I. McCauley

Reviewed by: K. Lecce

Lab Address: 17278 Golden Valley Parkwy, Lathrop, CA 95330.
Phone No. (209) 835-0610



APPENDIX C

LIQUEFACTION ANALYSIS

ENGEO, Inc
2010 Crow Canyon Pl, Suite 250
San Ramon, CA 94583
www.engeo.com

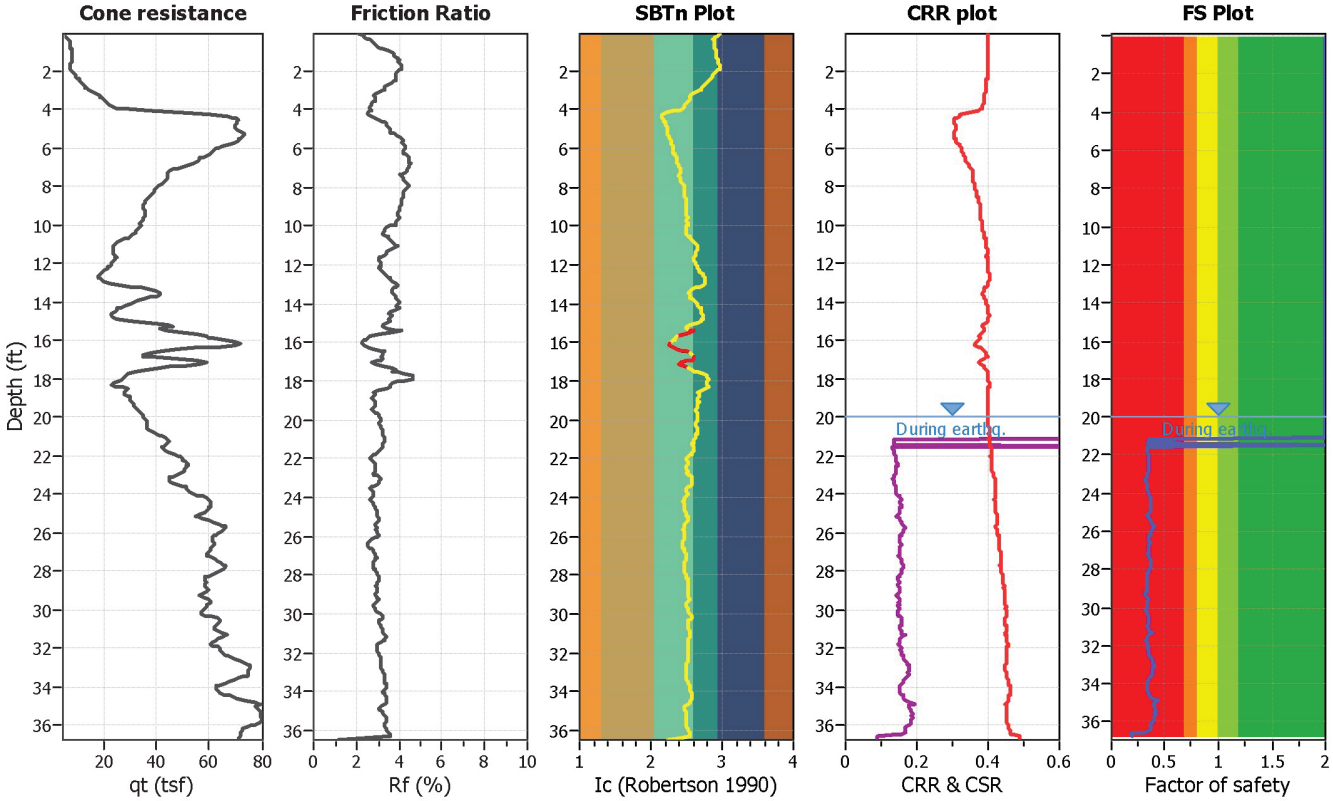
LIQUEFACTION ANALYSIS REPORT

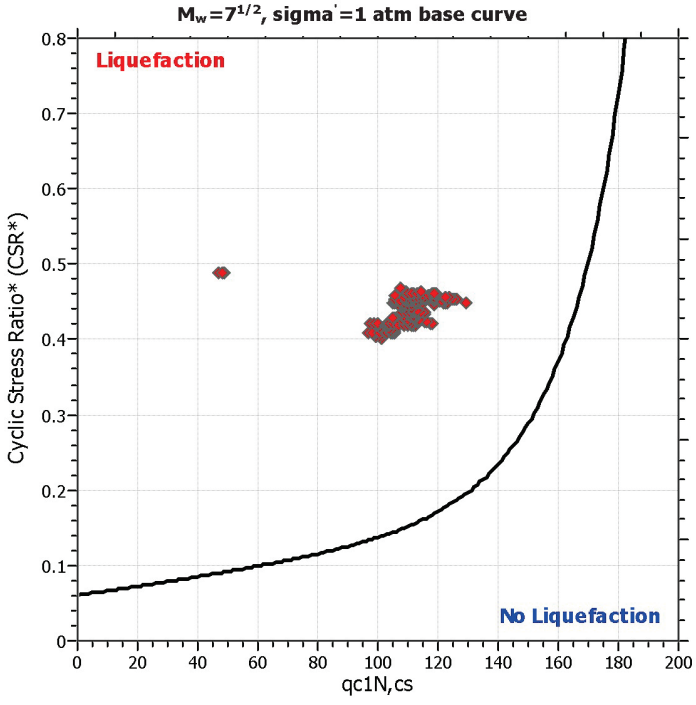
Project title : Chen Property **Location : Dublin, California**

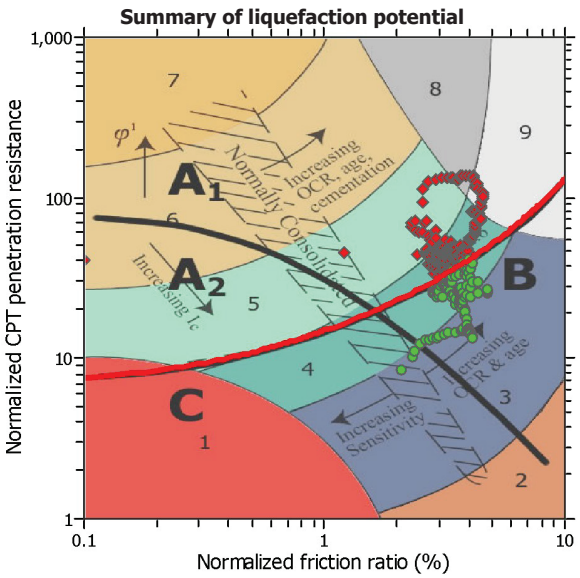
CPT file : 1-CPT2

Input parameters and analysis data

Analysis method:	B&I (2014)	G.W.T. (in-situ):	20.00 ft	Use fill:	No	Clay like behavior applied:	Sand & Clay
Fines correction method:	B&I (2014)	G.W.T. (earthq.):	20.00 ft	Fill height:	N/A	Limit depth applied:	No
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth:	N/A
Earthquake magnitude M_w:	6.60	Ic cut-off value:	2.60	Trans. detect. applied:	Yes	MSF method:	Method based
Peak ground acceleration:	0.71	Unit weight calculation:	Based on SBT	K_σ applied:	Yes		

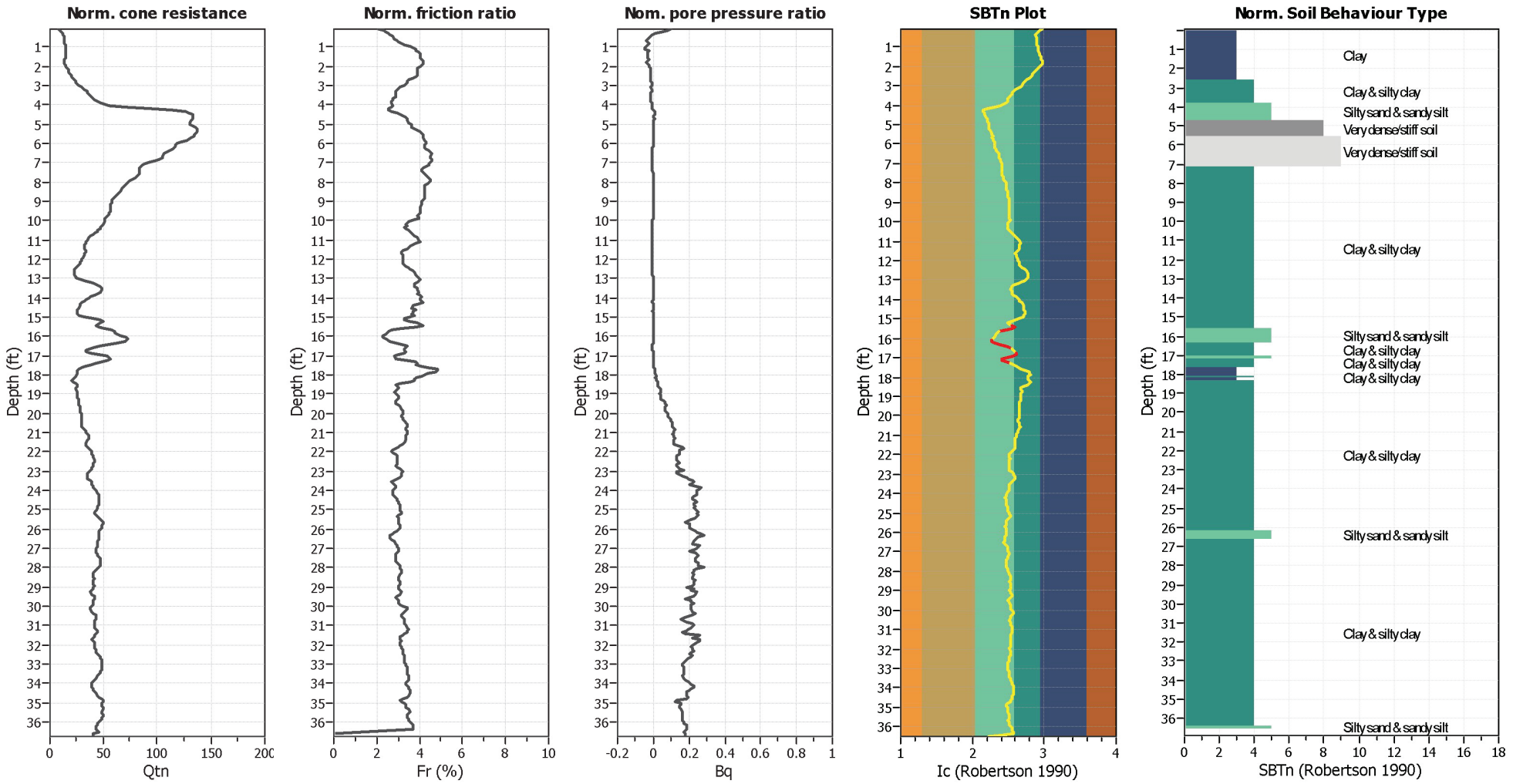






Zone A_1: Cyclic liquefaction likely depending on size and duration of cyclic loading
Zone A_2: Cyclic liquefaction and strength loss likely depending on loading and ground geometry
Zone B: Liquefaction and post-earthquake strength loss unlikely, check cyclic softening
Zone C: Cyclic liquefaction and strength loss possible depending on soil plasticity, brittleness/sensitivity, strain to peak undrained strength and ground geometry

CPT basic interpretation plots (normalized)



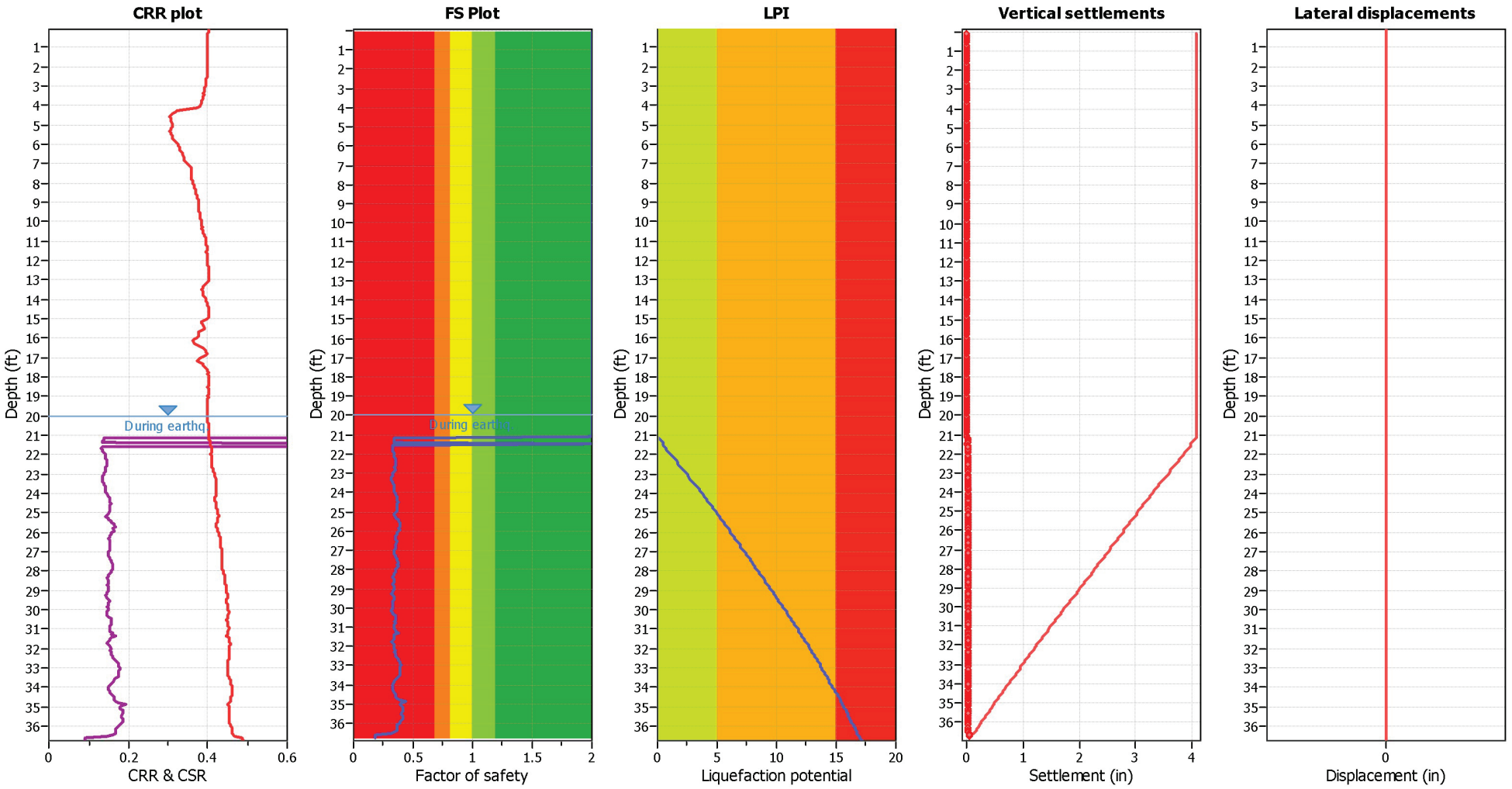
Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

SBTn legend

1. Sensitive fine grained	4. Clayey silt to silty	7. Gravely sand to sand
2. Organic material	5. Silty sand to sandy silt	8. Very stiff sand to
3. Clay to silty clay	6. Clean sand to silty sand	9. Very stiff fine grained

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

ENGEO, Inc
2010 Crow Canyon Pl, Suite 250
San Ramon, CA 94583
www.engeo.com

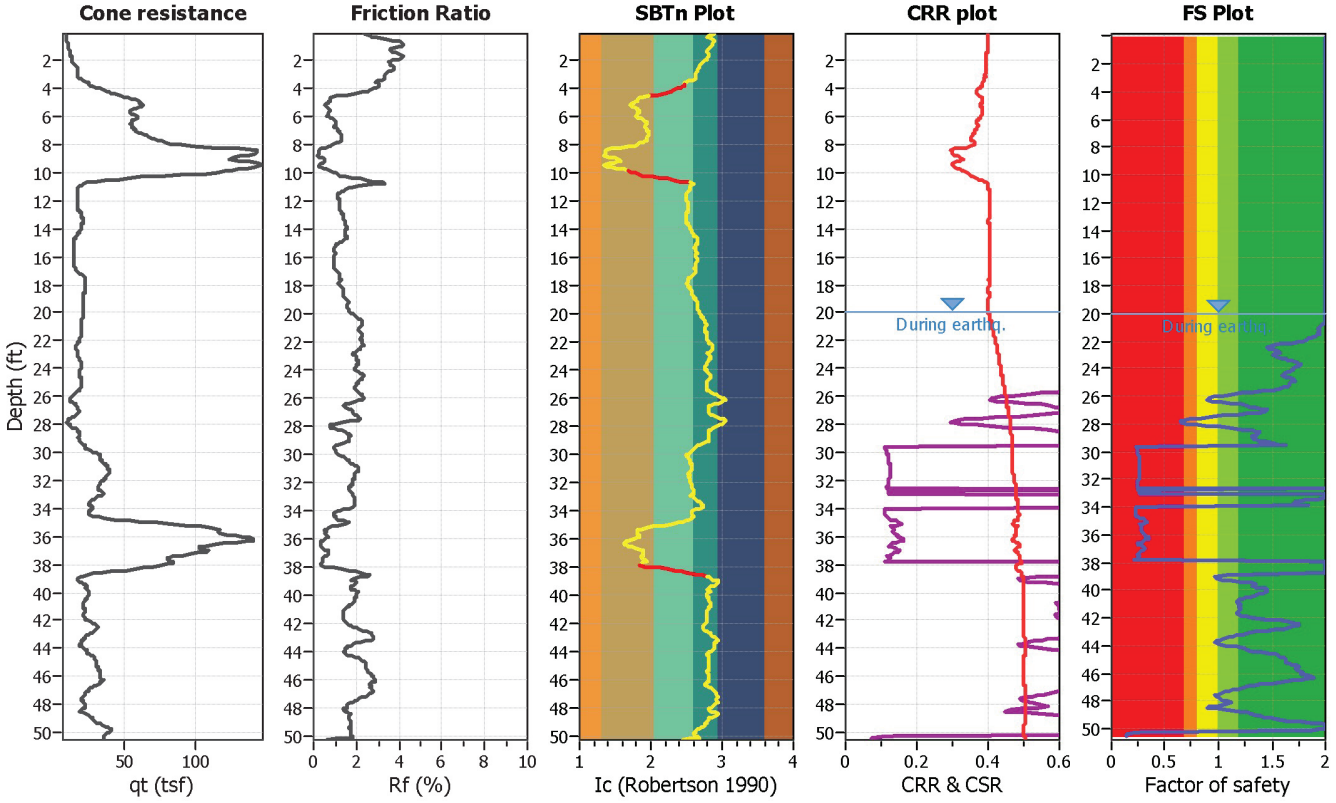
LIQUEFACTION ANALYSIS REPORT

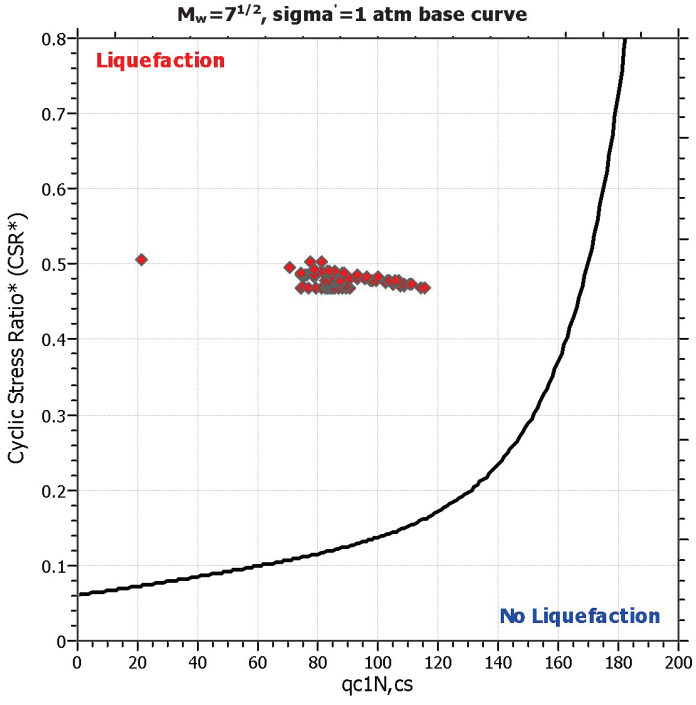
Project title : Chen Property **Location : Dublin, California**

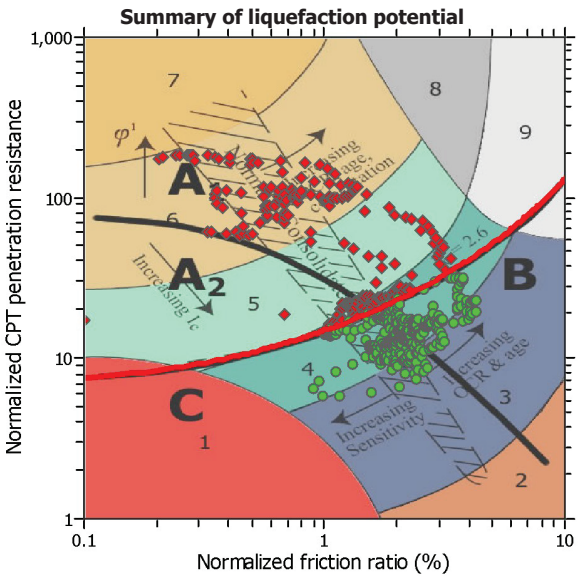
CPT file : 1-CPT5

Input parameters and analysis data

Analysis method:	B&I (2014)	G.W.T. (in-situ):	20.00 ft	Use fill:	No	Clay like behavior applied:	Sand & Clay
Fines correction method:	B&I (2014)	G.W.T. (earthq.):	20.00 ft	Fill height:	N/A	Limit depth applied:	No
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth:	N/A
Earthquake magnitude M_w:	6.60	Ic cut-off value:	2.60	Trans. detect. applied:	Yes	MSF method:	Method based
Peak ground acceleration:	0.71	Unit weight calculation:	Based on SBT	K_σ applied:	Yes		

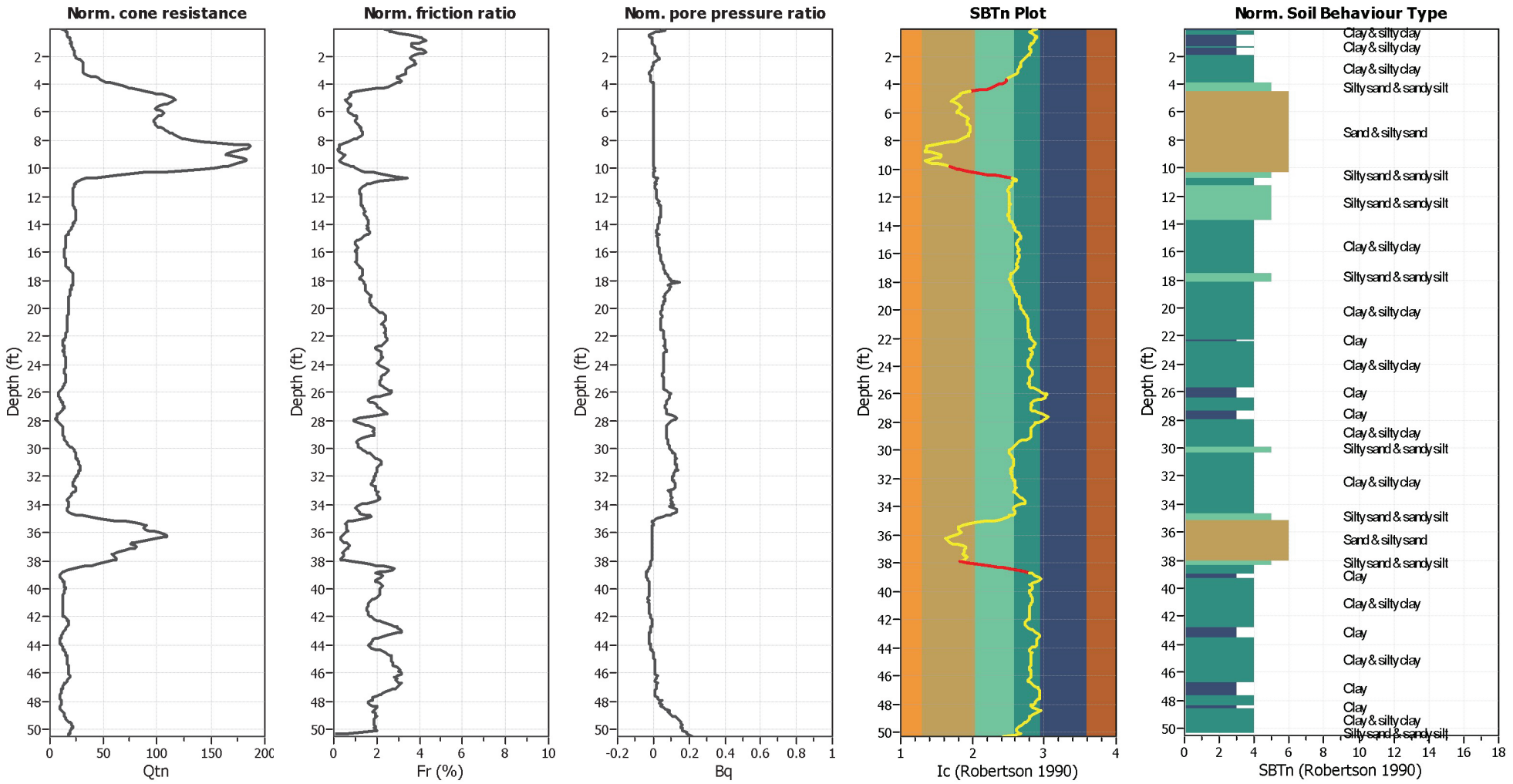






Zone A_1: Cyclic liquefaction likely depending on size and duration of cyclic loading
Zone A_2: Cyclic liquefaction and strength loss likely depending on loading and ground geometry
Zone B: Liquefaction and post-earthquake strength loss unlikely, check cyclic softening
Zone C: Cyclic liquefaction and strength loss possible depending on soil plasticity, brittleness/sensitivity, strain to peak undrained strength and ground geometry

CPT basic interpretation plots (normalized)



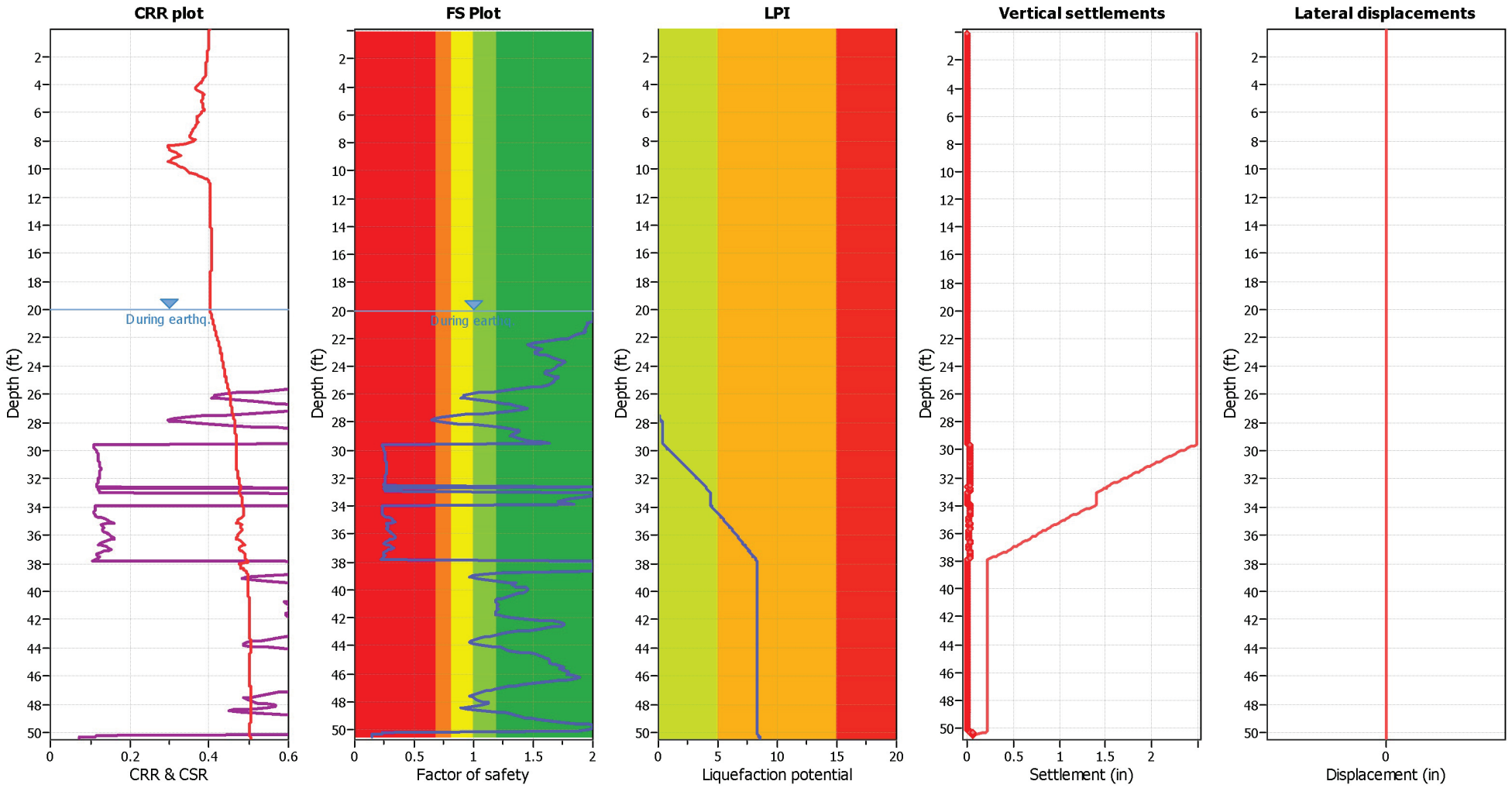
Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

SBTn legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to
9. Very stiff fine grained

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk

ENGEO, Inc
2010 Crow Canyon Pl, Suite 250
San Ramon, CA 94583
www.engeo.com

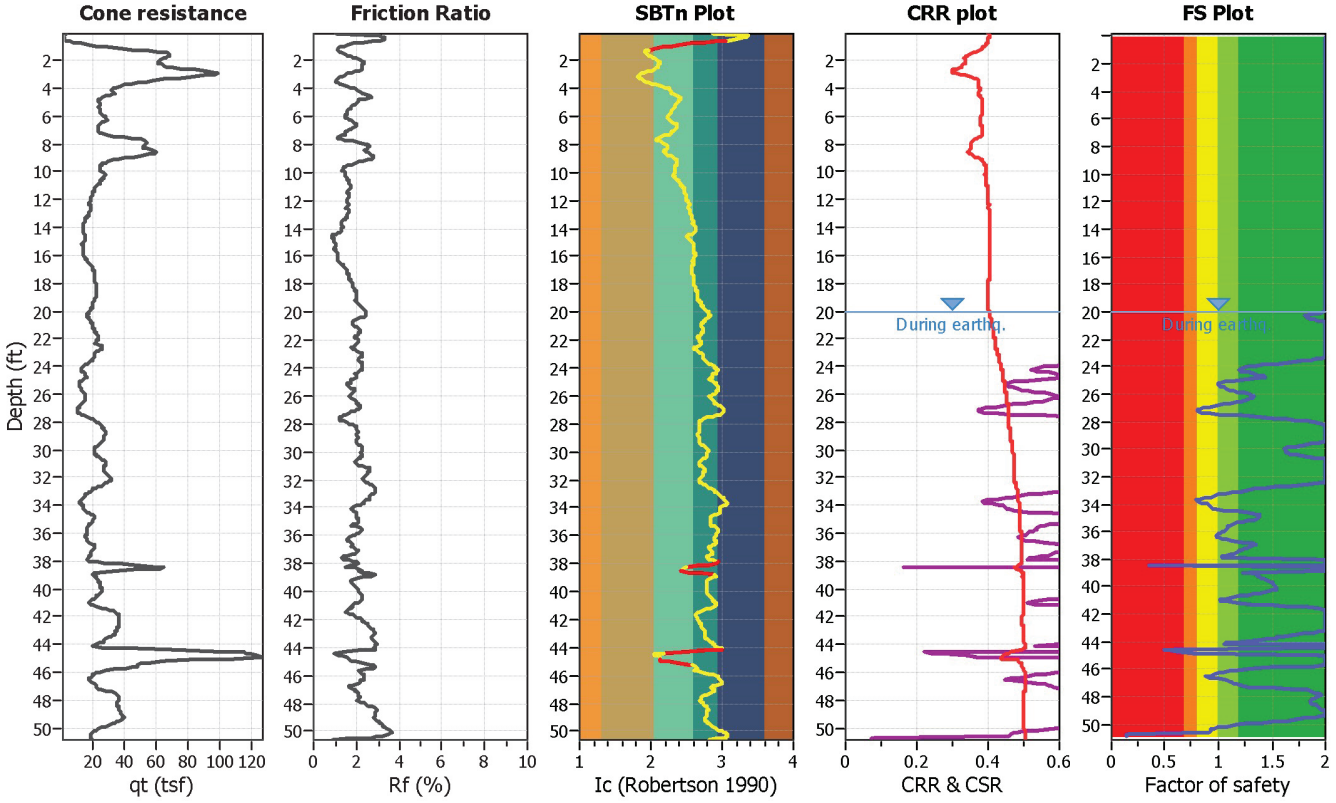
LIQUEFACTION ANALYSIS REPORT

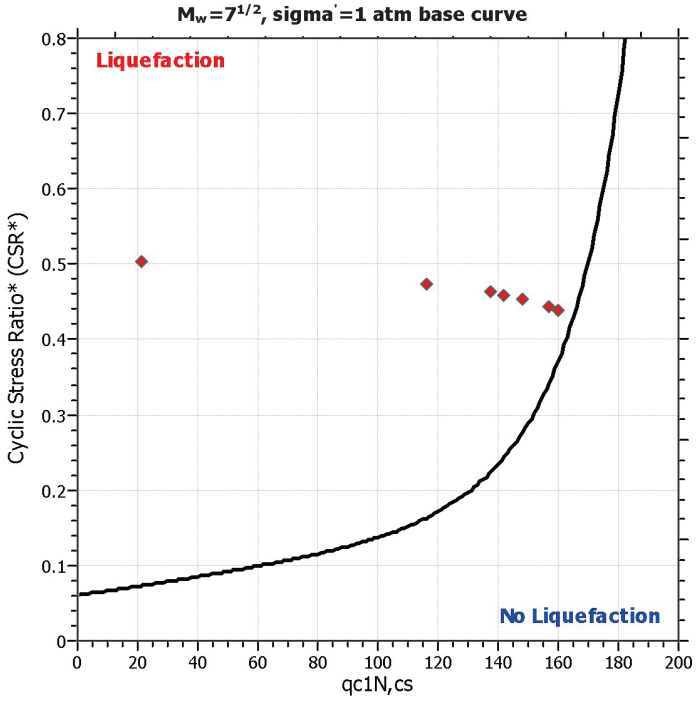
Project title : Chen Property **Location : Dublin, California**

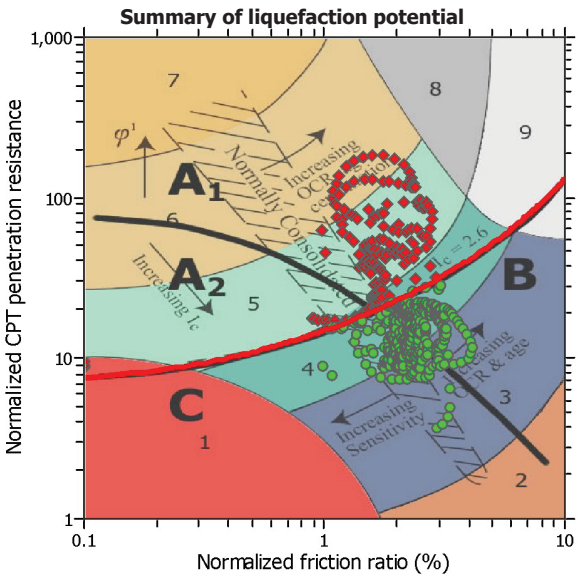
CPT file : 1-CPT6

Input parameters and analysis data

Analysis method:	B&I (2014)	G.W.T. (in-situ):	20.00 ft	Use fill:	No	Clay like behavior applied:	Sand & Clay
Fines correction method:	B&I (2014)	G.W.T. (earthq.):	20.00 ft	Fill height:	N/A	Limit depth applied:	No
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth:	N/A
Earthquake magnitude M_w:	6.60	Ic cut-off value:	2.60	Trans. detect. applied:	Yes	MSF method:	Method based
Peak ground acceleration:	0.71	Unit weight calculation:	Based on SBT	K_σ applied:	Yes		

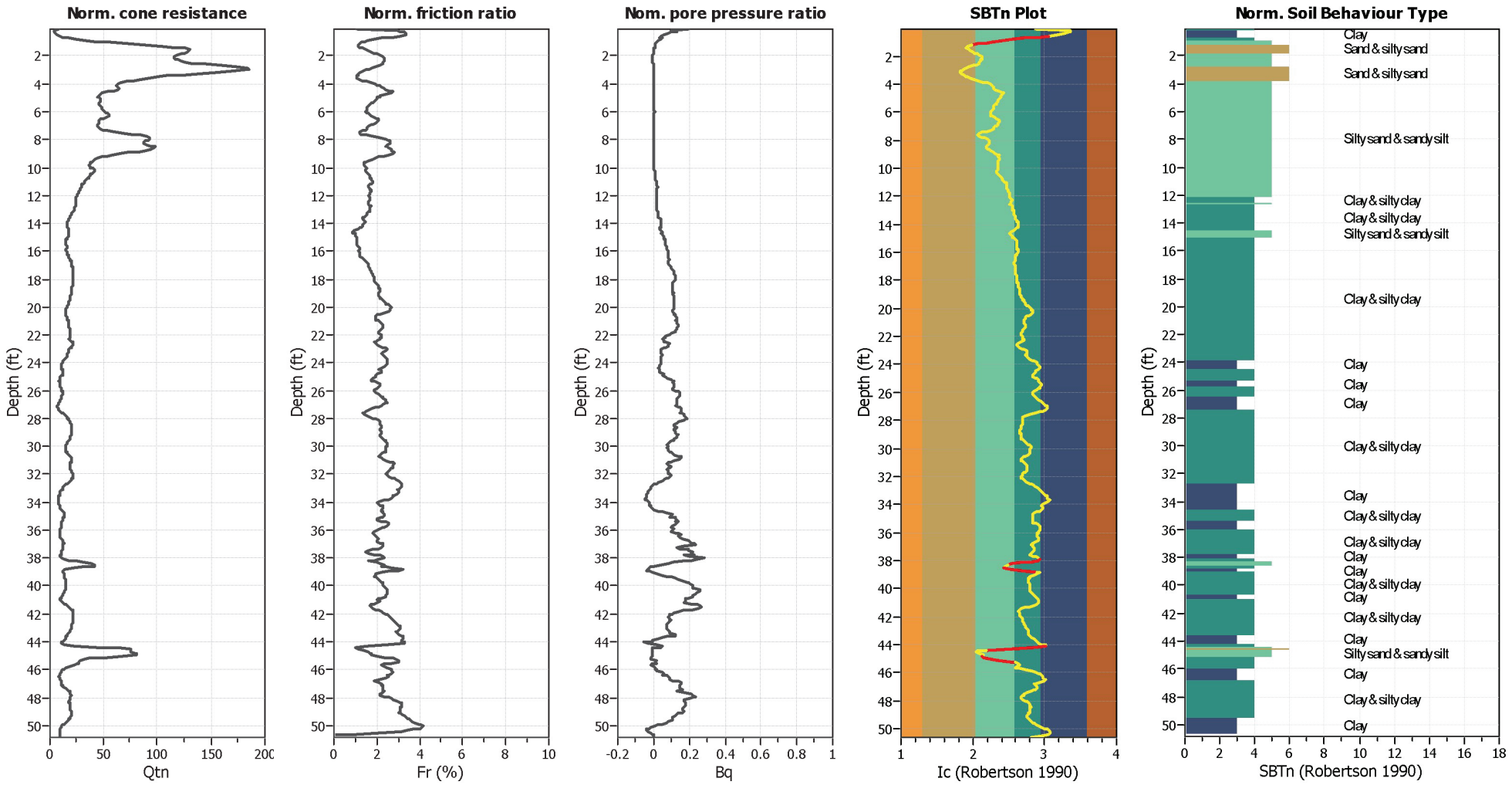






Zone A_1: Cyclic liquefaction likely depending on size and duration of cyclic loading
Zone A_2: Cyclic liquefaction and strength loss likely depending on loading and ground geometry
Zone B: Liquefaction and post-earthquake strength loss unlikely, check cyclic softening
Zone C: Cyclic liquefaction and strength loss possible depending on soil plasticity, brittleness/sensitivity, strain to peak undrained strength and ground geometry

CPT basic interpretation plots (normalized)



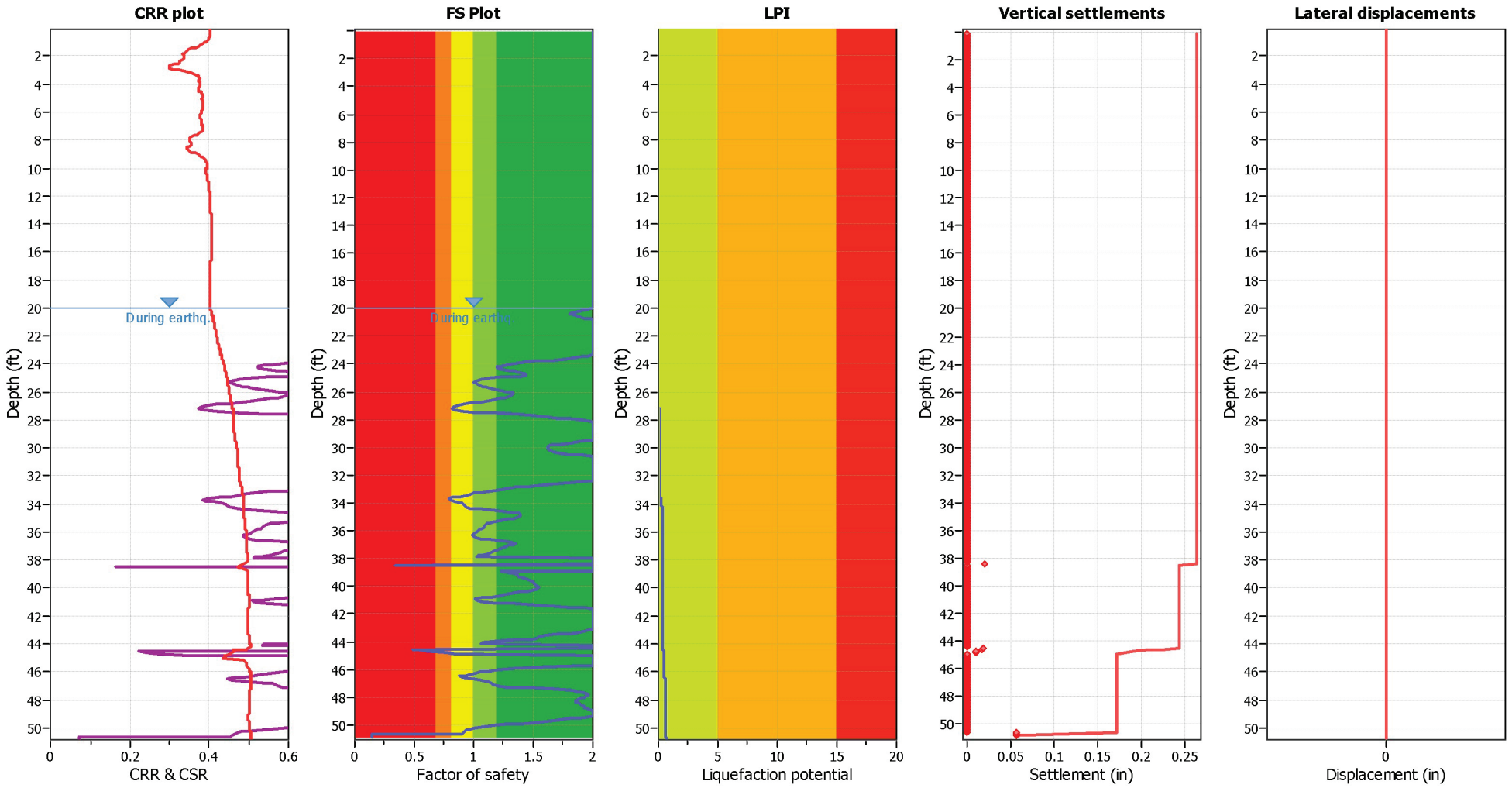
Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

SBTn legend

1. Sensitive fine grained
2. Organic material
3. Clay to silty clay
4. Clayey silt to silty
5. Silty sand to sandy silt
6. Clean sand to silty sand
7. Gravely sand to sand
8. Very stiff sand to
9. Very stiff fine grained

Liquefaction analysis overall plots



Input parameters and analysis data

Analysis method:	B&I (2014)	Depth to GWT (erthq.):	20.00 ft	Fill weight:	N/A
Fines correction method:	B&I (2014)	Average results interval:	3	Transition detect. applied:	Yes
Points to test:	Based on Ic value	Ic cut-off value:	2.60	K_σ applied:	Yes
Earthquake magnitude M_w:	6.60	Unit weight calculation:	Based on SBT	Clay like behavior applied:	Sand & Clay
Peak ground acceleration:	0.71	Use fill:	No	Limit depth applied:	No
Depth to water table (insitu):	20.00 ft	Fill height:	N/A	Limit depth:	N/A

F.S. color scheme

- Almost certain it will liquefy
- Very likely to liquefy
- Liquefaction and no liq. are equally likely
- Unlike to liquefy
- Almost certain it will not liquefy

LPI color scheme

- Very high risk
- High risk
- Low risk



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Appendix I
Noise Monitoring Sheets

Noise Measurement Survey – 24 HR

Project Number: DUB2101.04
Project Name: 580 Fallon

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:17815)

Site Number: LT-1 Date: 11/9/23

Time: From 3:00 p.m. To 3:00 p.m.

Site Location: Located South of Pandora Way, on a parking sign pole.

Primary Noise Sources: Local Traffic noise
Occasional aircraft
Background construction noise

Comments:

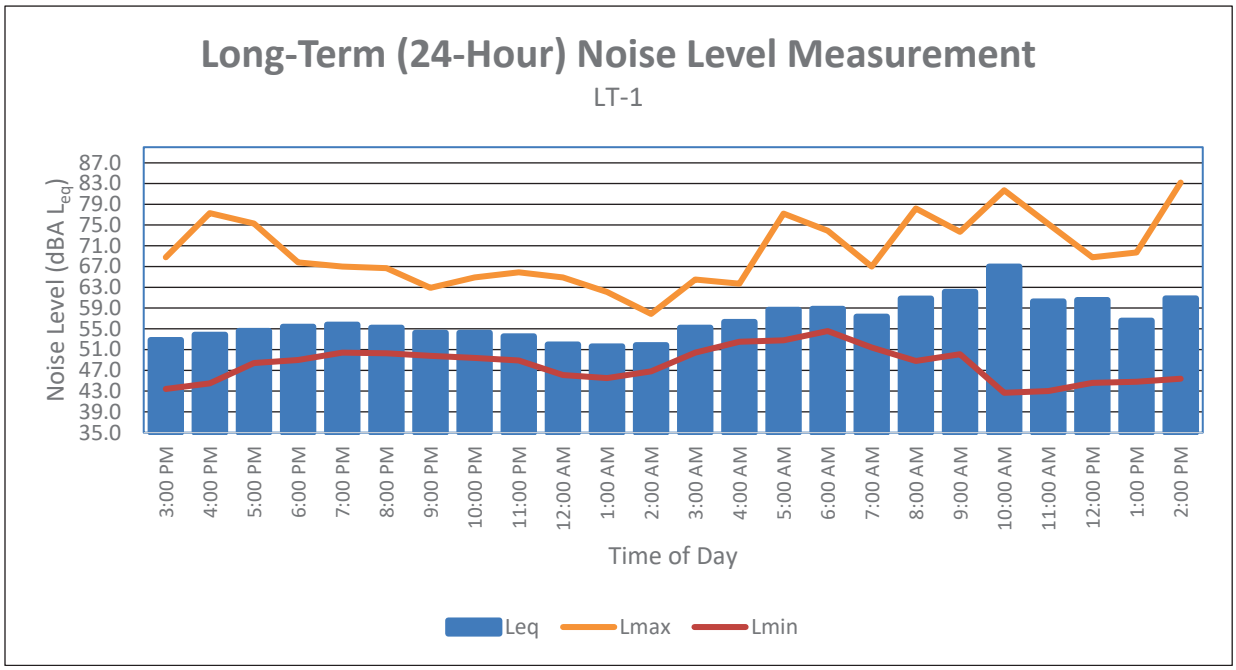
Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
3:00 PM	11/9/23	52.9	68.8	43.4
4:00 PM	11/9/23	53.9	77.3	44.5
5:00 PM	11/9/23	54.6	75.3	48.4
6:00 PM	11/9/23	55.4	67.8	49.0
7:00 PM	11/9/23	55.8	67.0	50.4
8:00 PM	11/9/23	55.2	66.7	50.3
9:00 PM	11/9/23	54.2	62.9	49.8
10:00 PM	11/9/23	54.2	64.9	49.4
11:00 PM	11/9/23	53.6	65.9	48.9
12:00 AM	11/10/23	52.0	64.9	46.1
1:00 AM	11/10/23	51.6	62.1	45.5
2:00 AM	11/10/23	51.9	57.9	46.8
3:00 AM	11/10/23	55.2	64.5	50.4
4:00 AM	11/10/23	56.3	63.7	52.5
5:00 AM	11/10/23	58.7	77.2	52.8
6:00 AM	11/10/23	58.9	73.9	54.6
7:00 AM	11/10/23	57.3	67.0	51.4
8:00 AM	11/10/23	60.8	78.2	48.8
9:00 AM	11/10/23	62.1	73.7	50.1
10:00 AM	11/10/23	67.0	81.7	42.7
11:00 AM	11/10/23	60.3	75.2	43.0
12:00 PM	11/10/23	60.5	68.8	44.6
1:00 PM	11/10/23	56.6	69.7	44.8
2:00 PM	11/10/23	60.9	83.2	45.4

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



Noise Measurement Survey – 24 HR

Project Number: DUB2101.04
Project Name: 580 Fallon

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:18571)

Site Number: LT-2 Date: 11/9/23

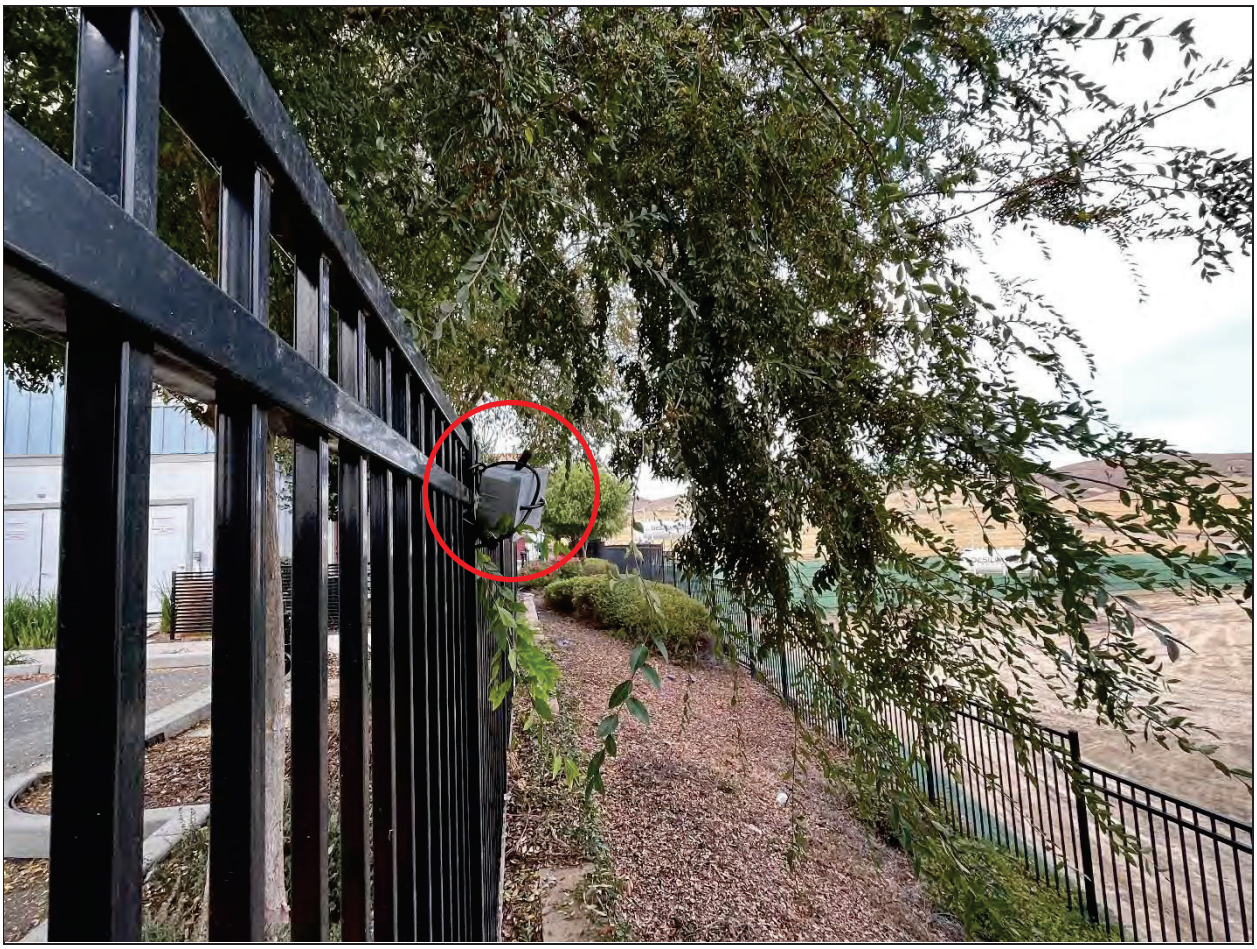
Time: From 3:00 p.m. To 3:00 p.m.

Site Location: Located east of Camino Lp, on a fence

Primary Noise Sources: Traffic noise entering the residential community.
Background construction noise

Comments:

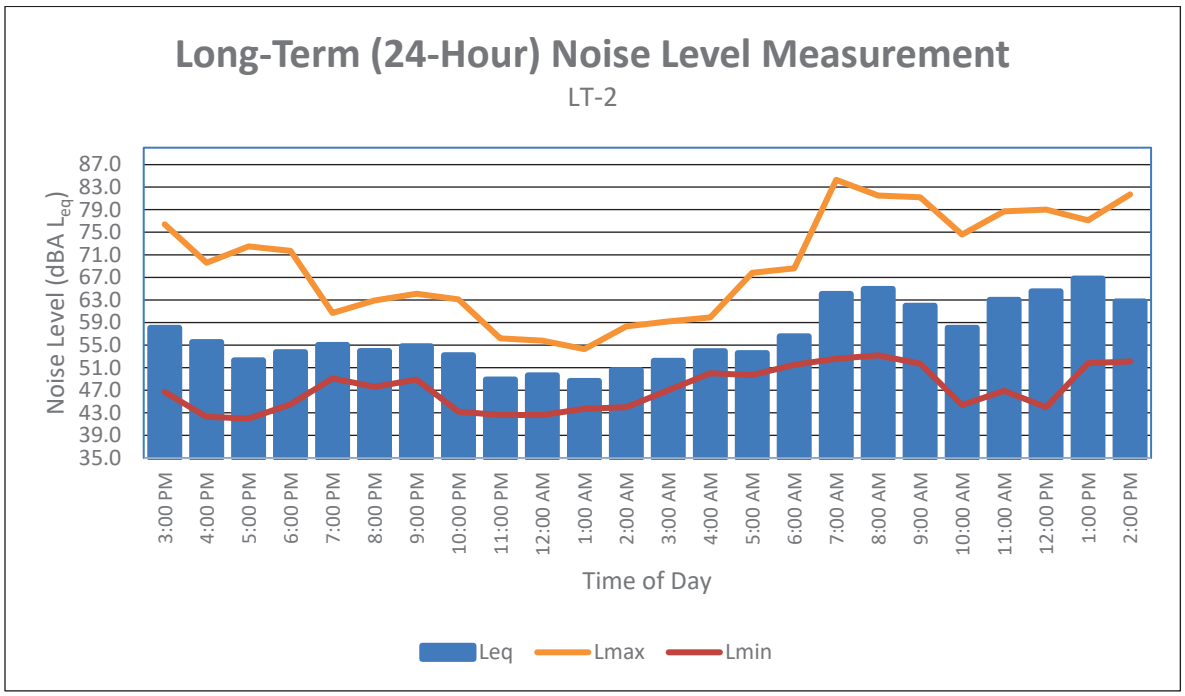
Photo:



Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
3:00 PM	11/9/23	58.1	76.4	46.7
4:00 PM	11/9/23	55.5	69.6	42.3
5:00 PM	11/9/23	52.3	72.5	42.0
6:00 PM	11/9/23	53.8	71.7	44.5
7:00 PM	11/9/23	55.0	60.7	49.1
8:00 PM	11/9/23	54.0	62.9	47.6
9:00 PM	11/9/23	54.8	64.1	48.9
10:00 PM	11/9/23	53.2	63.1	43.2
11:00 PM	11/9/23	48.9	56.2	42.6
12:00 AM	11/10/23	49.6	55.8	42.6
1:00 AM	11/10/23	48.7	54.3	43.7
2:00 AM	11/10/23	50.6	58.3	44.0
3:00 AM	11/10/23	52.2	59.2	47.0
4:00 AM	11/10/23	53.9	59.9	50.0
5:00 AM	11/10/23	53.6	67.8	49.7
6:00 AM	11/10/23	56.6	68.6	51.5
7:00 AM	11/10/23	64.1	84.3	52.6
8:00 AM	11/10/23	64.9	81.5	53.2
9:00 AM	11/10/23	62.0	81.2	51.7
10:00 AM	11/10/23	58.1	74.6	44.4
11:00 AM	11/10/23	63.0	78.7	46.9
12:00 PM	11/10/23	64.5	79.0	44.0
1:00 PM	11/10/23	66.8	77.1	51.8
2:00 PM	11/10/23	62.7	81.7	52.1

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level



Appendix J
Dublin Fallon 580 Trip Generation Comparison Memorandum

KITTELSON & ASSOCIATES
155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

Technical Memorandum

December 19, 2023 Project# 26585

To: Shanna Guiler, Associate/Environmental Planner
LSA
157 Park Place
Point Richmond, CA 94801

From: Aaron Elias

RE: Dublin Fallon 580 Trip Generation Comparison

This technical memorandum presents the vehicle trip generation for the proposed development of the Dublin Fallon 580 project located north of I-580 in Dublin, California. Development of this property and its impact on the transportation system have been studied in previous Environmental Impact Reports (EIRs) in 1992, 2002, and 2005 – this technical memorandum is intended to provide a comparison between the trip generation assumed in the 2005 SEIR[1] document with the 2023 proposed development plan.

Dublin Fallon 580 Property

The property is located on an approximately 192-acre site designated as Medium High Density Residential (13.5 acres), General Commercial/Campus Office ([GC/CO], 126.3 acres), Community Park (35.8 acres), Open Space (44.9 acres) and Public/Semi-Public (2.5 acres). The project site is located in the eastern portion of Dublin (Assessor's Parcel Numbers [APN]: 905-0001-006-03; 985-0027-002; 985-0027-005; 985-0027-004). The project is located east of Fallon Road and north of Interstate 580 (I-580). Croak Road divides the project site from north to south and the future Dublin Boulevard Extension Project bisects the project site from west to east.

2005 SEIR Assumptions

Based on the existing approved stage 1 PD and Eastern Dublin Specific Plan, the project would develop 13.5 acres as 200 residential units and about 126 acres would become 1,446,000 square feet of general commercial/campus office. Since general commercial and campus office have different trip generating rates, the 1,446,000 square feet was divided into the component land uses.

Determination of the component land uses was based on the traffic study[2] completed for the 2005 SEIR. This traffic study assumed two types of land uses for the non-residential components of the project including retail and office. To split the 1,446,000 square feet into retail and service components, Kittelson used the same ratio as the overall Fallon Village Supplemental EIR trip generation table (Table 4.2.6 2005 SEIR) which shows 980,000 square feet of service and 1,522,000 square feet of retail. Therefore, the resulting square footage once the 1,446,000 square feet was proportioned was 879,621 square feet of retail and 566,379 square feet of service space.

[1] Fallon Village Project Supplemental Environmental Impact Report, 2005
[2] Fallon Village Traffic Study, August 2005 prepared by TJKM Transportation Consultants

2023 Proposed Project

The 2023 proposed project is proposing to change the land use to the following:

- 238 multi-family dwelling units
- 2,888,400 square feet of advance manufacturing
- Hotel of approximately 314 rooms
- 100,000 square feet of retail
- 100,000 square feet of office

This is larger than the 1,446,000 square feet from the 2005 SEIR but advanced manufacturing uses are a less intensive trip generator than office and retail land uses. The residential component of the project would increase slightly by eight (8) units compared to the SEIR to a total of 238 units.

Trip Generation

Trip generation is a key factor in transportation analyses whether a level of service analysis or a vehicle miles traveled (VMT) analysis is being performed. This section compares the estimated daily trip generation for the Dublin Fallon 580 project parcels in the 2005 SEIR with what the trip generation is estimated to be with the 2023 proposed project. A 2023 proposed project trip generation that is less than the 2005 SEIR trip generation would mean the 2023 proposed project fits within the trip generation envelope of what was studied in the 2005 SEIR and no additional impacts that were not previously disclosed would be anticipated. A trip generation in 2023 higher than what was studied in the 2005 SEIR could potentially result in new impacts and would need to be studied in more detail.

2005 SEIR Trip Generation

The traffic study for the 2005 SEIR used the Institute of Transportation Engineers' (ITE) Trip Generation Manual 7th Edition to estimate trip generation for Fallon Village. The four land use categories used and the associated daily trip generation rate from the ITE Trip Generation Manual 7th Edition include:

- Single Family Residential (ITE Code 210 with a daily rate of 9.57 trips per dwelling unit)
- Multifamily Residential (ITE Code 220 with a daily rate of 6.72 trips per dwelling unit)
- Retail (ITE Code 820 with a daily rate of 42.94 trips per thousand square feet)
- Office/Service (ITE Code 710 with a daily rate of 11.01 trips per thousand square feet)

Based on these land uses and the square footage and dwelling units assumed for the proposed project site in the 2005 SEIR, the estimated daily trip generation for the Dublin Fallon 580 project parcels is shown in Table 1. As shown, the Dublin Fallon 580 project is estimated[3] to have produced 45,550 daily vehicle trips in the 2005 SEIR.

[3] The exact trip generation used is unknown since these documents analyzed overall trip generation of Fallon Village

Table 1: Estimated Trip Generation for the Dublin Fallon 580 Project Parcels Based on 2005 SEIR

Description	Size	Units	ITE	Daily
Single Family	70	du	210	670
Multi-Family	130	du	220	874
Retail	879.621	ksf	820	37,771
Service	566.379	ksf	710	6,236
Total				45,550

Source: Kittelson & Associates, Inc. 2023
Daily Rate from ITE Trip Generation Manual 7th Edition
DU = Dwelling Unit
KSF = Thousand Square Feet

2023 Proposed Project

The current 2023 proposal is more specific than the 2005 SEIR with residential units, advanced manufacturing, hotel, retail, and office land uses. To estimate the trip generation of these land uses, Kittelson used the latest version of the ITE Trip Generation Manual which is the 11th Edition. The five land use categories used and the associated daily trip generation rate from the ITE Trip Generation Manual 11th Edition include:

- Multifamily Residential (ITE Code 220 with a daily rate of 6.74 trips per dwelling unit)
- Advanced Manufacturing (ITE Code 140 with a daily rate of 4.75 per thousand square feet)
- Hotel (ITE Code 310 with a daily rate of 7.99 trips per room)
- Retail (ITE Code 820 with a daily rate of 37.01 per thousand square feet)
- Office (ITE Code 710 with a daily rate of 10.84 per thousand square feet)

Table 2 shows the resulting daily trip generation which is projected to be 22,618 trips per day.

Table 2: Estimated Trip Generation for the Dublin Fallon 580 Project Parcels Based on 2023 Proposed Project

Description	Size	Units	ITE	Daily
Multi-Family	238	du	220	1,604
Advanced Manufacturing	2,888.4	ksf	140	13,720
Hotel	314	Rooms	310	2,509
Retail	100	ksf	820	3,701
Office	100	ksf	710	1,084
Total				22,618

Source: Kittelson & Associates, Inc. 2023
[1]Daily Rate from ITE Trip Generation Manual 11th Edition
DU = Dwelling Unit
KSF = Thousand Square Feet

Conclusion

This technical memorandum documented the trip generation for the Dublin Fallon 580 property studied as part of the 2005 SEIR for Fallon Village and the estimated trip generation for the same property based on the 2023 development plan. As shown in Table 1 and Table 2, the 2023 development plan generates 22,932 fewer daily vehicle trips compared to the assumptions from the 2005 SEIR. This results in the 2023 development plan fitting within the envelope of what was previously studied and no new transportation impacts not previously disclosed would be anticipated based on daily trip generation of the Dublin Fallon 580 property.

From: Flora Bai
To: Crystal De Castro
Subject: Comments to proposed change for Dublin Fallon 580 Project
Date: Wednesday, June 5, 2024 11:14:14 AM
Attachments: image.png

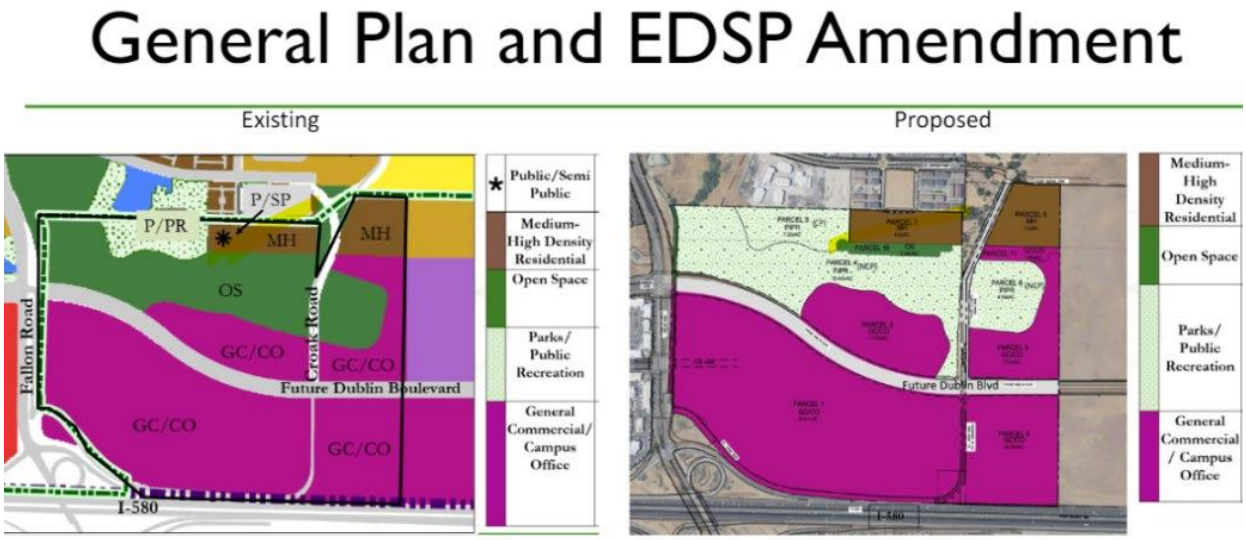
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I'm writing to express my concerns regarding the newly proposed changes directly in front of my unit at 3871 Camino Loop. This massive new construction will dramatically affect our neighborhood, leading to increased noise and overcrowded schools.

Compared to the existing plan, the proposed plot subdividing changes would significantly **reduce existing open space** and **eliminate** the planned Public/Semi Public area within the MH (parcel #7) area. These modifications will likely lead to congestion in our neighborhood. Most concerning is that parcel #7 will be built on the **same level** as our community, which requires extensive land filling and major landform changes.

To address these pressing concerns, I propose **moving parcel 10** (open space) to a location between parcel 7 and our community, creating a vital buffer zone that preserves the integrity of our neighborhood and minimizes negative impacts. Moreover, I advocate for the builder to construct **under the cliff-like slope** rather than on it. This adjustment would not only reduce the builder's cost by avoiding extensive land filling and slope extension, but also mitigate safety issues from landform changes and preserve the spectacular views that we all appreciate. It would be a win-win situation for the builder and the neighbors.



Thank you for considering my concerns and suggestions.

Flora(Yuhua) Bai

--
Warmest Regards,
[redacted]

From:	Jason Holder
To:	Planning Commission; Crystal De Castro
Cc:	Sachin Bhandari
Subject:	Dublin Fallon 580 Project: Comments re Initial Study and Addendum
Date:	Tuesday, June 4, 2024 4:48:18 PM
Attachments:	Comment Letter OBO Kingswood OA re I-S Addendum for Dublin Fallon 580 Project 060424.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find the attached comments concerning the above-referenced project, submitted to the City of Dublin Planning Commission on behalf of Kingswood Owners Association. The comments are submitted in anticipation of Planning Commission consideration of the Project at its next meeting on June 11, 2024.

Sincerely,
-Jason

--
Jason W. Holder
Holder Law Group

Important: This electronic mail message, including any attached files, is being sent by or on behalf of a lawyer; it is confidential and it may contain or constitute information protected by the attorney-client and/or the attorney work-product privileges. If the person actually receiving this message, or any other reader of this message, is not the named recipient, or the employee or agent responsible to deliver it to the named recipient, you are not authorized to retain, read, copy or disseminate this communication or any part of it. If you have received this communication in error, please immediately notify Holder Law Group at (510) 338-3759. Thank you

Holder Law Group
holderecolaw.com
1980 Mountain Blvd., Ste. 211
Oakland, CA 94607
(510) 338-3759
jason@holderecolaw.com

June 4, 2024

VIA EMAIL AND U.S. MAIL

City of Dublin Planning Commission
Catheryn Grier, Commissioner
Janine Thalblum, Commissioner
Renata Tyler, Commissioner
Stephen Wright, Chairperson
Matthew Aini, Vice Chairperson
Wahida Rashid, Alternate Commissioner
Nicholas Ochoa, Alternate Commissioner
Email: [redacted]

City of Dublin
Attn: Crystal De Castro, Senior Planner
100 Civic Plaza
Dublin, CA 94568
Email: [redacted]

Re: **Comments Concerning Proposed Dublin Fallon 580 Project** (PLPA-2023-00033; APNs 905-0001-006-03, 985-0027-002, 985-0027-005, and 985-0027-004)

Dear Chairperson Wright, Honorable Members of the Dublin Planning Commission and Ms. De Castro:

We have been retained by Kingswood Owners Association ("KOA") in connection with the proposed Dublin Fallon 580 Project (the "Project"). On behalf of KOA, we respectfully submit the following comments letter with the intention of fostering a cooperative and efficient dialogue with the City and Project applicant to resolve the issues identified herein through Project's administrative process.

Due to numerous unanalyzed and unmitigated Project impacts, KOA (1) objects to substantial intensification of commercial uses as inconsistent with the Eastern Dublin Specific Plan ("EDSP") and its associated EIR, without adequate supplemental environmental review, (2) objects to the proposed use of an Addendum to the EDSP EIRs as the environmental clearance document for this Project because the Project involves more than "minor" changes to existing Specific Plan designations, (3) urge modifications to the Project as proposed to avoid or reduce unstudied or downplayed significant environmental impacts, including substantially increased traffic congestion, traffic safety impacts, and significant impacts to public scenic resources, and (4) request timely notice pursuant to the California Environmental Quality Act ("CEQA") in order to participate meaningfully in the process. Until the issues raised by KOA and other community stakeholders are resolved satisfactorily, we request that the Planning Commission not make a recommendation to the City Council concerning the Project.

City of Dublin ("City") staff prepared an Initial Study for the Project and based on the Initial Study ("I/S") determined that a CEQA addendum is the appropriate environmental review document. The following comments are based on our initial review of the I/S and Addendum for the Project and the updated EDSP.[1]

The I/S analysis generally references and relies upon mitigation measures described in the following documents: the 1993 Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report ("Specific Plan EIR"), the 2002 East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR ("2002 SEIR"), and the 2005 Fallon Village Supplemental EIR ("2005 SEIR") (collectively, the "EDSP EIRs").[2] The EDSP EIRs are not accessible through the City's website – these multi-tiered analyses (upon which the Addendum's analysis heavily depends) must be made available and readily accessible to the public for review during the environmental review and administrative process for the Project. To enable meaningful public participation and satisfy CEQA's informational requirements, please transmit electronic versions of the EDSP EIRs to the undersigned (or provide links to access these documents) as soon as possible.

I. DISCUSSION

A. Absent Adequate Environmental Review, the Project's Residential Density and Commercial Intensity Should Not be Increased Over the Character and Amount of Development Described and Analyzed in the EDSP EIRs.

The proposed substantial increases in residential density and total commercial use area have the potential to cause increased traffic and may also increase traffic safety risks. This substantial increase in development intensity also precludes design options, such as increased setbacks, that could avoid or reduce Project impacts.

The Project includes increased residential density for Parcel 7 of almost 20 units per acre.[3] The Project also includes a substantial increase in floor area ratio ("FAR") for commercial development "from the 0.28 FAR assumed under the [EDSP] and analyzed in the EDSP EIRs" to

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[1] The updated EDSP is available at: https://www.dublin.ca.gov/DocumentCenter/View/30283/EDSP-updated-111522?bidId=. Due to time restrictions and the unavailable EDSP EIRs, our review of background materials is currently incomplete. Accordingly, we may elect to submit follow-up comments on behalf of KOA following further review of the multi-tiered analyses.

[2] The I/S and Addendum do not adequately incorporate by reference the information and analysis in the EDSP and the EDSP EIRs. (*See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 443.) As a traffic expert familiar with Dublin's routine practice of approving GPA's for intensive development projects not anticipated in prior specific plans noted to the undersigned, "[t]racking all this is tedious stuff, in part because the City seems to have tried to make it as difficult as possible to do so."

[3] Table B in the I/S inaccurately describes the Medium High (MH) Density Residential as "17.4" units per acre. Table A reveals that the planned residential density for parcel 7 is reported as "19.7" units per acre. These inconsistent descriptions of the Project must be resolved and corrected.

0.60 FAR.[4] This is more than double the previously analyzed and approved density.[5] The Project's proposed increase in residential and commercial development density and intensity follows a pattern of previous similar increases approved by the City with the use of addenda to dated EIRs.[6] Despite these substantial increases in density and development intensity, the I/S implausibly concludes there will be no associated changes to impacts previously analyzed.

The I/S considers the "density" and "massing" of the proposed General Commercial/Campus Office ("GC/CO") uses when concluding the Project would not cause significant impacts, but completely disregards the substantial increase in commercial development intensity associated with this Project. As revised prior to City Council approval, the 1993 EIR considered commercial development consisting of "approximately 10.876 million square feet on approximately 806 acres" within the entire EDSP area.[7] The 2002 SEIR included 1.4 million square feet of commercial use within a 472-acre portion of the Specific Plan area.[8] The 2005 SEIR analyzed 2,503,175 square feet of "commercial, office, light industrial and mixed-use development" within a 1,132-acre area. The subject 2024 Project calls for 3,299,670 s.f. of GC/CO uses within just a small portion (192 acres) of the 4,016-acre EDSP area.[9] These escalating increases in commercial use authorizations, including the increases associated with the Project, constitute substantial changes in land use.

An Addendum is the wrong form of CEQA document for analyzing the intense land use changes proposed for this Project. Addenda to EIRs are intended for "minor" changes to projects where adequate environmental review has already occurred, not for situations where, as here, major changes are proposed that may cause previously unanalyzed significant impacts.[10] Here, the proposed changes described in the I/S include substantial increases in

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[4] I/S, p. 9.

[5] *See* EDSP (Updated November 2022), Table 4.1.

[6] *See*, *e.g.*, Planning Commission Resolution 08-01, adopting CEQA Addendum for Anderson Property (PA 07-037); see also, e.g., City Council Resolution 36-08, adopting another CEQA Addendum for portion of Anderson Property (Fallon Village) (PA 07-037). We hereby incorporate by reference all such addenda approved by the City.

[7] *See* Addendum to 1993 Specific Plan EIR, dated May 4, 1993, Initial Study Project Description. Subsequent approvals modified the amount of commercial/industrial development within the Specific Plan area to 8,991 million square feet. (*See* EDSP (Nov. 2022), Table 4.1, p. 31.

[8] According to the Initial Study for the 2002 SEIR, approximately 472 acres within the subject annexation area were within the EDSP area. The Project site is entirely within these 472 acres east of Fallon Road. See **Exhibit A** – Maps of 472-acre Annexation Area from 2002 Draft SEIR Appendices.

[9] The analysis of Project impacts assumes, without supporting evidence or proposed designations, conditions, or restrictions, that the "advanced manufacturing" uses will comprise the vast majority of commercial uses within the parcels designated GC/CO. Because manufacturing uses generate substantially less traffic than retail uses, this unsupported and unenforceable assumption may result in underestimated Project impacts.

[10] *See* CEQA Guidelines, § 15164; *see also Ventura Foothill Neighbors v. County of Ventura* (2014) 232 Cal.App.4th 429, 435-436 [change in building height from 75 to 90 feet was substantial change requiring major EIR revisions]; *see also Mani Brothers Real Estate Group v. City of Los Angeles* (2007) 153 Cal.App.4th 1385, 1405 [SEIR required to analyze increased impacts to police services]; *see also Friends of College of San Mateo Gardens v. San Mateo*

residential and commercial building density and intensity.[11] The Project includes 128 residential units on the 6.5-acre Parcel 7 (a higher density than described in the EDSP and analyzed in the EDSP EIRs) with minimal setbacks from Pandora Way (a street adjacent to a public park with scenic views).[12] The Project also includes other changes not considered in the EDSP EIRs. The I/S and Addendum do not describe all of these changes (for example, in 2005, Parcel 7 and the area to the north, including Jordan Ranch Square, was within an area designated as "Fallon Village Center."[13] These are not "minor technical changes or additions" for which the use of an EIR addendum is appropriate. Rather, as discussed further below, they are major changes that would cause new significant impacts not comprehensively analyzed in the EDSP EIRs.

The currently proposed major Project changes from the approved EDSP (as modified through subsequent City approvals) must be analyzed in a stand-alone project-level EIR. The need for project-specific environmental review is heightened here because the 1993 Eastern Dublin Specific Plan EIR, 2002 SEIR, and 2005 SEIR did not analyze the impacts of intensified development at a sufficient level of detail – instead, these "programmatic" analyses deferred such detailed analysis for subsequent environmental review.

Additionally, circumstances have changed substantially since the EDSP EIRs were prepared and certified, independently warranting a new EIR for this Project. Changed circumstances, including the City's adoption of CAP 2030, recent enactment of state policies requiring net zero greenhouse gas emissions and encouraging reductions in vehicle miles traveled (VMTs), and mounting evidence of climate change impacts already more severe than predicted in 2005 also militate against reliance on a CEQA addendum as the environmental clearance document for this Project.

Finally, a stand-alone EIR is warranted for this Project because the prior multi-level and disjointed environmental impact analyses, which rely upon complex tiering and incorporation of multiple historical documents by reference, do not satisfy CEQA's informational purposes. Because the City adopted statements of overriding considerations in connection with its approval of the EDSP in 1993 and the annexation and Fallon Village approvals in 2002 and 2005, respectively, analysis and disclosure of this Project's contribution to any recognized unmitigated impacts is especially appropriate to fully inform decisionmakers and the public. For these reasons, a project-level EIR would better inform the City's decision-makers and facilitate meaningful public participation.

County Community College Dist. (2017) 11 Cal.App.5th 596, 609 [If substantial evidence shows that changes to project "might" cause previously unanalyzed environmental impacts then the adoption of an addendum is not permitted under CEQA], citing CEQA Guidelines, §§ 15164(b), 15384(a).

[11] *See* I/S, pp. 6-9.

[12] *See id.*, Figure 5.

[13] *See* **Exhibit B** - Excerpts from 2005 Fallon Village Stage 1 Dev Plan. The design for Parcel 7 appears to deviate from design standards approved in 2005 for Fallon Village Center. However, the I/S does not even mention Fallon Village Center, let alone disclose the Project's deviations from the nearly 20-year-old plan for the area.

B. Because the Project Will Potentially Cause Unanalyzed and Unmitigated Significant Environmental Impacts, an EIR is Required; the Proposed Addendum is Improper.

The I/S and Addendum rely heavily upon the outdated and incomplete analyses presented in the EDSP EIRs. The EDSP EIRs did not analyze several categories of impacts that the Project may cause, or they underestimated those impacts based upon inaccurate assumptions concerning the pattern of future development.

These unanalyzed or inadequately analyzed impacts, include, but are not limited to:

1) Impacts to public open space and scenic vistas resulting from large-scale buildings located adjacent to a public park with minimal setbacks;

2) Cumulative traffic impacts caused by the Project when combined with other past, present, and future development projects in the vicinity;

3) Traffic safety hazards on the streets surrounding Jordan Ranch Square (i.e., Twain Harte Rd., Pino Grande Rd., and Pandora Way) created by substantially increasing the number of residences dependent upon small streets for exclusive ingress and egress routes; and

4) Unanalyzed climate change impacts related to the Project's contribution to greenhouse gas emissions.

The above project-specific impacts, related to changes in land use patterns and increased development intensity associated with the Project, were not studied in the EDSP EIRs.

Accordingly, City decisionmakers may not approve the Project or grant any permits for associated development projects until a full project-level EIR is prepared that fully addresses all significant environmental impacts associated with the proposed Project. The environmental impact analysis must analyze the impacts of the proposed Project against existing conditions, and not a hypothetical situation where the previously approved but unbuilt version of the project is used as the environmental baseline.[14]

1. The Project, as Designed, Has the Potential to Cause Significant but Unmitigated Aesthetic Impacts

The Project includes medium-high density residential development on Parcel 7. The massive buildings depicted on maps in the I/S would completely obstruct scenic views from

[14] *See Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683, 709, quoting *Environmental Planning & Information Council v. County of El* Dorado (1982) 131 Cal. App. 3d 350, 354; *see also Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 321.

Jordan Ranch Square, Pandora Way, and adjacent neighborhood vantages.[15] The proposed building density and intensity on Parcel 7 does not appear to be consistent with the Eastern Dublin Specific Plan requirement to "[s]ite buildings on the downslope side of streets, where feasible, so the main mass of the building is below street level, allowing views over roofs from the street (see Figure 7.31)."[16] The I/S describes mitigation measures adopted in connection with the 1993 Specific Plan EIR that are intended to minimize impacts to public views and scenic resources.

For example, MM 3.8/1.0 requires development projects to maintain views from major travel corridors and public spaces. (I/S, p. 19.) The Project does not incorporate this mitigation measure with respect to views from Jordan Ranch Square and the adjacent neighborhood streets.

MM 3.8/8.1 recommends (but does not require)[17] that "projects with potential impacts on scenic corridors … submit a detailed visual analysis with development project application." (I/S, p. 20.) The time to prepare and submit a visual analysis for the Project is now, before the City approves intensive levels of residential development on Parcel 7 that may foreclose modifications in response to a future analysis.

The I/S acknowledges that the Project increases development intensity over that analyzed in the EDSP EIRs but assumes, without substantiation, that the above mitigation measures (and others) will be effectively implemented to avoid all potentially significant impacts.[18] However, this unsupported assumption is insufficient to assure the public and decision-makers that the impacts to scenic vistas will be completely avoided or minimized to the extent feasible, as required.

The I/S also relies upon generalized statements with no substantiation to conclude that changes to land use development authorizations associated with the Project would not cause any significant aesthetic impacts.[19] The analysis should be revised to specifically describe the changes in building density and development intensity that the Project would entail and address the impacts associated with those changes. For example, the impact analysis must address any physical changes to the proposed development associated with the Project's substantial

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[15] *See* Sachin Bhandari comments regarding Project, dated June 4, 2024, pp. 8-11.

[16] EDSP, p. 144.

[17] This mitigation measure uses the precatory word "should" rather than the mandatory word "shall" thereby limiting enforceability and undermining the requirement.

[18] The I/S also relies upon as yet undeveloped "guidelines" to "further mitigate the visual impact of the building heights and massing." (I/S, p. 23.) Because these guidelines have not been developed and incorporated into the Project, this approach constitutes improper deferral of analysis and mitigation.

[19] For example, the I/S explains that "[b]ecause the general type and massing of the proposed buildings would not be significantly different than those considered in the EDSP EIRs, the difference in density would not substantially increase the severity of this previously identified impact." (I/S. p. 23.)

additional commercial use square footage that may result in impacts to viewsheds and additional light and glare impacts.

2. The Project Will Exacerbate Neighborhood Traffic Congestion.

Currently, the small roads surrounding Jordan Ranch Square are heavily impacted by the residents of existing developments; neighbors have reported frequent speeding incidents, collision near misses, illegal u-turns, and wrong-way traffic.[20] These existing traffic and safety problems would be exacerbated by the proposed development within Parcel 7 because the residents of this proposed development would utilize the same small feeder roads that are already heavily impacted by neighborhood traffic.

The analysis of the Project's traffic impacts does not consider the recent substantial increase in local traffic caused by recently constructed and pending neighboring development projects. Development of Parcel 7 into medium high density residential will add significant traffic to Twain Harte Rd., Pino Grande Rd., and Pandora Way.

The traffic impact analysis is premised on the following land use pattern: 238 multifamily dwelling units, 2,888,400 square feet of advanced manufacturing, a 314-room hotel, 100,000 square feet of retail and 100,000 square feet of office (based on a 0.60 FAR). Because manufacturing uses generate far fewer daily trips than retail uses (daily rate of 4.75 trips per thousand square feet verses a daily rate of 37.01 trips per thousand square feet) and office uses (daily rate of 10.84 per thousand square feet), the traffic impact analysis will substantially underestimate Project impacts if the assumed amount of manufacturing uses is overestimated or the assumed amount of retail space is underestimated. To prevent Project unanalyzed and unmitigated Project traffic and air quality impacts, the approval documents for the Project must restrict or designate the uses within the parcels now proposed to be designated "GC/CO" to ensure the assumed levels of manufacturing, retail, and office uses are (and remain) accurate.[21]

3. The Project Will Cause Unanalyzed and Unmitigated Traffic Safety Impacts.

The I/S relies upon a conclusory and unsupported analysis to conclude that the Project would not substantially increase hazards due to a design feature.[22] The primary route for

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[20] *See* comments to Planning Commission from Sachin Bhandari, dated June 4, 2024, pp. 2-7; *see also* videos posted to Youtube: Car make u-turn and hits mannequin: https://youtu.be/Rt4tKhod4gw ; car goes wrong way at night: https://youtu.be/8kN58QHVNVw ; car speeds: https://youtube.com/shorts/bXflcpofd_M.

[21] Given the City's pattern of analyzing and approving development at lower levels, only to later increase and intensify the allowed levels of development, while processing later changes using CEQA addenda, KOA is justifiably concerned that the assumed levels of manufacturing uses could later be shifted to other commercial uses that would cause increased impacts (e.g., retail or office).

[22] I/S, p. 165.

ingress and egress from the residential development proposed for Parcel 7 is via Twain Harte Rd., Pino Grande Rd., and Pandora Way.

There is already heavy pedestrian and vehicle traffic on these small neighborhood streets.[23] Children attending Cottonwood Creek Elementary School cross Pino Grande Road each morning as they utilize the sidewalk on the south side of Central Avenue.[24] Morning commute traffic creates extended back ups along each of the three streets surrounding Jordan Ranch Square. Yet, inexplicably, the I/S concludes the Project's contribution of traffic from 198 residential units within Parcel 7 will not significantly impact neighborhood traffic.

The required EIR for the Project must address the significant traffic safety impacts associated with substantially intensifying residential development in an area near an elementary school that is already experiencing high levels of peak hour traffic. Mitigation measures addressing pedestrian safety should be developed to minimize the significant impacts.

4. The I/S Improperly Omits Analysis of the Project's Potential Contribution to Climate Change Impacts.

The I/S acknowledges that "Greenhouse gas and climate change impacts were not analyzed in the EDSP EIRs."[25] Despite the widely acknowledged rapidly escalating seriousness of this issue, the I/S claims that no such analysis is required for the Project based on a constrained reading of what is "required" under CEQA.

At the time the EDSP EIRs were prepared and certified, lead agencies were generally not required to conduct analysis of climate change impacts under CEQA. Since then, the state has enacted legislation and regulations that require much more robust analysis in this area.[26]

The escalating global problem of climate change has become increasingly apparent since 2005 when the environmental impacts of planned growth within the EDSP area were last

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[23] *See* Sachin Bhandari comments, dated June 4, 2024, pp. 2-7.

[24] *See*, *e.g.*, Final Local Transportation Analysis, Appendix A, Raw Count Data sheets for Pino Grande Rd -- Central Pkwy (.pdf p. 63).

According to Dublin's Bicycle and Pedestrian Plan, "Cottonwood Creek School, Dougherty Elementary, and Kolb Elementary exhibit the highest estimated walk access with around 36 percent of students living within a 10-minute walk." (p. 11, available at Available at: https://dublin.ca.gov/DocumentCenter/View/32269/Bicycle-and-Pedestrian-Plan-1302023?bidId=.

[25] I/S, p. 98. The I/S explains that, because the issue of greenhouse gas emissions was known at the time the EDSP EIRs were prepared, no environmental review of this issue is required. *Ibid.*

[26] *See McCann v. City of San Diego* (2021) 70 Cal.App.5th 51, 91 ["Over the past two decades, the State of California has expressed a growing commitment to addressing climate change"]; *see also* Governor's Office of Planning and Research ("OPR"), General Plan Guidelines, Ch. 8, Climate Change, available at: https://opr.ca.gov/docs/OPR_C8_final.pdf. .

considered. More than two years ago, on August 9, 2021, the UN Secretary-General António Guterres made this statement concerning the Intergovernmental Panel on Climate Change ("IPCC") Working Group 1 report on the physical science basis of the sixth assessment:

> Today's IPCC Working Group 1 report is a **code red for humanity**. The alarm bells are deafening, and the evidence is irrefutable: greenhouse-gas emissions from fossil-fuel burning and deforestation are choking our planet and putting billions of people at immediate risk. Global heating is affecting every region on Earth, with many of the changes becoming irreversible.
>
> The internationally agreed threshold of 1.5°C is perilously close. We are at imminent risk of hitting 1.5°C in the near term. The only way to prevent exceeding this threshold is by urgently stepping up our efforts and pursuing the most ambitious path.[27]

Since the time of this unprecedented alarm, scientific certainty about the causes of climate change and its effects has increased in pace with rising global average temperatures. The IPCC's latest report summarizes the dire situation as follows:

> Human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 in 2011-2020. Global greenhouse gas emissions have continued to increase, with unequal historical and ongoing contributions arising from unsustainable energy use, land use and land-use change, lifestyles and patterns of consumption and production across regions, between and within countries, and among individuals.[28]

News of natural disasters fueled by climate change and responses to the global emergency already dominate the headlines.[29]

In 2016, the legislature enacted Senate Bill 32 ("SB 32") thereby adopting the goal of reducing GHG emissions by 40 percent below 1990 levels by the year 2030. "This 40 percent reduction is widely acknowledged as a necessary interim target to ensure that California meets

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[27] *See* United Nations, press release, Secretary-General Calls Latest IPCC Climate Report 'Code Red for Humanity', Stressing 'Irrefutable' Evidence of Human Influence, available at: https://press.un.org/en/2021/sgsm20847.doc.htm.

[28] *See* IPCC, CLIMATE CHANGE 2023, Synthesis Report, Summary for Policymakers, p. 4, available at: https://www.ipcc.ch/report/ar6/syr/downloads/report/IPCC_AR6_SYR_SPM.pdf.

[29] *See*, *e.g.*, NBC News, Extreme disasters are overwhelming safety systems not designed for climate-fueled events, dated August 16, 2023, available at: https://www.nbcnews.com/science/science-news/maui-wildfires-disaster-safety-resilience-climate-change-rcna99347; *see also* DW, Is climate change behind all extreme weather events?, dated May 26, 2024 https://www.dw.com/en/is-climate-change-behind-all-extreme-weather-events/a-69107065; *see also* BBC, How climate change worsens heatwaves, droughts, wildfires and floods, dated April 24, 2024, available at: https://www.bbc.com/news/science-environment-58073295.

its longer-range goal of reducing [GHG] emissions to 80 percent below 1990 levels by the year 2050." In 2018, Governor Brown signed Executive Order B-55-18, establishing the statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. In 2020, Governor Newsom signed Executive Order N-79-20, establishing a 2035 deadline to phase out new sales of passenger vehicles and light trucks with internal combustion engines.[30] In 2022, AB 1279, the California Climate Crisis Act, established a statewide goal to achieve net zero emissions as soon as possible, and no later than 2045, and achieve net negative emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below 1990 levels. Through CARB's Updated Scoping Plan, the state has refined its strategy for accomplishing the ambitious goal of reaching net zero GHG emissions.[31] California continues to be an international leader in addressing climate change.

The City is undoubtedly aware of these important issues and CEQA's associated analytical requirements, having adopted its Climate Action Plan 2030 ("CAP 2030") in 2020.[32] Nevertheless, the I/S and Addendum for the Project do not even mention the City's CAP 2030 or evaluate the Project's consistency with the measures described in CAP 2030. The City should analyze the Project's consistency with the City's adopted CAP 2030 and otherwise meaningfully assess the Project's climate change impacts. If the Project is not consistent with CAP 2030, then subsequent analysis of the Project's contribution to climate change impacts is required.

5. The Project's Contributions to Cumulative Impacts Have Not Been Adequately Analyzed.

The I/S inaccurately asserts that "the proposed project has the potential to result in incremental environmental impacts that are part of a series of approvals that were anticipated under the EDSP EIRs."[33] The EDSP EIRs have incrementally increased the density and intensity of development within the area well above the level of development anticipated in 1993 when the initial EIR was prepared and certified and above the level of development anticipated in 2002 and 2005 when the two SEIRs were certified.

The tactic employed for this Addendum, building off extremely dated EIRS like the East Dublin Specific Plan EIR and its subsequent Addendum appears to be part of a regular pattern

[30] *See* Executive Order N-79-20, available at: https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf.

[31] *See* ; *see also* CARB, 2022 Climate Change Scoping Plan, p. 7 ["In order to remain below 1.5°C with limited or no overshoot of that threshold, global net anthropogenic CO2 emissions need to reach net zero by 2050"], available at: https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp.pdf.

[32] *See* City's CAP 2030, available at: https://dublin.ca.gov/DocumentCenter/View/24447/Climate-Action-Plan-2030-And-Beyond.

[33] I/S, p. 183, underlining added.

for the City.[34] Since 2005, including the one for Fallon Village, the City had approved at least 46 General Plan Amendments (GPAs), mostly to facilitate major land use developments that were not previously consistent with the General Plan. In light of these GPAs, intuitively, one would expect that transportation impacts from development within the EDSP would be more severe than estimated in 2005.

The Project continues the City's pattern of approving very large projects that weren't considered in the EDSP EIR or that of its SEIRs by again proposing development density and intensity beyond what the EDSP EIR's anticipated and analyzed and utilizing a CEQA addendum for environmental impact analysis. Consequently, the cumulative impacts of the Project, when combined with other past, present, and reasonably probable future projects in the vicinity have not been adequately analyzed. The City should evaluate the Project's contribution to cumulative impacts in the context of other development projects within the EDSP area that are more intensive than anticipated in the EDSP EIRs.

C. Project Design Changes Would Avoid or Minimize Unanalyzed Potentially Significant Impacts.

Many of the potentially significant impacts described above could be avoided or minimized if the Project proponent is willing to modify the design in specific ways. These recommended changes to the Project include, but are not limited to, the following:

1. Modify access to Parcel 7 so that primary vehicle ingress and egress is from Croak Road and/or Dublin Boulevard;

2. Remove or limit large-scale residential development in the area within Parcel 7 adjacent to Pandora Way; and

3. Fund sidewalk improvements within Jordan Ranch Square.[35]

If the Project applicant agrees to these changes, or a modified design that incorporates these recommendations (or substantially similar design changes), KOA may be willing to withdraw their opposition to the Project.

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[34] Since the adoption of the EDSP and approval of the Fallon Village SEIR, the City prepared a comprehensive amendment of the General Plan (adopted in November 2017). The updated General Plan includes tables quantifying permitted development at that stage. But there are no tables quantifying allowable development in 2005. Likewise, the EDSP was revised between 2016 and 2020. There are tables quantifying currently permissible development but none facilitating comparisons to 2005. The opaque information concerning gradually intensified development within the City does not facilitate public participation, informed decisionmaking, and effective consideration of environmental consequences of those considered in the EDPS EIRs.

[35] This list, based on information currently available, is not comprehensive. Following further review of the I/S, Addendum, EDSP EIRs and other available information, KOA may recommend additional changes to the Project's design.

D. KOA Requests Notice Concerning Further Environmental Review and Public Hearings Concerning the Project.

Please provide the undersigned with notice of all CEQA documentation completed for the Project and all public meetings or hearings concerning the Project. Please also provide such notice to KOA representative Sachin Bhandari at the following email address: sachin.bhandari.msc@gmail.com.

II. CONCLUSION

For all of the foregoing reasons, we respectfully request that: (1) the Project not include development intensity or density that exceeds the amount of residential and commercial development allowed under the (as modified in 2002 and 2005), (2) if the Project is intensified in any way over the development levels approved in the EDSP, the City prepare an EIR or Negative Declaration for the Project, as appropriate, and (3) KOA receives timely notice during the remainder of the environmental review and administrative process.

Thank you for considering the above comments submitted on behalf of KOA. If you have any questions or concerns regarding the comments and recommendations expressed herein, please do not hesitate to contact me.

Very truly yours,

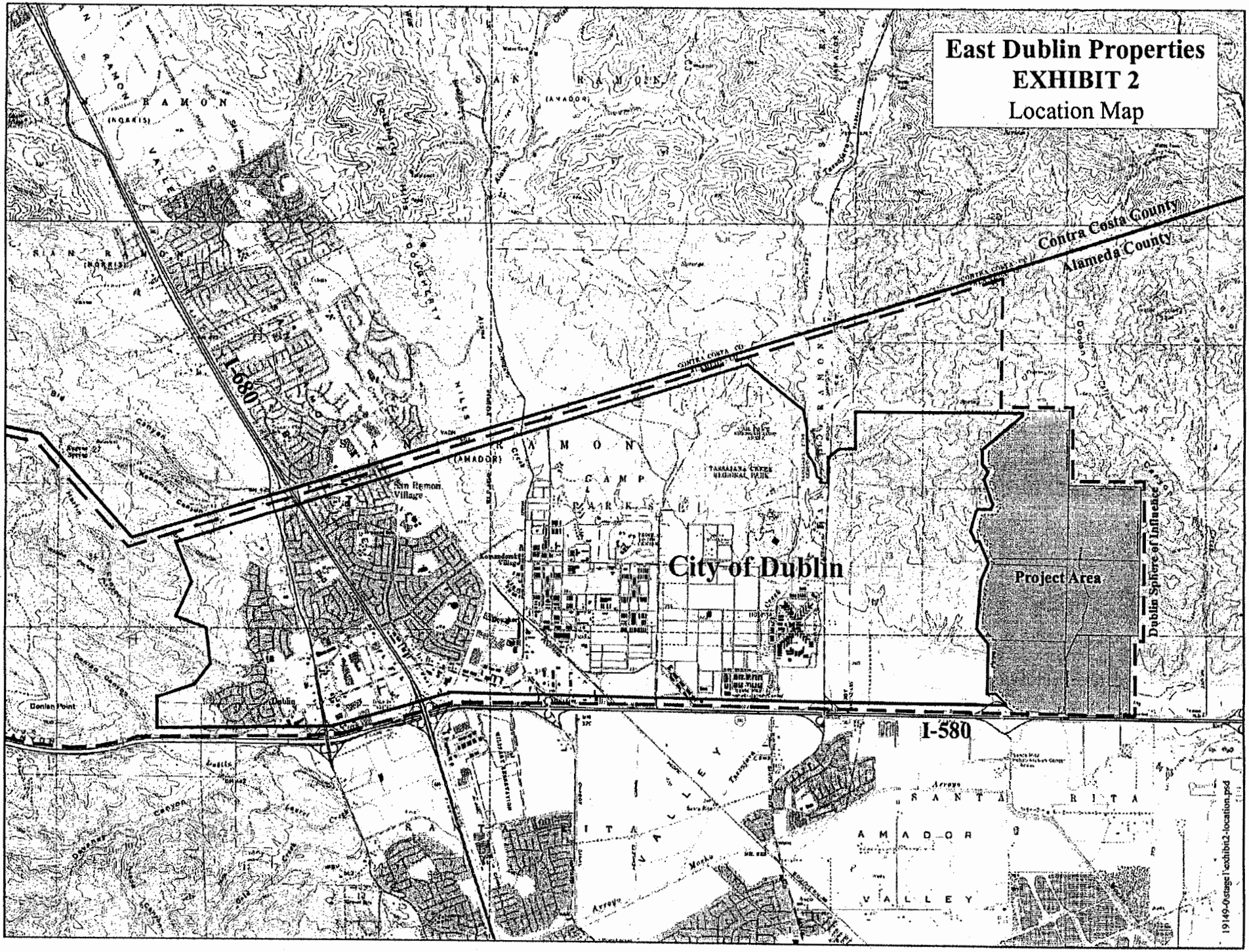


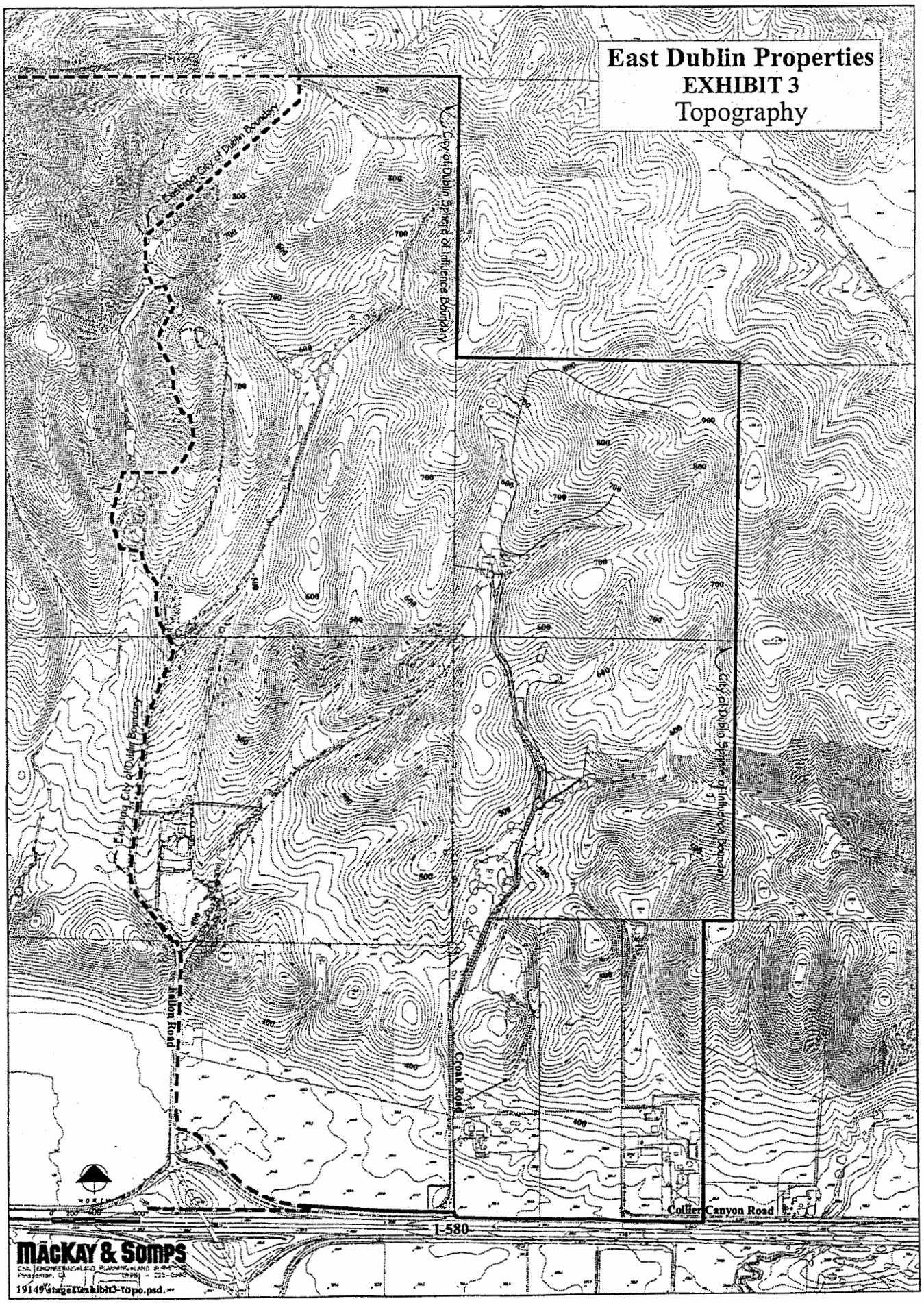
Jason W. Holder

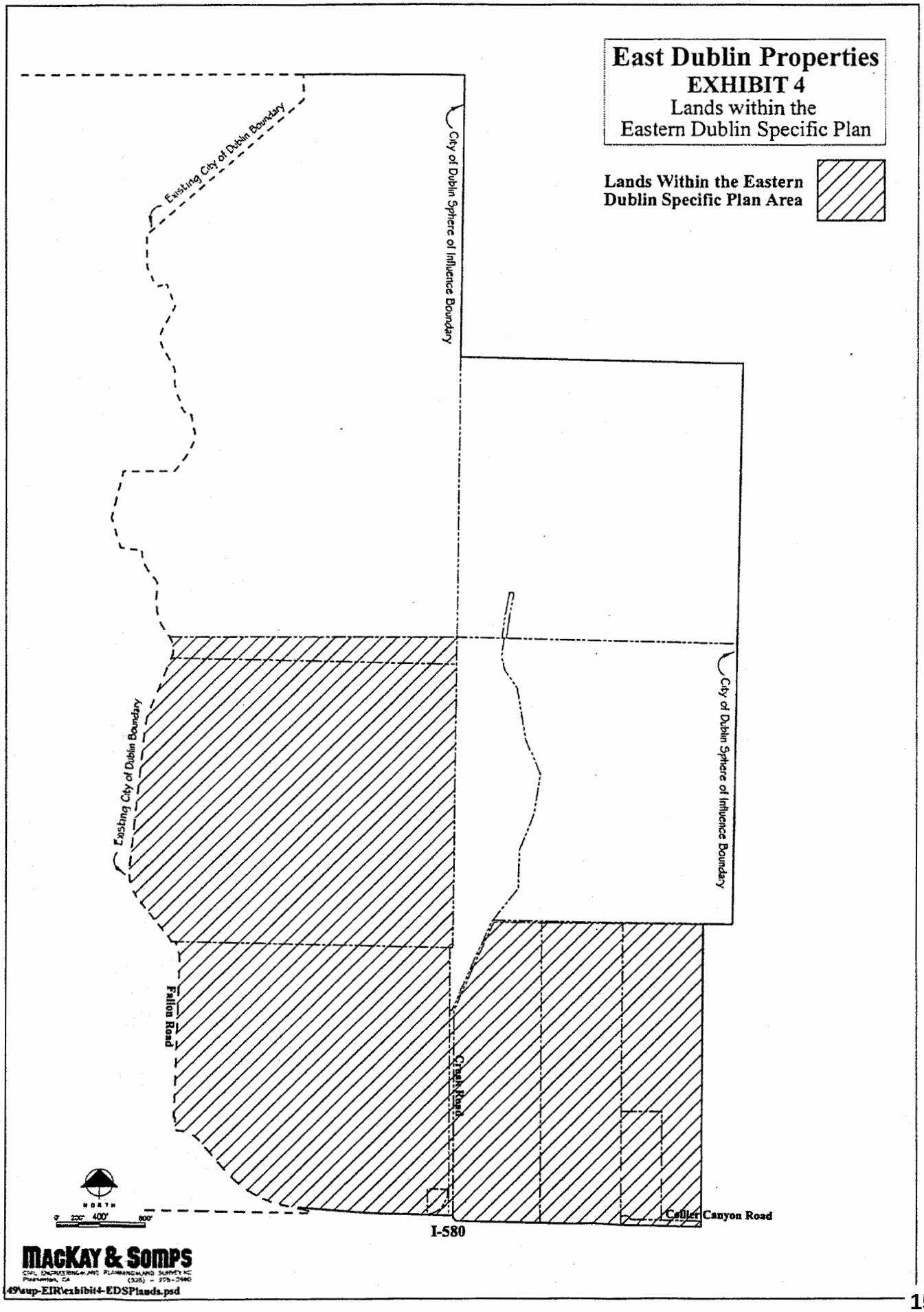
cc: (via email only)
Client contacts

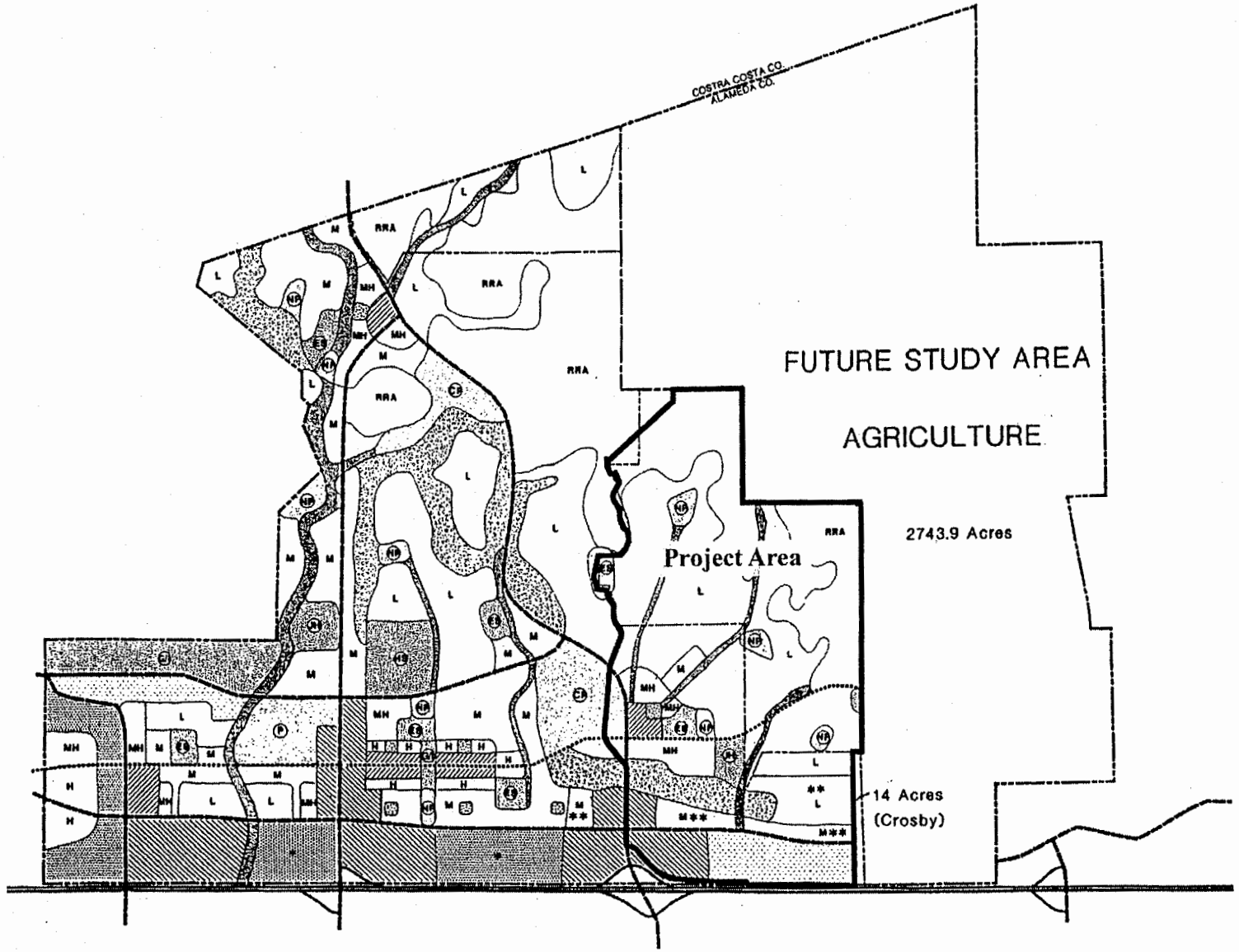
Attachments:
Exhibit A: Maps of 472-acre Annexation Area from 2002 Draft SEIR Appendices
Exhibit B: Excerpts from 2005 Fallon Village Stage 1 Development Plan

Exhibit A


East Dublin Properties
EXHIBIT 2
Location Map
Contra Costa County
Alameda County
I-580
City of Dublin
Project Area
Dublin Sphere of Influence
San Ramon Village
Camp Parks
Donlan Point
Dublin
I-580
SAN RAMON
(ANADOR)
SAN RAMON
(NORRIS)
SAN RAMON VALLEY
ITALY VALLEY
SANTA RITA
AMADOR VALLEY
19149-0stage1\exhibit2-location.psd


East Dublin Properties
EXHIBIT 3
Topography
Existing City of Dublin Boundary
City of Dublin Sphere of Influence Boundary
Existing City of Dublin Boundary
City of Dublin Sphere of Influence Boundary
Dalton Road
Croak Road
Collier Canyon Road
I-580
MACKAY & SOMPS
19149\dwg\Exhibit3-Topo.psd


East Dublin Properties
EXHIBIT 4
Lands within the
Eastern Dublin Specific Plan
Lands Within the Eastern Dublin Specific Plan Area
Existing City of Dublin Boundary
City of Dublin Sphere of Influence Boundary
Existing City of Dublin Boundary
City of Dublin Sphere of Influence Boundary
Fallon Road
Crosk Road
Collier Canyon Road
I-580
NORTH
0' 200' 400' 800'
MACKAY & SOMPS
CIVIL ENGINEERING AND PLANNING LAND SURVEYING
Pleasanton, CA (925) 225-2460
49\eup-EIR\exhibit4-EDSPlands.psd



*General Commercial may be permitted by a Planned Development Zoning Process (see text for complete discussion)
** Will convert to Future Study Area/Agriculture where determined inconsistent with APA (see text for complete discussion)

General Plan
-Eastern Extended Planning Area

LAND USE MAP

Legend

COMMERCIAL
- Neighborhood Commercial
- General Commercial
- Campus Office
- Industrial Park

RESIDENTIAL

H	High Density	25- du/ac
MH	Medium-High Density	14-25 du/ac
M	Medium Density	6-14 du/ac
L	Low Density	0-6 du/ac
RRA	Rural Residential/Agriculture	1 du/100 ac

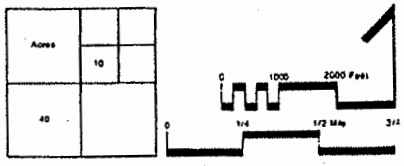
PUBLIC/SEMI-PUBLIC/OPEN
- Public/Semi-Public Facility
  - ES Elementary School
  - JH Junior High School
  - HS High School
  - P/S Public/Semi-Public
- Parks & Recreation
  - P City Park
  - CP Community Park
  - NP Neighborhood Park
- Neighborhood Square
- Open Space
- Stream Corridor

CIRCULATION
- Arterial Street
- Collector Street
- Transit Spine
- SOI Boundary
- General Plan Amendment Study Area
- Specific Plan Study Area

May 10, 1993

EASTERN DUBLIN

Wallace Roberts & Todd



East Dublin Properties
EXHIBIT 5

I\19149\sup-EIR\exhibit5-EDGPA

1543

886 pg 14

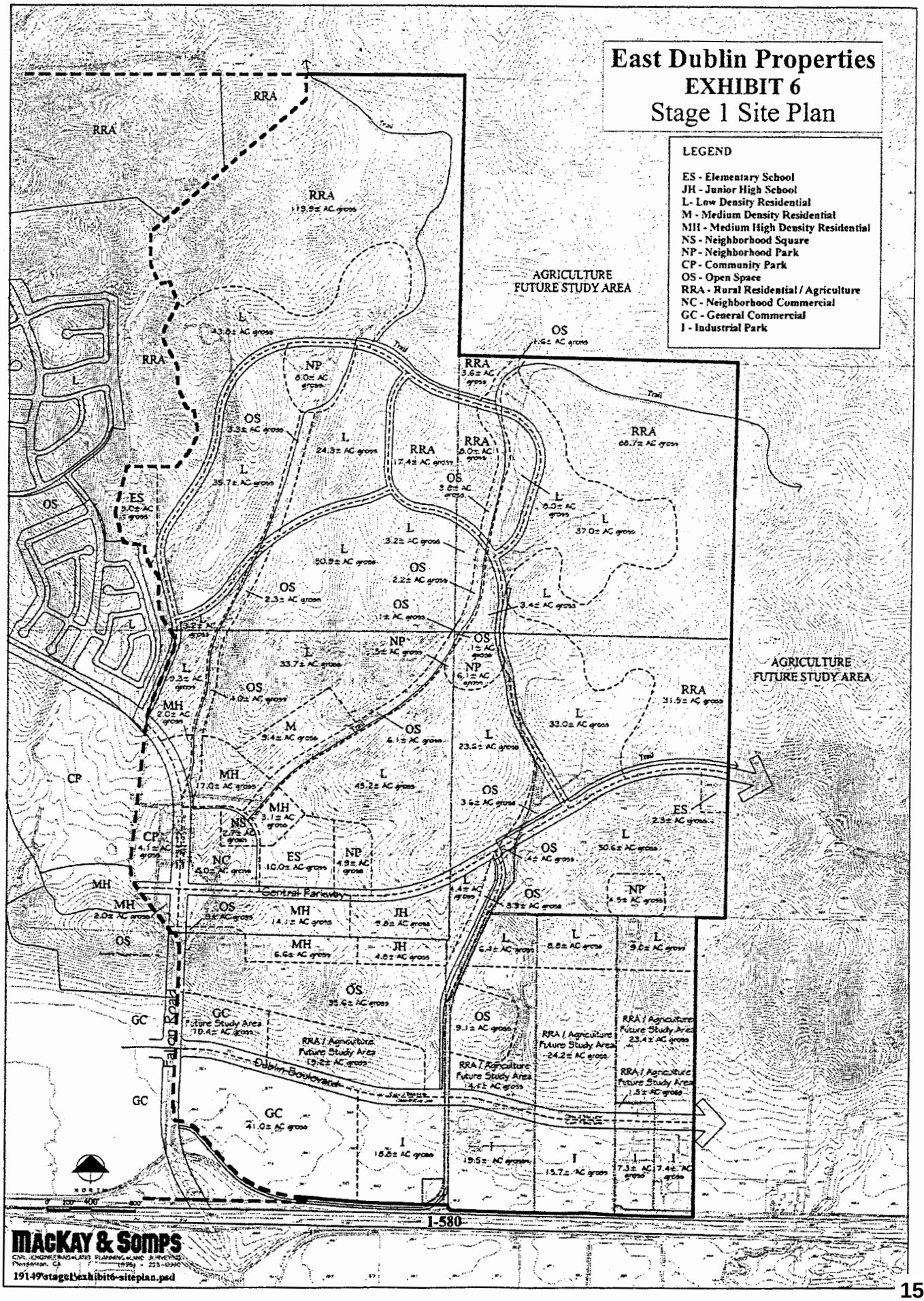
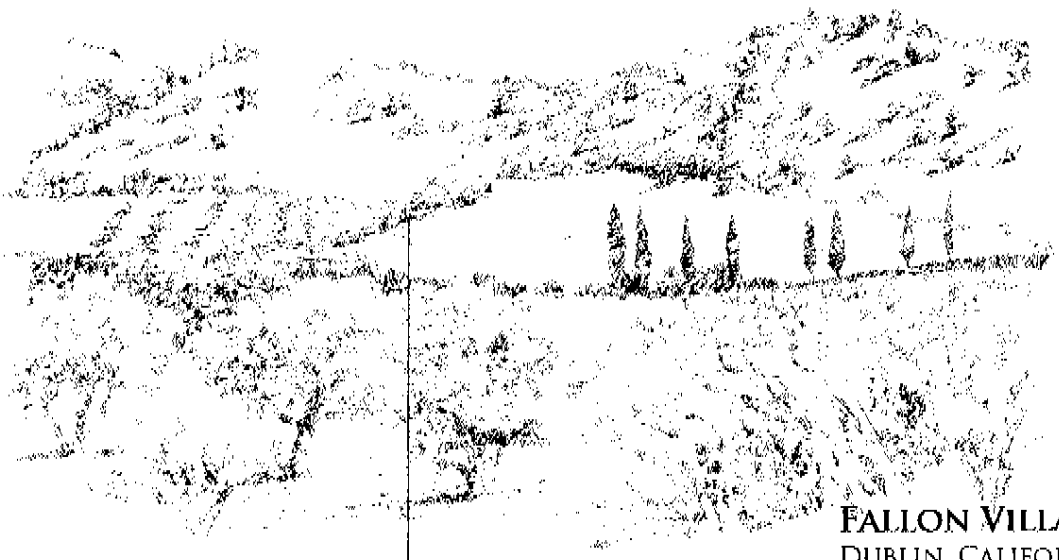

East Dublin Properties
EXHIBIT 6
Stage 1 Site Plan
LEGEND
ES - Elementary School
JH - Junior High School
L - Low Density Residential
M - Medium Density Residential
MH - Medium High Density Residential
NS - Neighborhood Square
NP - Neighborhood Park
CP - Community Park
OS - Open Space
RRA - Rural Residential / Agriculture
NC - Neighborhood Commercial
GC - General Commercial
I - Industrial Park
AGRICULTURE FUTURE STUDY AREA
AGRICULTURE FUTURE STUDY AREA
Central Parkway
Fallon Road
Dublin Boulevard
I-580
MACKAY & SOMPS
19149\stage1\exhibit6-siteplan.psd

Exhibit B



FALLON VILLAGE
DUBLIN, CALIFORNIA

STAGE I

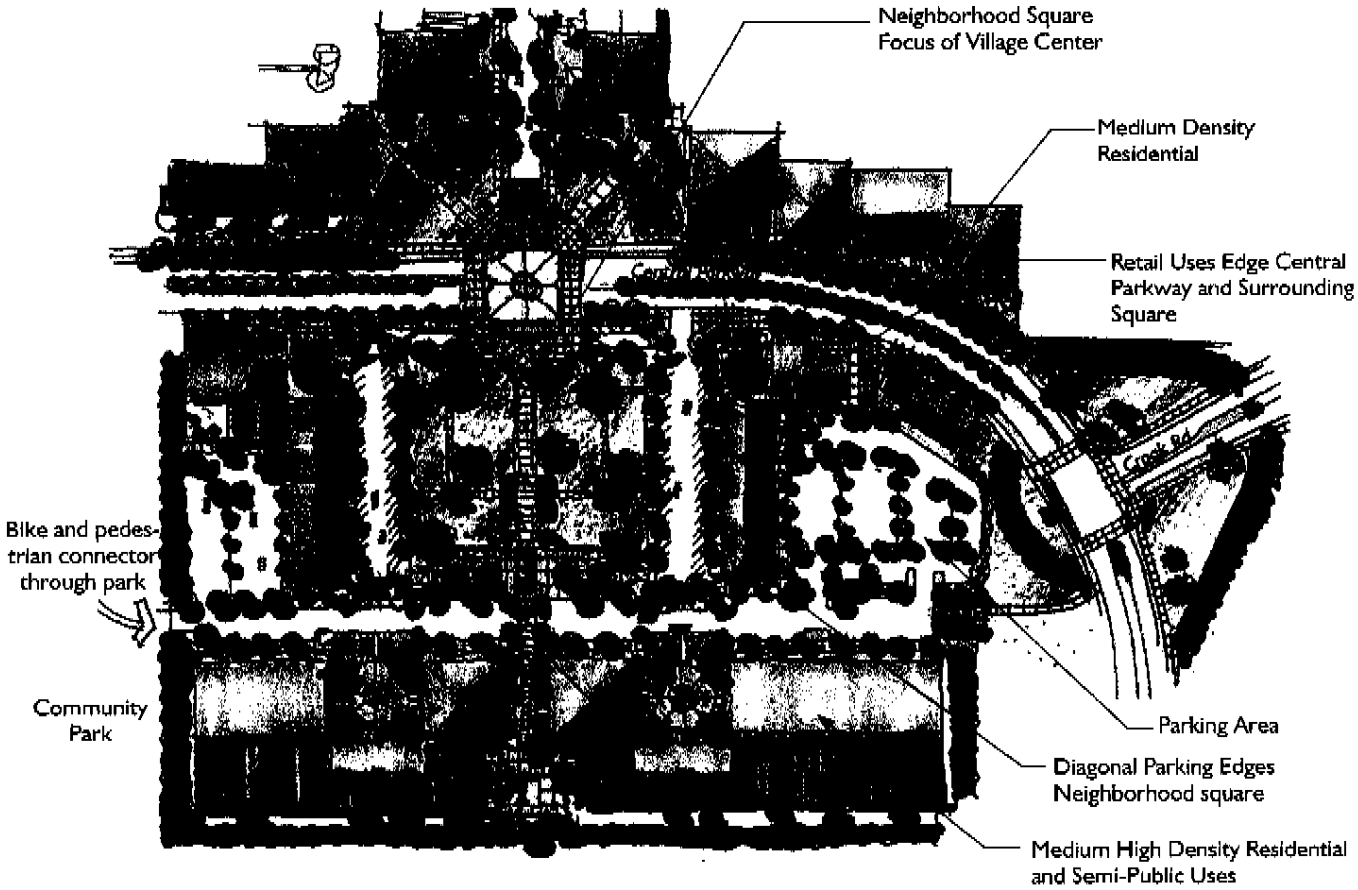
OCTOBER 31, 2005

RECEIVED
DEC 12 2005
DUBLIN PLANNING

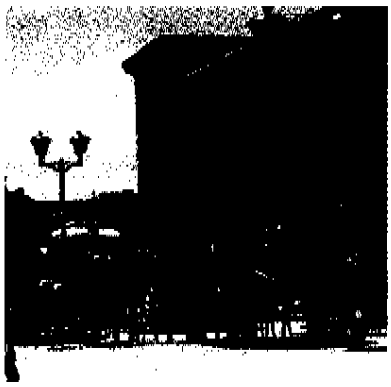
EXHIBIT B

Fallon Village Center Basic Design Principles

- Create a vital and social mixed-use Village Center that provides for the needs of Fallon Village residents.
- Emphasize inviting, small-town, pedestrian friendly ambiance yet remain consistent with the community's agrarian theme.
- Emphasize variety and diversity in architectural design.
- Front buildings onto the neighborhood square and central parkway
- Provide strong pedestrian links to adjacent residential development, community park and open space.
- Emphasize design of residential scale ground floor facades along retail edges.
- Tuck on site parking behind buildings.
- Widen sidewalks in front of retail uses to provided outdoor display and dining.
- Underground all utilities to the extent practical, or place behind buildings or in other non-visible locations.











Site Planning

- The design of the Village Center shall promote pedestrian activity through the use of wide sidewalks, plazas, a neighborhood square or other gathering area, and human scaled architecture.
- The neighborhood square shall front directly onto Central Parkway.
- Buildings shall be placed so as to establish a strong edge along Central Parkway and the neighborhood square.
- Retail continuity shall be maintained along pedestrian-oriented frontages; the pedestrian shopping experience shall not be interrupted by parking lots or blank walls.
- Placement of parking and trash areas shall be sensitive to any adjacent residential units. Trash facilities shall be enclosed within structures, (such as walls, fences, and trellises) that blend with the architectural styles, materials, and colors of the adjacent buildings.

Architectural

- Buildings shall orient toward neighborhood square and Central Parkway
- Buildings along Central Parkway and Neighborhood square should be built to and parallel with the front setback line providing subtle 12" offsets at least every 75 feet, and as permitted by allowance encroachments, such as outdoor dining areas and entry plazas.
- Along Central Parkway, provide special detailing such as: unique door and window treatments that differentiate for individual shops for retail uses
- Enhance retail frontage along Central Parkway and the neighborhood square with awnings of various sizes, shapes and colors; and store signage and displays.
- Encourage residential uses along Central Parkway to front on to the street.
- For retail uses avoid one-sided architecture. The side rear facades in the Village Center commercial area will be actively used therefore they should have an appearance similar to a "front" in regard to doors, windows, etc. Although the architecture treatment may be simplified and vary according to function, these elevations should remain consistent through style, use of materials, colors and details.

47

Neighborhood Square



- The neighborhood square is the focus of the village center. This central green should be designed as social gathering places for the community. Allowable uses should include spaces to accommodate elements such as fountains, outdoor dining, specimen trees, public art and special public events.
- Provide convenient pedestrian links to retail uses and adjacent residential development.

Circulation and Parking



- On-site parking shall be located behind buildings to the extent possible.
- Pedestrian connections from the rear parking area to the storefront edge and to public streets shall be integrated into the site design and be clearly marked. These connections shall be emphasized with landscaping, circulation design, and siting of buildings.
- Where parking lots are not separated from roadways, architectural elements (such as trellises, fences, and other landscaping) shall be used to screen the view of parking lots from the street.
- Parking lot design shall address best management practices for storm water management.



- Parking areas shall be landscaped and shaded with canopy trees. Trees shall be planted within parking lots at a ratio of one tree for every six (6) parking stalls. Trees may be clustered in concentrated planting areas to break up large parking lot surfaces.
- Pedestrian emphasis in the street designs with convenient crossing points at parking and street intersections.
- Parallel on-street parking shall be provided along Central Parkway and diagonal parking around neighborhood square to provide both convenience and a "Main Street" ambiance.
- In front of residential uses, the 8' wide sidewalk will be separated from the street by an 8' wide landscaped parkway. Adjacent residential uses should be directly accessed from this sidewalk.



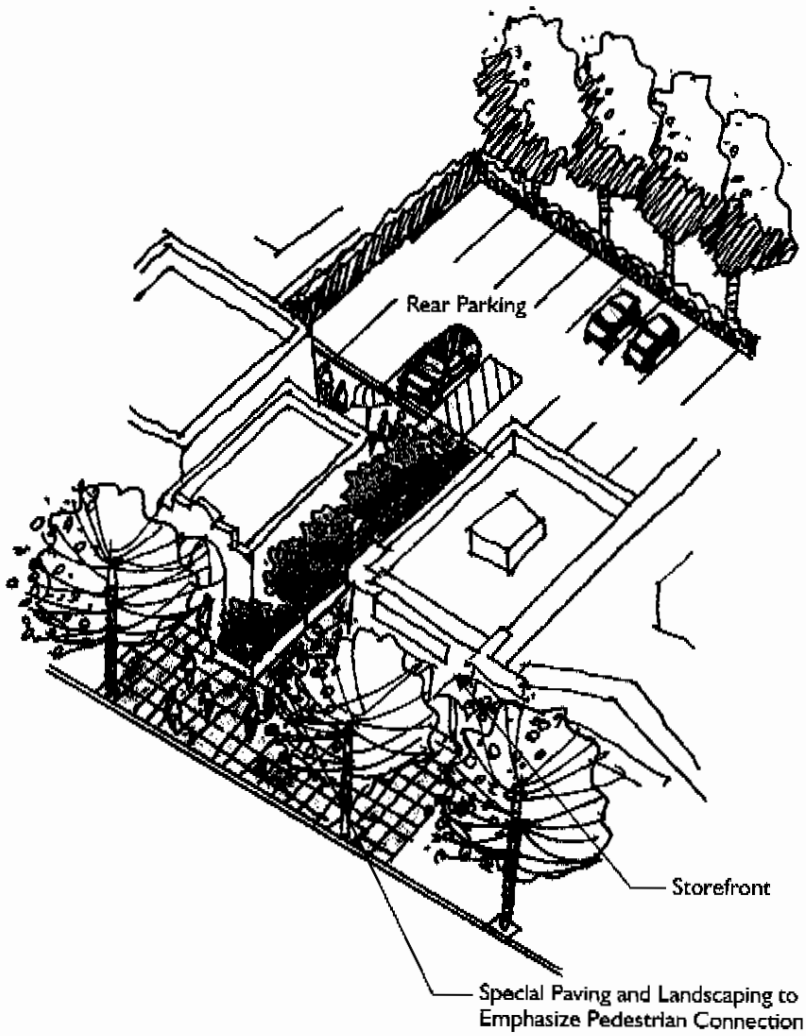








- The sidewalk in front of the retail uses shall be expanded to 16' width with 5x5 tree cut outs along the curbs for street trees. The retail uses shall be pulled forward to enhance the street edge width sidewalk shall accommodate window shopping, outdoor merchants and cafes.
- Provide convenient connection points to multi-use trail along open space corridor through community park.
- Encourage development of sidewalk cafes and indoor/outdoor restaurants with recessed storefronts to promote pedestrian interaction along Central Parkway and the neighborhood square frontage.



From:	Sachin Bhandari
To:	Jason Holder
Cc:	Planning Commission; Crystal De Castro; Shaenine Turner; rakesh surana; Henry Samra; roslynn hill
Subject:	Re: Dublin Fallon 580 Project: Comments re Initial Study and Addendum
Date:	Tuesday, June 4, 2024 10:11:21 PM
Attachments:	Letter to City of Dublin - Fallon 580 Project_Comment Letter.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Please also see attached my comment letter regarding the Fallon 580 Project. I look forward to discussing this matter at the June 11th meeting, representing the interests of the Kingswood HOA, a community of ~110 residential units adjacent to this project.

Thank you,

Sachin

On Tue, Jun 4, 2024 at 4:48 PM Jason Holder <[redacted]> wrote:

> Good afternoon,
>
> Please find the attached comments concerning the above-referenced project, submitted to the City of Dublin Planning Commission on behalf of Kingswood Owners Association. The comments are submitted in anticipation of Planning Commission consideration of the Project at its next meeting on June 11, 2024.
>
> Sincerely,
> -Jason
>
> --
> Jason W. Holder
> Holder Law Group
>
> Important: This electronic mail message, including any attached files, is being sent by or on behalf of a lawyer; it is confidential and it may contain or constitute information protected by the attorney-client and/or the attorney work-product privileges. If the person actually receiving this message, or any other reader of this message, is not the named recipient, or the employee or agent responsible to deliver it to the named recipient, you are not authorized to retain, read, copy or disseminate this communication or any part of it. If you have received this communication in error, please immediately notify Holder Law Group at (510) 338-3759. Thank you

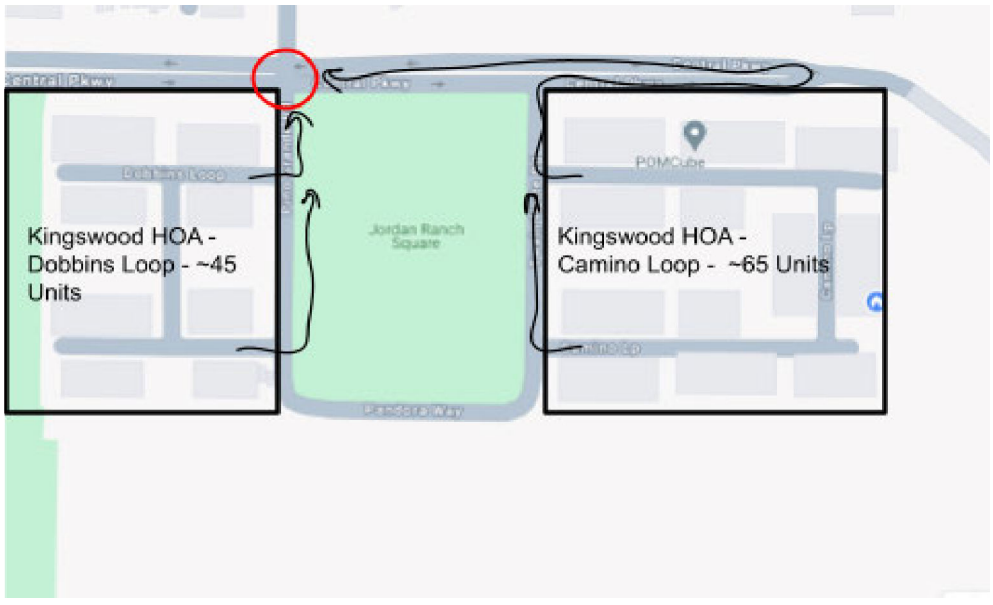
6/4/2024

To the City of Dublin Planning Commission and of Dublin,

The City of Dublin Community Development Department's Planning Division has released an Initial Study and Local Transportation Analysis that fail to adequately consider and avoid or mitigate the impacts of the Dublin Fallon 580 Project, particularly at the intersection of Pino Grande and Central Parkway. The comments that follow describe and document local traffic conditions and explain, based on available evidence, the Project's likely exacerbated traffic and traffic safety issues.

This writer recognizes that the informed opinion of someone who is very familiar with local traffic conditions but not a "traffic expert" with regards to traffic planning has limited probative value. However, it does not take an 'expert' to look at the traffic planning report released, looking particularly at Pino Grande and Twain Harte Rd, and conclude that the City has not adequately planned for the traffic impacts to our neighborhood. Furthermore this letter will serve as evidence that the City was made aware of safety issues regarding pedestrians but chose to ignore them.

Let's start with some simple facts regarding the existing traffic along Pino Grande, Twain Harte, and Central Parkway today. The Pino Grande and Twain Harte Roads are primarily utilized by Kingswood HOA - a community of 110 residential units. The 'Dobbins Loop' side of our community comprises 8 buildings and has roughly 45 units. During a typical morning, most of the commuters from this side will make a left turn at Pino Grande to access Central parkway which is the only road connecting our community with Fallon Rd & 580. The 'Camino Loop' side of the community comprises 12 buildings and can be estimated at roughly 65 units. The commuters on this side usually make a right from Twain Harte Rd onto Central Parkway and make a U-turn where the road currently ends. See image below for reference:



This is what traffic at the intersection of Pino Grande and Central Parkway currently looks like at approximately 8 am in the morning on a weekday. It is heavily backed up with significant pedestrian traffic:



The traffic study characterizes existing conditions of this intersection as LOS B (p. 176) which seems to be a reasonable estimation of traffic.

Generated with PTV VISTRO

Version 2024 (SP 0-1)

Scenario 1: 1 Existing AM

Intersection Level Of Service Report

Intersection 15: Central Parkway & Panorama Drive/Pino Grande Road

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

From P. 176 of the report, one would assume that these volume are direct measurements of the existing conditions for this intersection:

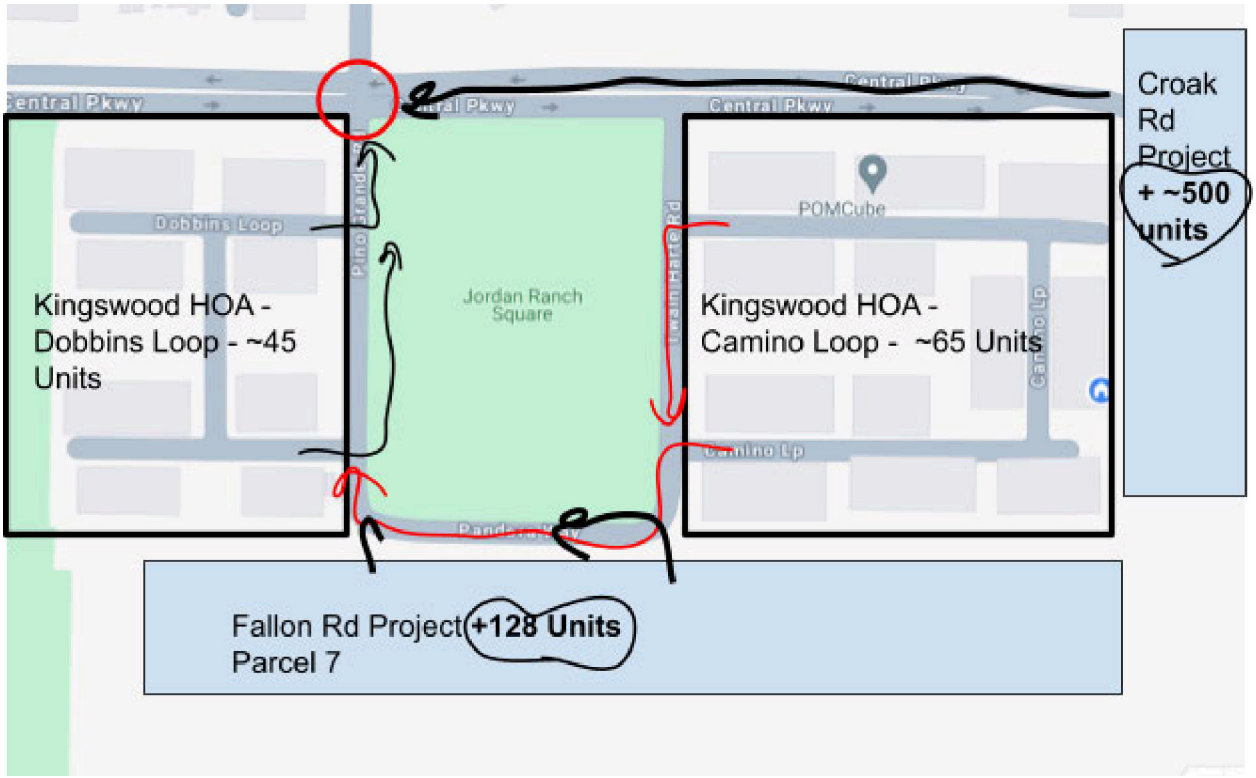
Volumes

Name	Pino Grande Road			Panorama Drive			Central Parkway			Central Parkway		
Base Volume Input [veh/h]	37	2	0	1	4	127	97	84	6	0	91	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.10	1.20	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	2	0	1	4	127	97	84	6	0	91	2
Peak Hour Factor	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	0	0	2	60	46	40	3	0	43	1
Total Analysis Volume [veh/h]	70	4	0	2	8	240	183	158	11	0	172	4
Pedestrian Volume [ped/h]	117			1			103			89		

However where the traffic study fails is in its consideration of the cumulative impact of traffic. The Croak Road Project, adjacent to our community is expected to bring online more than 500 residential units. Like our community, the main artery connecting this community to Fallon Rd / 580 is Central Parkway. While Croak Rd in the future may also offer a connection to Fallon Rd, the residential units in this community will still be utilizing Cottonwood Creek as their local school and so for an 8 am rush hour estimation, it is reasonable to assume that the majority of traffic with school age children would directly access Central to drop their children off at school.

The extension of Central Parkway due to the Croak Rd Development will in turn make doing a U-turn where Central ends impractical with ongoing traffic coming the other way. The Camino Loop side traffic from Kingswood would instead route around Jordan Ranch Square Park. Twain Harte does not allow for left turns onto Central.

Finally the Fallon Road Project itself, if brought to fruition under the current plan, would add an additional 128 units online, all of which would need to take Pino Grande to Central in order to access Fallon Road / 580. See image below.



As shown above, under real world assumptions, **the utilization of Pino Grande will go from ~45 residential units making a left turn onto Central in the morning to ~238 residential units making a left turn. The utilization of Central Parkway will go from ~65 residential units heading westbound to ~500+ residential units heading westbound**

What does the traffic report say about the cumulative impact plus project for this new traffic pattern? **P.924 - estimates - with complete implausability - that the traffic conditions would remain at LOS B despite an approximate 7 fold increase in terms of residential units in the immediate area surrounding this intersection** and all of these residential units being assigned to Cottonwood Creek K8 school.

Generated with PTV VISTRO
Version 2024 (SP 0-1)

Scenario 11: 11 Cumulative AM Plus Project

Intersection Level Of Service Report
Intersection 15: Central Parkway & Panorama Drive/Pino Grande Road

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

There are a few things about these cumulative impact numbers (found on p. 924) that immediately are suspect:

1) First **the pedestrian volumes at this intersection have not increased at all from the existing conditions to the cumulative impact plus project, despite the fact that 128 new units are built right off of Pino Grande Road**. This report assumes that literally no one from the Fallon Rd development project (Parcel 7) will walk on or around the Jordan Ranch Park directly adjacent to the community or walk to the school.

2) **This assessment also assumes no increased vehicular flow west bound on Central Parkway at the intersection in question, despite 500+ residential units coming online whose major point of access is Central Parkway to Fallon Rd / 580 is Central Parkway.** Implausibly, none of these people would use Central Parkway to access their homes or Cottonwood Creek.

Intersection Setup

Name	Pino Grande Road			Panorama Drive			Central Parkway			Central Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	275.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pino Grande Road			Panorama Drive			Central Parkway			Central Parkway		
Base Volume Input [veh/h]	79	3	10	1	4	127	97	84	6	2	91	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.10	1.20	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	3	10	1	4	127	97	84	6	2	91	2
Peak Hour Factor	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300	0.5300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	5	0	2	60	46	40	3	1	43	1
Total Analysis Volume [veh/h]	149	6	19	2	8	240	183	158	11	4	172	4
Pedestrian Volume [ped/h]	117			1			103			89		

One does not need to be a traffic 'expert' to question this assessment.

Realistically, with close to 650 new residential units coming online which will pass through the intersection of Pino Grande and Central Parkway on their daily commutes with regularity, the intersection would likely change from being an LOS B today to LOS D or even worse during peak hours.

This intersection does not have a traffic light, and vehicular traffic making a left turn from Pino Grande will likely be backed up around the entire Jordan Ranch Park during rush hour times if the plan as conceived comes to pass.

The other major issue that the traffic report doesn't address is pedestrian traffic physically around the Jordan Ranch park.

The image below is what a typical evening looks like on Twain Harte Rd. Pedestrians walk in and around the park (which has not even yet been built) extensively. Because there is no sidewalk on the actual border of the park, it is common for pedestrians to walk directly on the road.



This has led to many near incidents of cars almost hitting pedestrians. The situation has gotten bad enough that a concerned neighbor who lives adjacent to the intersection began setting up a mannequin around the park to make vehicular traffic aware of pedestrians.

This youtube link captures how drivers disregard pedestrians around the park by Pino Grande and Central Parkway:
https://www.youtube.com/watch?v=Rt4tKhod4gw

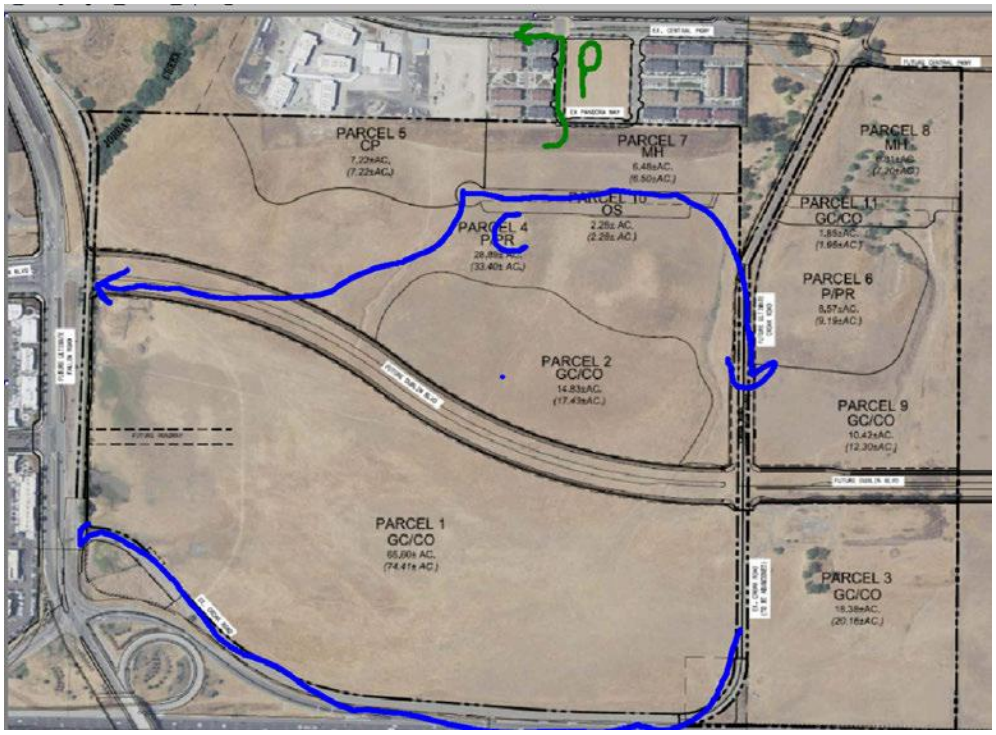
This youtube link shows a car - who not wanting to make a U-turn at the end of Central Parkway - drove the WRONG way along Central Parkway:
https://www.youtube.com/watch?v=8kN58QHVNVw

These videos were both captured by a neighbor living directly adjacent to the intersection in question, months before this project was even on our community's radar. As it is today - Pino Grande and Twain Harte already have issues with poor vehicular flow and risk of pedestrian injury.

After ~650 more residential units come online, and with ~128 of them using Pino Grande and Twain Harte as the sole points of entry and exit - there will be a very serious risk to pedestrians around the neighborhood.

Jordan Ranch Park will be completed at the time of construction, and most of these pedestrians will be children and families utilizing the park.

What should be done about this? The Croak development is already in progress, however the Fallon Rd Project - particularly Parcel 7 is what creates the problematic traffic around the park.
What should clearly be done is add more roads to connect this community to the grid rather than overtax the existing small residential roads.



Rather than have Pino Grande or Twain Harte connect with Parcel 7 - only pedestrian paths should allow people from the future community to access the park and walk to the school. **Sidewalks along the park should be improved.**

Parcel 7 should be directly connected with the Dublin Blvd extension and Croak Road which would make far more sense for both the future community and for Kingswood HOA.

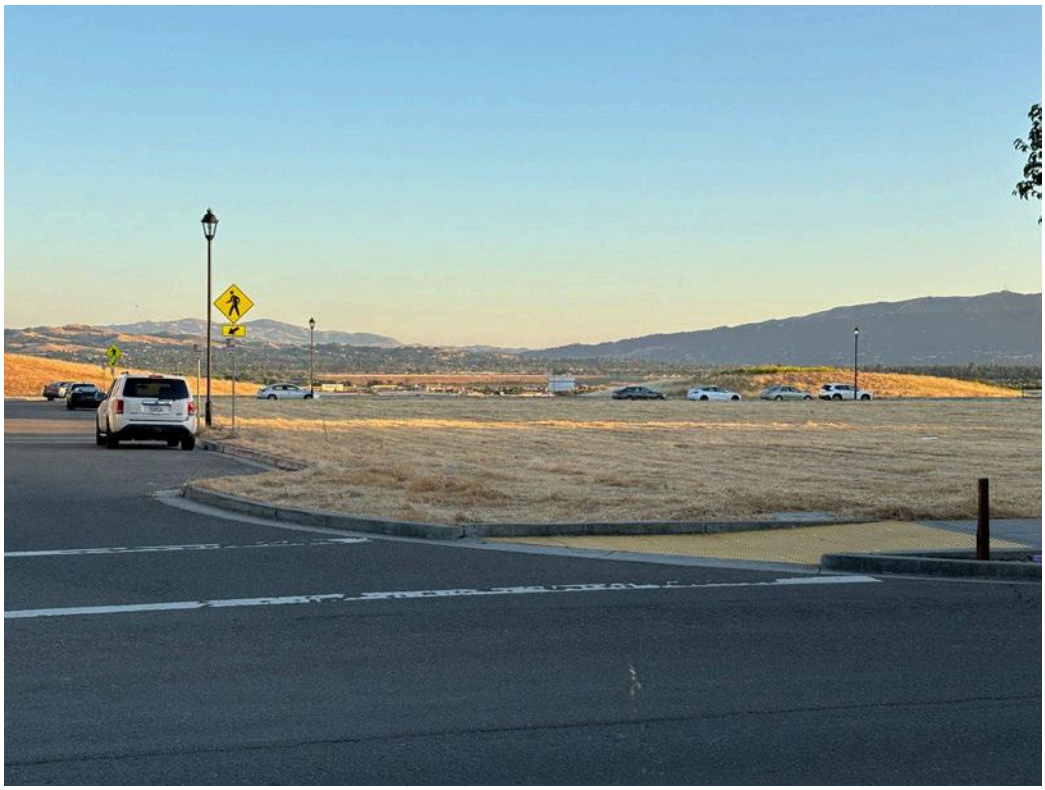
The landowners and future developers would need only ~400 - 800 meters worth of road. They should build it rather than overtax the existing roadways. At the very least, this would alleviate 128 residential units worth of traffic along Pino Grande.

The City of Dublin and planning department would do well to remember, **it is NOT the duty of the planning department to MAXIMIZE the value of land. Rather it is the duty of the planning department to BALANCE the interests of the landowners to that of their adjacent neighbors.** The plan as it exists today is unbalanced.

Finally, a much less tangible impact, but important one nonetheless is the character of the neighborhood that is being affected by this plan.

Currently from the Jordan Ranch Park, there are sweeping views of the entire valley that are unobstructed by any buildings or edifices. These views extend all the way to Pleasanton and the mountain ridges surrounding Amador Valley. Shadow Cliffs regional park and its lakes are visible from the vantage point.

Below are pictures of the view:







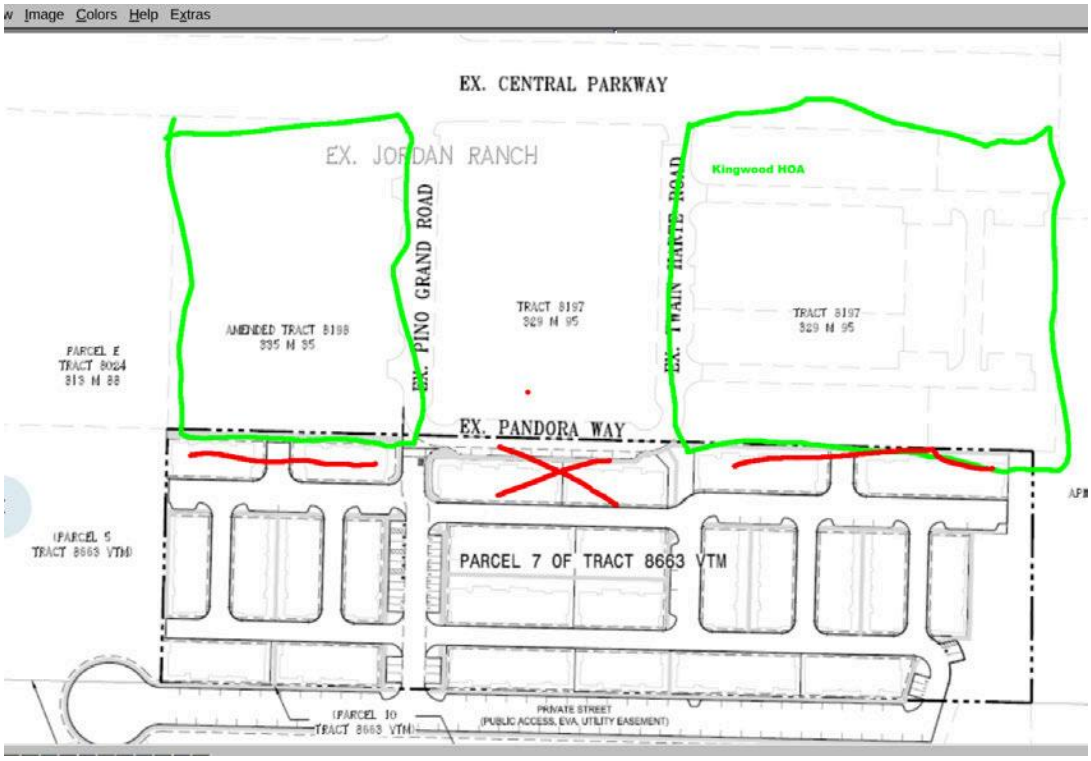
The current plan would put a building directly facing the park, right up against the boundary line and block this view. It seems remarkable that the City of Dublin Planning Department would even consider allowing this. It removes a significant public benefit with no compensation for the residents of the area, and the only benefits going to the current landowner. This should obviously be changed.

Below is a photo representing the same view but now with medium-high residential buildings built right up against the edge of the park. Does this change the character of the neighborhood? I think most people who live in the neighborhood would think so.



While Parcel 7 may be zoned for medium-high density buildings, nothing allows them to build right up to the property boundary. There should be a minimum setback from the hills preserving the views from the park and the adjacent community. If necessary the number of units allows for Parcel 7 should be reduced to accomplish this. The City needs to remember – **the job is NOT to MAXIMIZE value of a particular landowner but to BALANCE the interests of the community which the current plan fails to do.**

See an image below of how this might be rectified. The adjacent units right on the property line can simply be removed from the plan. The reduced number of units would reasonably satisfy the medium-high density zoning allowed to the developer and would preserve the views for the rest of the community:



Finally, I would like to note that the way in which the planning department has conducted itself has been shameful:

- Sending out bad zoom links to the community meeting held on March 27th, 2024 and then rescheduling the community meeting to April 3rd in order to drive down attendance (but somehow correct zoom links went to the landowner / developer?).

- Claiming in the rescheduled meeting on April 3rd, 2024 that the City Planner had no knowledge of when this issue would be taken up in a future planning commission meeting, despite being the same person to prepare the recommendations on the planning commission agenda ahead of the April 23rd meeting, which posted on or around April 16th. These meetings and agendas are planned months in advance. It strains credulity to believe that the City Planner had no knowledge of when the subject would be taken up, given the fact that she posted an agenda with this topic one week later to the planning commission website.

- Not releasing relevant reports - such as the traffic analysis or environmental review until shortly before important meetings.

These underhanded tactics have been noticed and frankly discourage open and honest discourse. The City Planning Department should remember that they work for the Citizens of Dublin NOT the developers. If citizens come forward with concerns, the appropriate action here

is to address them - not sweep them under the rug. We hope the City Council and Planning Commission take notice and address these issues with the Planning Department.

We also hope the City Council and Planning Commission will delay any votes until there can be a more thorough discussion of these plans with mitigations for the concerns outlined above.

Personally, I support development, and think it is important to the economy and tax base of Dublin. But I support well-PLANNED development, and this project is being rushed.

Best,

Sachin Bhandari
Kingswood HOA Board Member & Citizen of Dublin

cc: City Council

From:	Sachin Bhandari
To:	Crystal De Castro
Cc:	Cathy Wells; Andrea Blanchard; roslynn hill; Shaenine Turner; Henry Samra; rakesh surana; [redacted] com; Planning Commission; [redacted]
Subject:	Re: Public Hearing Notice - Dublin Fallon 580 Project (PLPA-2023-00033)
Date:	Monday, April 29, 2024 11:42:58 PM
Attachments:	image001.png image002.png image.png image.png image.png image.png image.png

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Since I have added the planning commission to this thread, we are specifically discussing the following development attached the pictures below.

We - the board members of an HOA representing ~100 owners directly adjacent to parcel 7 - would urge you to halt any votes with regards to this development until a proper review has been completed by the local community.

The City of Dublin has failed in its duty to hold fair and transparent meetings by:
--sending out false zoom links on the day of its March 27th Community Mtg - which was then rescheduled so as to drive down participation. I believe this because EVERY member from our community had issues with the zoom link, but strangely the developer / land owner had working zoom links for the March 27th meeting - almost as if they received different zoom links from the rest of us.

--stating in a rescheduled meeting held on April 3rd that the City planners had no idea when any future votes would be held. Then shortly after the votes were planned for an April 14th planning commission meeting. How could the City Planning staff not be aware of a vote for planning commission 11 days after our April 3rd meeting? They are the ones making recommendations to you. Almost as if we were told something so as not to show up and make our opinions known for the April 14 meeting. This vote was thankfully postponed for other reasons -- and I would urge you NOT to take this up in your May meeting.

--stating that members of the public would be notified of a traffic report that would be released. Actually, no one was notified. It was quietly posted on the Dublin development site -- as if members on the public should revisit the site EVERY DAY between the development meeting and the planning commission meeting to stay informed.

My advice to the planning commission is to play no part in these bizarre tactics to keep the community uninformed about the Fallon 580 project.

Our community has an issue specifically with Parcel 7 from that project, which is directly adjacent to us. It has been planned poorly, with no setbacks. The Traffic Study is clearly deficient and does not take into account the traffic impact on specifically the roads in and around the park that are the ONLY points of entry into and out of both our community and the future proposed site.

If you are serious in your civic duty about planning a City for EVERYONE, then I would tell Crystal and Cathy to go back to the drawing board on this project and work out a plan that has a far smaller traffic impact and that has proper SETBACKS.

Asking the developer to incorporate setbacks and a feeder road into the community that connects with the Dublin Blvd Extension or Croak Rd is completely reasonable - and affect only ONE parcel in their massive development project. These are compeltely reasonable modifications that the Planning Commission can recommend that still facilitates Dublin being a pro business City but also one that takes into account the needs of its existing community.

Catheryn, Janine, Renata, Stephen, Matthew, Wahida, Nicholas -- seriously, vote NO on your next meeting with regards to this development plan, and KEEP voting NO until they Crystal and Cathy fix the issues with Parcel 7 that they are clearly aware of and don't want you to know about.

Dublin Fallon 580

SHARE

Details

Planning Application #	PLPA-2023-00033
Application Type	General Plan/Specific Plan Amendment. Planned Development Rezone with a Stage 1 Development Plan Amendment and a Stage 2 Development Plan, Vesting Tentative Tract Maps, and Development Agreement
Application Submittal Date	10/16/2023
General Plan Land Use	General Commercial/ Campus Office (GC/CO), Open Space (OS), Parks/Public Recreation (P/PR), Public/Semi-Public (P/SP), and Medium High Density Residential (MH)
Specific Plan Area	Eastern Dublin Specific Plan
Zoning	Ordinance No. 32-05 and Ordinance No. 13-08
Project Area	192 acres
Applicant	Wooi See, GH PacVest, Inc 2800 Post Oak Blvd, Ste 5115, Houston TX 77056 832-397-6506
Project Planner	Crystal De Castro, Senior Planner

Map



Address

Croak Road

Documents

Final Local Transportation Analysis April 3, 2024

Final Draft Initial Study Addendum, April 8, 2024

Community Meeting Presentation Dublin Fallon 580 March 27 & 28 and April 3, 2024

6. PUBLIC HEARING

6.1 Dublin Fallon 580 Project (PLPA-2023-00033)
The Applicant, GH PacVest LLC, is requesting an approval of a General Plan and Eastern Dublin Specific Plan Amendment, Planned Development Zoning with a Stage 1 Development Plan Amendment, Stage 2 Development Plan, Vesting Tentative Tract Maps and a Development Agreement for the Dublin Fallon 580 Project. The proposed project would eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated Open Space to Parks/Public-Recreation, increase the allowed commercial/office uses up to 3,299,670 square feet, establish development standards for the residential use, and subdivide the entire project site into 11 parcels. The

Planning Commission will consider and make a recommendation to the City Council regarding the project and an Addendum to the Eastern Dublin Specific Plan Environmental Impact Report.

The Applicant is requesting to continue this item to have additional time to consider terms of the Development Agreement. The Public Hearing will be re-noticed once the item is ready for Planning Commission consideration.

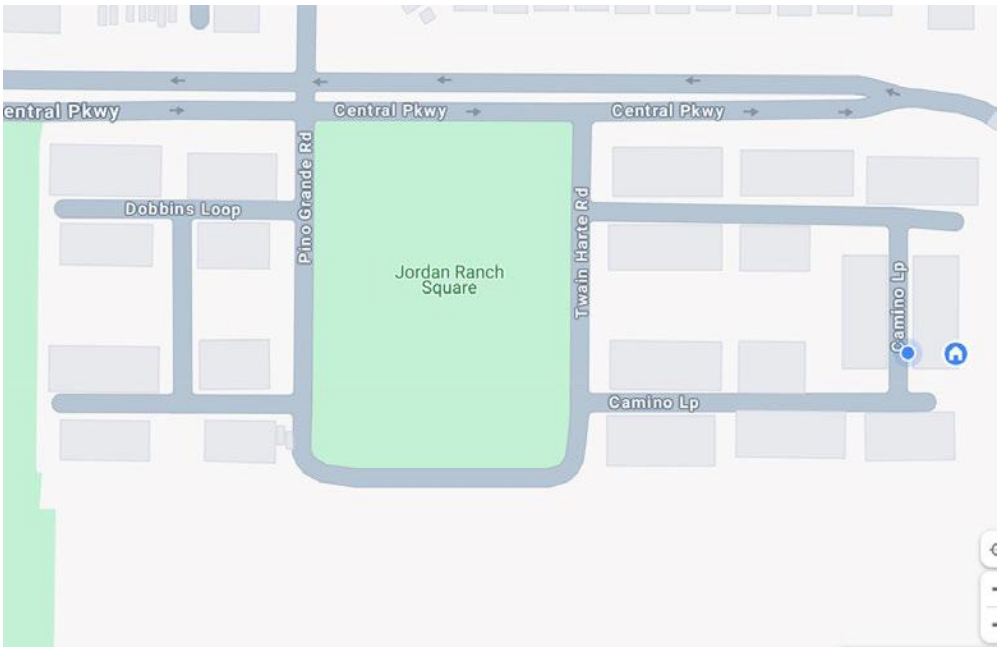
STAFF RECOMMENDATION:
Staff recommends that the Planning Commission continue the item to a date uncertain.
Staff Report

Planning Commissioners

Commission Members	Position	Term Expiration Date
Catheryn Grier	Commissioner	December 2026
Janine Thalblum	Commissioner	December 2026
Renata Tyler	Commissioner	December 2024
Stephen Wright	Chairperson	December 2024
Matthew Aini	Vice Chairperson	December 2024
Wahida Rashid	Alternate Commissioner	December 2024
Nicholas Ochoa	Alternate Commissioner	December 2024

On Mon, Apr 29, 2024 at 11:04 PM Sachin Bhandari <[redacted]> wrote:

> This Traffic Study for the 580 Development is completely unrealistic.
> At the meeting we specifically discussed the impacts of the project - specifically Parcel 7 - to Twain Harte / Pino Grande / Panorama Way. Because Central Parkway ends, people in our community can make a right turn on Twain Harte, and make an easy U turn on central parkway with a traffic flow of LOS A.



This report (attached) suggests that traffic impact would be minimal.
This is complete garbage, and is obvious for anyone living here.

Line 15) Near Term + Project would bring Pino Grande to LOS C at best.

This traffic study has not considered the specific impact of the Croak Road construction on Central Parkway and assumes that cars can still make U-turns on Central.

In a situation where cars could not make U-turns on Central, our community alone would bring Pino Grande & Central down to LOS B, and that is because we would all be in a long line around the park waiting to make a left turn. Traffic specifically around the park would be extremely high during rush hour.

A 2nd community - Parcel 7 - would bring us to a C or D.

That is why our HOA - representing ALL of the ~100 homes adjacent to parcel 7 - would advise the planning commision to vote NO on the current plans as they stand.

This study has failed to consider the specific impact of traffic to the feeder roads into both of the local communities around the park.

Table 6: Near-Term Operations AM Peak Hour with and without the Project

#	Intersection	Near-Term AM			Near-Term AM PP		
		V/C	Delay	LOS	V/C	Delay	LOS
1	Hacienda Drive & Dublin Boulevard	0.39	41.8	D	0.39	41.9	D
2	Tassajara Road & Central Parkway	0.59	28.3	C	0.59	28.4	C
3	Tassajara Road & Dublin Boulevard	0.60	39.5	D	0.60	40.0	D
4	Tassajara Road & I-580 WB Ramps	0.63	13.4	B	0.63	13.4	B
5	Santa Rita Rd & I-580 EB Ramps/Pimlico Dr	0.75	32.5	C	0.75	32.5	C
6	Tassajara Road & Fallon Road	0.67	22.8	C	0.67	22.8	C
7	Fallon Road & Positano Parkway	0.86	31.3	C	0.86	31.7	C
8	Fallon Road & Central Parkway	0.57	32.1	C	0.61	34.1	C
9	Fallon Road & Dublin Boulevard	0.55	23.2	C	0.57	23.4	C
10	Fallon Road & Fallon Gateway	0.53	13.1	B	0.54	13.5	B
11	Fallon Road & I-580 WB Ramps	0.75	8.7	A	0.78	9.0	A
12	El Charro Road & I-580 EB Ramps	0.43	6.8	A	0.44	6.8	A
13	El Charro Road & Jack London Boulevard	0.42	13.8	B	0.42	13.8	B
14	Central Parkway & Sunset View Drive	0.76	31.6	C	0.86	42.5	D
15	Central Parkway & Panorama Drive/Pino Grande Road	0.36	11.0	B	0.47	13.3	B
16	Airway Boulevard & N. Canyons Parkway	0.44	17.8	B	0.44	17.9	B
17	Airway Boulevard & I-580 WB Ramps	0.25	13.5	B	0.25	13.4	B

The planning commission should require the developer to connect the community to Dublin Blvd which would be much better for everyone. Us & the future homebuyers of Parcel 7.

Parcel 7 could still enjoy the park with walking paths.

Jordan Ranch Park should be a pedestrian friendly place -- not a place where 100 homes (ours) + 128 future homes, with a combined ~400+ cars are moving in very close proximity to *thousands* of children around a park and school.

On Mon, Apr 29, 2024 at 1:21 PM Crystal De Castro <Crystal.DeCastro@dublin.ca.gov> wrote:

> Hi Sachin,
>
> The reports are available online on the City's development activity page.
>
> The Planning Commission agenda, including an email sent out to all interested parties, provided that the Applicant requested the item be continued. This means the project was not discussed at the April 23, 2024 Planning Commission meeting and new notices will be mailed out once the item is ready for Planning Commission consideration. For clarification, the Planning Commission makes a recommendation to the City Council and the City Council takes action on this item.

Crystal De Castro

Senior Planner

City of Dublin

100 Civic Plaza, Dublin, CA 94568

(925) 833-6610 | (925) 833-6628 FAX

crystal.decastro@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, fosters new opportunities, provides equity across all programs, and champion a culture of diversity and inclusion.*

From: Sachin Bhandari [redacted]>
Sent: Saturday, April 27, 2024 10:18 AM
To: Cathy Wells <Cathy.Wells@dublin.ca.gov>; Crystal De Castro <Crystal.DeCastro@dublin.ca.gov>
Cc: Andrea Blanchard <[redacted]>; roslynn hill <[redacted]>; Shaenine Turner <[redacted]>; Henry Samra <[redacted]>; rakesh surana <[redacted]>; [redacted]
Subject: Re: Public Hearing Notice - Dublin Fallon 580 Project (PLPA-2023-00033)

Hi,

How was this vote by the planning commission even scheduled without the traffic report being publicly released?

Also, it seems like this directly contradicts claims in the last meeting that the City had no idea when this vote for Stage 1 / 2 would take place.

Please immediately release the traffic report even if it is in draft form with any mitigations discussed or planned between the City of Dublin and the landowner / developer.

Please also release the environmental study supporting this project.

Thanks,

Sachin

On Fri, Apr 12, 2024 at 1:45 PM Cathy Wells <Cathy.Wells@dublin.ca.gov> wrote:

City of Dublin

NOTICE OF PUBLIC HEARING

Planning Commission

Tuesday, April 23, 2024, at 7:00 p.m.

Council Chamber, 100 Civic Plaza, Dublin

Project Name: Dublin Fallon 580 Project (PLPA-2023-00033)

Project Description: The Applicant, GH PacVest, proposes General Plan and Eastern Dublin Specific Plan amendments, Planned Development Zoning with a Stage 1 Development Plan, Stage 2 Development Plan, Vesting Tentative Maps, and a Development Agreement for the Dublin Fallon 580 Project. The proposed project would eliminate the Public/Semi-Public uses and convert 42.6 acres designated Open Space to Parks/Public-Recreation, increase the commercial/office uses to 3,299,670 square feet, establish development standards for the residential uses, and subdivide the entire project site into 11 parcels. No development is proposed at this time. The Planning Commission will consider the Dublin Fallon 580 Project and make a recommendation to City Council regarding the project and an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports.

Project Location: Vacant Parcel east of Fallon Road and north of I-580, Address; APNs 905-0001-006-03, 985-0027-002, 985-0027-005, and 985-0027-004



You are invited to attend this meeting in-person or electronically and provide feedback regarding this project. If you wish to participate electronically and provide comments you may do so by filling out an online speaker slip and calling in using a computer/smart phone or telephone via a link or telephone number that will be provided following submission of a speaker slip. Online speaker slips will be available at https://dublin.ca.gov/83/Planning-Commission beginning at 10:00 a.m. on the day of the hearing. If you challenge the described action in court, you may be limited to raising only those issues you or someone else raised at this public hearing or in written correspondence delivered to the Planning Division at or prior to this public hearing.

To make a request for disability-related modification or accommodation, please contact the Planning Division Senior Office Assistant at (925) 833-6610 at least 72 hours in advance of the meeting. Upon receiving a request, the City will swiftly resolve requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolve any doubt in favor of accessibility.

Additional Resources: The Staff Report for this item will be available on the City's website on the Friday prior to this hearing: https://dublin.ca.gov/83/Planning-Commission.

Crystal De Castro, Senior Planner
(925) 833-6610

crystal.decastro@dublin.ca.gov

Thank you,

Cathy Wells

Senior Office Assistant – Community Development Department

City of Dublin

100 Civic Plaza, Dublin, CA 94568

(925) 833-6610 | (925) 833-6628 FAX

cathy.wells@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, fosters new opportunities, provides equity across all programs, and champion a culture of diversity and inclusion.*

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12/21/2023

City of Dublin
100 Civic Plaza
Dublin, CA 94568

Subject: Opposition to the Proposed New Housing Development Adjacent to Kingswood Community – File Number: PLPA-2023-00033

Dear Members of the City of Dublin Planning Commission,

We, the Kingswood Community Homeowners' Association, would like to formally express our opposition to the proposed new housing development adjacent to our community (Parcel 2, 4, 5 and 7 in File number: PLPA-2023-00033). After careful consideration and consultation, we have identified several key concerns that we believe warrant your attention as follows:

Impact on Community Traffic Flow: The Kingswood Community was not designed to accommodate a significant surge in vehicular traffic. We are concerned that the proposed housing development would lead to congestion on our already-limited roadways, resulting in longer commutes and increased safety risks for our residents and pedestrian traffic from the school. Entry to and from the development would also make the park unsafe.

Impact on Cottonwood Creek School Traffic: The proximity of Cottonwood Creek School to the proposed development poses additional challenges. Traffic around the school is already congested during peak drop-off and pick-up times. The additional vehicles from the new development could exacerbate these issues, jeopardizing the safety of students and increasing the burden on parents and school staff.

Potential Decrease in Property Values: An abrupt increase in the housing supply in our area, including the already new development under construction at the end of Central Parkway may adversely affect property values. This is a concerning prospect for homeowners in the Kingswood Community and should be carefully evaluated before moving forward with another development. The overlook from the school and the park are why some residents purchased homes in our neighborhood. Some residents paid

additional housing costs to enjoy this view. Any development that carves up the hills would really alter this.

To substantiate these concerns, we propose that an independent traffic impact study and property value assessment be conducted. These data-driven evaluations would provide a more comprehensive understanding of the long-term ramifications of the proposed development, both for our community and the surrounding areas.

We understand the need for housing and community growth, but we firmly believe that it should not come at the expense of existing residents' quality of life or financial well being. We respectfully request that the Homeowners' Association’s concerns be considered seriously in any forthcoming deliberations related to this proposed development.

Thank you for your attention to this matter. We are open to further discussion.

Regards,
Kingswood Homeowners Association Board

RESOLUTION NO. 24-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUBLIN

RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ADDENDUM TO THE EASTERN DUBLIN SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT, GENERAL PLAN AND EASTERN DUBLIN SPECIFIC PLAN AMENDMENTS, AN AMENDMENT TO THE EXISTING PLANNED DEVELOPMENT STAGE 1 DEVELOPMENT PLAN, A STAGE 2 DEVELOPMENT PLAN FOR THE RESIDENTIAL USE, APPROVAL OF VESTING TENTATIVE MAP NOS. 8663, 8666, AND 8667 AND ADOPTION OF A DEVELOPMENT AGREEMENT RELATED TO THE DUBLIN FALLON 580 PROJECT
(PLPA-2023-00033)
(APNS 905-0001-006-03, 985-0027-002, 985-0027-005, AND 985-0027-004)

WHEREAS, the Property Owner, GH PacVest LLC, is requesting approval of General Plan and Eastern Dublin Specific Plan amendments, an amendment to the existing Planned Development (PD) Zoning Stage 1 Development Plan, approval of a Stage 2 Development Plan for the residential use, Vesting Tentative Map Nos. 8663, 8666, and 8667, and a Development Agreement for the Dublin Fallon 580 Project.

WHEREAS, the proposed project would eliminate the Public/Semi-Public land use designation and convert 42.6 acres designated Open Space to Parks/Public-Recreation, establish development standards for the future development of 238 residential units and approximately 3,299,670 square feet of commercial/campus office use. The 192-acre site would be subdivided into 11 parcels. These planning and implementing actions are collectively known as the "Dublin Fallon 580 Project" or the "Project"; and

WHEREAS, the 192-acre site is located east of Fallon Road, north of I-580, and along the future Dublin Boulevard Extension; and

WHEREAS, the existing General Plan and Eastern Dublin Specific Plan land use designations are Medium High Density, General Commercial/Campus Office, Parks/Public Recreation, Open Space, and Public Semi Public; and

WHEREAS, the Project site is located within Planned Development zoning district Ordinance No. 32-05; and

WHEREAS, amendments to Planned Development Ordinance No. 32-05 for Fallon Village are necessary for consistency with the proposed Stage 2 Development Plan; and

WHEREAS, the proposed Vesting Tentative Maps will allow for the orderly division of the Dublin Fallon 580 Project Property into 11 parcels consistent with the City of Dublin General Plan and Eastern Dublin Specific Plan; and

WHEREAS, the California Environmental Quality Act (CEQA), together with the CEQA Guidelines and City of Dublin CEQA Guidelines and Procedures require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, the prior CEQA analysis for the Project area includes: 1) the Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report (EIR) (1993); 2) the

East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR (2002); and 3) the Fallon Village Supplemental EIR (2005). Collectively, these three environmental review documents are referred to as the "EDSP EIRs;" and

WHEREAS, in compliance with CEQA, the City prepared a CEQA Addendum for the Project ("Addendum"), incorporated by reference; and

WHEREAS, the Addendum reflects the City's independent judgment and analysis of the potential environmental impacts of the Project, and concludes that the Project would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the EDSP EIRs and no other CEQA standards for supplemental review are met; and

WHEREAS, a Staff Report, dated June 11, 2024, and incorporated herein by reference, described and analyzed the Project, including the General Plan and Eastern Dublin Specific Plan Amendments, Planned Development Zoning Stage 1 Development Plan Amendment and Stage 2 Development Plan, Development Agreement and Addendum; and

WHEREAS, on June 11, 2024, the Planning Commission held a properly noticed public hearing on the Project, at which time all interested parties had the opportunity to be heard; and

WHEREAS, the Planning Commission considered the Addendum, the EDSP EIRs, all above-referenced reports, recommendations, and testimony to evaluate the Project, and the Planning Commission did further hear and consider all said reports, recommendations, and testimony hereinabove as set forth before taking any action.

NOW, THEREFORE, BE IT RESOLVED that the foregoing recitals are true and correct and made a part of this Resolution.

BE IT FURTHER RESOLVED that pursuant to CEQA and the CEQA Guidelines, on the basis of substantial evidence set forth in the record, including but not limited to, the EDSP EIRs, the Addendum, and all related information presented to the Planning Commission, that the environmental effects of the proposed Project were sufficiently analyzed and that an Addendum is the appropriate environmental document for the proposed Project.

BE IT FURTHER RESOLVED that the Project will not result in any new significant impacts or substantially increase the severity of any significant impacts identified in the previous CEQA documents and no further environmental review under CEQA is required.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council adopt a Resolution attached as **Exhibit A** adopting the Addendum to the EDSP EIRs and General Plan and Eastern Dublin Specific Plan Amendments, based on the findings, as set forth in **Exhibit A**.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council adopt an Ordinance attached as **Exhibit B** adopting an amendment to the Zoning Map, an amendment to an existing Planned Development Zoning Stage 1 Development Plan and Stage 2 Development Plan, based on findings, as set forth in **Exhibit B**.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council remove the Contemporary residential architectural style from the Stage 2 Development Plan Architectural Design Guidelines, based on findings, as set forth in **Exhibit B**.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council adopt a Resolution, attached as **Exhibit C** and incorporated herein by reference, approving Vesting Tentative Map Nos. 8663, 8666, and 8667 based on the findings and conditions of approval, as set forth in **Exhibit C**.

BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council adopt an Ordinance attached as **Exhibit D** approving a Development Agreement between the City of Dublin and GH PacVest LLC, based on findings, as set forth in **Exhibit D**.

PASSED, APPROVED, AND ADOPTED this 11th day of June, 2024 by the following vote:

AYES: **Aini, Grier, Rashid, Tyler, Wright**

NOES:

ABSENT: **Thalblum**

ABSTAIN:

ATTEST:

DocuSigned by:
Stephen Wright
8AAE4AA4B24E47C...
Planning Commission Chair

DocuSigned by:
Meda Bayer
24623EF0D46C4C6...
Assistant Community Development Director

MEMORANDUM OF RESPONSE TO CEQA ADDENDUM AND TRANSPORTATION IMPACT ANALYSIS COMMENTS

DATE: June 26, 2024

PREPARED BY: Crystal De Castro, Senior Planner, City of Dublin
Neda Zayer, Assistant Community Development Director, City of Dublin
Pratyush Bhatia, Transportation & Operations Manager, City of Dublin
Shanna Guiler, AICP Associate/Environmental Planner, LSA Associates
Theresa Wallace, AICP Principal/Environmental Planner, LSA Associates
Damian Stefanakis, T.E., Kittleson & Associates

SUBJECT: Dublin 580 Fallon Project CEQA Addendum and Transportation Impact Analysis - Response to Comments

This memorandum responds to public comments on the Dublin 580 Project. The City received two comment letters addressed to the Planning Commission for the June 11, 2024 Planning Commission hearing. One letter was on behalf of the Kingswood Owners Association (KOA) and another letter was from a KOA Board Member.

An Initial Study, was prepared to support the City's finding that the proposed project qualifies for an Addendum to the Program Environmental Impact Report (EIR) prepared for the Eastern Dublin General Plan Amendment (Eastern Extended Planning Area) and Eastern Dublin Specific Plan (Eastern Dublin EIR),[1] the Supplemental EIR (2002 SEIR)[2] to the Eastern Dublin EIR prepared for the East Dublin Properties Stage 1 Development Plan and Annexation project, and the Supplemental EIR for the Fallon Village Project (Fallon Village SEIR),[3] collectively referred to as the "EDSP EIRs" per Section 15162 of the CEQA Guidelines. In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum need not be circulated for public review. Commission

This memorandum focuses on the transportation-related comments from both letters as well as comments on the Addendum. Comments that do not directly relate to the analysis in the Initial Study or the Transportation Impact Analysis (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.

RESPONSES TO LETTER FROM HOLDER LAW GROUP DATED JUNE 4, 2024

A. Absent Adequate Environmental Review, the Project's Residential Density and Commercial Intensity Should Not be Increased Over the Character and Amount of Development Described and Analyzed in the EDSP EIRs.

The comment, which begins on page 2 of the comment letter, asserts that the proposed project improperly increases the density of the proposed residential and commercial development and that

1 Dublin, City of. 1992. Final Environmental Impact Report, State Clearinghouse No. 91103064, Eastern Dublin General Plan Amendment and Specific Plan. December.

2 Dublin, City of. 2002. Final Revised Supplemental Environmental Impact Report, State Clearinghouse No. 2001052114, East Dublin Properties Stage 1 Development Plan and Annexation. March.

3 Dublin, City of. 2005. Fallon Village Project, Final Supplemental Environmental Impact Report, State Clearinghouse No. 2005062010. November.

these substantial increases in residential density and total commercial use area have the potential to cause increased traffic and may also increase traffic safety risks. The commenter further suggests that the City lacks substantial evidence to support the CEQA Addendum and that additional supplemental review, specifically a stand-alone EIR, is required. This assertion is based on the commenter's opinion that the proposed project involves more than "minor" changes to existing Specific Plan designations and that evaluation of several technical topics is inadequate. Responses to the specific technical comments provided in this letter are provided below.

As stated on page 7 and shown in Table C of the Initial Study, the proposed project would consist of the development of 238 residential townhome units. The density and intensity of the proposed residential development is consistent with the General Plan Medium High (MH) Density Residential land use designation and consistent with the density range of 14.1 – 25.0 dwelling units per acre specified in the Eastern Dublin Specific Plan. Therefore, the proposed project does not represent an increase in residential density.

As stated on page 9 of the Initial Study, as shown in Table B, the project would include a 0.6 floor area ratio (FAR) for the GC/CO portion of the project site, which is consistent with the FAR allowed in the Fallon Village PD-1 and Eastern Dublin Specific Plan. Therefore, the proposed project does not represent an increase in commercial density.

However, the 0.6 FAR does represent an increase from the 0.28 FAR assumed under the Eastern Dublin Specific Plan and analyzed in the EDSP EIRs. The PD-GC/CO zoning allows for a range of community and regional serving retail, service and office use, including a compatible mixture of these uses. Based on the 0.6 FAR, a potential development project could build up to 3,299,670 square feet of general commercial/campus office development compared to the 1,522,161 square feet of development anticipated in the EDSP and evaluated in the EDSP EIRs. Although a higher FAR was analyzed, the regulations propose a mix of limited light manufacturing, hotel, retail, and office uses for the GC/CO parcels that is compatible with the surrounding area. This mix of uses constitutes the proposed project, as analyzed in the Initial Study. As demonstrated in the environmental analyses included in the Initial Study, the GC/CO development falls within the anticipated development intensity (e.g., traffic, air emissions) anticipated in the EDSP EIRs and would not result in a new or substantially more severe significant effect on the environment than was already identified in the EDSP EIRs.

The project site has been the subject of three prior EIRs, which have assessed the environmental impacts of proposed development on the site and subsequent major changes to such development density. In accordance with the CEQA Guidelines, the City 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 EDSP EIRs. Since an EIR had already been prepared, this determination is subject to the substantial evidence test, not the fair argument test. 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 EDSP EIRs, no new impacts were identified, no new mitigation measures are required and, pursuant to CEQA Guidelines Section 15162, the proposed project would not require further review under CEQA.

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 EDSP EIRs, as well as any modifications required for 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 relevant mitigation measures from the EDSP EIRs, identified in the Initial Study 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, the City has determined that, consistent with the conclusions in the CEQA Addendum 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.

B. Because the Project Will Potentially Cause Unanalyzed and Unmitigated Significant Environmental Impacts, an EIR is Required; the Proposed Addendum is Improper.

The comment asserts that the proposed project improperly relied on outdated and incomplete analyses as presented in the EDSP EIRs and failed to accurately assess the following impacts: impacts to public open space and scenic vistas; cumulative traffic impacts; traffic safety hazards created by substantially increasing the number of residences dependent upon small streets for exclusive ingress and egress routes; and unanalyzed climate change impacts. Responses to these specific comments are provided below.

1. The Project, as Designed, Has the Potential to Cause Significant but Unmitigated Aesthetic Impacts

The comment asserts that the proposed development on Parcel 7 would completely obstruct scenic views from Jordan Ranch Square, Pandora Way, and adjacent neighborhood vantage points and that the proposed project is inconsistent with the EDSP requirement to "site buildings on the downslope side of streets, where feasible, so the main mass of the building is below street level, allowing views over roofs from the street." Further, the comment asserts that the City assumes, without substantiation, that the mitigation measures referenced in the Initial Study will be effectively implemented. The comment also states that the Initial Study inadequately addresses the potential visual impacts resulting from the additional commercial square footage proposed.

As described in the Initial Study, the Eastern Dublin EIR identified potentially significant impacts related to standardized tract development, obscuring distinctive natural features, alteration of hillsides, ridges, and watercourses, alteration of Dublin's visual identity as a freestanding city, scenic vistas, and scenic routes. All of these impacts were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR.

In compliance with Mitigation Measure 3.8/5.0 of the Eastern Dublin EIR, the City has prepared and adopted the *Eastern Dublin Scenic Corridor Policies and Standards* which contains five overall scenic corridor implementing policies, specific scenic corridor zone policies, and development standards for 6 zones and implementation procedures that promote the preservation of scenic vistas from the three transportation corridors – Tassajara Road, Interstate 580 (I-580) and Fallon Road. Views from Jordan Ranch Square, Pandora Way, and adjacent neighborhood vantages are not identified in the *Eastern Dublin Scenic Corridor Policies and Standards* or the EDSP EIRs as significant vistas or designated scenic routes. As stated in the *Eastern Dublin Scenic Corridor Policies and Standards,* "while the applicant

should generally comply with these standards, the City may allow some flexibility with meeting these standards only if the applicant demonstrates, to the satisfaction of the Planning Department, compliance with the overall intent of the policies and standards."

With regard to the commenter's assertion that the proposed project is inconsistent with the Eastern Dublin Specific Plan policy to "site buildings on the downslope side of streets, where feasible, so the main mass of the building is below street level, allowing views over roofs from the street," as stated, this policy is to be implemented, "where feasible." The project applicant has determined that due to the site topography, it is infeasible to place the residential buildings downslope due to inadequate access and connectivity between the proposed project and the adjacent neighborhood to the north. The proposed project would grade the site to provide a level building pad for the proposed residential development at the same elevation as the adjacent neighborhood.

The general type and massing of buildings associated with the proposed project would not be significantly different than those analyzed in the EDSP EIRs. Due to the project's location in the southern portion of the Fallon Village planning area, proposed buildings would not obstruct views of the main scenic ridgeline, as designated in the Eastern Dublin EIR, which borders the larger Eastern Dublin planning area to the north and east. As part of the proposed project, the areas designated for Visually Sensitive Ridgelands – Restricted Development would be preserved as Natural Community Park, consistent with the requirements of the Eastern Dublin Specific Plan. Further, the proposed residential development on Parcel 7 has been designed with breaks between the buildings to preserve some view locations from the north looking south over the ridge where the topography slopes down.

In accordance with Mitigation Measure 3.8/5.0 development will be permitted in the foreground hills and ridgelands, if a backdrop of natural ridgelines remains visible when viewed from designated scenic routes and appropriate measures are taken to minimize visual impacts. These measures are specified in the *Eastern Dublin Scenic Corridor Policies and Standards* and the other mitigation measures outlined in the EDSP EIRs and enforced through the City's site-specific design review process. As part of the Stage 2 Development Plan, the project applicant has provided architectural and landscape guidelines for the residential portion of the proposed project, based on the Design Guidelines and Master Neighborhood Landscaping Plan in the Stage 1 Development Plan and aimed at promoting well designed and attractive development. The architectural and landscape guidelines provide the framework for future Site Development Review Permits, which will consider the project's consistency with City of Dublin design standards, property development regulations and performance standards related to aesthetics. The project applicant will be required to submit similar guidelines and undergo site-specific design review for future development of the GC/CO parcels, in accordance with the mitigation measures identified in the EDSP EIRs, to ensure the project is consistent with City of Dublin design standards, property development regulations and performance standards related to aesthetics and to lessen the severity of visual changes resulting from the proposed project.

As described above, 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, including those relevant mitigation measures related to visual resources.

Therefore, as stated in the Initial Study, with adherence to applicable regulatory requirements and mitigation measures identified in the EDSP EIRs, there would be no new or substantially more severe significant impacts to aesthetic resources beyond what has been analyzed in the previous EDSP EIRs, and no other CEQA standards for supplemental review are met.

2. The Project Will Exacerbate Neighborhood Traffic Congestion.

The comment asserts that the existing traffic and safety problems on the roads surrounding Jordan Ranch Square would be exacerbated by the proposed development within Parcel 7, that the analysis does not consider the increase in local traffic associated with recent and pending neighborhood development projects, and that the impact analysis relies on the mix of uses for the GC/CO parcels as proposed (e.g., 2,888,400 square feet of advanced manufacturing, a 314-room hotel, 100,000 square feet of retail and 100,000 square feet of office).

In accordance with Section 15162 of the CEQA Guidelines, the Initial Study checklist evaluates whether the proposed project is within the scope of the project covered by the EDSP EIRs, by assessing whether the proposed project would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. An analysis was prepared comparing the trip generation for the Dublin Fallon 580 property studied as part of the Fallon Village SEIR and the estimated trip generation for the same property based on the proposed project. As described on page 162 of the Initial Study and in the Dublin Fallon 580 Trip Generation Comparison Technical Memorandum (Appendix I in the Initial Study), the proposed project would generate 22,932 fewer daily vehicle trips compared to the assumptions from the Fallon Village SEIR, despite the increase in FAR for the GC/CO parcels. Therefore, the proposed project is within the scope of the EDSP EIRs and no new transportation impacts that were not previously disclosed would be anticipated based on daily trip generation for the proposed project.

As required by the City of Dublin Transportation Impact Analysis (TIA) Guidelines, a local transportation analysis (LTA) was prepared to evaluate potential impacts on the circulation network focusing primarily on local access and circulation in proximity to a project site. The LTA includes an analysis of existing, near-term, and near-term plus project, cumulative and cumulative plus project conditions. Per the TIA Guidelines, this analysis is required for conditions of approval and is outside the CEQA review process.

The LTA prepared by Kittelson & Associates addressed all potential traffic impacts on the circulation network and proposed improvements. The LTA has concluded that the project will not greatly exacerbate neighborhood traffic congestion based on the levels of service and delay at the two study intersections identified by the commenter.

3. The Project Will Cause Unanalyzed and Unmitigated Traffic Safety Impacts.

The comment asserts that the Initial Study inadequately addressed the potential for the proposed project to create safety hazards associated with increased residential development near an elementary school that is already experiencing high levels of peak hour traffic.

As described above and in the Initial Study, the proposed project would include development of 238 residential units, consistent with the General Plan Medium High (MH) Density Residential land use designation and consistent with the density range of 14.1 – 25.0 dwelling units per acre specified in the Eastern Dublin Specific Plan. Therefore, the proposed project does not represent an increase in residential density.

Primary access into the residential neighborhoods would be via Pandora Way within the Jordan Ranch development and an east/west private street off of Croak Road. The design, construction, and maintenance of project site access locations as well as internal roadways within the project site would be required to be in compliance with the City's Municipal Code. Compliance with the City's Municipal Code would ensure that roadways would be designed appropriately; therefore, the proposed project would not substantially increase hazards due to a design feature.

As described above, an analysis was prepared comparing the trip generation for the Dublin Fallon 580 property studied as part of the Fallon Village SEIR and the estimated trip generation for the same property based on the proposed project. As described on page 162 of the Initial Study and in the Dublin Fallon 580 Trip Generation Comparison Technical Memorandum (Appendix I in the Initial Study), the proposed project would generate 22,932 fewer daily vehicle trips compared to the assumptions from the Fallon Village SEIR, despite the increase in FAR for the GC/CO parcels. Therefore, the level of vehicle trips associated with the proposed project would be within the scope of the project covered by the EDSP EIRs and would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The commenter asserts that there is already heavy pedestrian and vehicle traffic on neighborhood streets due to school drop off and pick up at Cottonwood Creek Elementary School. The City acknowledges this condition during school pick up and drop off; however, the proposed project would not significantly exacerbate this existing condition. As required by the City of Dublin Transportation Impact Analysis (TIA) Guidelines, a local transportation analysis (LTA) was prepared to evaluate potential impacts on the circulation network focusing primarily on local access and circulation in proximity to a project site. The LTA includes an analysis of existing, near-term, and near-term plus project, cumulative and cumulative plus project conditions. In addition, as discussed at the Planning Commission hearing on June 11, 2024, alternative routes would be provided via Croak Road to alleviate vehicle traffic through the adjacent residential neighborhood. Pedestrian walkways and bike paths would connect the proposed project to the adjacent Jordan Ranch project and a landscaped green corridor with an 8-foot multi-use walkway is proposed along the northwest edge of Parcel 7, providing pedestrian and bicycle routes to/from the proposed project.

Currently, the intersection of Central Parkway & Panorama/ Pino Grande Road (Intersection #15 in the LTA) is an unsignalized all-way stop. The LOS & delay levels did not trigger a need to change the control type and signalize this location under any of the analyzed scenarios. Based on the near term plus project and cumulative plus project volumes expected at this location, the signal warrant analysis did not indicate a signal is warranted at this location. However, as traffic patterns change and more development is added, the City will periodically conduct new counts and reassess the control and safety at this location.

4. The I/S Improperly Omits Analysis of the Project's Potential Contribution to Climate Change Impacts.

The comment asserts that the City should analyze the proposed project's consistency with the City's adopted Climate Action Plan (CAP) 2030 and otherwise meaningfully assess the proposed project's climate change impacts. If the project is not consistent with CAP 2030, then subsequent analysis of the project's contribution to climate change impacts is required.

As described on page 97 of the Initial Study, because the EDSP EIRs have been certified, the determination of whether greenhouse gasses and climate change need to be analyzed for this project is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). Greenhouse gasses and climate change are not required to be analyzed under those standards unless it constitutes "new information of substantial

importance, which was not known and could not have been known at the time the EDSP EIRs were certified as complete" (CEQA Guidelines Section 15162(a)(3)).

Greenhouse gas and climate change impacts were not analyzed in the EDSP EIRs; however, these impacts are not new information that was not known or could not have been known at the time these previous EIRs were certified. The issue of climate change and greenhouse gas emissions was widely known prior to the certification of these EIRs. The United Nations Framework Convention on Climate Change was established in 1992. The regulation of greenhouse gas emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997.

Therefore, the impact of greenhouse gasses on climate change was known at the time of the certification of the EDSP EIRs. Under CEQA standards, it is not new information that requires analysis in a supplemental EIR or Negative Declaration. No supplemental environmental analysis of the project's impacts on this issue is required under CEQA.

5. The Project's Contributions to Cumulative Impacts Have Not Been Adequately Analyzed.

The comment asserts that the Initial Study failed to accurately analyze the potential cumulative impacts of the proposed project. The comment further states that the City has approved approximately 46 General Plan Amendments (GPAs), which allow for increased density/intensity than that considered in the EDSP EIR or subsequent EIRs. Therefore, the City should evaluate the proposed project's contribution to cumulative impacts in the context of other development projects within the EDSP area that are more intensive than anticipated in the EDSP EIRs.

As described above, the Initial Study checklist evaluates whether the proposed project is within the scope of the project covered by the EDSP EIRs, by assessing whether the proposed project would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As demonstrated by the analysis provided in the Initial Study, the proposed project's impacts would be individually limited and not cumulatively considerable. Potentially significant impacts that can be reduced to a less-than-significant level with implementation of mitigation measures identified in the EDSP EIRs include the topics of aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics.

For the topics of agricultural and forestry resources, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire, the project would have no impacts or less-than-significant impacts, and therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through the implementation of the mitigation measures identified in the EDSP EIRs.

Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Other projects within the EDSP area have undergone or will undergo a similar level of environmental review and will be required to comply with existing regulation

requirements and the mitigation measures established in the EDSP EIRs to reduce impacts to a less than significant level. Therefore, as concluded in the Initial Study, implementation of the proposed project, with compliance with regulatory requirements and required mitigation measures, would not result in any new cumulative impacts or increase the severity of a previously identified significant cumulative impact as previously analyzed, and no other CEQA standards for supplemental review are met.

C. Project Design Changes Would Avoid or Minimize Unanalyzed Potentially Significant Impacts.

This comment provides suggested design changes to, in the opinion of the commenter, avoid or minimize the potentially significant impacts described herein. This comment is noted. As part of the City's approval process, the City Council will consider the suggestions provided by the commenter. No further response is required.

D. KOA Requests Notice Concerning Further Environmental Review and Public Hearings Concerning the Project.

This comment requests the City to provide the commenter with all CEQA documentation completed for the proposed project and all public meetings or hearings concerning the proposed project. This comment does not relate to the adequacy or content of the CEQA document; therefore, no response is required.

RESPONSES TO LETTER FROM SACHIN BHANDARI

The comment letter from Sachin Bhandari asserts that the City of Dublin has released an Initial Study and LTA that inadequately avoid/mitigate the impacts of the Dublin Fallon 580 Project, particularly at the intersection of Pino Grande and Central Parkway.

The LTA prepared for the project evaluated the Level of Service (LOS) conditions at the intersections surrounding the project site and analyzed existing, near-term, near-term plus project, cumulative and cumulative plus project conditions. The analysis conducted did not result in any of the intersections surrounding the project site, including at the intersection of Pino Grande and Central Parkway, operating below a LOS C. The majority of the intersections remain at LOS B. The City of Dublin acceptable LOS threshold is D or better.

The model used does not predict pedestrian traffic increases in the future cumulative condition of the area, but additional pedestrians are not expected to appreciably change the LOS/delay from B to exceed the City standard of LOS D.

As discussed at the Planning Commission hearing on June 11, 2024, alternative routes would be provided to Fallon Road even before Dublin Boulevard Extension is constructed, which could further alleviate traffic conditions at Central Parkway & Panorama/ Pino Grande Road (Intersection #15 in the LTA) during the near term plus project scenario.

A new connection from Croak Road to the future planned Dublin Boulevard Extension will be constructed and will further disperse both Dublin East Ranch and full buildout of GH PacVest traffic to alternative routes, thus contributing to the same or improved LOS at Central Parkway & Panorama/ Pino Grande Road (Intersection #15 in the LTA).

Also, as mentioned above, pedestrian walkways and bike paths would connect the proposed project to the adjacent Jordan Ranch project and a landscaped green corridor with an 8-foot multi-use

walkway is proposed along the northwest edge of Parcel 7, providing pedestrian and bicycle routes to/from the proposed project.

Responses to specific comments are provided below:

The extension of Central Parkway due to the Croak Rd Development will in turn make doing a U-turn where Central ends impractical with ongoing traffic coming the other way. The Camino Loop side traffic from Kingswood would instead route around Jordan Ranch Square Park. Twain Harte does not allow for left turns onto Central.

Response: Traffic will have the option to make a U-turn at the All-Way Stop control intersection at Central/Croak (unless the City decides to restrict this movement) or turn right onto Croak Road that connects to Fallon Road on the south. Residents will also be able to turn left onto Central Parkway at Pino Grande Road.

This assessment also assumes no increased vehicular flow west bound on Central Parkway at the intersection in question, despite 500+ residential units coming online whose major point of access is Central Parkway to Fallon Rd / 580 is Central Parkway. Implausibly, none of these people would use Central Parkway to access their homes or Cottonwood Creek.

Response: Central Pkwy would not be the only route that is available under near-term conditions. The model assumes a portion of the 500+ residential units would use Central Parkway in the near-term as expected. However, traffic from the East Ranch development would be able to use alternate routes such as Croak Road to Fallon Road and the northern portion of the development would also use Positano Parkway to Fallon.

The other major issue that the traffic report doesn't address is pedestrian traffic physically around the Jordan Ranch Park.

Response: The development of the Jordan Ranch Park will be installing sidewalks along the frontages of Twain Harte Road and Pino Grande Road. This will improve pedestrian circulation in the area. Students and parents walking to Cottonwood Creek elementary school from the proposed Project would not need to cross Pino Grande Road. They would be able to use the existing sidewalks on the west side of Pino Grande Road and south side of Central Parkway to access the school.

The letter also referenced a preference for Parcel 7 connecting directly with Dubin Boulevard extension or Croak Road.

Response: This was considered by the applicant but was infeasible due to the constraints of the hill/canyon topography around Parcel 7.

In addition, the comment letter asserts that the proposed project would obstruct scenic views from Jordan Ranch Park. Please see response in Section B.1. above related to visual impacts associated with the proposed project.

The comment letter also raises issues related to the City's noticing and review process. This comment is noted but does not relate to the adequacy or content of the CEQA document. No further response is required.

Buchalter

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June 20, 2024

Crystal De Castro, Senior Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

Re: Dublin Fallon 580 Project (PLPA-2023-00033) EIR Addendum

Dear Crystal:

As you know, Buchalter, a Professional Corporation, represents GH PacVest, Inc. ("GHPV") with respect to the land use approvals for its proposed Dublin Fallon 580 Project (the "Project"). The Project is located in the eastern portion of the City of Dublin at Fallon Road and Interstate 580 on the former Anderson and Chen properties within the Eastern Dublin Specific Plan area.

First, I wanted to extend my appreciation on behalf of our client for the thorough review the City conducted of the Project applications over the past several years. Secondly, I wanted to take this opportunity to generally address the comments from Mr. Holder that he submitted to the Dublin Planning Commission on June 4, 2024 on behalf of the Kingswood Owners Association ("KOA").

If I understand the gist of Mr. Holder's June 4, 2024 comments that he submitted on behalf of his client, he is effectively directing the City to not comply with the California Environmental Quality Act (Pub. Res. Code Section 21000 *et seq*.; 14 Cal. Code Regs. 15000 *et seq*.) ("CEQA"), and just prepare another environmental impact report ("EIR") even though the minor changes in the Project compared to the prior discretionary approvals would not result in new significant impacts or in a substantial increase in the severity of the impacts previously evaluated in the City's prior 3 EIRs that addressed this Project. That is exactly what CEQA says *not* to do.

As the Planning Commission noted at its June 11, 2024 hearing, and as the City's Addendum stated, the City of Dublin ("City") prepared and certified three environmental impact reports ("EIRs") pursuant to the California Environmental Quality Act ("CEQA") since 1993.

Staff prepared a very thorough presentation for the Planning Commission at its June 11, 2024 Planning Commission hearing. Staff's presentation was very comprehensive in explaining the history of the Project, walking through all of the prior environmental review that the City has conducted for this area since the early 1990s, and addressing comments from the public about purported traffic impacts even though the impacts were previously addressed other City EIRs.

The EIRs included the East Dublin General Plan and Specific Plan EIR, the East Dublin Properties Stage 1 Development Plan and Annexation Supplemental EIR, and the Fallon Village Supplemental EIR (collectively, the "East Dublin Specific Plan EIRs" or the "EDSP EIRs"). Because the prior EIRs still applied to the Project, the City prepared an Addendum to document whether or not the proposed Project would require subsequent environmental review.

An addendum is appropriate when a project has some changes but the changes would not result in a new significant impact or in a substantial increase in the severity of the impacts previously evaluated in the EIR.

CEQA requires a lead agency prepare an addendum to a previously certified EIR if only some changes or additions are necessary, but no conditions exist which would require a subsequent EIR. (Pub. Res. Code, § 21166; 14 Cal. Code Regs. (the "CEQA Guidelines"), § 15164(a).) A lead agency must prepare a subsequent EIR only after it "determines, on the basis of substantial evidence in the light of the whole record," that either:

(1) the project proposes substantial changes "which will require major revisions of the previous EIR" due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
(2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
(3) 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 previous EIR was certified shows that the project will have a significant effect not discussed in the previous EIR, previously examined significant effects will be substantially more severe, or mitigation measures are available which would reduce one or more significant effects.
(CEQA Guidelines, § 15162(a).)

Thus, absent any of the above enumerated conditions, CEQA bars a lead agency[1] from preparing a subsequent EIR. Instead, the lead agency must prepare an addendum to the previously certified EIR. (Pub. Res. Code, § 21166; CEQA Guidelines, § 15164(a).) That is what

[1] Section 15162(a) uses the language "***no subsequent EIR shall be prepared*** for that project unless the lead agency determines" any of the above enumerated events have occurred. (CEQA Guidelines, § 15162(a) (emphasis added).)

the City did here just as it has done for other projects in the EDSP area.

There is no substantial evidence requiring the preparation of a subsequent EIR.

As explained above, in order to require preparation of a subsequent EIR, CEQA Guidelines 15162 requires that there be substantial evidence demonstrating that the Project proposes substantial changes to the prior approved Project and/or its circumstances, or that new information has arisen indicating that the project would cause new significant impacts or a substantial increase in the impacts previously identified in the prior EIRs. Substantial evidence is defined as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (CEQA Guidelines, § 15384(a).) "Argument, speculation, unsubstantiated opinion" is expressly excluded from substantial evidence. (*Id.*) Substantial evidence includes "facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (*Id.*, § 15384(b).)

KOA makes several unsubstantiated or erroneous claims that the Project should be evaluated in its own new EIR – the fourth EIR- for this area, because according to the commenter: (1) the Project allegedly exceeds the intensity of development evaluated in the prior EIRs; and (2) the EIR Addendum relies on outdated analyses presented in the prior EIRs. The commenter seems focused on a claim that the City failed to assess alleged impacts to open space and scenic vistas, traffic impacts, and climate change impacts. For the reasons detailed below, KOA's unsubstantiated claims do not warrant preparation of a subsequent EIR. KOA's letter raise these issues without any evidence and KOA failed to meet its burden of proof required under CEQA.

The Project intensity is consistent with the density previously evaluated in the EIRs.

In its letter, KOA erroneously claims that the Project intensity exceeds the intensity that the City reviewed in the prior EIR. KOA only claims that the Project intensity exceeds that which was previously proposed. However, this ignores the fact that the prior EIRs evaluated a range in density that could develop within the EDSP. First, KOA claims that the Project increases commercial development by increasing the overall floor area ratio ("FAR") for that portion of development. Overall, the Project proposes 3,299,670 square feet of commercial uses across 126.25 acres at a density of 0.6 FAR. (EIR Addendum, p. 7.) This is consistent with the 0.8 FAR general commercial density evaluated in the Fallon Village EIR. (Fallon Village Initial Study, p. 23.) On 126.25 acres, a commercial development at the maximum 0.8 FAR would provide 4,404,787 square feet of commercial space. Thus, the approximately 3.3 million square feet of commercial uses is within the density range that the City evaluated in the EDSP EIRs and there are no new impacts.

KOA additionally wrongly claims that the Project proposes an increase in residential density. The Project proposes 238 medium-high density residential units at a density of 17.4 units per acre. (EIR Addendum, p. 7.) However, this is the same as the density of the previously approved version of the project, which proposed 238 units. Regardless, the prior EIRs evaluated a residential density of up to 25 units per acre, which would yield a maximum 342 units. Again, the Project is within the density evaluated in prior environmental documents and there are no new significant or substantially greater impacts warranting further CEQA review.

The Project proposes residential and commercial densities within the ranges evaluated in the prior EIRs. KOA does not recognize in its letter that the Project is within the scope of the General Plan and zoning density ranges, but instead focuses on the differences between this project and the prior iteration of the Project, both of which were consistent with the scope of environmental review that the City previously conducted. Because the Project fits within the density range evaluated in the EIRs, the Project proposes no changes which would require preparation of a subsequent EIR under Section 15162. KOA does not provide any substantial evidence which would require preparation of a subsequent EIR to the contrary.

The EIR Addendum adequately analyzes and mitigates for potential impacts to scenic resources.

KOA makes several assertions, including that the EIR Addendum failed to adequately analyze impacts to open space and scenic vistas, traffic, and climate change. With respect to scenic vistas, KOA erroneously claims that the Project would "completely obstruct" scenic views and that proposed mitigation measures improperly "defer" analysis and mitigation. Here, however, KOA misrepresents CEQA. The EIR Addendum provides that several mitigation measures, which include subjecting the Project to design review, requirements for sensitive grading, sensitive engineering design, revegetation, are sufficient to mitigate impacts to a less than significant level. (EIR Addendum, p. 22.)

When "a public agency has evaluated the potentially significant impacts of a project and has identified measures that will mitigate those impacts, the agency does not have to commit to any particular mitigation measure in the EIR, as long as it commits to mitigating the significant impacts of the project." (*North Coast Rivers Alliance v. Marin Mun. Water Dist.* (2013) 216 Cal.App.4th 614, 629.) The "details of exactly how mitigation will be achieved under the identified measures can be deferred pending completion of a future study." (*Id.*) "Where future action to carry a project forward is contingent on devising means to satisfy such criteria, the agency should be able to rely on its commitment as evidence that significant impacts will in fact be mitigated." (*Id.*)

In *North Coast*, the Court of Appeal upheld as valid a mitigation measure requiring the preparation and implementation of a future landscaping plan as sufficient for reducing the visual

and scenic impacts of a proposed water tank. (*Id.* at p. 630.) The court cited to other cases which uphold mitigation measures that are imposed at the design stage. (*Id.* (citing *Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 244; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099).) Here, as in *North Coast*, the City did not improperly defer mitigation. The EIRs and the EIR Addendum specify exactly how future actions (e.g. approval of design review, revegetation plan, etc.) will mitigate impacts to scenic resources. Thus, the City here did not improperly defer mitigation of impacts to scenic resources.

The prior EIRs adequately evaluated the Project's transportation impacts.

KOA made various claims that the EIR Addendum failed to study traffic impacts caused by the commercial use increase in square footage as well as traffic safety impacts allegedly caused by the proposed residential uses. Again, as explained above, the Project is consistent with the densities evaluated in the prior EIRs. Because the proposed densities are consistent with the densities previously reviewed, the Project does not constitute a change that would require preparation of a subsequent EIR pursuant to Section 15162 of the CEQA Guidelines. Thus, the EIR Addendum is the appropriate CEQA document pursuant to Section 15162(a).

KOA misrepresents its claim that the state's new vehicle miles traveled ("VMT") standard constitutes changed conditions. The VMT standard for transportation impacts must only be applied prospectively. (CEQA Guidelines, § 15064.3(c).) New or updated CEQA Guidelines (e.g. the new VMT standard) may only be applied to subsequent projects sent out for public review. (CEQA Guidelines, § 15007(c).) Here, because the Project is the implementation of the prior approved EDSP and Stage 1 PD zoning, the EIR Addendum is the appropriate CEQA document to evaluate the implementation of the EDSP as specifically applied to the Dublin 580 Project. Thus,[2] the VMT transportation standard does not apply to the Project. The City may rely on the transportation standard applicable to the prior EIRs for its evaluation of the transportation impacts resulting from the proposed Project.

[2] CEQA Guidelines section 15164(c).

We appreciate your consideration of our comments and look forward to the City Council's deliberations concerning the Project at its upcoming City Council meeting in July.

Sincerely,

BUCHALTER
A Professional Corporation



Alicia Guerra

AG:nj

cc: John Bakker
Hazel Weatherford
Neda Zayer
Wooi-See Ferris
Jason Laub

INNOVATION TRI VALLEY
leadership group
• DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

July 10, 2024

Dublin City Council

RE: Fallon 580 Project

Dear Members of the Dublin City Council,

On behalf of Innovation Tri-Valley Leadership Group (ITV), we are pleased to write a letter of support for the Fallon 580 Project, a model of vibrant placemaking in action.

ITV is an interconnected cross-sector network of business and community leaders working to advance the business climate and quality of life in the Tri-Valley. Our collaboration is attracting new businesses, helping existing businesses expand, attracting workforce, and branding the Tri-Valley as a region of innovation to help to create a better world. To that end, ITV spearheaded the creation of the Tri-Valley 2040 Vision Plan to provide touchstones for our region's current and future planning efforts.

We are writing to express our enthusiastic support for the Fallon 580 project and to commend the City Council for its vision and proactive approach to economic development in Eastern Dublin. It is truly exciting to see this vision coming to fruition. At its eventual completion, the Fallon 580 project holds immense promise for our community, particularly as a catalyst in fostering opportunities for Life Sciences, Biotech, Advanced Manufacturing, and other innovative businesses. These sectors represent the forefront of technology and industry, offering not only economic growth but also the potential for significant advancements in research and development. This initiative not only enhances our local economy but also positions Dublin as a hub for cutting-edge industries, attracting top talent and investment to our area.

Implementation of the proposed project amends the land use designation on approximately 42.6-acres from Open Space (OS) to Parks/Public Recreation (P/PR) while accommodating residential, commercial/office, park, and open space uses. A total of much needed 238 residential units and up to 3,299,670-square feet of commercial/office uses is proposed on approximately 126.3-acres designated as General Commercial/Campus Office (GC/CO), approximately 49.8-acres of parkland is designated as P/PR, and approximately 2.3-acres of OS is designated in the General Plan and EDSP. Consistent with the PD-GC/CO zoning, these parcels

could accommodate a range of community and regional serving retail, service and office use, including a compatible mixture of these uses. Future development of these parcels would be consistent with the City's development standards, including minimum lot area, required setbacks, landscape buffers and a maximum height limit of 45 feet. In addition, this project fulfills a critical need of enhancing the intersection of Dublin Boulevard and Fallon Road while building an essential component of the highly anticipated Dublin Boulevard extension that gets us one step closer to the long-awaited vision of creating an additional arterial connection with Livermore.

The Fallon 580 project aligns perfectly with the Tri-Valley's Vision 2040 Plan that was adopted by ITV by fulfilling objectives related to attracting world class talent, vibrant place-making opportunities, enhancing sustainability and green development, critical connections, and providing more housing for all. This project is also consistent with the City Council's own stated priorities of bolstering economic development in Eastern Dublin and extending Dublin Boulevard.

We believe this project will not only strengthen our economic base but also create a ripple effect of positive outcomes, from job creation to increased revenues that can support essential city services and infrastructure improvements. Furthermore, the commitment to sustainable development ensures that Dublin continues to grow responsibly, maintaining our high quality of life for current and future residents alike.

In closing, we urge the City Council to support the recommendation of the City's Planning Commission and Staff to maintain its steadfast support for the Fallon 580 project. By doing so, we can seize the exciting opportunities ahead and solidify Dublin's reputation as a dynamic and forward-thinking community. Thank you for your considering the perspectives of our ITV members and for our continued partnership.

Sincerely,





Katie Marcel
CEO, Innovation Tri-Valley

Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley

BOARD OF SUPERVISORS

DAVID HAUBERT
SUPERVISOR, FIRST DISTRICT

July 10, 2024

Dublin City Council
100 Civic Plz
Dublin, CA 94568

Dear Members of the Dublin City Council,

I am writing to express my enthusiastic support for the Fallon 580 project. This project holds immense potential to benefit our community in multiple ways and represents a significant step forward in Dublin's development.

One of the most compelling aspects of the Fallon 580 project is its role in unlocking the extension of Dublin Boulevard, providing an essential alternative transportation route to Interstate 580 and enhancing connectivity between Dublin and Livermore. This infrastructure improvement will not only ease traffic congestion but also improve accessibility for residents, businesses, and visitors alike.

Additionally, I am pleased to note that the project includes dedicating land for Valley Link, a critical transportation initiative in the Tri-Valley region. This commitment underscores Dublin's proactive approach to supporting regional transportation solutions and enhancing mobility options for our growing community.

Furthermore, I appreciate the inclusion of a 40+ acre Nature Park as part of the project's development plan. This green space will provide valuable recreational opportunities for residents and contribute to enhancing our city's environmental sustainability.

In conclusion, I urge the City Council to continue its support for the Fallon 580 project. By doing so, we can realize significant benefits for our community, from improved transportation infrastructure to expanded recreational amenities and enhanced economic opportunities. Thank you for your leadership and dedication to making Dublin a vibrant and thriving city for all residents.

Sincerely,

David G. Haubert

David Haubert
Alameda County Supervisor, Vice President
First District

CALIFORNIA GOLD

ADVOCACY GROUP LLC

July 10, 2024

Members of the Dublin City Council,

The area east of Fallon Road was always envisioned to be a job generator for the City of Dublin, augmenting the tax base and commercial inventory for the community. The Fallon 580 project represents a significant step forward in this regard, promising to not only attract new businesses but also to contribute to the expansion of our city's tax base.

The Fallon 580 project offers increased local employment opportunities. This not only benefits current residents but also aligns with the long-term growth objectives of the community.

I urge the City Council to support the Fallon 580 project and continue policies that promote sustainable economic growth in Eastern Dublin

Sincerely,

Guy Houston

California Gold Advocacy Group

6300 Village Parkway, Suite 200

Dublin, Ca. 94568

Dublin
CHAMBER OF COMMERCE

6300 Village Parkway, Suite 100
Dublin, California 94568
(925) 828-6200
info@dublinchamberofcommerce.org

www.dublinchamberofcommerce.org

July 10, 2024

Mayor Michael McCorriston and Councilmembers
City of Dublin
100 Civic Plaza
Dublin, CA 94568

RE: GH PacVest Property

Dear Mayor and Honorable Councilmembers,

The Dublin Chamber of Commerce is writing to express its support for the Fallon 580 project and to commend the City Council for its proactive stance on economic development in Eastern Dublin. This project represents a pivotal opportunity to foster growth in our community and create substantial benefits for our residents.

The Dublin Chamber of Commerce has supported the long-time vision that the area east of Fallon Road be an economic hub to attract a diverse array of businesses, ranging from small enterprises to larger corporations. This diversity not only enriches our local economy but also provides opportunities for entrepreneurship and innovation right here in Dublin. These businesses will not only contribute to our city's economic vitality but also provide much-needed high paying jobs for our residents, supporting their livelihoods and enhancing their quality of life.

The Dublin Chamber of Commerce urges an affirmative vote for the Fallon 580 project.

The Dublin Chamber of Commerce, a business membership organization with more than 250 members representing a cross-section of private, public, and non-profit industries sectors, employs nearly 12,000 workers. Dublin is located in the Tri Valley region of Eastern Alameda County at the crossroads of Interstates 580 and 680.

Sincerely,

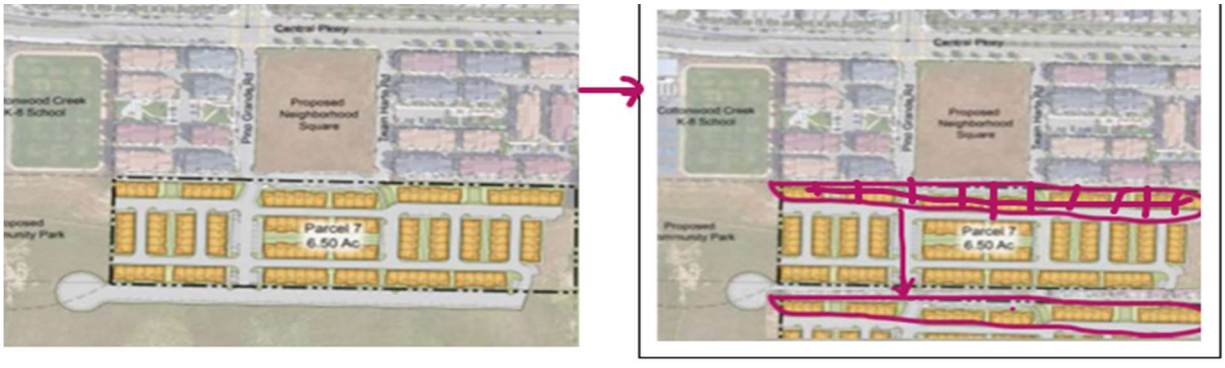
Ingeborg E. Houston
President/CEO

Dear City Council,

Firstly, as a resident of Camino Loop, I welcome Dublin Fallon 580 project. However, I have two critical suggestions regarding Parcel #7 for consideration:

- **Trench Filling:** I recommend that the builder carefully reconsider the depth and filling of the trench. The current trench is about 30 feet deep, and how it filled could significantly impact foundation stability, soil erosion, and overall safety during and after construction. Adjusting the fill depth to 15 feet or even lower could help mitigate these risks, ensuring the long-term integrity of both existing and new structures.
- **Unit Placement:** it's crucial to relocate the units right adjacent to the boundary line further south, as illustrated in the picture. During the last hearing, the builder proposed constructing new properties only 25-30 feet away from existing ones, which is even less than the length of a school bus (35-40 feet). Building such a substantial 128-unit development in such proximity raises significant concerns about space, privacy, and the overall quality of life for existing residents.

By addressing both the structural concerns of trench filling and the community impact of unit placement, the project can better integrate into the existing community, ensuring safety, environmental responsibility, and resident satisfaction.



Thank you for considering my concerns and suggestions!

Flora(Yuhua) Bai< Flora.li.bai@gmail.com C: 408.599.9634>

Dublin Fallon 580 Project

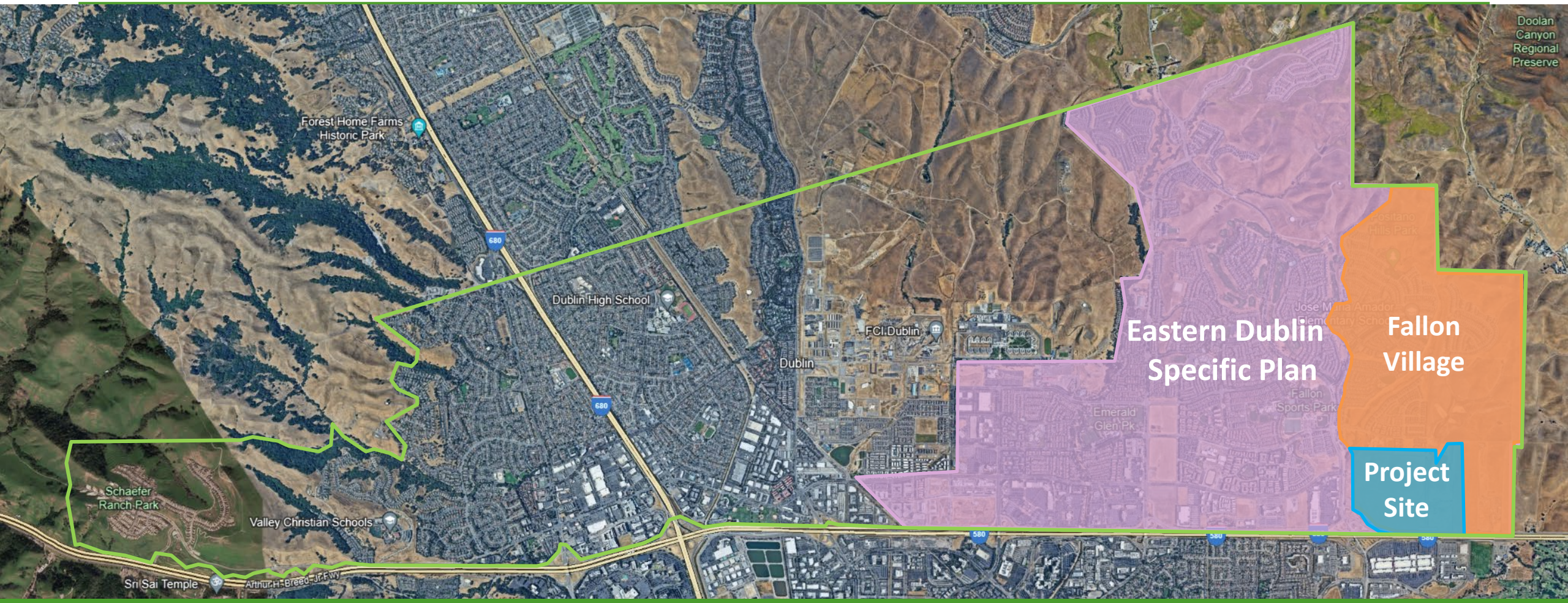
City Council Meeting

July 16, 2024

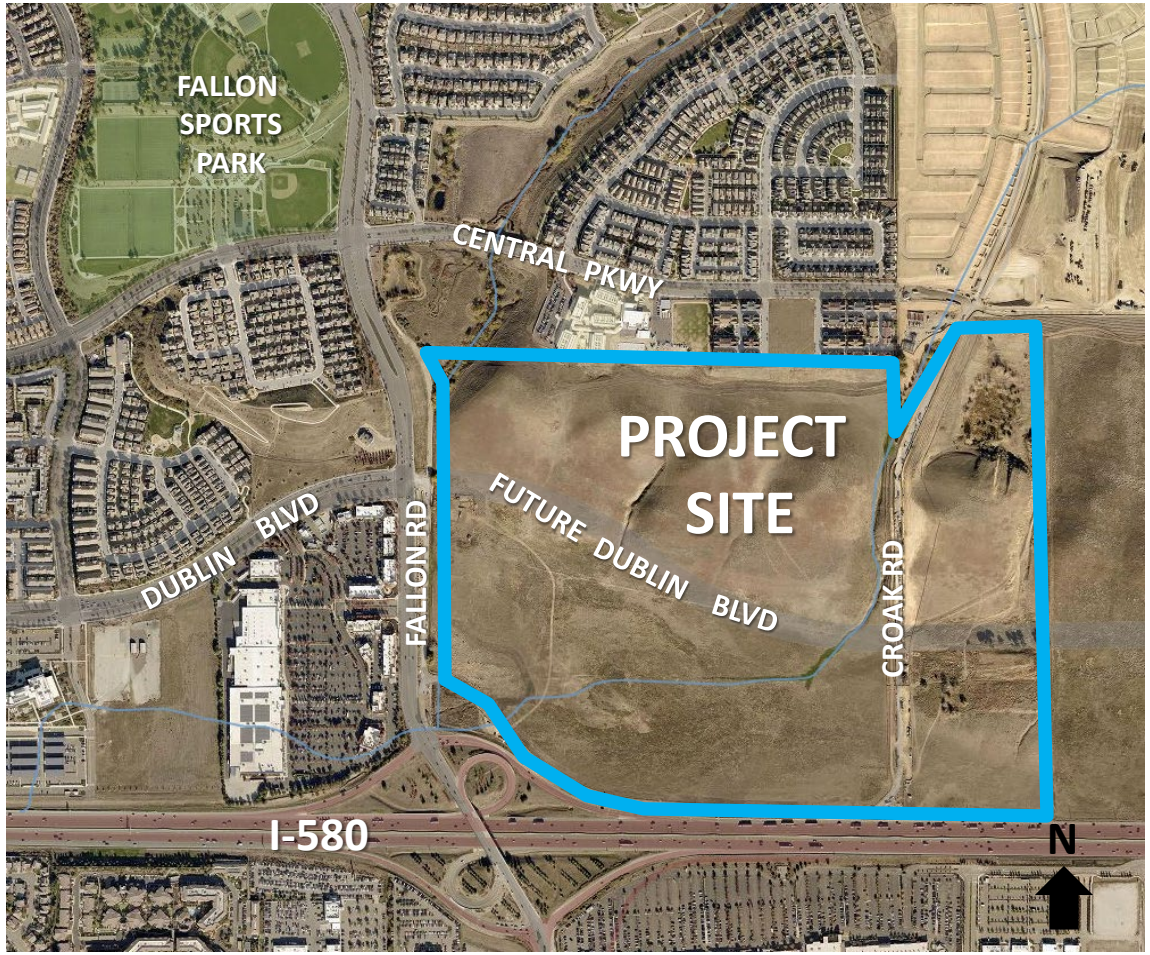


DUBLIN
CALIFORNIA

Project Location

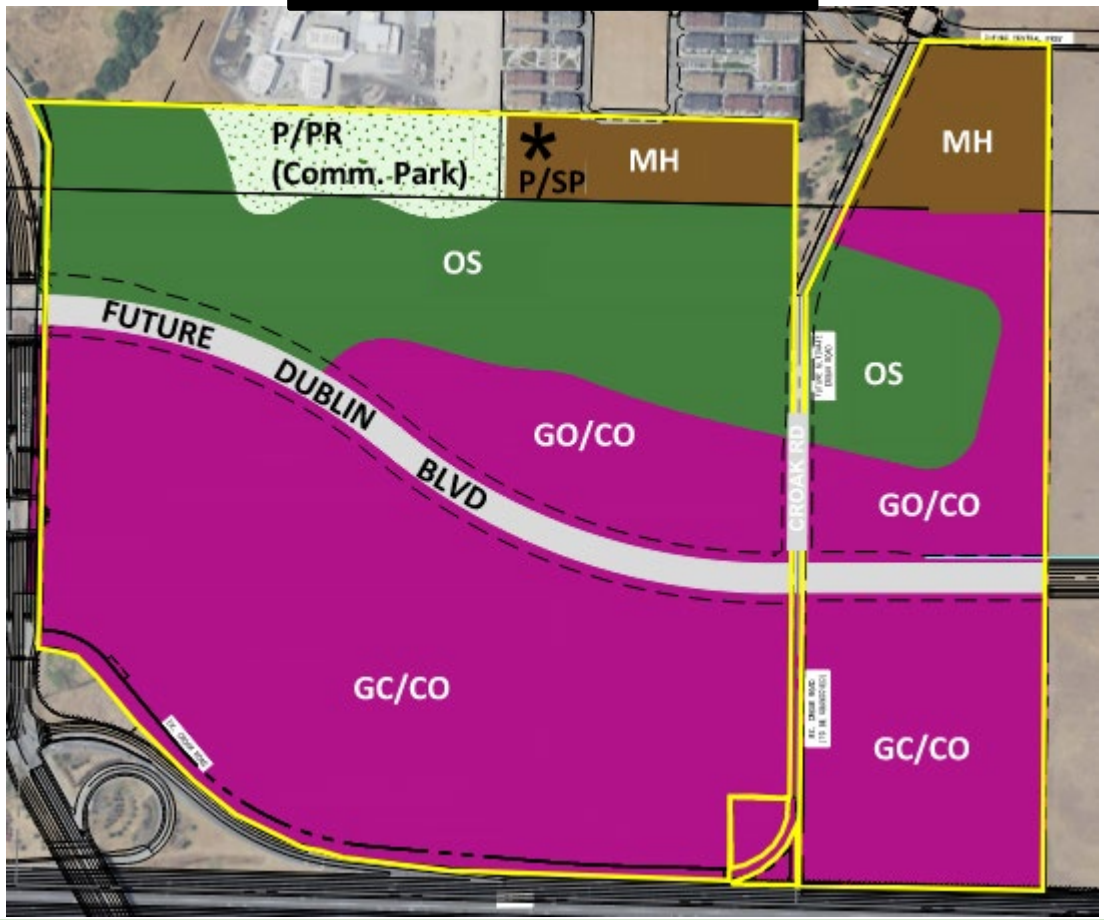


Project Location

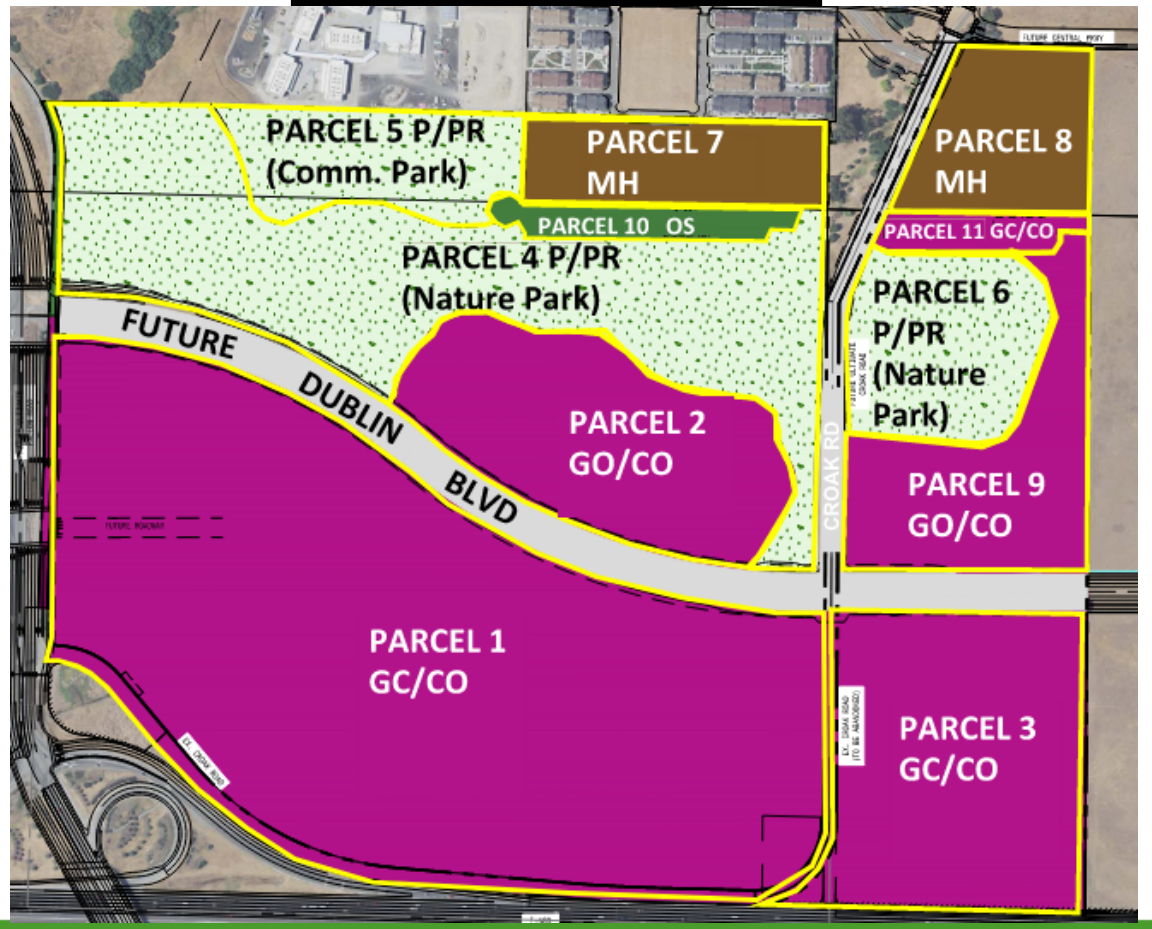


Existing/Proposed Project

EXISTING



PROPOSED



Residential Parcels





- 238 units
- 30 affordable units (12.5%)

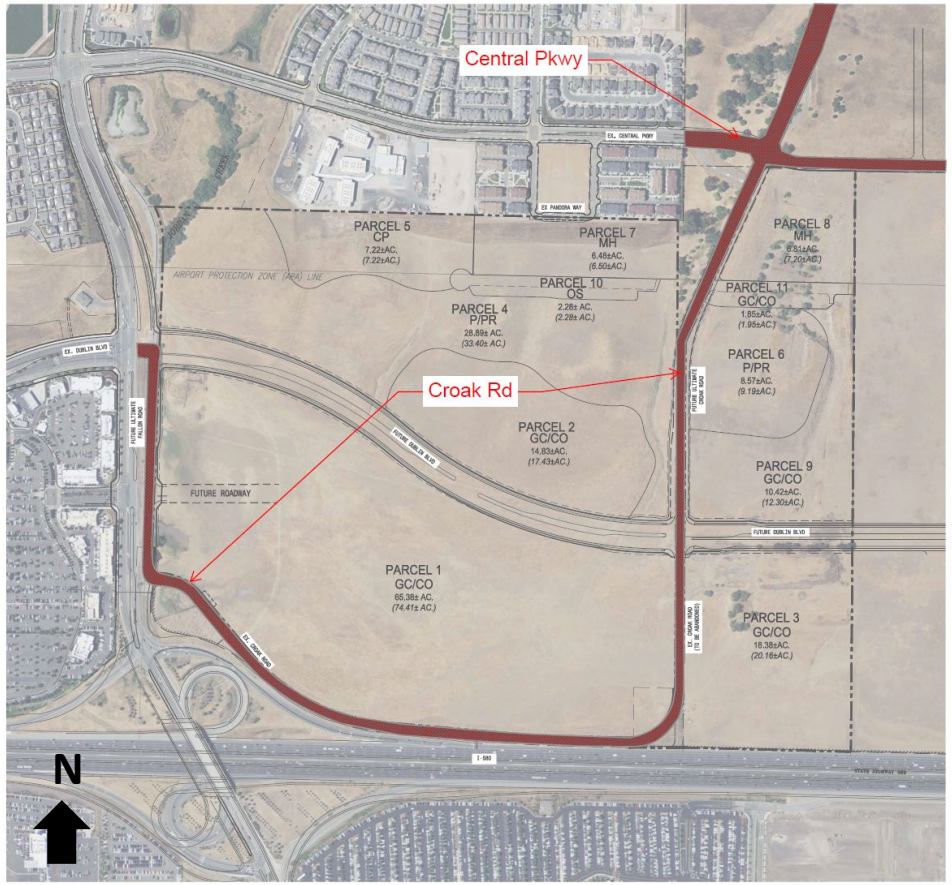
  OR

  40% in-lieu fee

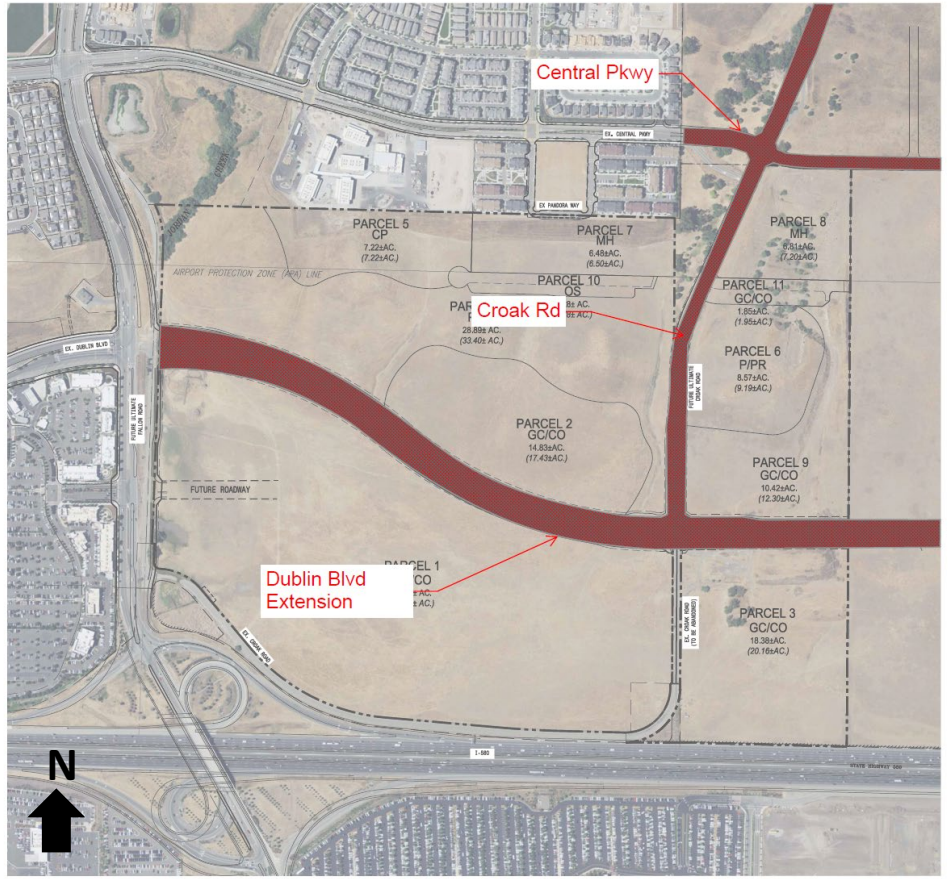
  60% constructed on-site (18 units)

Access Routes

Near Term Alternate Access Routes



Long Term Alternate Access Routes



Architectural Styles

- Traditional Farmhouse
- Modern Farmhouse
- Contemporary
- Contemporary Spanish
- Modern French Country



Landscape Guidelines

- Plant Palette
- Street Lighting
- Fencing Design
- Monument Entry Sign

















Development Agreement

- Affordable Housing (Inclusionary Zoning Regulations Apply)
- Dublin Blvd Extension Right-of-Way Dedication
- Community Facilities District for Service and Maintenance of Public improvements

Development Agreement

- Eastern Dublin Transportation Impact Fee Credits
- Dublin Blvd Extension Project Mitigation
- Nature Community Park
- Public Improvements

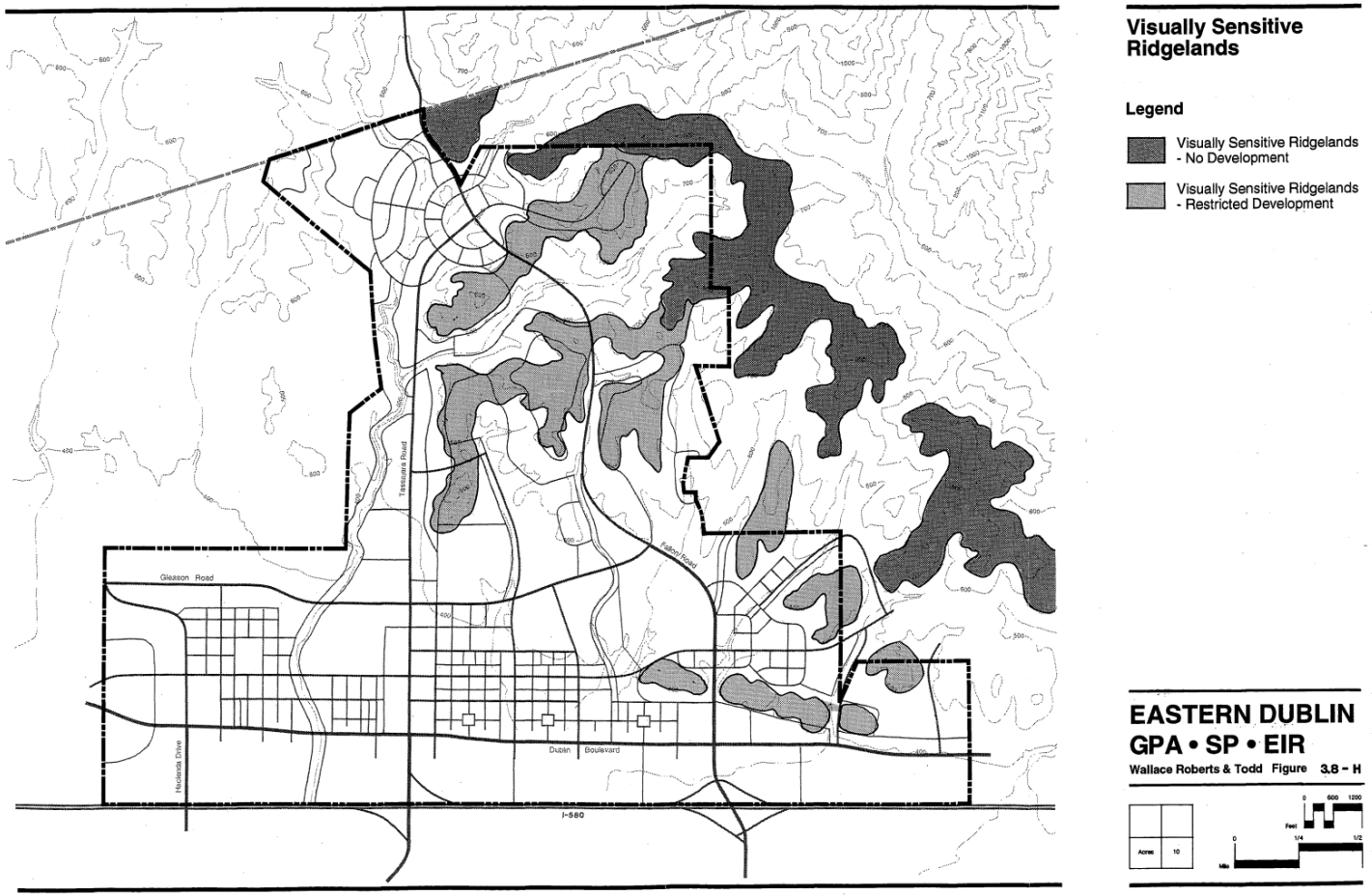
Environmental Review

- Prior CEQA Analysis
  - Eastern Dublin General Plan Amendment and Specific Plan EIR (1993)
  - East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR (2002)
  - Fallon Village Supplemental EIR (2005)
- Addendum
  - Equal or Less Severe Impacts

Visually Sensitive Ridgeline



Eastern Dublin Specific Plan
EIR (1993)
Visually Sensitive Ridgelines



Public Outreach/Meetings

- Community Meetings
  - March 27, 28 & April 3, 2024
  - Combined total of 50 attendees
- Planning Commission
  - June 11, 2024
  - Unanimously recommended approval (5-0) with the recommendation to remove the Contemporary architectural style

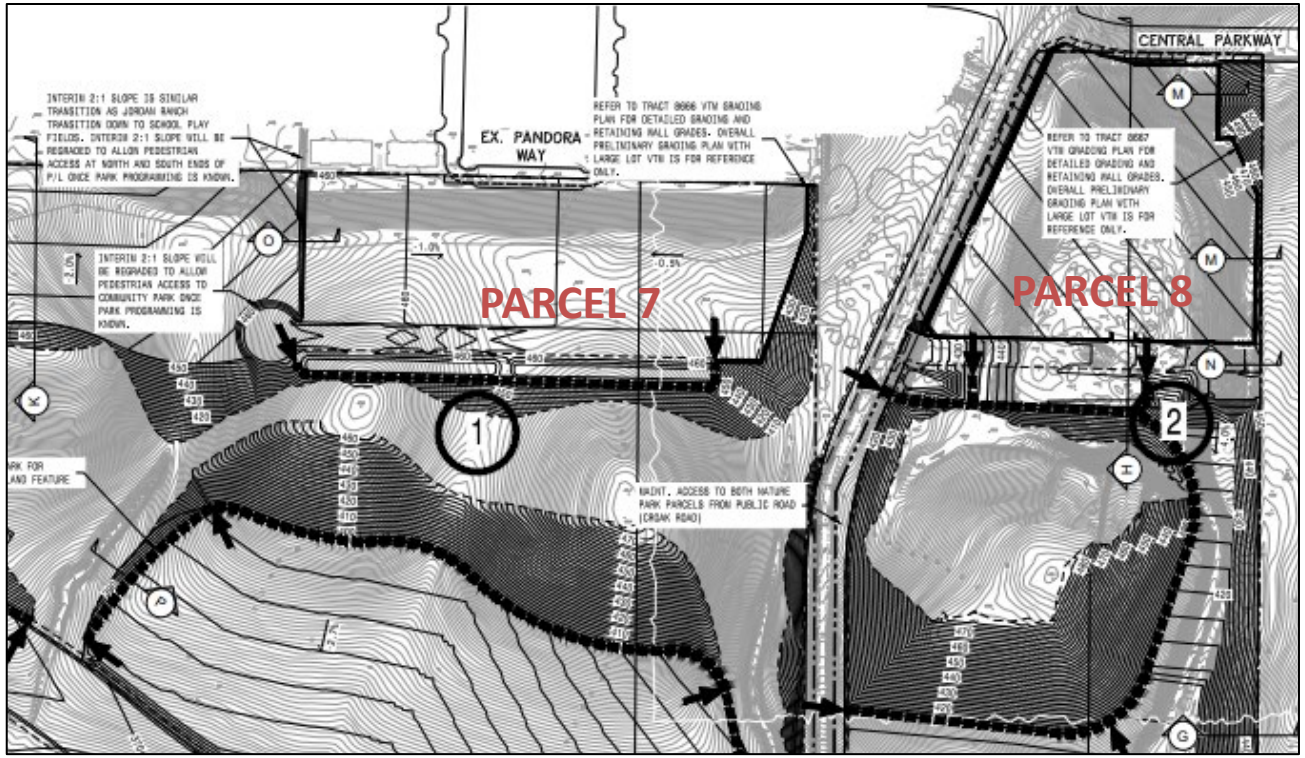
Recommendation

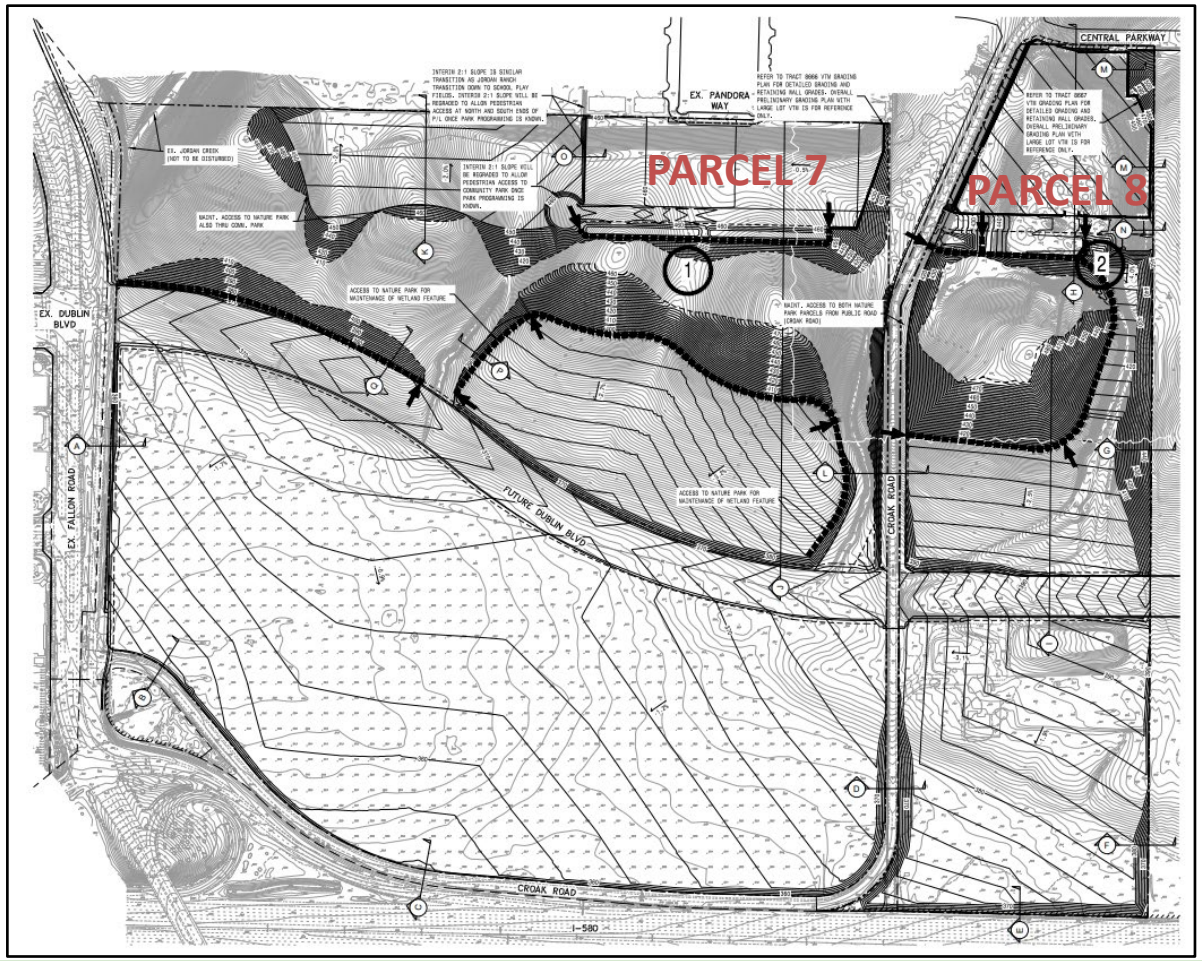
Conduct the public hearing, deliberate, and take the following actions:

1) Adopt a **Resolution** Adopting an Addendum to the Eastern Dublin Specific Plan Environmental Impact Reports and Adopting General Plan and Eastern Dublin Specific Plan Amendments to Eliminate the 2.5-acre Public/Semi-Public Land Use Designation and to Convert Approximately 42.6 Acres of Open Space to the Parks/Public Recreation Land Use Designation;
2) Waive the reading and INTRODUCE the Ordinance Amending the Zoning Map and Approving Amendments to the Planned Development Zoning Stage 1 Development Plan Ordinance No. 32-05 and a Stage 2 Development Plan for the residential use;
3) Adopt a **Resolution** Approving the Vesting Tentative Tract Maps; and
4) Waive the reading and INTRODUCE the Ordinance approving a Development Agreement between the City of Dublin and GH PacVest, LLC related to the Dublin Fallon 580 Project.

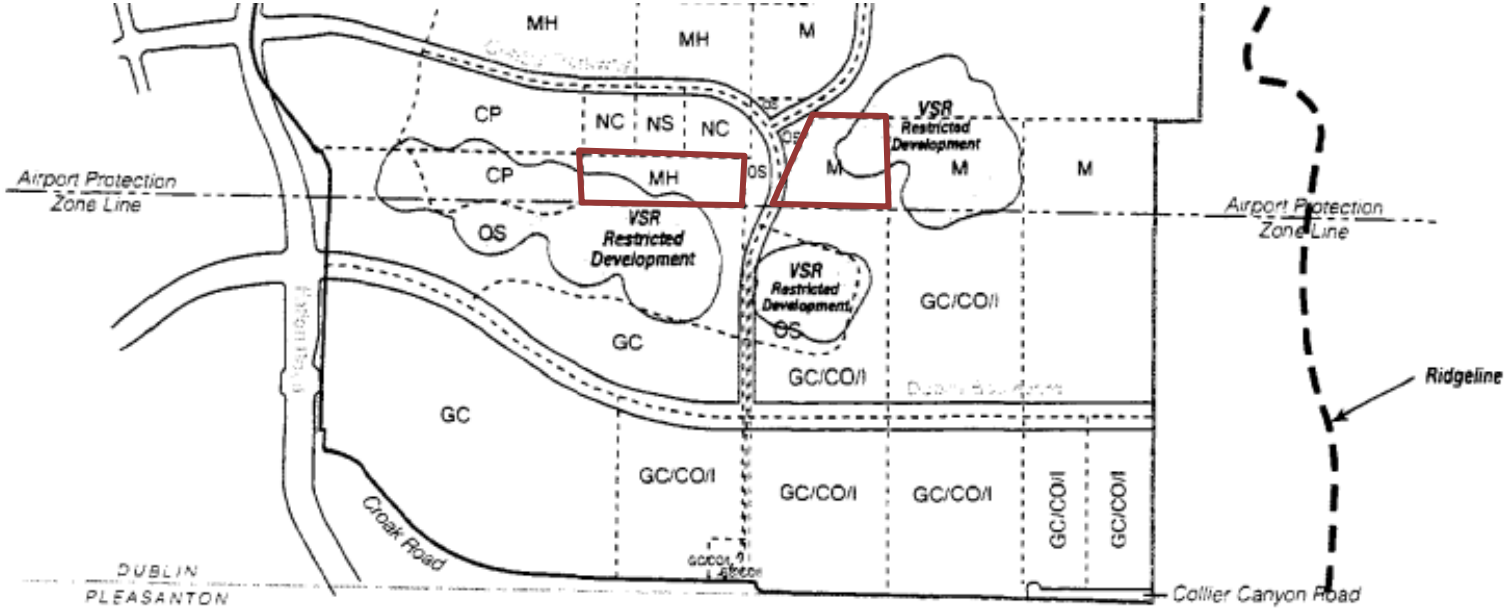
Reference Slides

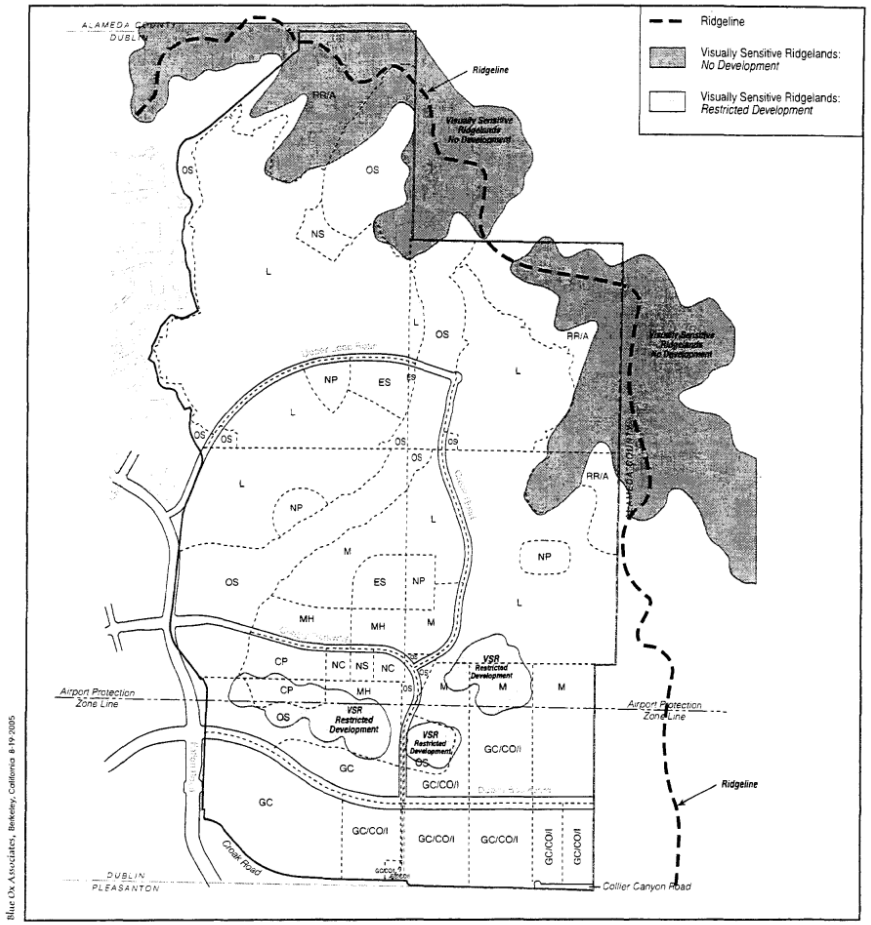
Proposed Grading





Proposed Scenic Ridgeline





SOURCE: MacKay & Somps, 8-9-2005.

Fallon Village
Supplemental EIR (2005)
Proposed Scenic Ridgeline Resources

July 16, 2024

SB 343

Senate Bill 343 mandates supplemental materials that have been received by the City Clerk's office that relate to an agenda item after the agenda packets have been distributed to the City Council be available to the public.

The attached documents were received in the City Clerk's office after distribution of the July 16, 2024, Regular City Council meeting agenda packet.

Item 6.1

From:	Crystal De Castro
To:	Marsha Moore
Cc:	Neda Zayer; Jeff Baker
Subject:	FW: Comment Letter - Dublin Fallon 580 Project - City Council
Date:	Monday, July 15, 2024 4:40:05 PM
Attachments:	Comment Letter - Sachin Fallon 580 Project_7.15.24.pdf Kingswood Park (1).pdf Jordan Ranch Square Community Meeting Presentation - 6.28.22_adb7bfk5aw4.pdf image001.png

Hi Marsha,

Staff received the following comment letter for the City Council meeting tomorrow related to the Dublin Fallon 580 Project.

Crystal De Castro
Senior Planner
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6610 | (925) 833-6628 FAX
crystal.decastro@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, fosters new opportunities, provides equity across all programs, and champion a culture of diversity and inclusion.*

IMPORTANT NOTICE - Effective July 5, the City of Dublin is implementing a new Citizen Self-Service Portal for processing business license applications, public works permits, planning applications, building permits, and fire permits. For more details, visit www.dublin.ca.gov/CSS. During the transition, there will be a blackout period from June 27 to July 4, during which applications will not be accepted; permits, plans, and business licenses will not be processed or issued; and payments will not be taken.

From: Sachin Bhandari <sachin.bhandari.msc@gmail.com>
Sent: Monday, July 15, 2024 4:24 PM
To: Crystal De Castro <Crystal.DeCastro@dublin.ca.gov>; Planning Commission <PlanningCommission@dublin.ca.gov>; Neda Zayer <Neda.Zayer@dublin.ca.gov>; Jason Holder <jason@holderecolaw.com>; City Council <council@dublin.ca.gov>
Cc: [redacted]
Subject: Comment Letter - Dublin Fallon 580 Project - City Council

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Please see attached my comment letter regarding the Fallon 580 Project, which I believe is on the agenda for the City Council of Dublin. Please also see attached a concept description of Jordan Ranch Square Park, as well as a community meeting presentation put together by the Parks and Recreation Department during the design stages of the park. These documents are referred to in my comment letter.

Best,

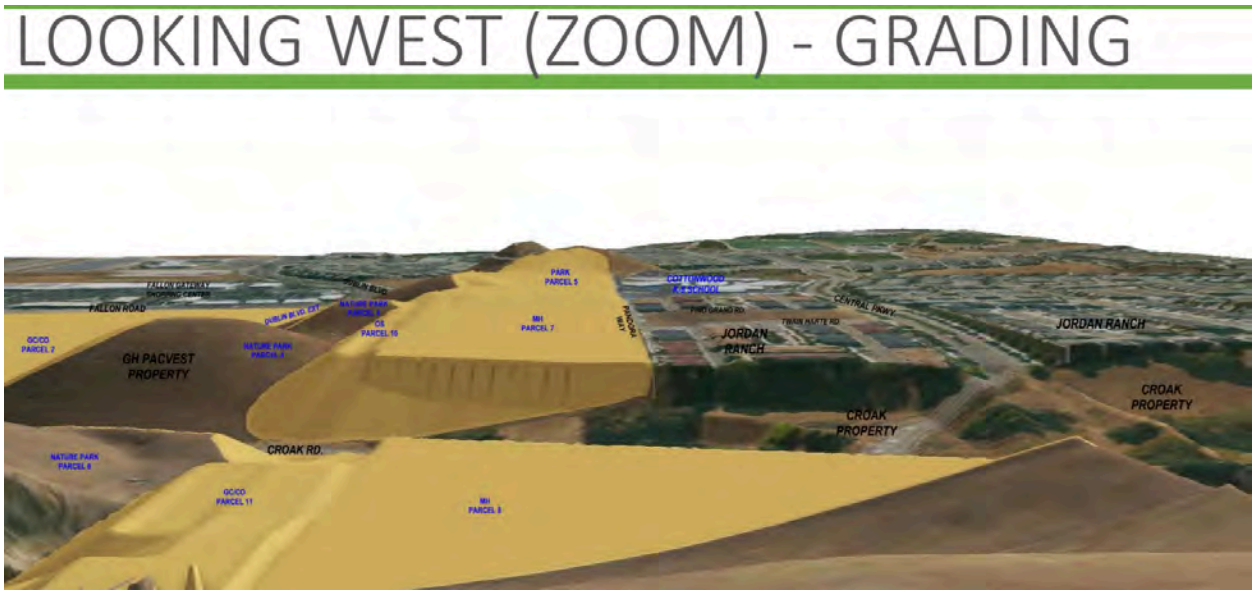
Sachin

7/14/2024
To the City Council of Dublin,

I have previously written in regards to the Fallon 580 Project, in a comment letter submitted on 6/4/2024. Almost none of the content of my comment letter, or the lawyer that our homeowner's association (Kingswood HOA) obtained were addressed in the Planning Commission Meeting of 6/11/2024.

Completely new information was presented at the Planning Commission meeting, which is unfortunate, because it did not allow an opportunity for public review and comment. One of the major revelations at that meeting was the extent of grading on Parcel 7 and Parcel 8. The substantial grading would completely change and adversely impact some of the visually significant ridgelines in the area.

Below is an image taken from the PacVest presentation:



Shortly after the Planning Commission meeting, the City of Dublin decided to put forth the matter to a City Council vote. This expedited final review leaves inadequate time to engage with air quality and traffic experts, with whom we are still in the process of engaging.

The nature of 'jamming' this project through is unfortunate and has created wide distrust in the good faith of the City of Dublin and in particular of the Planning Department in our community. In my own conversations with neighbors, particularly upon review of the minutes and video transcript of the meeting that took place on June 11th, the most prevalent emotion that community members expressed to me was disgust. People are disgusted with the frankly unseemly concessions to the developers and the complete intransigence in taking any feedback from the community into account.

It should be noted that I have not met anyone opposed to the Dublin Blvd extension in principle, however the treatment of the various parcels - particularly Parcels 7 and 8 were of significant concern to our community and it is again a shame that rather than engage with our feedback the developer and the Planning Department decided to take a route of dissemblance, particularly around the disclosure of project details.

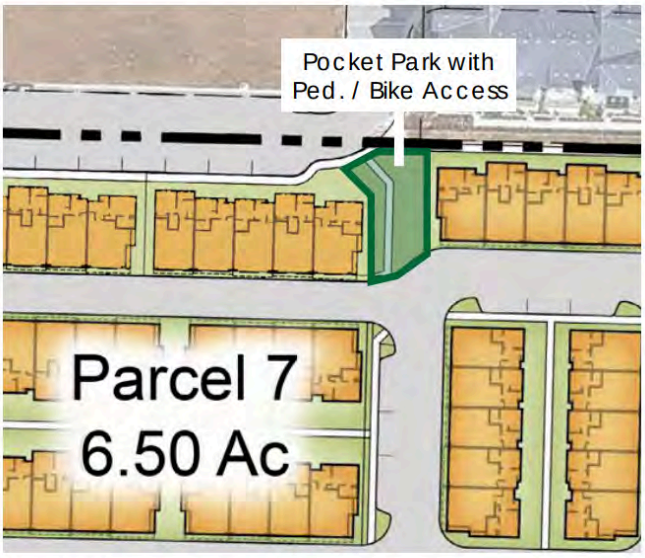
I. Review of the Staff Report

1) Attachments 3 & 4

These attachments are new materials not presented at any prior meeting, and seem to further indicate an incomplete project proposal shared to the public.

Both of these attachments make reference to ‘pocket parks’ which are concerning, because the specifications of these parks are incomplete. Most parks have 24/7 lighting, and the presence of such lighting would be a significant nuisance to members of our community.

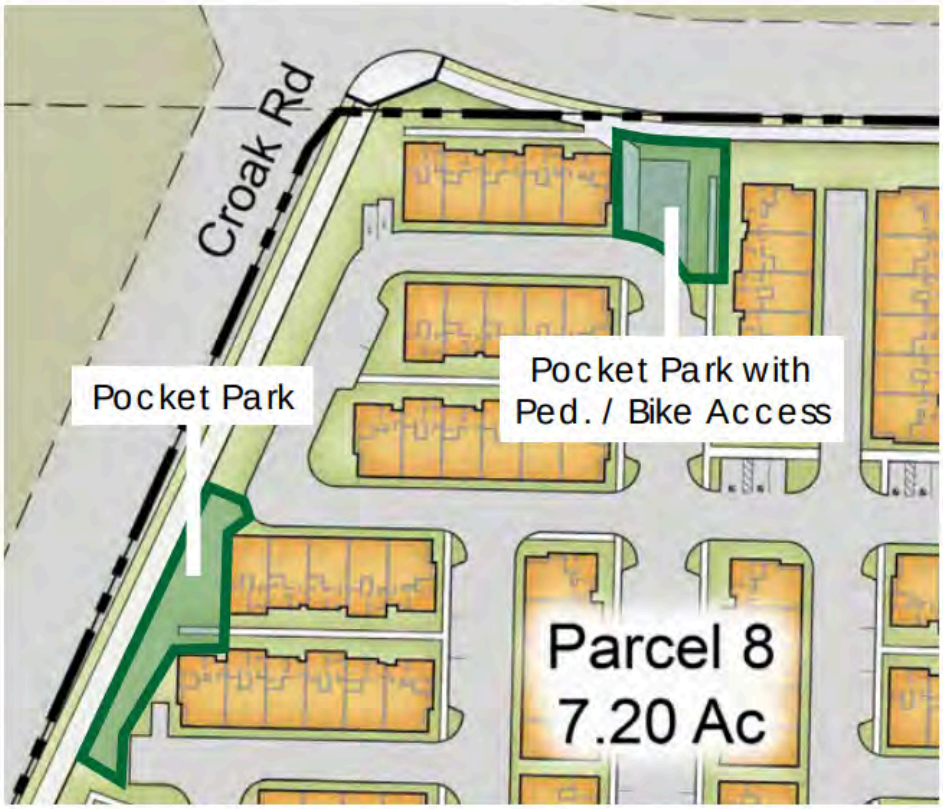
In the case of Parcel 7, the ‘pocket park’ is shown within a 25 - 35 foot distance from the adjacent building in Kingswood HOA - which would make it a source of nuisance lighting to the residents immediately to the north. The luminous output, color temperature, and duration of any lighting would need to be specified for a complete environmental analysis - and this has not been provided for. Any such lighting should be disclosed and analyzed per CEQA to demonstrate that it has a non-significant impact to immediate neighbors.



Parcel 7 pocket park opportunity area

We do presume that lighting would be present, at the pocket park was identified as a point for emergency vehicles to gather.

Parcel 8 also has a ‘pocket park’ presumably also with 24/7 lighting that would be a nuisance to the east facing side of our community. The nature of the lighting and specifications regarding this park are also incomplete and should be disclosed for a complete environmental analysis.



Parcel 8 pocket park opportunity areas

2) Attachments 5

a. Section 81 calls for the allowance of Saturday work. This should never even be considered. The Croak Road Development (directly adjacent to the Fallon 580 project) violated conditions for use by initially working Saturdays and Sundays, and then later worked on Saturdays - to the considerable disruption of the adjacent community. As recently as Saturday 7/13/2024 - this has continued to be an issue with the Croak Road Development - for which the City of Dublin has a record of lax enforcement.

	measures.		
81.	**Construction Activities.** Construction activities, including the idling, maintenance, and warming up of equipment, shall be limited to Monday through Friday, and non-City holidays, between the hours of 7:30 a.m. and 6:00 p.m. except as otherwise approved by the City Engineer. Extended hours or Saturday work will be considered by the City Engineer on a case-by-case basis. Note that the construction hours of operation within the public right-of-way are more restrictive.	PW	Start of Construction and On-going

The City's own CEQA analysis cites mitigation measure MM 3.10/5.0 - which would limit construction activities to 'normal daytime hours'. The City defines this as 7:30 am to 6:00 pm, Monday through Friday, so it is would seem that Saturday work would not be permissible per the City's own cited mitigation method for noise, see below:

"MM 3.10/5.0 In order to minimize the impact of construction noise, all operations should comply with local noise standards relating to construction activities. When construction occurs near residential areas, then it should be limited to normal daytime hours to minimize the impact. Stationary equipment should be adequately muffled and located as far away from sensitive receptors as possible." (Attachment 10 - p. 127)

b. The Temporary fencing called for is vague and also presents an incomplete specification which would not allow for a full environmental analysis. If this temporary fencing obstructs views of Visually Significant Ridgelines for the duration of construction - which could last up to 10 years (Attachment 8 - Section 5.8), then it would seem to have a significant impact unaccounted for in the City's CEQA analysis. For this not to be the case, temporary fencing must not obstruct views of visually significant ridgelines.

	right of way are more restrictive.		
82.	**Temporary Fencing.** Temporary construction fencing shall be installed along the construction work perimeter to separate the construction area from the public. All construction activities shall be confined within the fenced area. Construction materials and/or equipment shall not be operated/stored outside of the fenced area or within the public right-of-way unless approved in advance by the City Engineer.	PW	Start of Construction and On-going as Needed
83.	**Construction Noise Management Plan**		

c. The traffic control plan presented is vague and provides no specific information as to how heavy construction equipment would be staged. In the case of the Croak Road Development, heavy construction equipment simply parked along Central Parkway and was and remains a visual eyesore in the community.

While the City is well within its rights to allow for poorly planned visual eyesores, if this traffic control plan allowed for heavy construction equipment to obstruct the views of Visually Significant Ridgelines for the duration of construction - which could last up to 10 years (Attachment 8 - Section 5.8), then it would seem to have a significant impact unaccounted for in the City's CEQA analysis. For this not to be the case, the traffic control plan must not allow for construction equipment to obstruct views of visually significant ridgelines. This specifically means that heavy equipment cannot be staged along Pandora Way or block south facing views of Jordan Ranch Square Park, otherwise this would trigger a revised CEQA analysis.

	monitor. Specific noise management measures shall be provided prior to project construction.		
84.	**Traffic Control Plan.** Closing of any existing pedestrian pathway and/or sidewalk during construction shall be implemented through a City-approved Traffic Control Plan and shall be done with the goal of minimizing the impact on pedestrian circulation.	PW	Start of Construction and On-going as needed
85.	**Construction Traffic Interface Plan.** Applicant/Developer shall prepare a plan for		Start of

d. The widening of Pandora Way was not disclosed in any of the prior meetings or documents. This newly disclosed aspect of the project may obstruct visually significant ridgelines and was not accounted for in the City's CEQA Analysis.

The widening of Pandora Way is also inconsistent with the development plans for Jordan Ranch Square Park whose conceptual design (shown to scale) does not illustrate a widening of Pandora Way and specifically does not indicate parking along the south border of Pandora Way. This is significant because the City Council voted to approve these designs, funding has been obtained, and construction is slated to start within 2 months of this letter per the Parks and Recreation Dept website. This would seem to be a significant impact to an already existing project that was unaccounted for in the Planning Dept's CEQA Analysis.

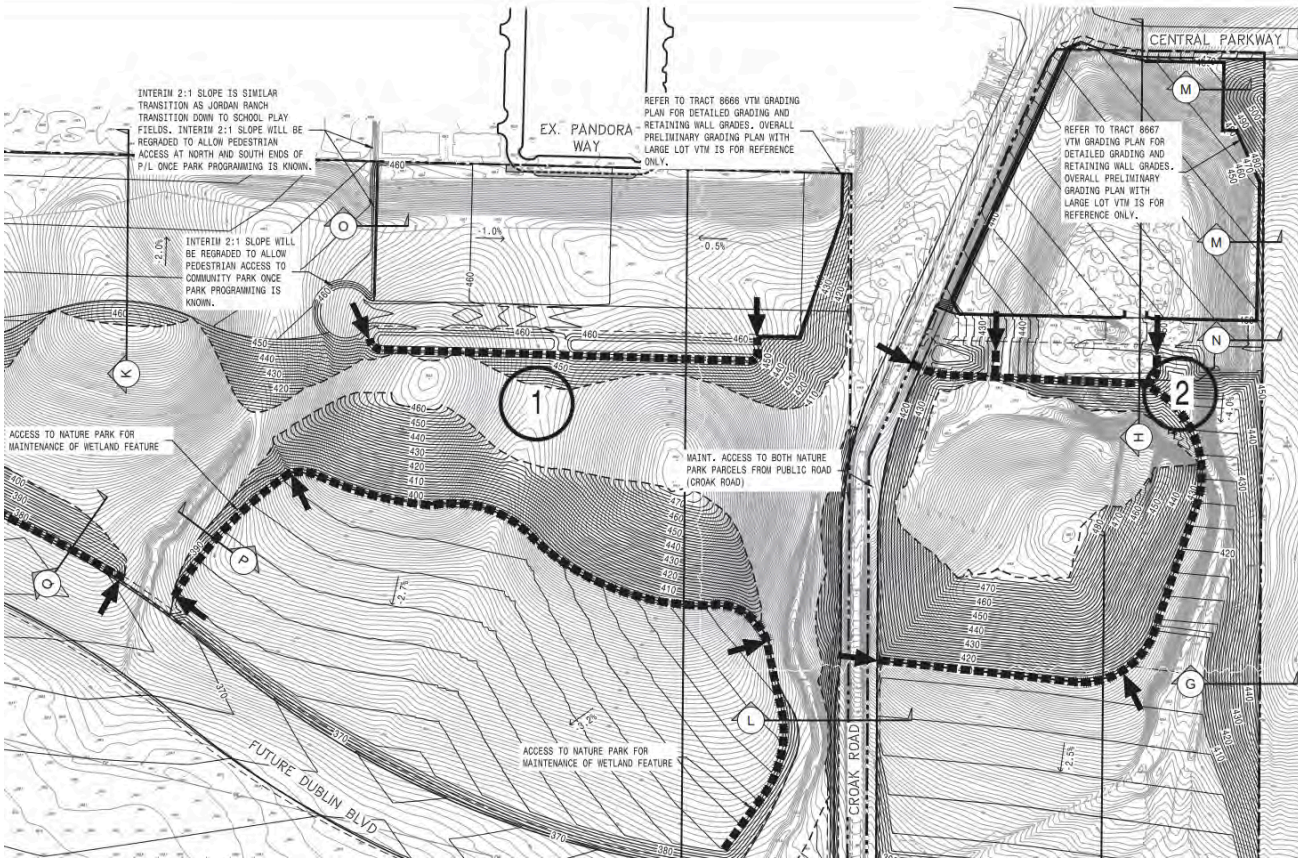


	streets shall be privately owned and maintained.
129.	**Pandora Way.** Pandora Way is designated as a minor residential street with an existing right-of-way width of 33 feet and pavement width of 32 feet. The Applicant/Developer shall dedicate 9 feet of right-of-way along the project frontage to achieve 42 feet

	of total right-of-way and provide public street improvements. Street improvements shall include, but are not limited to: removal of existing curb and gutter, installation of new pavement, curb and gutter, 4.5-foot wide sidewalk, accessible ramps and utility lateral(s) to serve the residential development.
130.	**Vehicle Parking.** All on-site vehicle parking

3) Attachments 6

The Tract Maps provided within Attachment 6 were not disclosed in any previous meeting nor provided to the public prior to the Staff Report on 7/12/2024. Without these tract maps, it is questionable whether a complete CEQA analysis was even possible to have been performed.



The first question raised by these tract maps is why the City of Dublin chose not to follow the mitigations cited in its CEQA Analysis.

> "MM 3.8/4.1 Alterations of existing natural contours shall be minimized. Grading shall maintain the natural topography as much as possible. Grading beyond actual development areas shall be for remedial purposes only. " (Attachment 10 - pg 19)

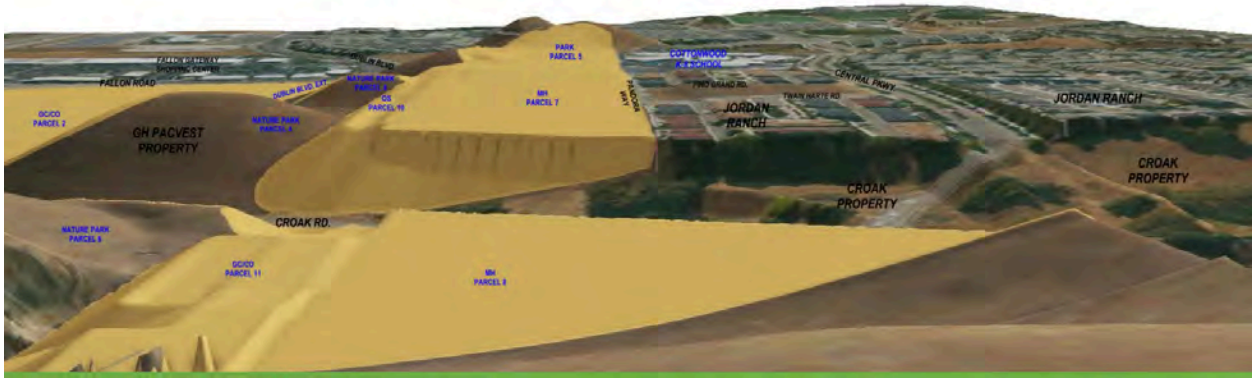
The question at hand is whether alterations of natural contours were minimized, and whether grading attempted to maintain the natural topography as much as possible. There has been **no factual evidence** presented that the natural topography was maintained as much as possible. Rather the developer asserted that it was infeasible, with no supporting evidence, which would seem to make this assertion unsubstantiated opinion.

LOOKING WEST (ZOOM) - EXISTING



The above image is taken from the developer's presentation during the 7/11/2024 Planning Commission meeting. In this image, we see a view of the property as it is today looking west.

LOOKING WEST (ZOOM) - GRADING



In the subsequent image, we see a simulation of the grading. Prima Facie, the grading does not maintain **any** of the natural contours within the boundaries of Parcel 7, and **none** of the natural topography has been maintained. This is because none of the existing topography is at the level of the Jordan Ranch Development to the North.

What these tract maps and quite dramatic images show is that the City of Dublin has not followed its own mitigation measures as set forth in Attachment 10.

Other mitigation measures called as part of the City's own CEQA Analysis

> "MM 3.8/3.0 Preserve the natural open beauty of the hills and other important visual resources, such as creeks and major stands of vegetation. " (Attachment 10 - pg 19)
>
> "MM 3.8/7.0 Preserve views of designated open space areas." (Attachment 10 - pg 19)

The meaning of 'preserve' according to Oxford Languages is to maintain (something) in its original or existing state. The 'natural open beauty of the hills' and the 'views of designated open space areas' have not been preserved.

It is ironic that the City states in its CEQA Analysis and reply to our comment letters that these mitigation methods allow for the proposed development plan. In fact MM 3.8/3.0 & 3.8/4.1 would instruct **against** re-grading Parcels 7 and 8 in the way in which it has been proposed, as these clearly do not preserve the hills, views, or natural topography cited by the mitigation methods.

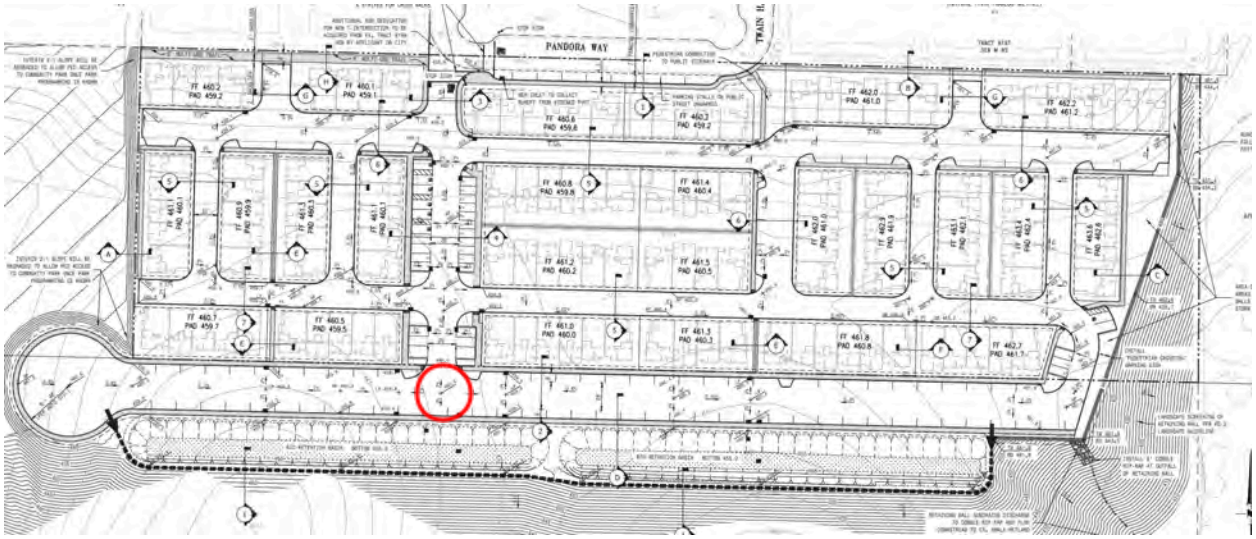
GHPacvest makes the argument that narrow corridors of these views remain, and this argument was repeated in replies to our comment letter.



But actually the views are not preserved, because to preserve something is to retain it in its unaltered state (Oxford Languages). 'Preserve' is the language used by the mitigation method. Not 'Lessen the impact' or 'Minimize'. The views from Jordan Ranch Square are not preserved.

Furthermore, a closer inspection of the tract maps reveals that the proposed plan has a parking lot against the ledge of the ridge. So even if we were to accept the analysis of a narrow subset of the

previous view constituting a ‘preservation’ - which goes without saying that we are not aligned with said analysis - the views are still obstructed by a large parking lot in the back of the community. The views are still obstructed by parked cars.



4) Attachment 8

a.

5.8 Development of the Project; Phasing, Timing. Since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*

8

(1984) 37 Cal. 3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the Parties' intent to cure that deficiency by acknowledging and providing that this Agreement contains no requirements that Developer must initiate or complete any action, including without limitation, development of the Project within any period of time set by City. Nothing in this Agreement is intended to create nor shall it be construed to create any affirmative development obligations to develop the Project, or liability in Developer under this Agreement if the development fails to occur. It is the intention of this provision that Developer be able to develop the Property in accordance with its own time schedules and the Project Approvals.

Section 5.8 - Phasing / Timing would seem to be inconsistent with the CEQA Analysis performed by the City and numerous mitigation measures set forth in the project that promise for limited duration or short-term impacts.

For example,

“MM 3.6/27.0 The potential impacts of short-term construction-related erosion and sedimentation can be reduced by timing grading activities to avoid the rainy season as much as possible, and by implementing one or more of the following interim control measures, which are designed to prevent concentration of runoff, control runoff velocity, and trap silt. Required measures for a specific project will be determined by the City and be a requirement of the grading permit. f Water bars; f Mulch-and-net blankets on exposed slopes; f Straw bale dikes; f Temporary culverts and swales; f Sediment traps; and/or f Silt fences.” (Attachment 10 - pg 91)

MM 3.6/27.0 discusses timing grading activities to avoid the rainy season. And yet the phasing clause of the contract stipulate,

“... this agreement contains no requirements that Developer must initiate or complete any action, including without limitation, development of the Project within any period of time set by the City… It is the intention of this provision that Developer be able to develop the property in accordance with its own time schedules and the project approvals.”

If there are no requirements, without limitation, of the development of the project within any period of time set by the City, then how can the City claim that grading activities will be timed to avoid rainy season as a mitigation measure? It would seem that the Developer is not contractually bound to perform any time based mitigation methods set forth in this project.

There are numerous other mitigation methods that seem to also be questionable based on this contract.

“MM 3.10/4.0 Developers shall submit to the City a Construction Noise Management Program that identifies measures to be taken to minimize impacts on existing planning area residents. The program will include a schedule for grading and other major noise generating activities that will limit these activities to the shortest possible number of days. Hours of construction activities shall be limited in keeping with Dublin ordinances. The Program for construction vehicle access to the site shall minimize construction truck traffic through residential areas. If construction traffic must travel through residential areas, then a mitigation plan should be developed. The Program may include barriers, berms or restrictions on hours.” (Attachment 10 - pg 127)

MM 3.10 / 4.0 seems as if it would be rendered completely unenforceable per the contract provision specified above. This is because, per the contract section 5.8, the City would have no legal standing to enforce a schedule for noise generating activities.

If these mitigation methods are not enforceable, the City would need to revise its CEQA Analysis and take into account that certain mitigation measures cannot be enforced per its contract with the developer. In some cases this might lead to substantial noise or air quality impacts that were unaccounted for in Attachment 10.

b. If the project allows for a large commercial space in Parcels 1 and 2, and these are intended to one day be linked to Dublin Blvd, Fallon Rd, and Croak Rd, it would seem that the Traffic Analysis of this project would be incomplete and the impacts of Parcels 1 and 2 would need to be factored into a CEQA analysis to get a complete picture of the traffic impact for this project.

13.10 Future Transportation Analysis. Developer acknowledges that future Site Development Review approvals will require additional transportation analysis, including but not limited to the following (Parcel references are to Parcel designations in Vesting Tentative Tract Map 8663):

13.10.1 The planned access along Dublin Boulevard to Parcel 1 and Parcel 2, between Fallon Road and Croak Road.

13.10.2 The east-west connection between Fallon Gateway intersection and the signalized intersection of Dublin Boulevard/Croak Road.

13.10.3 The intersection of Dublin Boulevard / Croak Road.

13.10.4 The planned access along Dublin Boulevard to Parcel 3 and Parcel 9.

13.10.5 Adverse effects to the Fallon Road-El Charro Road/I-580 Interchange.

13.10.6 Adverse effects to the Dublin Boulevard/Fallon Road intersection.

5) Attachment 10 - CEQA Analysis

This CEQA analysis was not shared until July 12 2024 in the staff report, despite requests for documentation. These requests are captured in the City's own reply to the comment letters:

“This comment requests the City to provide the commenter with all CEQA documentation completed for the proposed project and all public meetings or hearings concerning the proposed project.” (Attachment 13, pg 8)

Unfortunately, despite these requests made, and despite the City’s acknowledgment of receiving said requests - the City has slow dripped out relevant information of the project days before key votes (such as the City Council vote) in an effort to prevent a full and complete disclosure of the incomplete CEQA Analysis that was performed.

a. The key questions raised in Attachment 10:

“Are there substantial changes to the project involving new or more severe significant impacts?” (Attachment 10 - coversheet - pg 6 of PDF)

The City’s analysis is flawed. Yes, clearly there are substantial changes to the project. The proposed plan in 2024 is a completely different plan than what was proposed in 2002 or 2005. The density of development is different. The FAR ratio is different. Importantly, the City would allow for development on Visually Significant Ridges - altering the character of the neighborhood and destroying existing public views and views from the south side of the community to the west and east of Jordan Ranch Square Park. The traffic analysis performed has unrealistic assumptions of traffic usage along Central Parkway and is deficient in its analysis of smaller roads such as Pino Grande, Twain Harte, and Pandora Way.

“Are there substantial changes in the circumstances under which the project is undertaken involving new or more severe significant impacts?”
(Attachment 10 - coversheet - pg 6 of PDF)

Yes - the public will lose access to Visually Significant Ridgelines which were expressly designated in maps in the previous EIR as restricted development areas. This is both new and significant. Traffic - particularly at the intersection of Pino Grande and Central Parkway will likely be at LOS D or worse. Grading will alter the existing topography. The commercial density of the project has numerous downstream significant impacts.

“Is there new information of substantial importance, which was not known and could not have been known at the time of the previous EIR that shows the project will have a significant effect not addressed in the previous EIR; or previous effects are more severe than previously analyzed; or, previously infeasible mitigation measures are now feasible but the applicant declined to adopt them; or mitigation measures considerably different from those in the previous EIR would substantially reduce significant effects but the applicant declines to adopt them?”
(Attachment 10 - coversheet - pg 6 of PDF)

Yes, in the case of the Visually Significant Ridgeline, Jordan Ranch Square Park was developed with a site specific plan to preserve the views of said ridgeline. This could not have been known

at the time of the previous EIR. The plan, as presented by the Parks and Recreation Dept., and voted for and approved by the Dublin City Council, calls for preserving views from the park. The so called 'mitigation methods' cited by the City's CEQA analysis actually show that the project as presented by the City is inconsistent with its own stated guidelines of preserving topography, views, and hills. The loss of these visually significant ridgelines alone has a significant effect not addressed in a previous EIR.

b. Aesthetics

Aesthetics

ENVIRONMENTAL IMPACTS Issues	New Significant Impact	Substantial Increase in the Severity of an Impact Identified in the EDSP EIRs	Equal or Less Severe Impact than Identified in the EDSP EIRs
1. AESTHETICS. Would the project:			
a) Have a substantial adverse effect on a scenic vista?			X
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

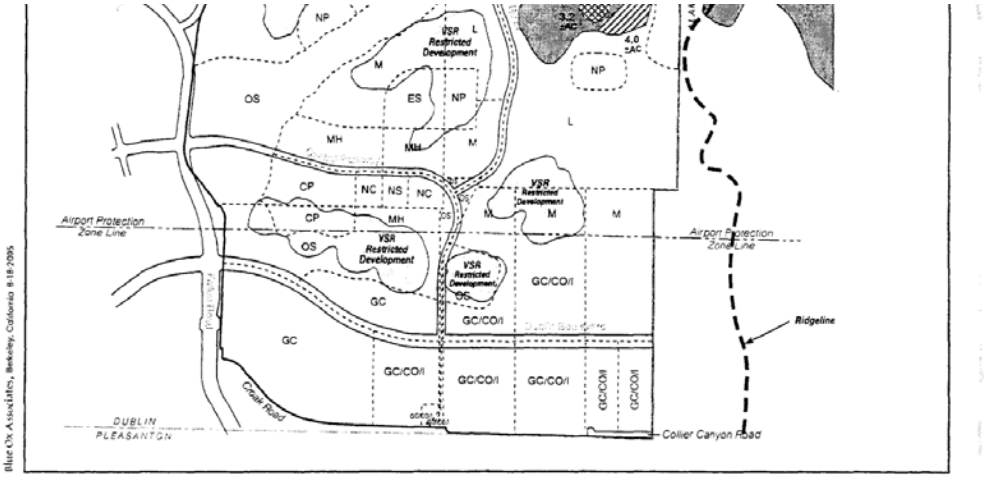
The Aesthetics portion of the CEQA Analysis is filled out incorrectly.

The project would:

a) Have a substantial adverse impact on a scenic vista.
b) Would substantially damage scenic resources
c) Would substantially degrade the existing visual character and quality of public views of the site and its surroundings. Note that public views are defined as those that are experienced from publicly accessible vantage points - as defined by the City's own CEQA Analysis.

The Staff Report fails to mention the Visually Significant Ridgelines expressly shown in the 2005 EIR which specifically call for restricted development.

The CEQA Analysis fails to mention these areas at all or even show them on maps in the staff report.



SOURCE: MacKay & Somps, 6-30-2005.

Exhibit 4.8.3a

EXISTING
SCENIC RIDGELAND
RESOURCES

0 400 800 1600 2400 feet

CITY OF DUBLIN
FALLON VILLAGE
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

These visually significant ridgelines cut through significant parts of Parcels 7 and 8 and would be irrevocably altered via the proposed grading as part of the plan.

Per the same analysis presented in page 10 of this document, the City has not followed its own mitigation measures.

> "MM 3.8/2.0 Implement the land use plan for the Project site which emphasizes retention of the predominant natural features, such as ridgelines and watercourses, and sense of openness that characterize eastern Dublin." (Attachment 10 - pg 19)
>
> "MM 3.8/3.0 Preserve the natural open beauty of the hills and other important visual resources, such as creeks and major stands of vegetation. " (Attachment 10 - pg 19)
>
> "MM 3.8/4.1 Alterations of existing natural contours shall be minimized. Grading shall maintain the natural topography as much as possible. Grading beyond actual development areas shall be for remedial purposes only. " (Attachment 10 - pg 19)

> “MM 3.8/7.0 Preserve views of designated open space areas.” (Attachment 10 - pg 19)
>
> “MM 3.8/8.1 The City should require that projects with potential impacts on scenic corridors to submit a detailed visual analysis with development project application. Applicants will be required to submit graphic simulations and/or section drawn from affected travel corridors through the parcel in question, representing typical views of the parcel from scenic routes. The graphic depiction of the location and massing of the structure and associated landscaping can then be used to adjust the project design to minimize the visual impacts.” (Attachment 10 - pg 19)
>
> “MM 3.8/5.1 Structures shall not be located where they would obstruct scenic views or appear to extend above an identified scenic ridgetop (i.e., silhouetted) when viewed from designated scenic routes.” (Attachment 10 - pg 20)

Per the arguments made earlier in this comment (page 10), the views from Jordan Ranch Square (nor Fallon Rd, nor 580 - scenic highways) are not preserved. This is inconsistent with MM 3.8/3.0, MM 3.8/4.1, MM3.8/7.0

In the case of MM 3.8/2.0, the visually significant ridgeline, as identified by the City’s own 2005 EIR is graded and filled, and then developed on top of, which is antithetical to the “sense of openness that characterizes eastern Dublin”.

Per MM 3.8/8.1 - No detailed visual analysis of altered views was completed and submitted with project documents in the staff report. This mitigation measure specifically instructs the City to ‘require’ this as part of the application package.

Finally, per MM 3.8/5.1 structures should not be located where they would obstruct scenic views, and yet per GHPacvests June 11 2024 presentation, there are structures in Parcel 7 that obstruct scenic views. The mitigation also calls for structures not appearing above an identified scenic ridgetop, and yet the visually significant ridgetops are graded, filled, and built on top of with structures as part of the plan presented in the tract maps in Attachment 6, and discussed as part of my comment letter in pages 7 - 11.



“The Eastern Dublin EIR contains Figure 3.8-H, Visually Sensitive Ridgelands, depicting portions of the Eastern Dublin area that contains ridges and ridgelands which are considered to be visually sensitive. As identified in the Eastern Dublin EIR, the lower and hillside areas located closer to I-580 with topographic elevations generally ranging between approximately 460 and 480 feet above sea level are designated as “Visually Sensitive Ridgelands-restricted development.” As described above, the Eastern Dublin EIR determined that development associated with implementation of the EDSP would alter the character of existing scenic vistas and obscure important sightlines. These impacts were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR and listed above.” (Attachment 10 - pg 21)

The problem with this paragraph from the CEQA Analysis is the last sentence. In fact the City has shown disregard, if not contempt, for these mitigation methods when in all cases the adopted EDSP mitigation measures and related policies would instruct **against** filling and grading the visually significant ridgelines in Parcels 7 and 8. These mitigation methods are not implemented under any rational analysis of the project, and therefore the loss of the visually significant ridgline is in fact a substantial adverse effect on a scenic vista, and would require a more detailed environmental review.

“Further, the proposed project would be required to implement other Mitigation Measures (MM 3.8/3.0, MM 3.8/4.0, MM 3.8/4.1, MM 3.8/4.4, MM 3.8/4.5, MM 3.8/5.1) identified in the Eastern Dublin EIR, which include design features to minimize visual impacts (e.g., sensitive grading, sensitive engineering design, revegetation). With implementation of the aforementioned Mitigation Measures, no new impacts or substantially more severe significant impacts to scenic vistas and views, beyond those identified in the EDSP EIRs, would occur.” (Attachment 10 - pg 22)

This has been discussed above and also on pages 7 - 11 of this comment letter, however in no way shape or form does the current plan preserve the:
–views
–hills
–topography

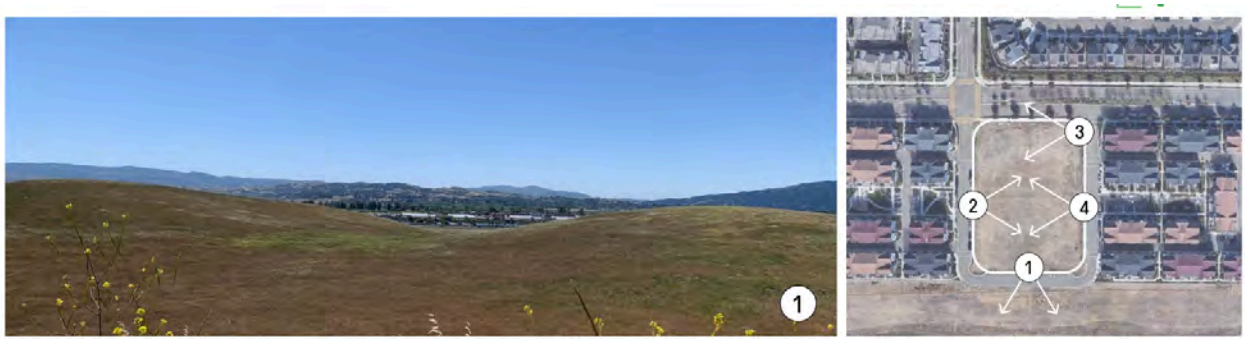
–ridgelines
–sense of openness that characterize eastern Dublin
–natural contours

which is the specific language used in MM 3.8/2.0, MM 3.8/3.0, MM 3.8/4.1, MM 3.8/7.0, MM 3.8/5.1. If the required obligation is to implement some or all of these mitigation measures, then certainly what has been presented fails to satisfy the requirement.

The CEQA Analysis does not explain how the project has implemented these mitigation methods, and the ambiguity in their analysis points to the fact that there is no basis for which the City can claim any attempt was made to preserve the views, hills, topography, ridgelines, sense of openness that characterizes eastern Dublin, nor the natural contours of the land.

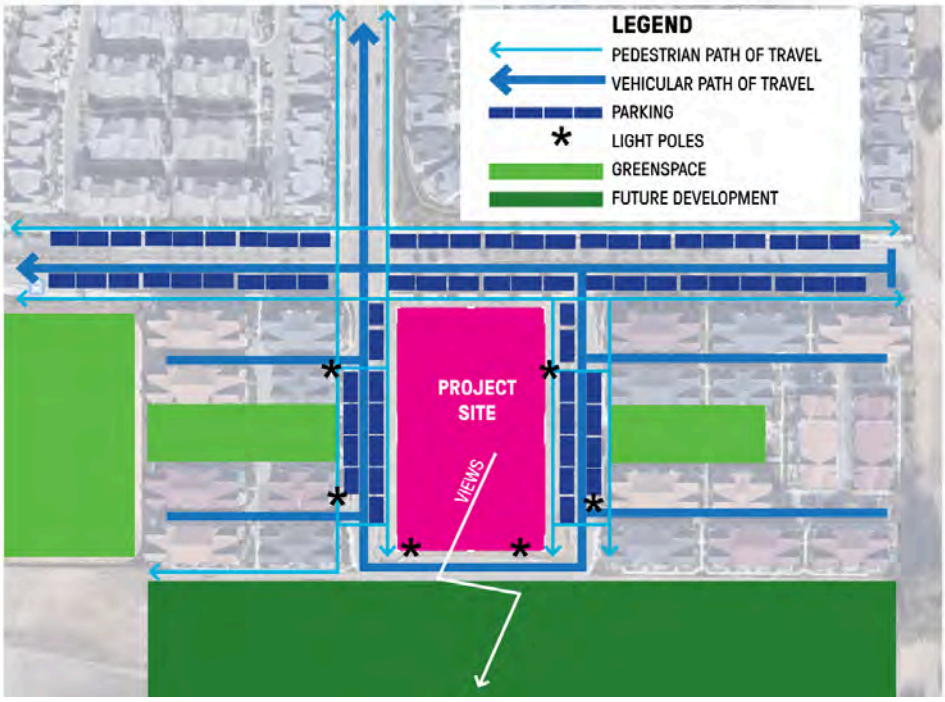
Without these mitigation methods in place, the alteration of the visually significant ridgelines in parcel 7 and 8 substantially impacts a scenic vista, substantially damages scenic resources, and substantially degrades the existing visual character and quality of public views of the site and its surroundings.

A picture of this ridgeline was captured in my original comment letter. Another view of this ridgeline can be seen here:



This image was taken from a 2022 Dublin Parks and Recreation Department Presentation in which the Parks Department specifically identified the south facing views of the park as a significant aspect of their site analysis.

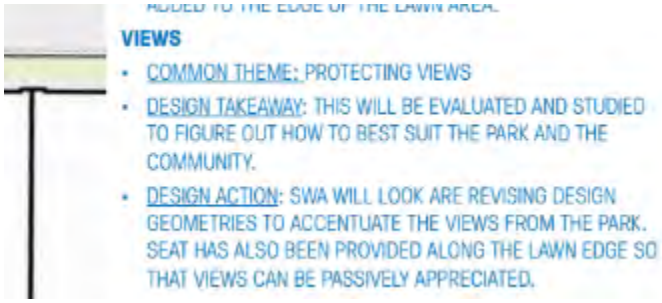
SITE ANALYSIS



In 2022, after soliciting community feedback, Parks Dept put together the following concept for the Jordan Ranch Square Park, which was gathered from multiple community open sessions held at the site of the park:



This concept for Jordan Ranch Square Park was **voted and approved by the City Council of Dublin**. In the lower right corner, one the key points raised by the Parks Dept was the 'Views' from the park.



One of the major points of feedback from the community - as determined by the Parks Department and approved by the City Council - "Protecting Views". The Design Action – "Revising Design Geometries to accentuate the views from the park. Seat has also been provided along the lawn edge so that views can be passively appreciated."

Views of what… ? Views of the Visually Significant Ridgeline - identified in the 2005 EIR. This park underwent a 2 year planning and review cycle, has approximately $2M budgeted for its

completion and is due to break ground in August or September of 2024 per the latest updates from the Parks and Recreation Department.

These views are not a matter of unsubstantiated opinion, actually they are captured in key planning documents by the City of Dublin and shaped the design of the park. The south facing lawn of the park was left open so that these views could be appreciated.

The Fallon 580 project would completely alter the views from the park of the visually significant ridgeline. The existing ridgeline would no longer exist. Views from the park specifically would be limited to narrow streets, and the end of said views would be a parking lot. This is a substantial impact to a scenic view, and the CEQA analysis document itself refers to these views as from a publicly accessible vantage point.

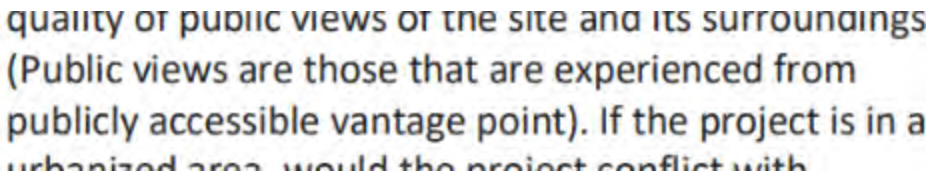
6) Attachment 13

“As described in the Initial Study, the Eastern Dublin EIR identified potentially significant impacts related to standardized tract development, obscuring distinctive natural features, alteration of hillsides, ridges, and watercourses, alteration of Dublin’s visual identity as a freestanding city, scenic vistas, and scenic routes. All of these impacts were determined to be less than significant with implementation of mitigation measures identified in the Eastern Dublin EIR.” (Attachment 13 - p. 3)

Unfortunately the CEQA Analysis was not made available until July 12 2024. As described in significant detail in pages 7 - 11, and 15 - 21, the City has failed to incorporate nearly all of the mitigation methods cited in the CEQA analysis and in fact the mitigation methods cited actually instruct the city NOT to alter the views, hills, topography, natural contours, etc.

“In compliance with Mitigation Measure 3.8/5.0 of the Eastern Dublin EIR, the City has prepared and adopted the Eastern Dublin Scenic Corridor Policies and Standards which contains five overall scenic corridor implementing policies, specific scenic corridor zone policies, and development standards for 6 zones and implementation procedures that promote the preservation of scenic vistas from the three transportation corridors – Tassajara Road, Interstate 580 (I-580) and Fallon Road. Views from Jordan Ranch Square, Pandora Way, and adjacent neighborhood vantages are not identified in the Eastern Dublin Scenic Corridor Policies and Standards or the EDSP EIRs as significant vistas or designated scenic routes” (Attachment 13 - p. 3)

Per the City’s own CEQA Analysis, it defines Public Views as “those that are experienced from publicly accessible vantage point”. Jordan Ranch Square Park would certainly be a publicly accessible vantage point.



More importantly however, in the Parks and Recreation Dept Community Meeting held on June 28 2022, the Park and Rec Dept identified scenic views facing south from Jordan Ranch Square Park as a key part of their site analysis. This was codified in a concept design for the park, which was put together with significant community feedback and prepared by the Parks Department, and was then voted and approved by the Dublin City Council, which specifically identified the the south facing views from the park as a key aspect of the site which would influence the park's design. What this all points to is that the City of Dublin and the community surrounding the park has identified the south facing views from the park as scenic vistas. The views overlook the VSRs identified in the 2005 EIR, which were marked for restricted development. The CEQA Analysis and rebuttal to the comment letter are flawed in failing to consider the impact to the scenic vistas of the VSRs from the vantage point of Jordan Ranch Square Park.

Furthermore, the views of the same VSRs are also impacted from the spots identified as scenic highways - such as Fallon Rd and 580. The VSR is proposed to be graded and filled, in direct opposition to the mitigation measures set forth in the previous EIRs.

"The project applicant has determined that due to the site topography, it is infeasible to place the residential buildings downslope due to inadequate access and connectivity between the proposed project and the adjacent neighborhood to the north. The proposed project would grade the site to provide a level building pad for the proposed residential development at the same elevation as the adjacent neighborhood." (Attachment 13 - p. 4)

Where is the evidence that supports this claim? In the absence of any documentation showing the placement of residential buildings in a different configuration, this would seem to be an unsubstantiated claim. Dublin has other projects built downslope from a visually significant ridgeline. A prime example of a development project designed to protect scenic resources designated VSR is the nearby 'Irongate' development. Irongate provides connectivity with the surrounding community at a different grade via pedestrian pathways, and not roadways. I proposed such pathways in my prior comment letter to no avail.

"Due to the project's location in the southern portion of the Fallon Village planning area, proposed buildings would not obstruct views of the main scenic ridgeline, as designated in the Eastern Dublin EIR, which borders the larger Eastern Dublin planning area to the north and east." (Attachment 13 - p. 4)

This is on its face a false statement. The original ridgeline as designated in the 2005 EIR would be filled in with grading. Whatever an observer might be looking at post project completion is something other than the protected ridgeline designated in the 2005 EIR.

“Further, the proposed residential development on Parcel 7 has been designed with breaks between the buildings to preserve some view locations from the north looking south over the ridge where the topography slopes down.” (Attachment 13 - p. 4)

The meaning of ‘preserve’ according to Oxford Languages is to maintain (something) in its original or existing state. The original state of the views are significantly compromised in the plan presented by the City. Additionally, even the narrow corridors of views that remain are still obstructed by the parking lot - where parked cars would still obstruct views. Finally, the original ridgeline would be filled and graded, and thus not consistent with the 2005 EIR which would restrict development in these VSRs.

“in accordance with the mitigation measures identified in the EDSP EIRs, to ensure the project is consistent with City of Dublin design standards, property development regulations and performance standards related to aesthetics and to lessen the severity of visual changes resulting from the proposed project.” (Attachment 13 - p. 4)

See my previous replies to the supposed mitigation measures. The mitigation measures cited by the city are actually evidence that the project would require a deeper environmental review.

“Currently, the intersection of Central Parkway & Panorama/ Pino Grande Road (Intersection #15 in the LTA) is an unsignalized all-way stop. The LOS & delay levels did not trigger a need to change the control type and signalize this location under any of the analyzed scenarios. Based on the near term plus project and cumulative plus project volumes expected at this location, the signal warrant analysis did not indicate a signal is warranted at this location. However, as traffic patterns change and more development is added, the City will periodically conduct new counts and reassess the control and safety at this location.” (Attachment 13 - p. 6)

The City’s arguments are non-responsive to the issues presented at specifically the intersection of Pino Grande and Central Parkway.

While the City’s analysis tries to come up with a statistical model spread out over all the major thoroughfares of Dublin - it fails to take an intensely local model and consider the impacts to the small feeder roads into and out of Parcels 7 and 8.

Implausibly, the City traffic report shows no additional eastbound or westbound traffic on Central Parkway during rush hour. The City has not taken into account the traffic situation on Pino Grande, Twain Harte, or Pandora Way. These traffic impacts are significant and are signs of deficiencies in the traffic analysis.

“A new connection from Croak Road to the future planned Dublin Boulevard Extension will be constructed and will further disperse both Dublin East Ranch and full buildout of GH PacVest traffic to alternative routes, thus contributing to the same or improved LOS at Central Parkway & Panorama/ Pino Grande Road (Intersection #15 in the LTA).” (Attachment 13 - p. 8)

This is irrelevant since Parcel 7 is not connected to either Croak Rd or Dublin Blvd per the presented plan, and the previous comment letter specifically focused on the cumulative impact and how Parcel 7 would make traffic worse around Pino Grande, Twain Harte, and Pandora Way. Additionally Parcels 7, 8, and the Croak Rd Development are all assigned to Cottonwood Creek Elementary and thus traffic would be heavily biased to using Central Parkway to drop off children during am rush hour traffic.

“Traffic will have the option to make a U-turn at the All-Way Stop control intersection at Central/Croak (unless the City decides to restrict this movement) or turn right onto Croak Road that connects to Fallon Road on the south. Residents will also be able to turn left onto Central Parkway at Pino Grande Road.” (Attachment 13 - p. 9)

During rush hour, making a U-turn at a 4 way stop would be highly impractical. The City neglected to consider alternative measures such as a traffic circle that could have allowed for effective U-turns in the Croak Rd Development. This means that making a right turn from Twain Harte and making a U-turn is realistically not an option for most traffic, and largely traffic from Camino Loop would be biased to making a left turn and utilizing Pino Grande to connect to Central.

Making a Right turn from Twain Harte to Central, then a right turn at Croak, and then taking Croak to Fallon is roughly 60% longer of a route to get to either of the 580 exits. Also this is highly impractical for anyone in the community whose children attend Cottonwood Creek - which is the assigned school for both the Croak Rd Development and the Fallon 580 Development. Which means that traffic is generally biased towards taking Central Parkway - exacerbating the poor traffic planning done for both the Croak Rd and Fallon 580 projects.

“Central Pkwy would not be the only route that is available under near-term conditions. The model assumes a portion of the 500+ residential units would use Central Parkway in the near-term as expected. However, traffic from the East Ranch development would be able to use alternate routes such as Croak Road to Fallon Road and the northern portion of the development would also use Positano Parkway to Fallon” (Attachment 13 - p. 9)

The specific table from my original comment letter, which I pulled from the traffic report, shows no increase in vehicular traffic moving either east bound or west bound on Central Parkway during morning rush hour times. Even if some traffic were to use Croak Road or Positano Parkway - the model used here is flawed. This is prima facie impossible. Many of the people living in the Croak Rd Development and the proposed Fallon 580 Development would be assigned to Cottonwood Creek Elementary school and would require driving to the school to drop off their children. The City’s arguments that because there are other roads available, no traffic would increase on Central Parkway during rush hour is simply not credible and reflective of the poor traffic planning done for both developments

7) Attachment 14

"KOA makes several unsubstantiated or erroneous claims that the Project should be evaluated in its own new EIR – the fourth EIR- for this area, because according to the commenter: (1) the Project allegedly exceeds the intensity of development evaluated in the prior EIRs; and (2) the EIR Addendum relies on outdated analyses presented in the prior EIRs. The commenter seems focused on a claim that the City failed to assess alleged impacts to open space and scenic vistas, traffic impacts, and climate change impacts. For the reasons detailed below, KOA's unsubstantiated claims do not warrant preparation of a subsequent EIR. KOA's letter raise these issues without any evidence and KOA failed to meet its burden of proof required under CEQA." (Attachment 14 - p. 3)

KOAs claims are substantiated by the previous EIRs which call for the protection of Visually Significant Ridgelines which are captured in maps that overlie Parcels 7 and 8. They are substantiated by documents prepared by the Dublin Parks and Recreation office that discuss the importance of preserving views from Jordan Ranch Square, they also substantiated by the concept plan voted on and endorsed by the Dublin City Council for Jordan Ranch Square Park that specifically calls for preserving views from the park.

The substantial impact is that the park was designed around preserving the views, is budgeted for, and slated for construction to imminently begin, and is now jeopardized by the destruction of VSR views from the park.

Other evidence are numerous discrepancies in mitigation methods cited by the City and the plan which is actually inconsistent with the cited mitigation methods. Finally the fact that the original EIRs call for a completely different plan.

"The EIR Addendum provides that several mitigation measures, which include subjecting the Project to design review, requirements for sensitive grading, sensitive engineering design, revegetation, are sufficient to mitigate impacts to a less than significant level. " (Attachment 14 - p. 4)

These mitigation methods were discussed in other areas of my comments and do not in fact mitigate the destruction of the views. In fact the city improperly cites mitigations when in fact the mitigations call for keeping the original topography where possible.

Crucially the City has never demonstrated with any evidence that it would be impossible or infeasible to preserve the original VSR by minimally grading Parcel 7 and Parcel 8. The only point presented is the 'unsubstantiated opinion' of the developer that it would be infeasible. There has been no factual evidence presented that parcel 7 or 8 could not have residential buildings built downslope of the ridgeline, or in such a way as to minimize grading and limit development.

“In North Coast, the Court of Appeal upheld as valid a mitigation measure requiring the preparation and implementation of a future landscaping plan as sufficient for reducing the visual and scenic impacts of a proposed water tank. “ (Attachment 14 - p. 4 - 5)

This is not an applicable case. In North Coast the situation was how to hide a visually unappealing element (water tank) with visually appealing mitigation (landscaping).

In this case, the previous EIR specifically cites the ridgeline as ‘visually significant’ as demarcated on an exhibit in 2005. The planning and recreation department in 2022 cited the same views as key elements of Jordan Ranch Square Park. In December 2022, the Dublin City Council voted for a conceptual design which specifically states that preserving views (of the ridgeline) as a key element of the park. In 2024, shortly after this comment letter, the park is slated to begin construction, with millions of dollars slated for development.

North Coast is not applicable, because in this case we are not hiding a visually unappealing element, but rather preserving (‘keeping in its original state’ per Oxford Languages) a visually appealing element. The City plan as presented would not be consistent with preserving the views, and in fact the mitigation measures cited by the City actually instruct the city to leave the topography unaltered.

8) Conclusion

The development of Parcels 7 and 8 within Visually Significant Ridgelines has a significant aesthetic impact which would create a substantial adverse effect on a scenic vista. This scenic vista is identified in the 2005 EIR on a map directly overlaid on Parcels 7 and 8. The vista is identified as recently as 2022, 2023, and 2024 in planning documents prepared by the City of Dublin for the Jordan Ranch Square Park as being key elements of the site.

It would seem indefensible to claim that there is no significant impact to the aesthetic nature of these scenic views once they are filled and graded. The claim made that ‘mitigation measures’ are being taken is ridiculous on its face when the mitigation measures specifically state that natural topography, hills, contours, views, etc should be preserved - which according to Oxford Language means ‘unaltered’.

The City Council should shake off the deficient analysis of the planning department and the unfounded enthusiasm of the planning commission and realize that for our community - having scenic views of the ridgeline destroyed and replaced with housing within 25 - 35 feet of our southern boundary is not a good outcome. There is room for community feedback in this plan, but it would require the City Council to postpone their vote on this issue.

Best,

Sachin Bhandari
Kingswood HOA Board Member & Citizen of Dublin

DUBLIN
CALIFORNIA

COMMUNITY MEETING 01

JORDAN RANCH NEIGHBORHOOD SQUARE

JUNE 28TH, 2022

JORDAN RANCH NEIGHBORHOOD SQUARE

PROJECT BACKGROUND

INTRODUCTION

This 2-acre park in the City of Dublin's Jordan Ranch Development will be designed as a neighborhood square for the surrounding community. Located off of Central Parkway and adjacent to Cottonwood Creek School, this park will be a central open space for the area and a playful gathering space for all.

MASTER PLAN

2022 Parks and Recreation Master Plan: Designates parcel as Future Neighborhood Square

PROJECT COST

$1.9 million

PROJECT COMPLETION

Spring 2024

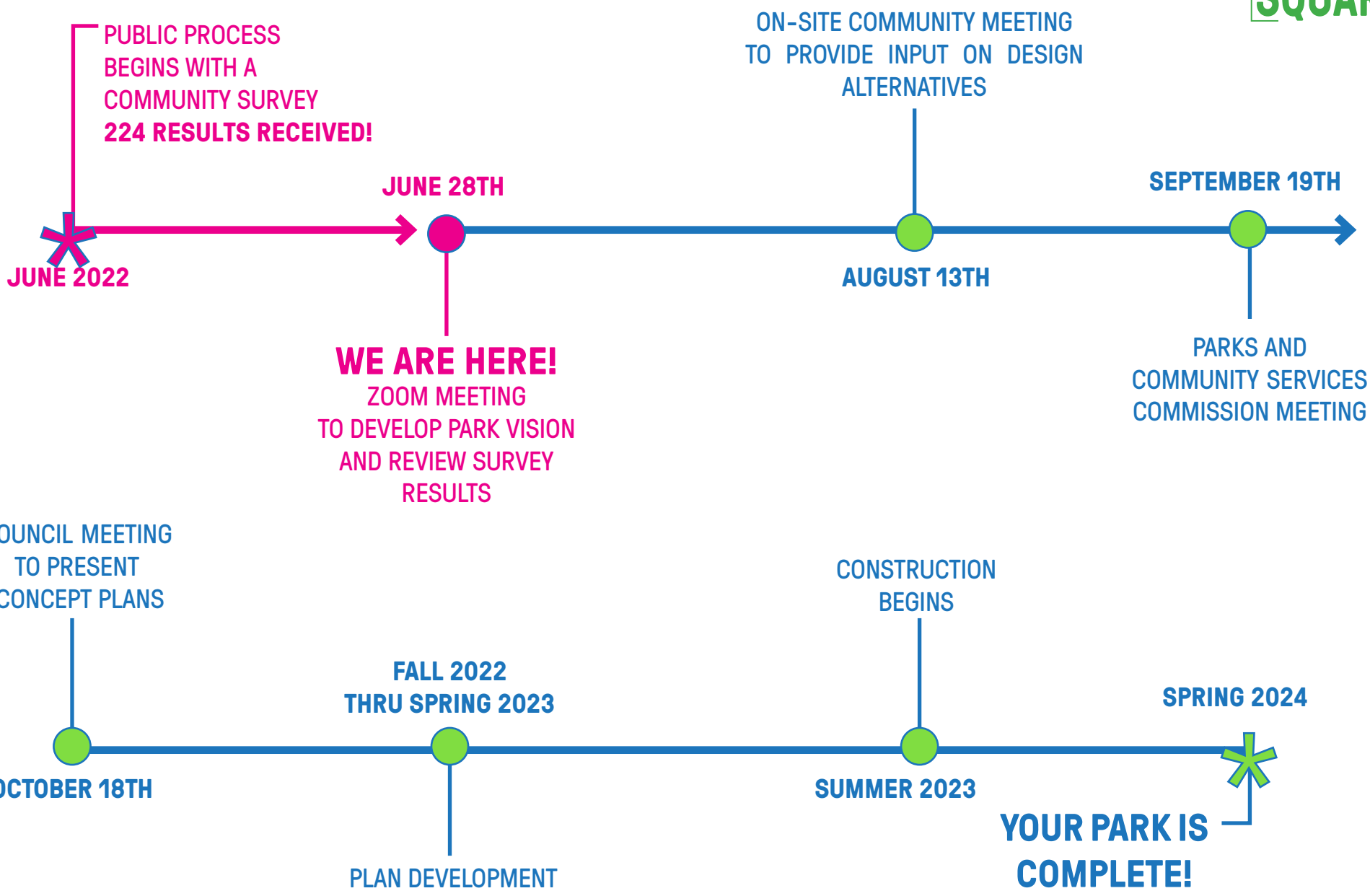
FUTURE CONTACT

Send emails via private zoom chat to Elisa for up-to-date project information.



TIMELINE AND PROCESS

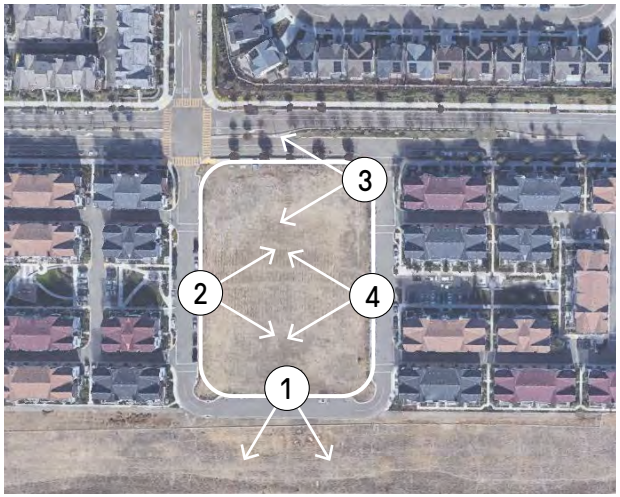
JORDAN RANCH NEIGHBORHOOD SQUARE



EXISTING CONDITIONS

JORDAN RANCH NEIGHBORHOOD SQUARE





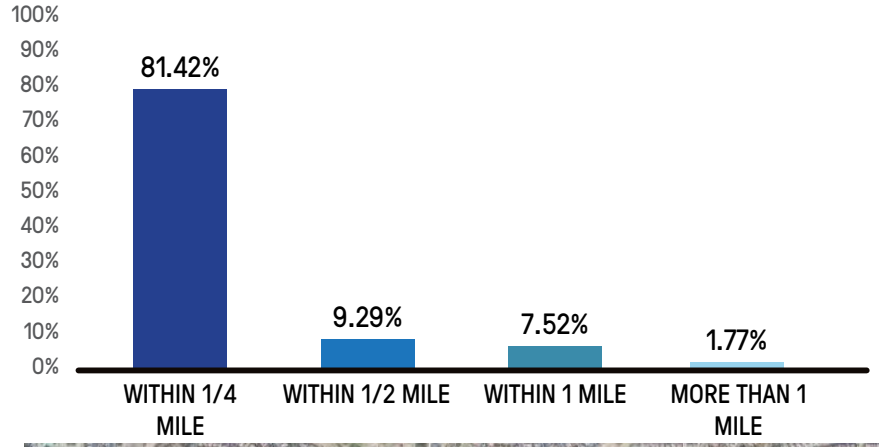


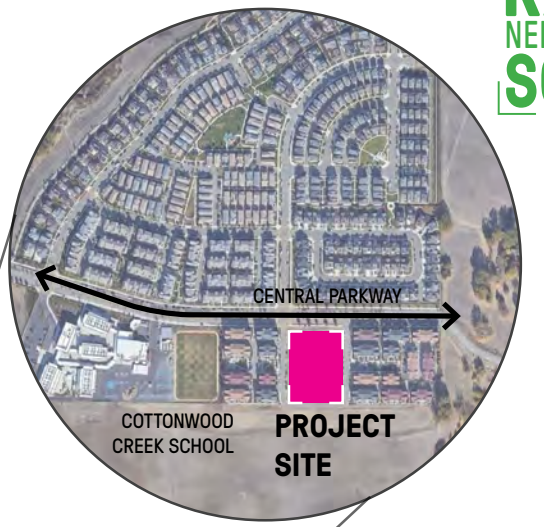


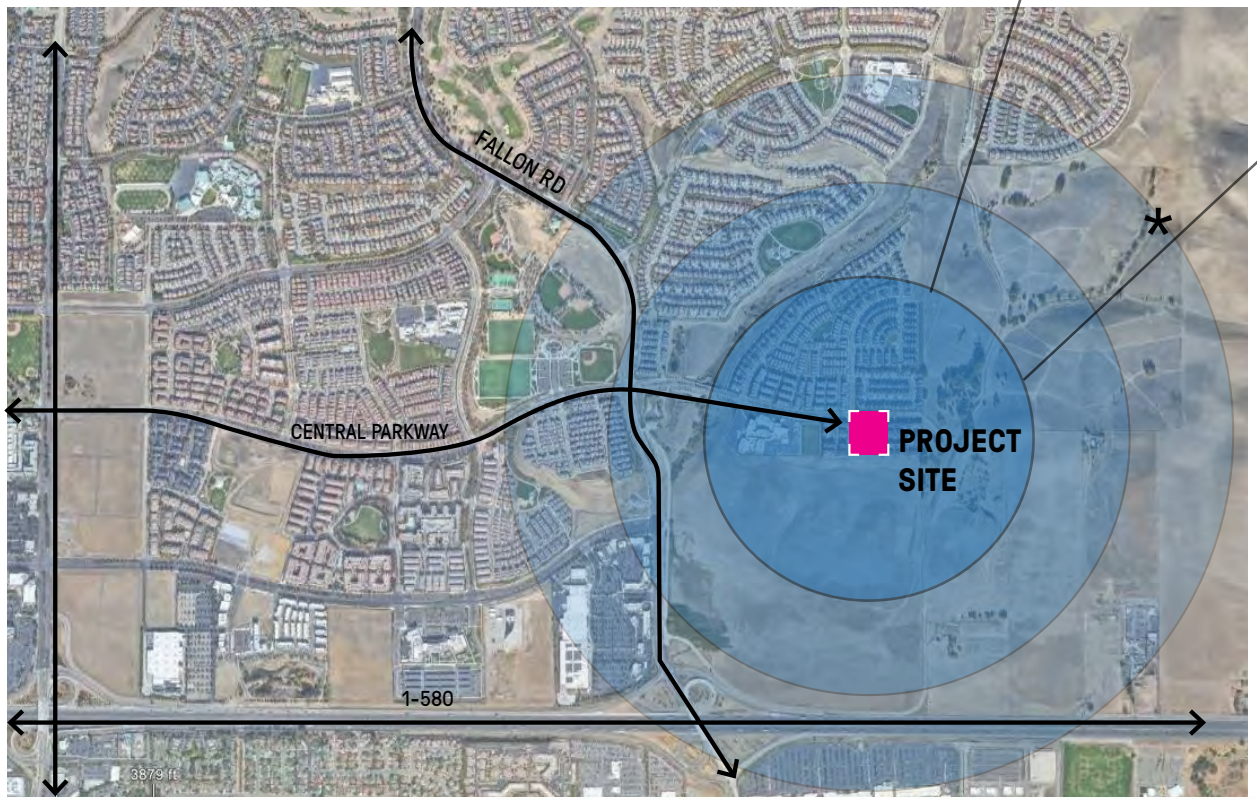


PROJECT LOCATION

FINDINGS: MOST RESPONDENTS LIVE WITH 1/4 MILE OF THE PARK





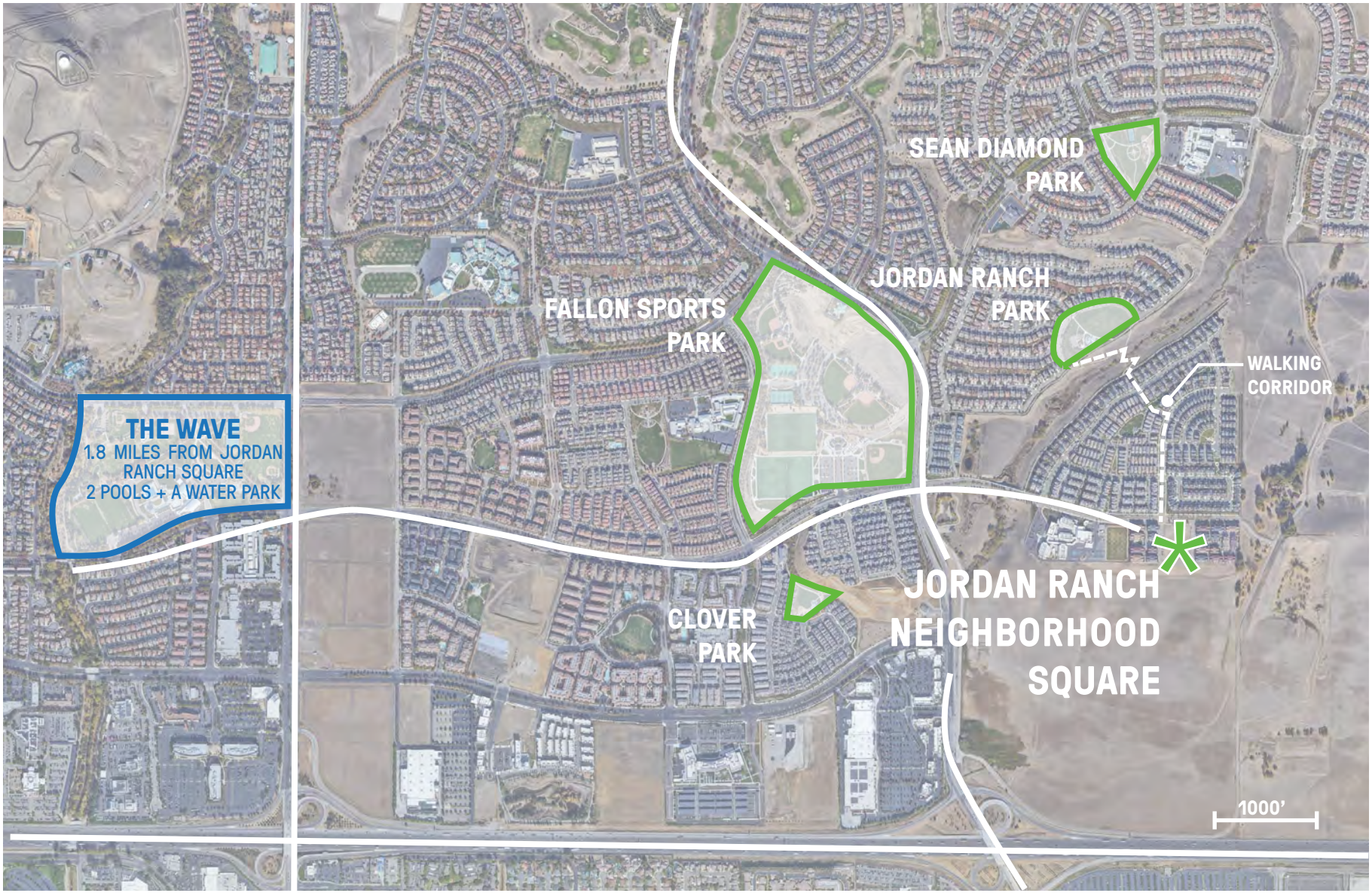


JORDAN RANCH NEIGHBORHOOD SQUARE

COMMUNITY PARKS

EXISTING PARKS WITHIN 2 MILES

JORDAN RANCH NEIGHBORHOOD SQUARE



SCALE STUDIES

HOW DOES THE 2 ACRE NEIGHBORHOOD SQUARE COMPARE TO LOCAL PARKS

JORDAN RANCH NEIGHBORHOOD SQUARE



CLOVER PARK - 2 ACRES

PLAYGROUND, PICNIC AREA, INFORMAL LAWN AREA, PUBLIC ART, FITNESS EQUIPMENT, RESTROOM



SEAN DIAMOND PARK - 4 ACRES

TWO PLAYGROUNDS, A TENNIS COURT, GRASS VOLLEYBALL COURT, SHADED PICNIC AREA, WALKING AND EXERCISE PATHS, ZIP LINE, ROSE GARDEN, RESTROOM AND A GATHERING SPOT AT THE CENTER OF THE PARK



JORDAN RANCH PARK - 5 ACRES

TWO PLAYGROUND AREAS, A BASKETBALL COURT, A GRASS VOLLEYBALL COURT, A GROUP PICNIC AREA WITH TABLES AND BARBEQUE'S, SPACES FOR INFORMAL FAMILY PICNICS, OPEN SPACE MEADOW FOR INFORMAL SPORTS, GAMES AND ACTIVITIES TRAIL ACCESS, WATER FOUNTAINS, AND RESTROOMS

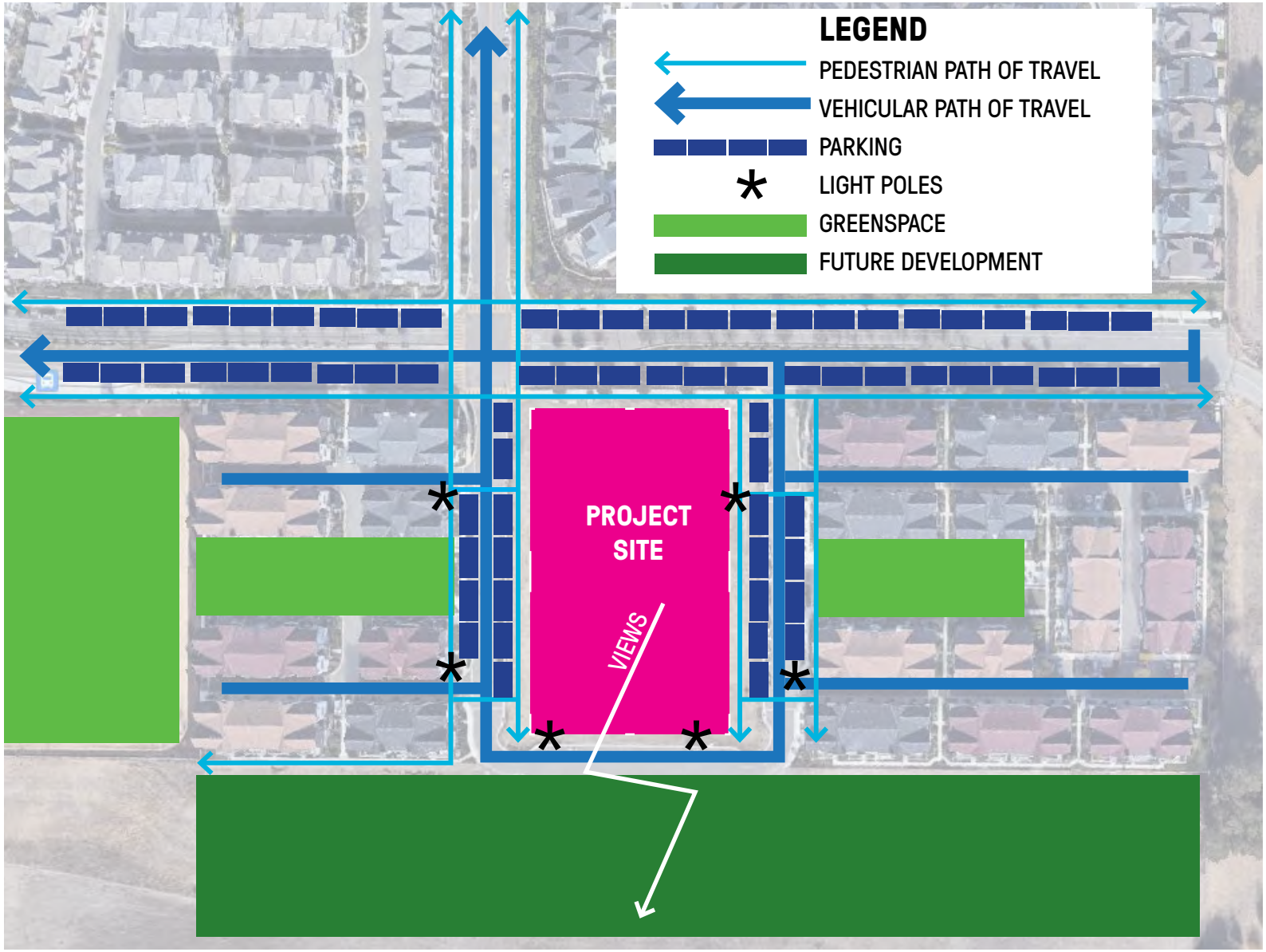


FALLON SPORTS PARK -60 ACRES

FOUR LIGHTED SYNTHETIC TURF SOCCER FIELDS, CRICKET FIELD, SEVEN BASE-BALL FIELDS (4 LITTLE LEAGUE, 2 LIGHTED SOFTBALL, 1 90' LIGHTED DIAMOND, 5 LIGHTED BATTING CAGES), FOUR LIGHTED BOCCE BALL COURTS, FOUR SAND VOLLEYBALL COURTS, AN ADVENTURE PLAYGROUND, RESTROOMS, CONCESSION BUILDING, GROUP PICNIC, AND ADDITIONAL PARKING

SITE ANALYSIS

JORDAN RANCH NEIGHBORHOOD SQUARE

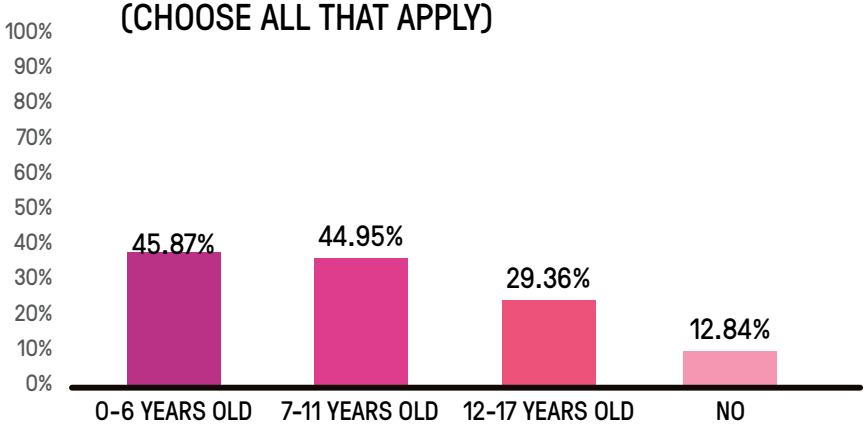


COMMUNITY

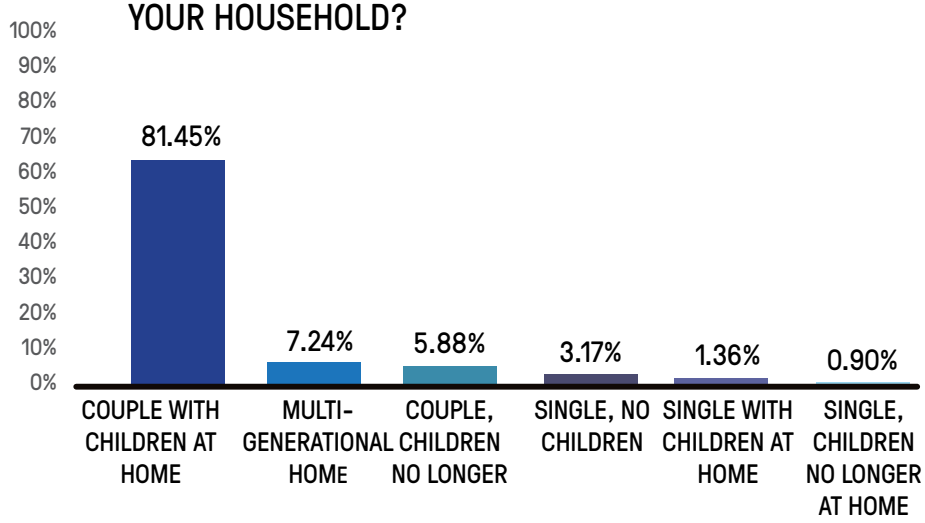
FINDINGS: MOST RESIDENCE ARE COMPRISED OF YOUNG FAMILIES

JORDAN RANCH NEIGHBORHOOD SQUARE

DO YOU HAVE CHILDREN UNDER THE AGE OF 18? (CHOOSE ALL THAT APPLY)



WHICH ONE OF THESE CATEGORIES BEST APPLIES TO YOUR HOUSEHOLD?









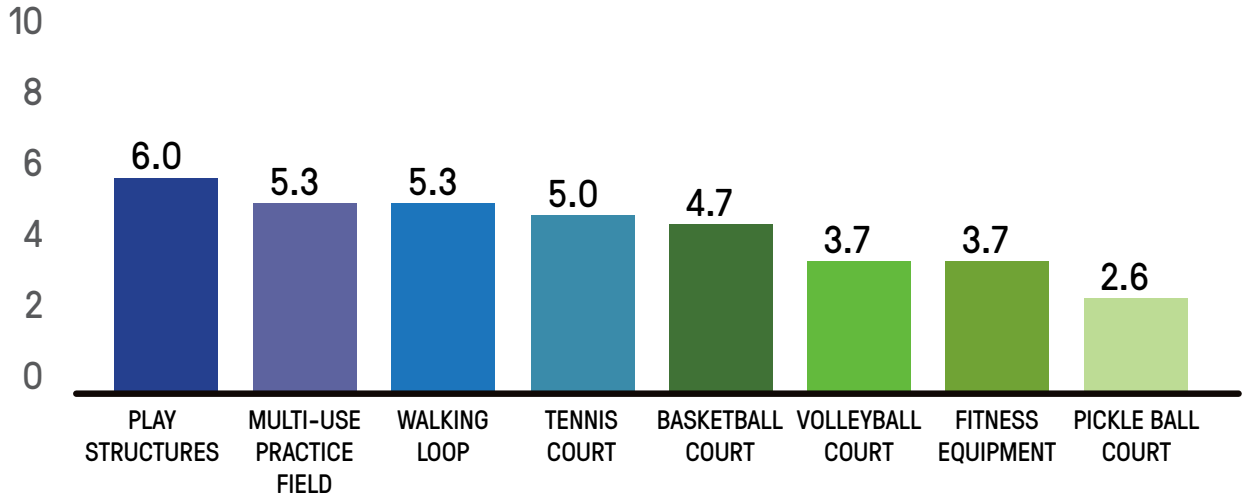


ACTIVE FACILITIES

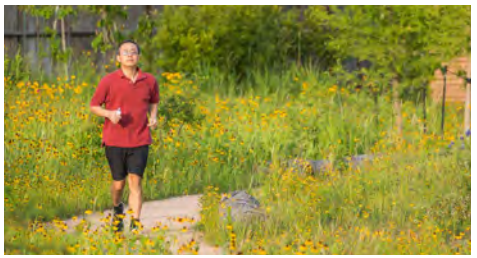
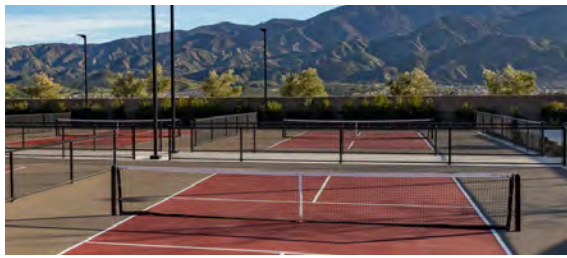
FINDINGS: RESIDENCE WANT VARIOUS MULTI-USE ACTIVE FACILITIES

JORDAN RANCH NEIGHBORHOOD SQUARE

WHICH ATHLETIC & ACTIVE FACILITIES WOULD YOU LIKE TO SEE IN YOUR FUTURE PARK? RANK THE OPTIONS WITH 1 BEING THE MOST APPROPRIATE AND 8 THE LEAST.





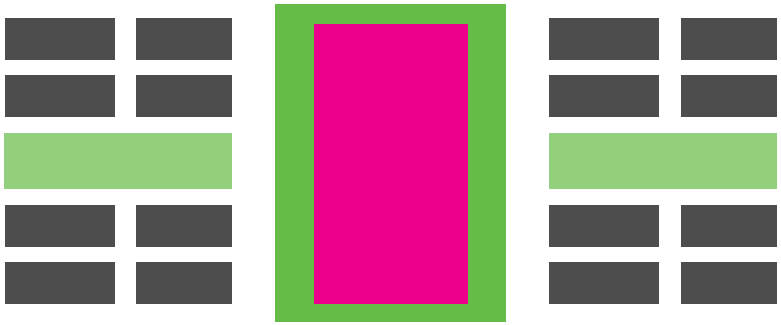




SCALE STUDIES

HOW DOES THE 2 ACRE NEIGHBORHOOD SQUARE ACCOMMODATE ACTIVITIES

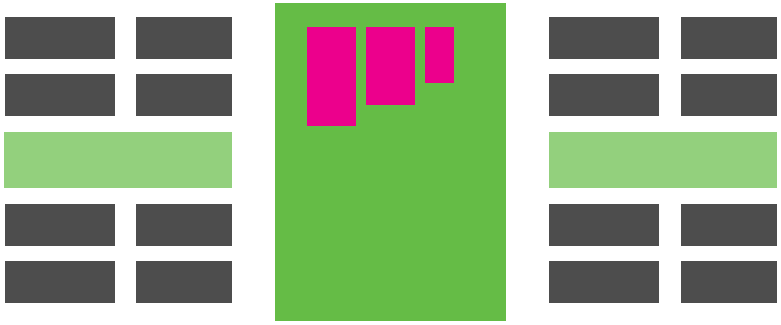
JORDAN RANCH NEIGHBORHOOD SQUARE



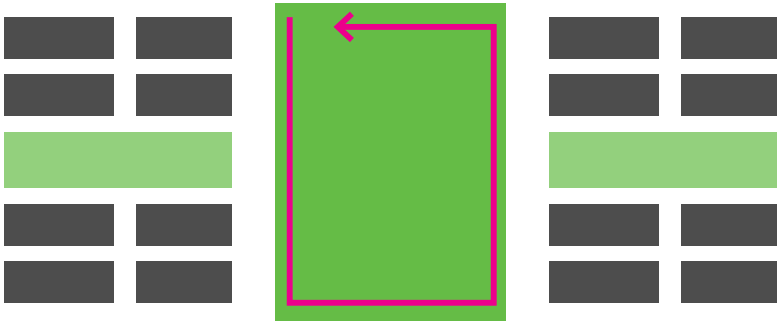
SOCCER FIELD



FULL BASKETBALL COURT



TENNIS, VOLLEYBALL, PADDLE TENNIS



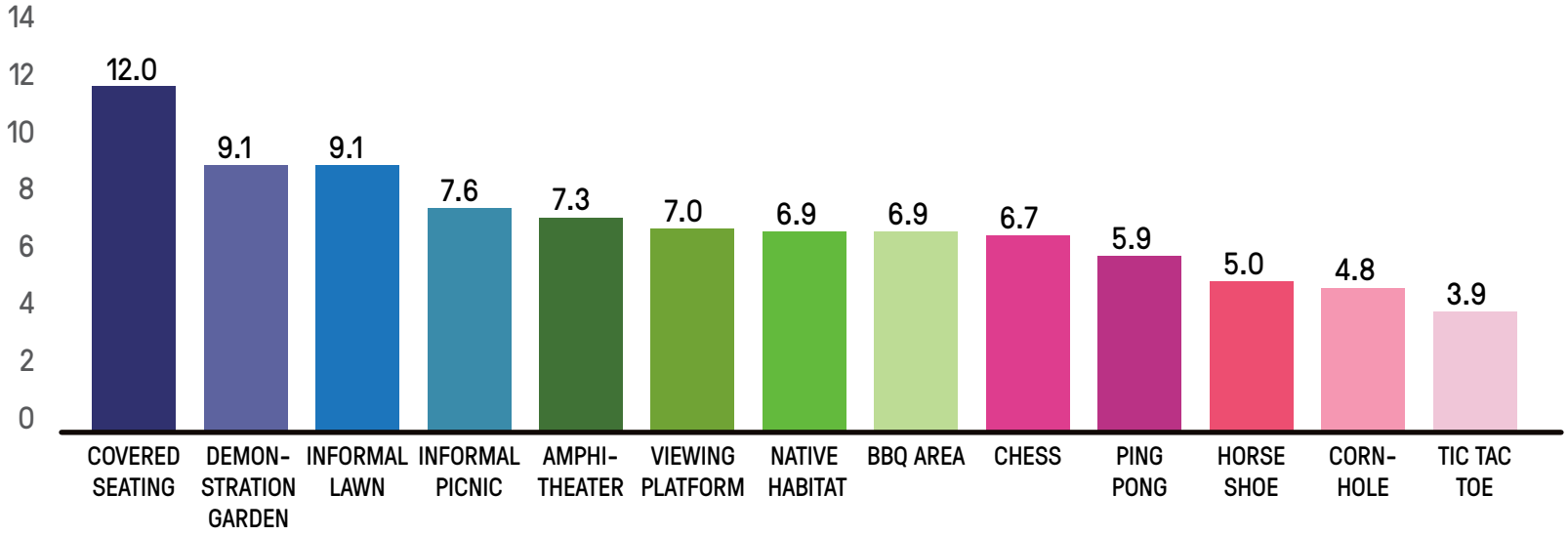
.2 MILE WALKING LOOP

AMENITIES RESULTS

FINDINGS: MOST RESIDENCE WOULD LIKE A SPACE WITH AMENITIES FOR OUTDOOR LEISURE AND BACKYARD ACTIVITIES IN A COMFORTABLE ENVIRONMENT

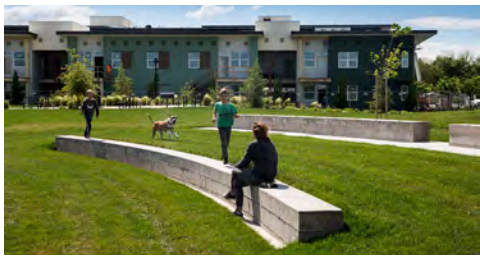
JORDAN RANCH NEIGHBORHOOD SQUARE

WHICH AMENITIES WOULD YOU LIKE TO SEE IN YOUR PARK? RANK THE OPTIONS WITH 1 BEING THE MOST APPROPRIATE AND 13 THE LEAST.














WHAT WE'VE HEARD

BREAKOUT GROUPS FOR DISCUSSION

JORDAN RANCH NEIGHBORHOOD SQUARE

ACTIVE FACILITIES

PRIMARY FACILITIES

PLAY STRUCTURES
MULTI-USE PRACTICE FIELD
WALKING LOOP
TENNIS COURT
BASKETBALL COURT: FULL OR HALF
VOLLEYBALL COURT
FITNESS EQUIPMENT
PICKLE BALL

ADDITIONAL INPUT

CRICKET FIELD
TRAMPOLINE
CYCLING
PULL-UP BARS
BMX TRACK
ZIP LINE
SOCCER
HANDBALL
BASKETBALL COURT

MISCELLANEOUS

SWIMMING
RESTROOMS
LIGHTING FOR SAFETY

AMENITIES

PRIMARY FACILITIES

COVERED SEATING
DEMONSTRATION GARDEN
INFORMAL LAWN
INFORMAL PICNIC
AMPHITHEATER
VIEWING PLATFORM
NATIVE HABITAT
BBQ AREA
CHESS
PING PONG
HORSE SHOE
CORN HOLE
TIC TAC TOE

ADDITIONAL INPUT

GARDEN
TREES
BBQ
GAZEBO
DOG PARK
COVERED PICNIC
BENCHES

BREAKOUT QUESTIONS

JORDAN RANCH NEIGHBORHOOD SQUARE

1. Are there any findings you would like to review?
2. Are there any findings that are unexpected?
3. I would like to hear what is the most important thing you would like in the park.
4. Other takeaways or final thoughts?

JORDAN RANCH NEIGHBORHOOD SQUARE

WHAT'S NEXT

TAKE SURVEY RESULTS AND PROVIDE THREE CONCEPTS FOR COMMUNITY DISCUSSION ON-SITE + INPUT ON AUGUST 13TH, 2022



PARK OPENING SPRING 2024!
THANK YOU

THE FOREST

NEIGHBORHOOD UNDER THE TREES

DUBLIN
CALIFORNIA



FOREST PARK – NEIGHBORHOOD UNDER THE TREES



A NATURE PLAYGROUND – EXPLORING THE FOREST FLOOR



B DUBLIN BEACH- FUN UNDER THE SUN



C SHADE CANOPY GROVE- DISCOVER PLACES OF RESPITE IN THE FOREST

KEY FEATURES

- DENSE SHADE CANOPY FOR INFORMAL ACTIVITIES
- ACTIVATED PARK EDGES FOR PLAY
- FLEX LAWN





FLEX LAWN



FOREST PLAY



BIKE PARKING

PLEASE NOTE THE FOLLOWING:

- COMMUNITY INPUT PROVIDED IS SWA'S PRELIMINARY EVALUATIONS OF THE COMMUNITY'S RESPONSES. THE THEMES IDENTIFIED WERE EVALUATED AND EXTRACTED BY NOTING COMMENTS THAT APPEARED MULTIPLE TIMES AND ON DIFFERENT DESIGN OPTIONS.
- WE HAVE NOT INCLUDED COMMENTS THAT ARE NOT FEASIBLE FOR THE NEIGHBORHOOD SQUARE PARK. THESE COMMENTS WERE RELATED TO THE REQUEST TO INCLUDE WATER FEATURE, CERTAIN SPORTS COURT FACILITIES THAT WOULD NOT FIT THE SITE, AND RESTROOMS FACILITIES.

COMMUNITY INPUT

DESIGN

- COMMON THEME: THE FOREST DESIGN WAS THE COMMUNITIES 1ST CHOICE.
- DESIGN TAKEAWAY: PEOPLE SEEMED TO LIKE THE NATURAL DESIGN OF THIS OPTION AND HOW IT LENT ITSELF TO THE VALLEY VIEWS.
- DESIGN ACTION: SWA WILL CONTINUE TO DEVELOP THE FOREST DESIGN CONCEPT AND WILL INCORPORATE COMMUNITY INPUT.

SPORTS AND FITNESS

- COMMON THEME: THE COMMUNITY NOTED THAT SOME SORT OF SPORTS COURT AND FITNESS ACTIVITY, WAS IMPORTANT.
- DESIGN TAKEAWAY: A SPORT COURT IS WANTED BUT IT SHOULD NOT BE THE MAIN ELEMENT OF THE PARK.
- DESIGN ACTION: THE SPORTS COURT WILL BE INCLUDED IN THE PROJECT, AND SWA WILL BEGIN TO LOOK HOW TO INCORPORATE A MULTI-USE SPORTS COURT AND BE DEVELOPED INTO THE DESIGN.

PLAYGROUND

- COMMON THEME: A PLAYGROUND BE FOR CHILDREN OF ALL AGES.
- DESIGN TAKEAWAY: DESIGN A PLAYGROUND FOR ALL AGES AND INCLUDE PLAYGROUND SHOULD INCLUDE THE ELEMENT WANTED BY THE COMMUNITY. IT WAS NOTED THAT THERE WERE A FEW PLAY ELEMENTS IN OTHER DESIGN OPTIONS THAT THE COMMUNITY WOULD LIKE TO INCLUDE IN THE FOREST DESIGN SCHEME
- DESIGN ACTION: AS THE CONCEPT SCHEME MOVES INTO SCHEMATIC DESIGN SWA WILL DESIGN A PLAYGROUND THAT RESPONDS TO THE COMMUNITIES SUGGESTIONS.

BBQ

- COMMON THEME: THERE WERE SEVERAL COMMENT NOTING THAT MORE BBQ AREAS ARE NEEDED.
- DESIGN TAKEAWAY: ADD BBQ AREAS TO ADDRESS THE WANT.
- DESIGN ACTION: BBQ'S WILL BE ADDED TO EACH OF THE PICNIC AREAS. THE FINAL LOCATIONS AND QUANTITY OF BBQ'S WILL BE EVALUATED AND INCLUDED IN THE SCHEMATIC DESIGN PHASE.

GARDEN

- COMMON THEME: THERE WERE SEVERAL COMMENTS FOR A POLLINATOR GARDEN (SEVERAL COMMENTS FOR COMMUNITY GARDEN)
- DESIGN TAKEAWAY: A POLLINATOR GARDEN OR PROPERLY SELECTED PLANTING PALLET WOULD FIT NICELY INTO THE FOREST DESIGN CONCEPT. A COMMUNITY GARDEN MAYBE POSSIBLE, HOWEVER THIS WILL NEED TO BE EVALUATED BY THE CITY.
- DESIGN ACTION: SWA WILL BEGIN TO SELECT PLANT MATERIALS IN THE SCHEMATIC DESIGN PHASE, AND WILL INCLUDE POLLINATOR PLANTING IN THE LANDSCAPE DESIGN. A COMMUNITY GARDEN DOES NOT FIT INTO THE PROGRAM ELEMENT OR GUIDELINES OF A NEIGHBORHOOD SQUARE PARK, SO THIS ELEMENT WILL NOT BE INCLUDED IN THE DESIGN.

FLEX LAWN

- COMMON THEME: FLEX LAWN WAS SEEN AS AN IMPORTANT ITEM, AND SEVERAL USES WERE IDENTIFIED BY THE COMMUNITY, SUCH AS SPORTS LIKE VOLLEYBALL, AND ADDITIONAL PARK SEATING.
- DESIGN TAKEAWAY: THE FLEX LAWN IS IMPORTANT AND WILL BE INCLUDED IN THE FINAL DESIGN.
- DESIGN ACTION: THE FLEX LAWN WILL BE INCLUDED; HOWEVER, NO PERMANENT SPORTS ELEMENTS WILL BE INCLUDED. HOWEVER, THIS DOES NOT PREVENT THE COMMUNITY MEMBER FROM SETTING GAMES AND SPORTS ON AN AS NEEDED BASES, AND THE LAWN WILL BE DESIGN TO ACCOMMODATE MULTIPLE USES. BENCH SEATING WILL BE ADDED TO THE EDGE OF THE LAWN AREA.

VIEWS

- COMMON THEME: PROTECTING VIEWS
- DESIGN TAKEAWAY: THIS WILL BE EVALUATED AND STUDIED TO FIGURE OUT HOW TO BEST SUIT THE PARK AND THE COMMUNITY.
- DESIGN ACTION: SWA WILL LOOK ARE REVISING DESIGN GEOMETRIES TO ACCENTUATE THE VIEWS FROM THE PARK. SEAT HAS ALSO BEEN PROVIDED ALONG THE LAWN EDGE SO THAT VIEWS CAN BE PASSIVELY APPRECIATED.

SHADE

- COMMON THEME: SHADE IS IMPORTANT TO THE COMMUNITY
- DESIGN TAKEAWAY: WE WILL HAVE TO STUDY THIS TO MAKE SURE WE PROVIDE AN ADEQUATE AMOUNT OF SHADE ELEMENTS.
- DESIGN ACTION: SWA WILL FURTHER LOOKING INTO ENSURING SHADE IS PROVIDED IN KEY AREAS.

JORDAN RANCH NEIGHBORHOOD SQUARE

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July 15, 2024

VIA EMAIL ONLY

City of Dublin City Council
Michael McCorriston, Mayor
Sherry Hu, Vice Mayor
Kashef Qaadri, Councilmember
Jean Josey, Councilmember
Janine Thalblum, Councilmember
Email: city.clerk@dublin.ca.gov

City of Dublin
Attn: Crystal De Castro, Senior Planner
100 Civic Plaza
Dublin, CA 94568
Email: Crystal.DeCastro@dublin.ca.gov

Re: **Follow Up Comments Concerning Proposed Dublin Fallon 580 Project** (PLPA-2023-00033; APNs 905-0001-006-03, 985-0027-002, 985-0027-005, and 985-0027-004)

Dear Mayor McCorriston, Honorable Members of the Dublin City Council and Ms. De Castro:

On behalf of Kingswood Owners Association ("KOA") we submit the following comments concerning the proposed Dublin Fallon 580 Project (the "Project"). We previously submitted comments to the Planning Commission. Unfortunately, neither City of Dublin ("City") staff nor the commission responded to or substantively addressed these comments prior to the Planning Commission's vote to recommend the Project for City Council approval.[1] We respectfully submit the comments below, addressing the supplemental explanations and analysis provided in the staff report to the City Council and attachments thereto, with the intention of fostering a cooperative and efficient dialogue with City representatives and the Project applicant to resolve the issues identified herein.

As stated in our prior comments, due to numerous unanalyzed and unmitigated Project impacts, KOA (1) objects to substantial intensification of commercial uses as inconsistent with the Eastern Dublin Specific Plan ("EDSP") and its associated EIR, without adequate supplemental environmental review, (2) objects to the proposed use of an Addendum to the EDSP EIRs as the environmental clearance document for this Project because the Project involves more than "minor" changes to existing Specific Plan designations and the changes proposed will cause new significant impacts, (3) urge modifications to the Project as proposed to avoid or reduce unstudied or downplayed significant environmental impacts, including substantially increased

[1] *See* HLG Comments to Planning Commission re Dublin Fallon 580 Project, dated June 4, 2024; *see also* Sachin Bhandari comments regarding Project, dated June 4, 2024. KOA's prior comments are incorporated herein by reference.

traffic congestion, traffic safety impacts, air quality impacts, construction noise impacts, significant impacts to public scenic resources, and impacts related to climate change and (4) reiterates its request for timely notice pursuant to the California Environmental Quality Act ("CEQA") in order to participate meaningfully in the process. Until the issues raised by KOA and other community stakeholders are resolved satisfactorily, we request that the City Council postpone its consideration of the Project for approval.

KOA understands that acquiring dedicated land for the future Dublin Boulevard Extension is a primary factor motivating cooperation between the City and the Project proponent. While KOA agrees that improving links Dublin and Livermore through this extension is a laudable goal and will provide local and regional benefits, the association's objections relate to how the Project was planned and the negative environmental impacts on the existing community adjacent to the Project site. It is unfortunate that the desire for a Dublin Boulevard Extension may interfere with responsible and responsive planning for the development of Parcels 7 and 8. The issues KOA had identified in comments could be remedied if the City and Project proponent were serious about working with the adjacent community to avoid or minimize Project impacts (as we have urged), but the intransigence of City staff and the developer to community feedback may only intensify community opposition and lead to litigation over the Project. This is unfortunate and conflicts with what everyone, including KOA, wants.

City staff prepared an Initial Study for the Project and based on the Initial Study ("I/S") determined that a CEQA addendum is the appropriate environmental review document. The following comments are based on our review of the I/S and Addendum for the Project, the City's General Plan and Zoning Code, the updated EDSP, prior environmental review documents, and City-approved plans for the development of Jordan Ranch Square. These comments elaborate upon and supplement comments we submitted to the Planning Commission on June 4, 2024.

The I/S analysis generally references and relies upon mitigation measures described in the following documents: the 1993 Eastern Dublin General Plan Amendment and Specific Plan Environmental Impact Report ("Specific Plan EIR"), the 2002 East Dublin Properties Stage I Development Plan and Annexation Supplemental EIR ("2002 SEIR"), and the 2005 Fallon Village Supplemental EIR ("2005 SEIR") (collectively, the "EDSP EIRs"). The EDSP EIRs, collectively comprising thousands of pages of information and analysis, were not made accessible through the City's website until June 5, 2024 (just 6 days before the Planning Commission meeting where the Project was considered).[2] The complex multi-tiered analyses (upon which the Addendum's analysis heavily depends) should have been made available and readily accessible to the public for review much earlier in the environmental review and administrative process for the Project. Failing to provide early and convenient access to the first-tier environmental impact analysis when a CEQA addendum is utilized conflicts with CEQA's informational purposes and

[2] *See* Exh. A - email response from Senior Planner Crystal De Castro re links to EDSP EIRs posted to project website, dated June 5, 2024.

undermines meaningful public participation. Staff provided no justification for making the EDSP EIRs available to the public for review so late in the process.

Adding to the challenging task of reviewing the already voluminous Project materials and multi-tiered analysis, the City and Project proponent have subjected stakeholders and the reviewing public to yet another "data dump." Taken together, the staff report and the 15 referenced attachments released only a few days ago comprise 1,203 pages. Much of the information provided in this material is new information (not included in the I/S and its appendices).[3] Instead of being provided only a few days before the City Council meeting, this new detailed information contained in the attachments to the staff reports should have been provided to the public for review much sooner in the environmental review process. Taken together, the unavailability of the EDSP EIRs and the late release of voluminous information in the staff report and its attachments suggests an effort to prevent rather than foster meaningful public participation. To respond to KOA's legitimate concerns and enable meaningful public participation in the process, the City Council should require major revisions to the Project as designed, order a revised environmental impact analysis, and postpone its consideration of the Project.

I. DISCUSSION

A. Substantial Project Changes Warrant a Stand-Alone EIR

As stated in comments to the Planning Commission, an Addendum is the wrong form of CEQA document for analyzing the intense land use changes proposed for this Project. Addenda to EIRs are intended for "minor" changes to projects where adequate environmental review has already occurred, not for situations where, as here, major changes are proposed and substantial evidence supports the conclusion that these changes will cause unanalyzed significant impacts.[4]

Contrary to assertions in Attachments 13 and 14 to the staff report, development of the Project site as currently proposed was not evaluated previously in the EDSP EIRs. The 1993 EIR and the 2002 SEIR were program-level environmental review documents that generally analyzed the impacts of developing a wide geographic area; these analyses did not purport to analyze development of the Project site at any level of detail. The 2005 Fallon Village SEIR, which more specifically analyzed the impacts of developing the Project area, analyzed a project that differs substantially to the pattern of development that has since materialized. The Project, as proposed, includes additional changes to the previously analyzed pattern and intensity of development.

[3] New information and analyses is provided in the staff report and Attachments 1 through 8 and Attachments 13 through 15.

[4] *See* CEQA Guidelines, §§ 15162, 15164; *see also Ventura Foothill Neighbors v. County of Ventura* (2014) 232 Cal.App.4th 429, 435-436 [change in building height from 75 to 90 feet was substantial change requiring major EIR revisions].).

The Project includes substantial grading of Parcel 7 that will eliminate existing public views from the Jordan Ranch Square and adjacent streets and will place intensive residential development at a designated protected ridgeline resulting in silhouetted buildings from views from the south (including from I-580, a designated scenic corridor).[5] Substantial grading is also proposed for Parcel 8. The developer first disclosed this substantial grading of Parcels 7 and 8 during the Planning Commission meeting on June 11, 2024. There is no evidence in the EDSP EIRs that the City previously considered, analyzed and approved the proposed substantial grading now proposed on Parcels 7 and 8. The proposed near flattening of the parcel and construction of a cul-de-sac along the southern side of Parcel 7 are new components of the proposed development of "Fallon Village" that will result in new unanalyzed and unmitigated impacts.

The analysis provided by the Project applicant's counsel relies upon the inaccurate assertion that the Project does not represent an increase in residential density and commercial intensity over the amount allowed under the EDSP.[6] While the EDSP may allow for a floor area ratio ("FAR") of up to 0.80, the EDSP EIRs did not analyze the impacts associated with this level of development for the Project area. Rather, the 2002 SEIR and Fallon Village SEIR evaluated a maximum 0.28 FAR for the parcels zoned as GC/CO.[7] Thus, the Project represents a substantial increase in the commercial use intensity over the amount analyzed in the EDSP EIRs upon which the I/S analysis relies.

The Project also includes other changes not considered in the EDSP EIRs. The I/S and Addendum do not describe all changes. For example, in 2005, Parcel 7 and the area to the north, including Jordan Ranch Square, was within an area designated as "Fallon Village Center" with markedly different land use and development patterns.[8]

The attachments to the staff report to the City Council describe additional aspects of the Project that were not described in the I/S and analyzed for significant impacts. These recently disclosed Project components with the potential to cause significant impacts include, but are not limited to:

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[5] Attachment 13 to the staff report to the City Council, a memorandum drafted by City staff and retained consultants (the "Supplemental Analysis"), acknowledges for the first time that "The proposed project would grade the site to provide a level building pad for the proposed residential development at the same elevation as the adjacent neighborhood." (p. 4.) The I/S conspicuously omits information concerning this critically important aspect of the Project description. *See* I/S, p. 11.

[6] *See* Attachment 14 to the staff report, letter dated June 20, 2024, p. 3.

[7] *See* 2002 Draft SEIR, Table 2.4-2, Table 3.6-1 [trip generation summary table]; *see also* 2005 Draft SEIR, p. 14. Attachment 14 to the staff report inaccurately asserts that the 2005 Fallon Village SEIR evaluated commercial density at 0.80 FAR. (*See* Letter from counsel for Project proponent, dated June 20, 2024, p. 3, citing Initial Study for Fallon Village project, p. 23 [2005 Draft SEIR .pdf at p. 369].)

[8] *See* 2005 Draft SEIR, pp. 14,

- Pocket parks within Parcel 7 and Parcel 8 (nighttime light effects);[9]
- Weekend construction activities, subject to the discretion of the City Engineer (noise impacts on nearby sensitive receptors);[10]
- Following the newly proposed substantial grading, installation of temporary fencing around Parcel 7 and Parcel 8 (culminating in undisclosed aesthetic effects, especially in the areas designated as Visually Sensitive Ridgelines ("VSR"));
- Widening of Pandora Way from 32 to 42 feet (construction period noise and air quality impacts);
- Right-of-way acquisition at adjacent property to the north (Jordan Ranch, Tract 8197) (unclear what right-of-way is needed and what impacts could result);
- Tract maps for Project design (detailed information concerning Project design not disclosed until Friday, July 12, 2024);
- Parking for access to open space on cul-de-sac located adjacent to Parcel 7 (the proposed curb cuts and plan for parking will obstruct views along the designated VSR);[11] and
- Future abandonment of Croak Road south of the future extension of Dublin Boulevard (conflicts with assumptions in the traffic impact analysis concerning the existence of Croak Road).[12]

These are not "minor technical changes or additions" for which the use of an EIR addendum is appropriate. Rather, as discussed further below, they are major changes that would cause new significant impacts not comprehensively analyzed in the EDSP EIRs.

Additionally, circumstances have changed substantially since the EDSP EIRs were prepared and certified, and new information concerning the severity of impacts has become available in the intervening years, independently warranting a new EIR for this Project.[13] Changed circumstances, including the City's adoption of CAP 2030, recent enactment of state policies requiring net zero greenhouse gas emissions and encouraging reductions in vehicle miles traveled (VMTs), and mounting evidence of climate change impacts already more severe than predicted in 2005 also militate against reliance on a CEQA addendum as the environmental

[9] Attachment 4 to staff report, Landscaping Design Guidelines, pp. 5-6.

[10] Attachment 5 to staff report, p. 21 [table row #81].

[11] This newly disclosed plan for parking on the cul-de-sac contradicts the assertion in the applicant's slide presentation to the Planning Commission that views will be maintained through lines of sight between the proposed Project buildings on Parcel 7.

[12] *Compare* Attachment 8 (Development Agreement), p. 16, Section 13.6 *with* Local Transportation Analysis for Project; see also Attachment 13 to staff report, p. 6 ["alternative routes would be provided via Croak Road to alleviate vehicle traffic through the adjacent residential neighborhood"].

[13] *See* Public Resources Code, § 21166(b), (c).

clearance document for this Project. As the supplemental analyses admits, impacts related to climate change were not analyzed at all in the EDSP EIRs.

Finally, a stand-alone EIR is warranted for this Project because the prior multi-level and disjointed environmental impact analyses, which rely upon complex tiering and incorporation of multiple historical documents by reference, do not satisfy CEQA's informational purposes. Because the City adopted statements of overriding considerations in connection with its approval of the EDSP in 1993 and the annexation and Fallon Village approvals in 2002 and 2005, respectively, analysis and disclosure of this Project's contribution to any recognized unmitigated impacts is especially appropriate to fully inform decisionmakers and the public. For these reasons, a project-level EIR would better inform the City's decision-makers and facilitate meaningful public participation.

B. Because the Project Will Potentially Cause Unanalyzed and Unmitigated Significant Environmental Impacts, an EIR is Required; the Proposed Addendum is Improper

As stated in comments to the Planning Commission, the I/S and Addendum rely heavily upon the outdated and incomplete analyses presented in the EDSP EIRs. The EDSP EIRs did not analyze several categories of impacts that the Project may cause, or they underestimated those impacts based upon inaccurate assumptions concerning the pattern of future development.

These unanalyzed or inadequately analyzed significant impacts, include, but are not limited to:

1) Impacts to public open space and scenic vistas resulting from large-scale buildings located adjacent to a public park with minimal setbacks and in areas designated as Visually Sensitive Ridgelines;

2) Cumulative traffic impacts caused by the Project when combined with other past, present, and future development projects in the vicinity;

3) Traffic safety hazards on the streets surrounding Jordan Ranch Square (i.e., Twain Harte Rd., Pino Grande Rd., and Pandora Way) created by substantially increasing the number of residences dependent upon small streets for exclusive ingress and egress routes;

4) Air quality impacts associated with recently disclosed but inadequately described substantial grading to level Parcel 7;

5) Health risks associated with Valley Fever present in Project area soils that will be disturbed by grading and other heavy construction activities; and

6) Unanalyzed climate change impacts related to the Project's contribution to greenhouse gas emissions.

The above project-specific impacts, related to changes in land use patterns and increased development intensity associated with the Project, were not studied in the EDSP EIRs.[14]

Accordingly, the City Council should not approve the Project or grant any permits for associated development projects until a project-level EIR is prepared that fully addresses all significant environmental impacts associated with the proposed Project.

1. The Project, as Designed, Has the Potential to Cause Significant but Unmitigated Aesthetic Impacts

The Project includes medium-high density residential development on Parcel 7 and Parcel 8. As explained previously to the Planning Commission, the massive three-story buildings on Parcel 7, depicted on maps in the I/S, would completely obstruct scenic views from Jordan Ranch Square, Pandora Way, and adjacent neighborhood vantages.[15] The supplemental analysis contained in Attachment 13 incudes the assertion that views from Jordan Ranch Park are not protected. This assertion conflicts with adopted City policies that protect those public views. These policies include those articulated by the City's Parks and Recreation Department when planning for the park and by City Council when it approved the plan for developing Jordan Ranch Park in December 2022.[16] The assertion also conflicts with public view-protecting policies contained in EDSP adopted mitigation measures. This Project as proposed conflicts with those policies because it involves a design that would eliminate the scenic views from Jordan Ranch Park.

The proposed substantial grading of Parcel 7 and Parcel 8 (disclosed for the first time during the Planning Commission meeting on June 11, 2024) will also introduce residential development to areas within the two parcels designated as "Visually Sensitive Ridgelands" identified in the 1993 EDSP EIR, the 2002 SEIR, and the 2005 SEIR.[17] This intensive medium-high density development will impact views to the north from I-580 (a scenic corridor).

The I/S and Addendum assume, without evidentiary support, that implementation of previously adopted mitigation measures would completely avoid the potential impacts to scenic

[14] Several of the above impacts described in the above non-exhaustive list are addressed in our prior comment letter to the Planning Commission. The staff report to the Planning Commission did not address any of our prior comments, even though the comments were submitted a full week in advance of the meeting on June 11, 2024.

[15] *See* Sachin Bhandari comments regarding Project, dated June 4, 2024, pp. 8-11.

[16] *See* Exh. B - Jordan Ranch Square Community Meeting Presentation June 2022; *see also* Exh. C - 2022 Design Drawing for Jordan Ranch Square; *see also* Staff Report to City Council and referenced meeting materials for Item 8.1 Approval of Conceptual Plan for Jordan Ranch Neighborhood Square, Dec. 6, 2022, Regular Meeting.

[17] *Compare* Exh. D - Scenic Ridgeland Resources Maps from Fallon Village DSEIR 2005 and Exh. E - Map of Visually Sensitive Ridgelands from 1993 EIR *with* Exh. F - GHPacVest 240611 PC Hearing Presentation Grading Slides. Attachment 13 to the staff report, at page 4, falsely asserts "the areas designated for Visually Sensitive Ridgelands – Restricted Development would be preserved as Natural Community Park, consistent with the requirements of the EDSP." Development proposed for Parcel 7 and Parcel 8 will encroach into areas within those parcels designated as VSR and therefore requiring restricted development. (*See ibid.*)

resources associated with changes to the development patterns and intensity described in the EDSP EIRs.[18] For example, the I/S does not explain how the proposed (and newly disclosed) near flat grading of Parcel 7 and development of large, 3-story, residential buildings to the southwest edge of that parcel could possibly be mitigated through implementation of MM 3.8/5.1 ["Structures shall not be located where they would obstruct scenic views or appear to extend above an identified scenic ridgetop (i.e., silhouetted) when viewed from designated scenic routes"].[19] As explained above, the southwest corner of Parcel 7 is designated VSR and is therefore subject to development restrictions. The I/S fails to explain how (or whether) the applicable restrictions apply to the Project.

> According to the Dublin General Plan:
>
> Visually sensitive ridgelands and biologically sensitive habitat areas have been protected and incorporated into an open space system that preserves key elements of the areas physical character. Higher development intensities have been concentrated in the more level areas of the valley with lower densities nestled in the hill areas. Hillside grading has been carefully regulated to discourage major alteration of distinctive hill forms.[20]

Because the proposed substantial grading on Parcel 7, combined with dense residential development of the entire parcel, conflicts with General Plan policies protecting these areas, the City Council lacks substantial evidence to support the required determination that "Proposed site grading and means of access will not disfigure the ridgelands."[21]

Additionally, as described in comments to the Planning Commission, the proposed building density and intensity on Parcel 7 does not appear to be consistent with the Eastern Dublin Specific Plan requirement to "[s]ite buildings on the downslope side of streets, where feasible, so the main mass of the building is below street level, allowing views over roofs from the street (see Figure 7.31)."[22] Attachment 13 to the staff report to the Council includes an

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[18] *See* I/S, p. 22.

[19] The I/S also does not address the apparent inconsistencies and lack of compliance with MM 3.8/1.0, MM 3.8/7.0, and MM 3.8/8.1, among other adopted mitigation measures that apply to developments within the EDSP area.

[20] General Plan, p. 1-3, available at: https://dublin.ca.gov/DocumentCenter/View/36592/Complete-General-Plan-Updated-2-5-24-.

[21] *Id.* at p. 2-9. Attachment 13 to the staff report attempts to address the unanalyzed aesthetic impacts to areas within Parcel 7 and Parcel 8 by referencing a document entitled *Eastern Dublin Scenic Corridor Policies and Standards*. This document was not referenced or utilized in the I/S and does not appear to be available online. Even if this document were referenced and available, such vague references to information outside the environmental review documents does not satisfy CEQA's requirements and cannot cure the deficient analysis in the environmental review document. (*See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 443.)

[22] EDSP, p. 144.

explanation concerning the feasibility of this measure, stating that the applicant considers it infeasible to retain the downslope on Parcel 7 and construct the new buildings on this downslope. This explanation is not supported by facts or expert opinion supported by facts and therefore does not constitute substantial evidence.

The I/S acknowledges that the Project increases development intensity over that analyzed in the EDSP EIRs but assumes, without substantiation, that the above mitigation measures (and others) will be effectively implemented to avoid all potentially significant impacts.[23] However, this unsupported assumption is insufficient to assure the public and decision-makers that the impacts to scenic vistas will be completely avoided or minimized to the extent feasible, as required. On the contrary, the adopted mitigation measures for development within the EDSP support the conclusion that the proposed substantial grading of Parcels 7 and 8 is inconsistent with City policies.[24]

The I/S also relies upon generalized statements with no substantiation to conclude that changes to land use development authorizations associated with the Project would not cause any significant aesthetic impacts.[25] To satisfy the CEQA's requirements, the analysis must be revised to specifically describe the changes in building density and development intensity that the Project would entail, describe the practical implications of these changes (i.e., how would the shape and pattern of development change) and address the impacts associated with those changes. For example, the impact analysis must address any physical changes to the proposed development associated with the Project's substantial additional commercial use square footage that may result in impacts to viewsheds and additional light and glare impacts.

2. The Project Will Cause Undisclosed and Unmitigated Air Quality Impacts

The EDSP EIRs identified construction-period impacts to air quality as significant and unavoidable. Despite this Project's contributions to those impacts, the I/S and Addendum do not explain how mitigation measures would completely avoid significant air quality impacts. The recently revealed substantial grading of Parcel 7 and Parcel 8 is inconsistent with the EDSP EIRs description of development in the Fallon Village area. This additional grading has the potential to cause impacts beyond those previously disclosed and analyzed in the EDSP EIRs.

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[23] The I/S also relies upon as yet undeveloped "guidelines" to "further mitigate the visual impact of the building heights and massing." (I/S, p. 23.) Because these guidelines have not been developed and incorporated into the Project, this approach constitutes improper deferral of analysis and mitigation.

[24] *See* Sachin Bhandari comments to City Council regarding Project, dated July 15, 2024, pp. 8-11, 14-21.

[25] For example, the I/S explains that "[b]ecause the general type and massing of the proposed buildings would not be significantly different than those considered in the EDSP EIRs, the difference in density would not substantially increase the severity of this previously identified impact." (I/S. p. 23.) This statement does not address the extensive grading proposed for Parcel 7 that would substantially increase the height of the three-story medium-high density residential buildings proposed for this area. The I/S does not disclose the amount of proposed grading. Instead, limited information concerning site grading revealed by the Project proponent (through a series of slides) during the Planning Commission meeting. *See* Exh. D.

The I/S fails to provide all information necessary to adequately describe the Project and support its conclusions regarding the Project's air quality impacts. Missing from the I/S are, for example:

- A construction schedule specifying the duration and potential overlap of each construction phase (e.g., clearing, grading, paving), the number of equipment on site for each construction phase, the number of construction workers for each phase, etc.;

- A description of the total volume of soils that will be disturbed and moved for Project grading;[26] and

- Modeling files supporting the results of the health risk assessment presented in the I/S, Table F.

Project construction would result in engine exhaust emissions generated by on-site construction equipment, haul trucks, and construction worker commuter vehicles. The I/S finds that air quality impacts associated with Project construction-related engine exhaust emissions would be less than significant with implementation of mitigation measures. This conclusion is not supported by the evidence provided in the I/S.

3. Project Construction Will Cause Undisclosed and Unmitigated Noise Impacts to Neighboring Residents.

The analysis of noise impacts relies upon an erroneous approach that results in exaggerated noise attenuation: "The closest sensitive receptors to the project site include a residence located approximately 200 feet north of Parcel 7 of the project site, measured from the center of the parcel, resulting in short-term noise levels of approximately 74 dBA L_{eq} at the closest residence."[27] To accurately assess the noise levels that will impact sensitive receptors, the analysis must be revised to estimate noise levels that will be generated during construction of buildings at the nearest edge of Parcels 7 and 8, using the distances between those buildings and any nearby sensitive receptors.

The I/S also does not disclose that construction work on Saturdays may be allowed, subject to the discretion of City Engineer. Instead, this information is disclosed for the first time in a reference buried in Attachment 5. Weekend construction noise has already been a problem for the members of KOA.[28] To avoid noise impacts to these residents, noise-generating construction on weekends should be prohibited. If not prohibited, then such construction

[26] The I/S states that "[c]ut and fill from project grading would be balanced on-site" but it does not disclose the source or volume of soils that will be used to render Parcel 7 completely flat. The depiction of grading activities presented in Exhibit D strongly suggests that importing soils will be necessary to fill sloped areas.

[27] I/S, p. 131.

[28] *See* Sachin Bhandari comments to City Council regarding Project, dated July 15, 2024, p. 3.

activities should be restricted and mitigated to avoid/minimize impacts to nearby sensitive receptors. The mitigation measures for weekend construction noise impacts must be enforceable and include performance standards. This is not an impact that should be left to the sole unguided discretion of the City Engineer.

4. The I/S Failed to Analyze the Susceptibility of Buildings Located on Parcel 7 to Damage Caused by Earthquakes.

The recently disclosed substantial grading on Parcel 7 and Parcel 8 could have the undesirable effect of exposing future Project residents to substantial risk due to substantial ground shaking and related structural damage and the possibility of liquefaction of the underlying fill material in the event of an earthquake.[29] The I/S acknowledges that

> The nearest active fault to the project site is the Mount Diablo Thrust, which is located approximately two miles from the site. This fault is considered capable of a moment magnitude earthquake of 6.7. Other active faults in the vicinity of the project site include the Hayward-Rodgers Creek, San Andreas, and Greenville faults, which are all considered active faults. The project site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone.[30]

The I/S omits a reference to the Calaveras fault which is an active fault located only 4.8 miles from the site, capable of generating a magnitude 7.0 earthquake, and thus capable of producing significant ground shaking at the site.[31] The I/S refers to and relies upon the 2017 Preliminary Geotechnical Exploration ("PGE") to conclude that Project grading with implementation of mitigation measures would not cause any significant impacts with respect to soil stability.[32] However, the authors of the PGE did not know the extent of fill material that would be utilized for Project development.[33] The soils on Parcels 7 and 8 are comprised of

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[29] *See* USGS, Liquifaction susceptibility, available at: https://earthquake.usgs.gov/education/geologicmaps/liquefaction.php#:~:text=Liquefaction%20is%20a%20phenomenon%20where,were%20once%20submerged%20bay%20floor.

[30] I/S, p. 89.

[31] *See* Exhibit H to the I/S, Preliminary Geotechnical Exploration, p. 5; *see also* 1993 EDSP EIR, Figure 3.6-B, Regional Fault and Epicenter Map.

[32] *See* I/S, p. 95.

[33] Exhibit H to the I/S, Preliminary Geotechnical Exploration, p. 8 ["While preliminary subsurface data developed for this report suggests that the alluvial and colluvial clays are relatively stiff and not highly compressible, the extent of planned fills are not known at this time. Large fill thicknesses can be expected to cause settlement of the underlying soil, as well as settlement within the fill itself due to its own weight."].

artificial fill material, colluvium, and bedrock (Tassajara Green Valley Group).[34] The proposed grading on portions of both parcels would be on steep slopes.[35]

The Fallon Village SEIR cited the Eastern Dublin EIR when reporting that "many of the Project area ridge crests are generally underlain by stable, competent material. However, extensive land sliding and gullying (erosion), as well as some soil creep, occur on the site."[36]

The I/S purports to incorporate some (but not all) of the mitigation measures from the 1993 EDSP EIR.[37] Notably, despite the proposed cut and fill grading proposed for Parcels 7 and 8, the I/S does not propose including cut-and-fill slope stability mitigation measures MM 3.6/20 from the 1993 EDSP EIR.[38] MM 3.6/20 requires minimizing grading in hillside areas of the EDSP area.

The 1993 EDSP EIR recognized that "[d]evelopment of the Project site could result in permanent changes in existing physical conditions (landforms), particularly in the hillside areas, particularly if substantial grading occurs."[39] To address this impact, the Specific Plan EIR proposed, and the City Council adopted, MM 3.6/9.0 which specifies:

> While some permanent landform changes are unavoidable with any development, their magnitude can be reduced by developing minimal grading plans that adapt improvements to the natural landforms, thus minimizing required cuts and fills (see MM 3.6/12). Construction of traditional flat building pads in hillside areas requires more grading than construction of partial pads, or developing custom lots.[40]

The I/S does not describe or incorporate the feasible supplemental mitigation measures adopted in the more recent and more specific 2005 Fallon Village SEIR.[41] Recognizing the area including and extending from the Project site is vulnerable to earthquake risks, the 2005 Fallon Village SEIR imposed Supplemental Mitigation Measure SM-GE0-1 which restricted grading in open space areas to "excavations that remove unstable soils and landslide debris and backfilling excavations with compacted, drained engineer fills."[42] The substantial grading of Parcel 7 and

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[34] *See id.,* p. 4 and Figure 2.

[35] See *id.*, Figure 2.

[36] 2005 Draft SEIR, p. 128.

[37] I/S, p. 94. The I/S refers to MM 3.6/7.0, but this measure requires design level geotechnical investigations to include stability analyses of both natural slopes and engineered cut and fill slopes.

[38] *See ibid*.; *see also* 1993 EDSP Draft EIR, pp. 3.6-13 – 3.6-14.

[39] *See* 1993 EDSP Draft EIR, p. 3.6-9.

[40] *Ibid.*

[41] I/S, p. 94.

[42] 2005 Draft SEIR, p. 130.

the adjacent open space area to construct the cul-de-sac along on the south side of the parcel conflicts with this adopted mitigation measure.

5. The Project's Contribution to Cumulative Impacts Related to Climate Change Have Not Been Analyzed or Mitigated.

As stated in our previous comments to the Planning Commission, the City must evaluate the Project's consistency with the City's adopted Climate Action Plan 2030. The I/S attempts to excuse the lack of analysis concerning climate change by arguing that the issue is not "new" and therefore not subject to environmental review requirements pursuant to CEQA. Attachment 14 to the staff report repeats this technical argument without addressing the merits of the issue. Not only are the City staff and the developer's representatives wrong on the law concerning this important subject, but they are also wrong on the policy. The information, requirements, and regulations concerning climate change have improved and broadened in the nearly 20 years since the Fallon Village SEIR was prepared.[43] This certainly constitutes new information triggering the need for supplemental environmental review under CEQA.[44]

Even if the issue of climate change could be disregarded as a legal matter (an assertion KOA emphatically disputes), it should not be disregarded as a matter of policy. Doing so with respect to this Project would demonstrate a callous disregard to a subject of increasing public importance, one that political leaders from the United Nations Secretary General to current and former California Governors agree calls for immediate bold and ambitious action.

C. Project Design Changes Would Avoid or Minimize Unanalyzed Potentially Significant Impacts.

Many of the potentially significant impacts described above could be avoided or minimized if the Project proponent is willing to modify the design in specific ways. These recommended changes to the Project include, but are not limited to, the following:

1. Modify access to Parcel 7 so that primary vehicle ingress and egress is from Croak Road and/or Dublin Boulevard;

2. Modify the design for Parcel 7 to reduce the residential intensity and restrict development within the area(s) designated as Visually Sensitive Ridgelands;

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[43] *See*, *e.g.*, BAAQMD 2022 CEQA Guidelines, Appendices B and C, available at: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines; see also KOA's Comments to Planning Commission re Addendum for Project, dated June 4, 2024, pp. 8-10.

[44] The circumstances here are distinguishable from those in *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1319, where the Court observed that "the impact of greenhouse gases on climate change was known at the time of the certification of the EIR in November 2002" because here the City is attempting to continue to rely upon the increasingly stale and inadequate EDSP EIRs (wherein the issue of climate change was not analyzed at all).

3. Remove or limit large-scale residential development in the area within Parcel 7 adjacent to Pandora Way;

4. Retain, to the maximum extent practicable, the existing slope on Parcel 7;

5. Minimize development and grading for Parcel 8 within the VSR designated area; and

6. Fund sidewalk improvements within Jordan Ranch Square.[45]

If the Project applicant agrees to these changes, or a modified design that incorporates these recommendations (or substantially similar design changes), KOA may be willing to withdraw their opposition to the Project.

D. KOA Reiterates Its Request For Notice Concerning Further Environmental Review and Public Hearings Concerning the Project

We note that the staff report to the City Council for this Project was not released to the public until Friday, July 12, 2024, just three (3) business days prior to the City Council meeting were the Project will be considered for approval. By not making the substantial supplemental analysis and detailed Project information available to the public for review until the very last minute, City staff have repeated a pattern that disadvantages concerned stakeholders and unfairly favors development interests.

Please provide the undersigned with notice of all CEQA documentation completed for the Project and all public meetings or hearings concerning the Project. Please also provide such notice to KOA representative Sachin Bhandari at the following email address: sachin.bhandari.msc@gmail.com.

II. CONCLUSION

For all of the foregoing reasons, we respectfully reiterate KOA's requests that: (1) the Project not include development intensity or density that exceeds the amount of residential and commercial development allowed under the EDSP (as modified in 2002 and 2005), (2) if the Project is intensified in any non-negligible way over the development levels approved in the EDSP, the City must prepare an EIR or Negative Declaration for the Project, as appropriate, and that must specifically identify the proposed changes to previously approved development, and (3) KOA receives timely notice through the remainder of the environmental review and administrative process.

[45] This list, based on information currently available, is not comprehensive. Following further review of the I/S, Addendum, EDSP EIRs and other available information, KOA may recommend additional changes to the Project's design.

Thank you in advance for your anticipated careful consideration of the above follow up comments submitted on behalf of KOA. If you have any questions or concerns regarding the comments and recommendations expressed herein, please do not hesitate to contact me.

Very truly yours,



Jason W. Holder

cc: (via email only)
Client contacts

Attachments:

Exhibit A: Email response from Senior Planner Crystal De Castro re links to EDSP EIRs posted to project website, dated June 5, 2024
Exhibit B: Jordan Ranch Square Community Meeting Presentation June 2022
Exhibit C: 2022 Design Drawing for Jordan Ranch Square
Exhibit D: Scenic Ridgeland Resources Maps from Fallon Village DSEIR 2005
Exhibit E: Map of Visually Sensitive Ridgelands from 1993 EIR
Exhibit F: GHPacVest 240611 PC Hearing Presentation Grading Slides

Exhibit A

Gmail

Jason Holder <jason@holderecolaw.com>

Dublin Fallon 580 Project: Comments re Initial Study and Addendum

Crystal De Castro <Crystal.DeCastro@dublin.ca.gov> Wed, Jun 5, 2024 at 5:44 PM
To: Jason Holder <jason@holderecolaw.com>
Cc: Sachin Bhandari <sachin.bhandari.msc@gmail.com>, Neda Zayer <Neda.Zayer@dublin.ca.gov>

Hi Jason,

Electronic versions of the EDSP EIRs are available on the Development Activity page at: https://dublin-development.icitywork.com/

The June 11, 2024 Planning Commission agenda also provides the project staff report, which includes the link to the EDSP EIRs, available at: Planning Commission Agenda.

Thanks,

Crystal De Castro

Senior Planner

City of Dublin

100 Civic Plaza, Dublin, CA 94568

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Mission Statement: *The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, fosters new opportunities, provides equity across all programs, and champion a culture of diversity and inclusion.*

From: Jason Holder <jason@holderecolaw.com>
Sent: Tuesday, June 4, 2024 4:48 PM
To: Planning Commission <PlanningCommission@dublin.ca.gov>; Crystal De Castro <Crystal.DeCastro@dublin.ca.gov>
Cc: Sachin Bhandari <sachin.bhandari.msc@gmail.com>
Subject: Dublin Fallon 580 Project: Comments re Initial Study and Addendum

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find the attached comments concerning the above-referenced project, submitted to the City of Dublin Planning Commission on behalf of Kingswood Owners Association. The comments are submitted in anticipation of Planning Commission consideration of the Project at its next meeting on June 11, 2024.

Sincerely,

-Jason

--

Jason W. Holder

Holder Law Group

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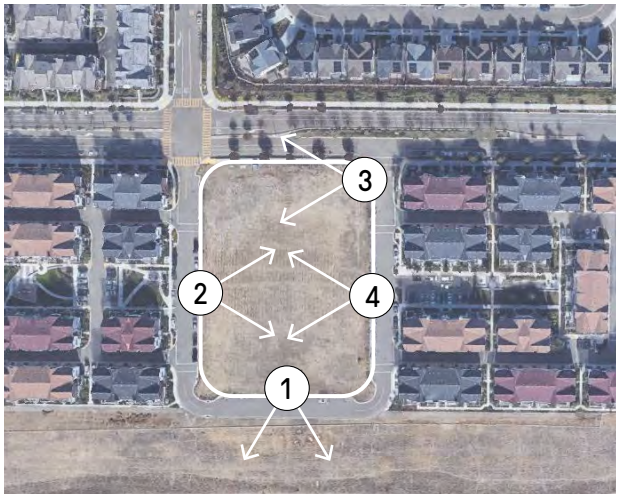
EXISTING CONDITIONS

Exhibit B

JORDAN RANCH NEIGHBORHOOD SQUARE





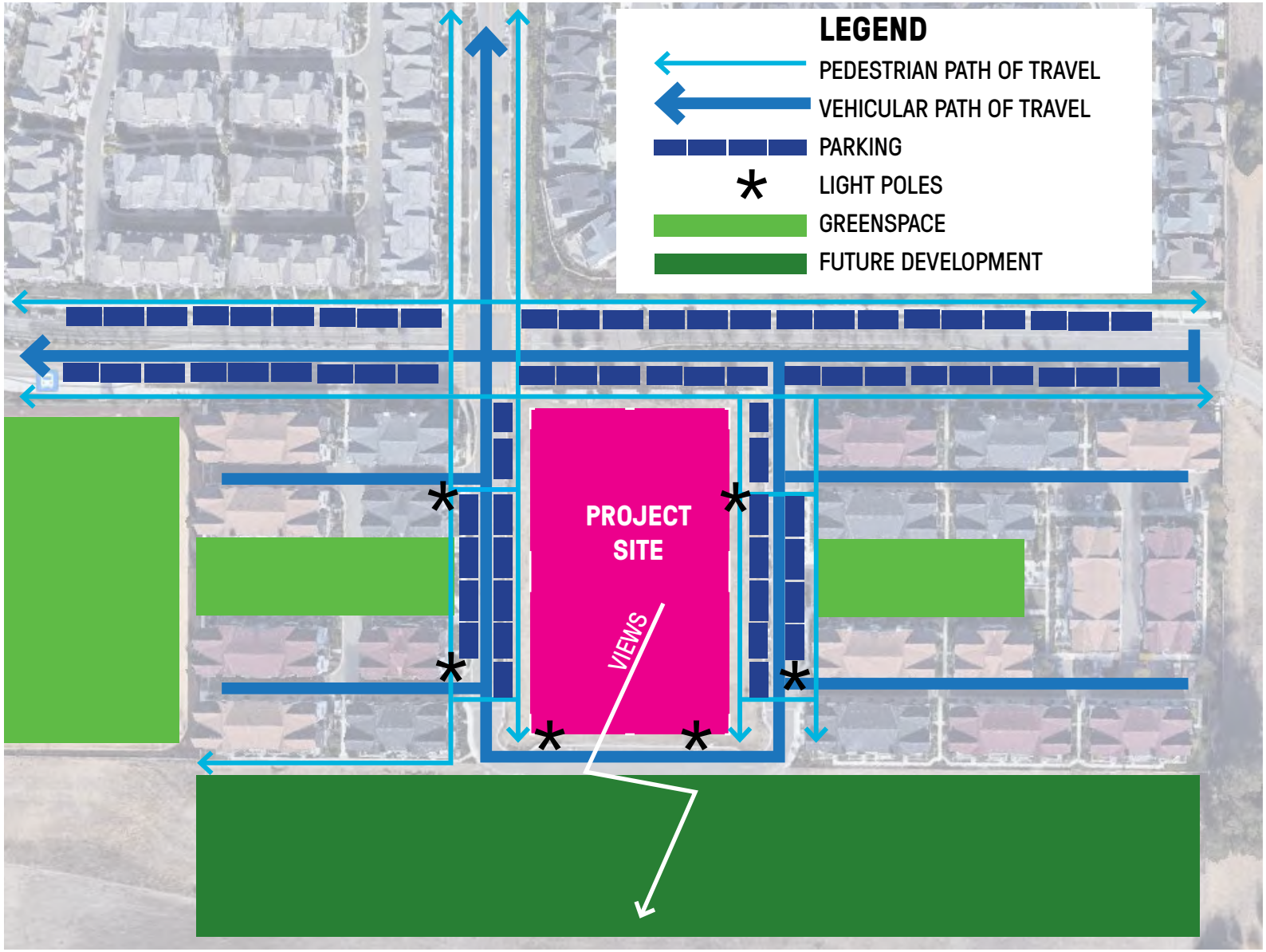






SITE ANALYSIS

JORDAN RANCH NEIGHBORHOOD SQUARE



THE FOREST

NEIGHBORHOOD UNDER THE TREES

DUBLIN
CALIFORNIA



FOREST PARK – NEIGHBORHOOD UNDER THE TREES



A NATURE PLAYGROUND – EXPLORING THE FOREST FLOOR



B DUBLIN BEACH- FUN UNDER THE SUN



C SHADE CANOPY GROVE- DISCOVER PLACES OF RESPITE IN THE FOREST

KEY FEATURES

- DENSE SHADE CANOPY FOR INFORMAL ACTIVITIES
- ACTIVATED PARK EDGES FOR PLAY
- FLEX LAWN

Exhibit C





FLEX LAWN



FOREST PLAY



BIKE PARKING

PLEASE NOTE THE FOLLOWING:

- COMMUNITY INPUT PROVIDED IS SWA'S PRELIMINARY EVALUATIONS OF THE COMMUNITY'S RESPONSES. THE THEMES IDENTIFIED WERE EVALUATED AND EXTRACTED BY NOTING COMMENTS THAT APPEARED MULTIPLE TIMES AND ON DIFFERENT DESIGN OPTIONS.
- WE HAVE NOT INCLUDED COMMENTS THAT ARE NOT FEASIBLE FOR THE NEIGHBORHOOD SQUARE PARK. THESE COMMENTS WERE RELATED TO THE REQUEST TO INCLUDE WATER FEATURE, CERTAIN SPORTS COURT FACILITIES THAT WOULD NOT FIT THE SITE, AND RESTROOMS FACILITIES.

COMMUNITY INPUT

DESIGN

- COMMON THEME: THE FOREST DESIGN WAS THE COMMUNITIES 1ST CHOICE.
- DESIGN TAKEAWAY: PEOPLE SEEMED TO LIKE THE NATURAL DESIGN OF THIS OPTION AND HOW IT LENT ITSELF TO THE VALLEY VIEWS.
- DESIGN ACTION: SWA WILL CONTINUE TO DEVELOP THE FOREST DESIGN CONCEPT AND WILL INCORPORATE COMMUNITY INPUT.

SPORTS AND FITNESS

- COMMON THEME: THE COMMUNITY NOTED THAT SOME SORT OF SPORTS COURT AND FITNESS ACTIVITY, WAS IMPORTANT.
- DESIGN TAKEAWAY: A SPORT COURT IS WANTED BUT IT SHOULD NOT BE THE MAIN ELEMENT OF THE PARK.
- DESIGN ACTION: THE SPORTS COURT WILL BE INCLUDED IN THE PROJECT, AND SWA WILL BEGIN TO LOOK HOW TO INCORPORATE A MULTI-USE SPORTS COURT AND BE DEVELOPED INTO THE DESIGN.

PLAYGROUND

- COMMON THEME: A PLAYGROUND BE FOR CHILDREN OF ALL AGES.
- DESIGN TAKEAWAY: DESIGN A PLAYGROUND FOR ALL AGES AND INCLUDE PLAYGROUND SHOULD INCLUDE THE ELEMENT WANTED BY THE COMMUNITY. IT WAS NOTED THAT THERE WERE A FEW PLAY ELEMENTS IN OTHER DESIGN OPTIONS THAT THE COMMUNITY WOULD LIKE TO INCLUDE IN THE FOREST DESIGN SCHEME
- DESIGN ACTION: AS THE CONCEPT SCHEME MOVES INTO SCHEMATIC DESIGN SWA WILL DESIGN A PLAYGROUND THAT RESPONDS TO THE COMMUNITIES SUGGESTIONS.

BBQ

- COMMON THEME: THERE WERE SEVERAL COMMENT NOTING THAT MORE BBQ AREAS ARE NEEDED.
- DESIGN TAKEAWAY: ADD BBQ AREAS TO ADDRESS THE WANT.
- DESIGN ACTION: BBQ'S WILL BE ADDED TO EACH OF THE PICNIC AREAS. THE FINAL LOCATIONS AND QUANTITY OF BBQ'S WILL BE EVALUATED AND INCLUDED IN THE SCHEMATIC DESIGN PHASE.

GARDEN

- COMMON THEME: THERE WERE SEVERAL COMMENTS FOR A POLLINATOR GARDEN (SEVERAL COMMENTS FOR COMMUNITY GARDEN)
- DESIGN TAKEAWAY: A POLLINATOR GARDEN OR PROPERLY SELECTED PLANTING PALLET WOULD FIT NICELY INTO THE FOREST DESIGN CONCEPT. A COMMUNITY GARDEN MAYBE POSSIBLE, HOWEVER THIS WILL NEED TO BE EVALUATED BY THE CITY.
- DESIGN ACTION: SWA WILL BEGIN TO SELECT PLANT MATERIALS IN THE SCHEMATIC DESIGN PHASE, AND WILL INCLUDE POLLINATOR PLANTING IN THE LANDSCAPE DESIGN. A COMMUNITY GARDEN DOES NOT FIT INTO THE PROGRAM ELEMENT OR GUIDELINES OF A NEIGHBORHOOD SQUARE PARK, SO THIS ELEMENT WILL NOT BE INCLUDED IN THE DESIGN.

FLEX LAWN

- COMMON THEME: FLEX LAWN WAS SEEN AS AN IMPORTANT ITEM, AND SEVERAL USES WERE IDENTIFIED BY THE COMMUNITY, SUCH AS SPORTS LIKE VOLLEYBALL, AND ADDITIONAL PARK SEATING.
- DESIGN TAKEAWAY: THE FLEX LAWN IS IMPORTANT AND WILL BE INCLUDED IN THE FINAL DESIGN.
- DESIGN ACTION: THE FLEX LAWN WILL BE INCLUDED; HOWEVER, NO PERMANENT SPORTS ELEMENTS WILL BE INCLUDED. HOWEVER, THIS DOES NOT PREVENT THE COMMUNITY MEMBER FROM SETTING GAMES AND SPORTS ON AN AS NEEDED BASES, AND THE LAWN WILL BE DESIGN TO ACCOMMODATE MULTIPLE USES. BENCH SEATING WILL BE ADDED TO THE EDGE OF THE LAWN AREA.

VIEWS

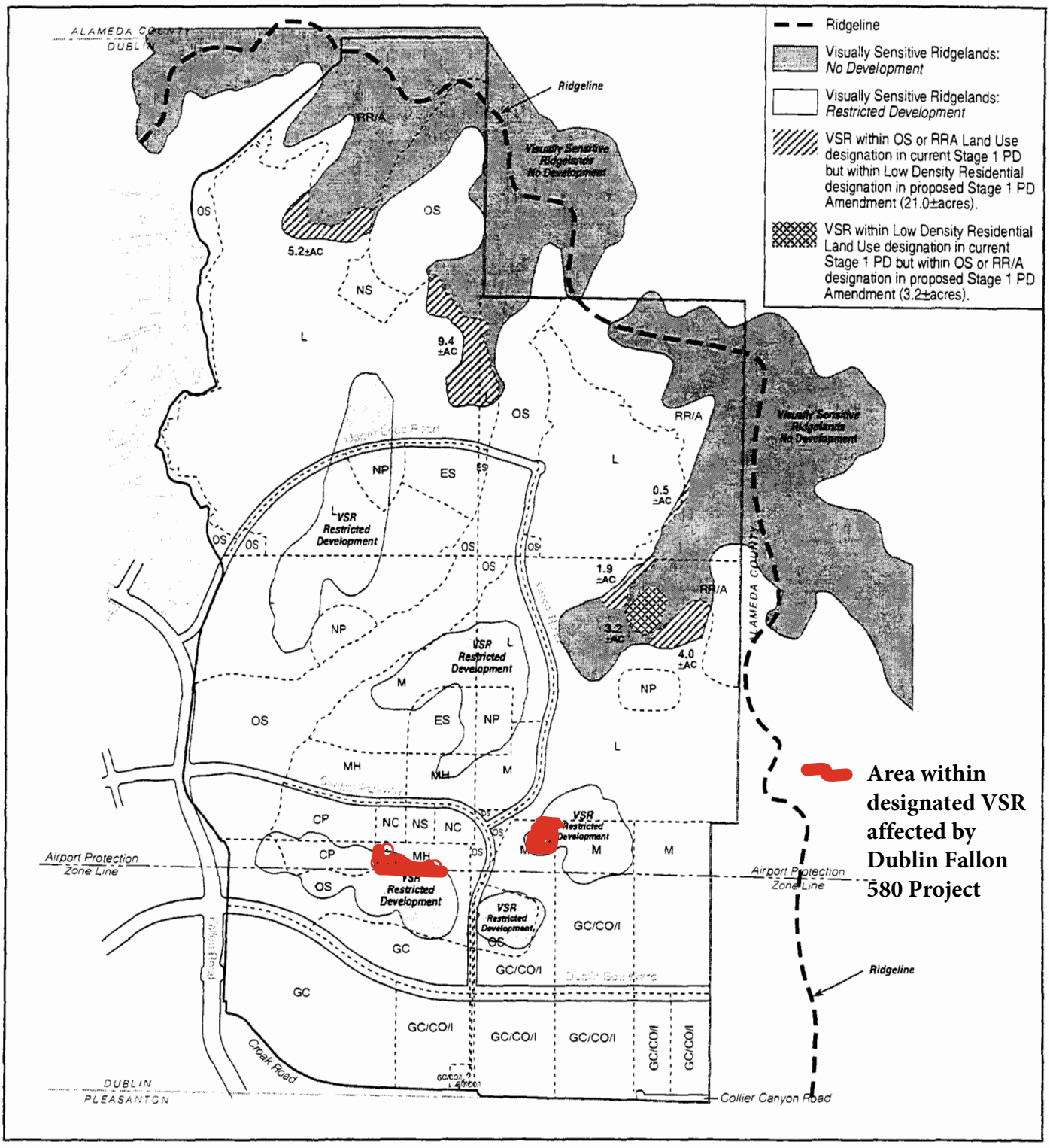
- COMMON THEME: PROTECTING VIEWS
- DESIGN TAKEAWAY: THIS WILL BE EVALUATED AND STUDIED TO FIGURE OUT HOW TO BEST SUIT THE PARK AND THE COMMUNITY.
- DESIGN ACTION: SWA WILL LOOK ARE REVISING DESIGN GEOMETRIES TO ACCENTUATE THE VIEWS FROM THE PARK. SEAT HAS ALSO BEEN PROVIDED ALONG THE LAWN EDGE SO THAT VIEWS CAN BE PASSIVELY APPRECIATED.

SHADE

- COMMON THEME: SHADE IS IMPORTANT TO THE COMMUNITY
- DESIGN TAKEAWAY: WE WILL HAVE TO STUDY THIS TO MAKE SURE WE PROVIDE AN ADEQUATE AMOUNT OF SHADE ELEMENTS.
- DESIGN ACTION: SWA WILL FURTHER LOOKING INTO ENSURING SHADE IS PROVIDED IN KEY AREAS.

JORDAN RANCH NEIGHBORHOOD SQUARE

Exhibit D



Blue Ox Associates, Berkeley, California 8-18-2005

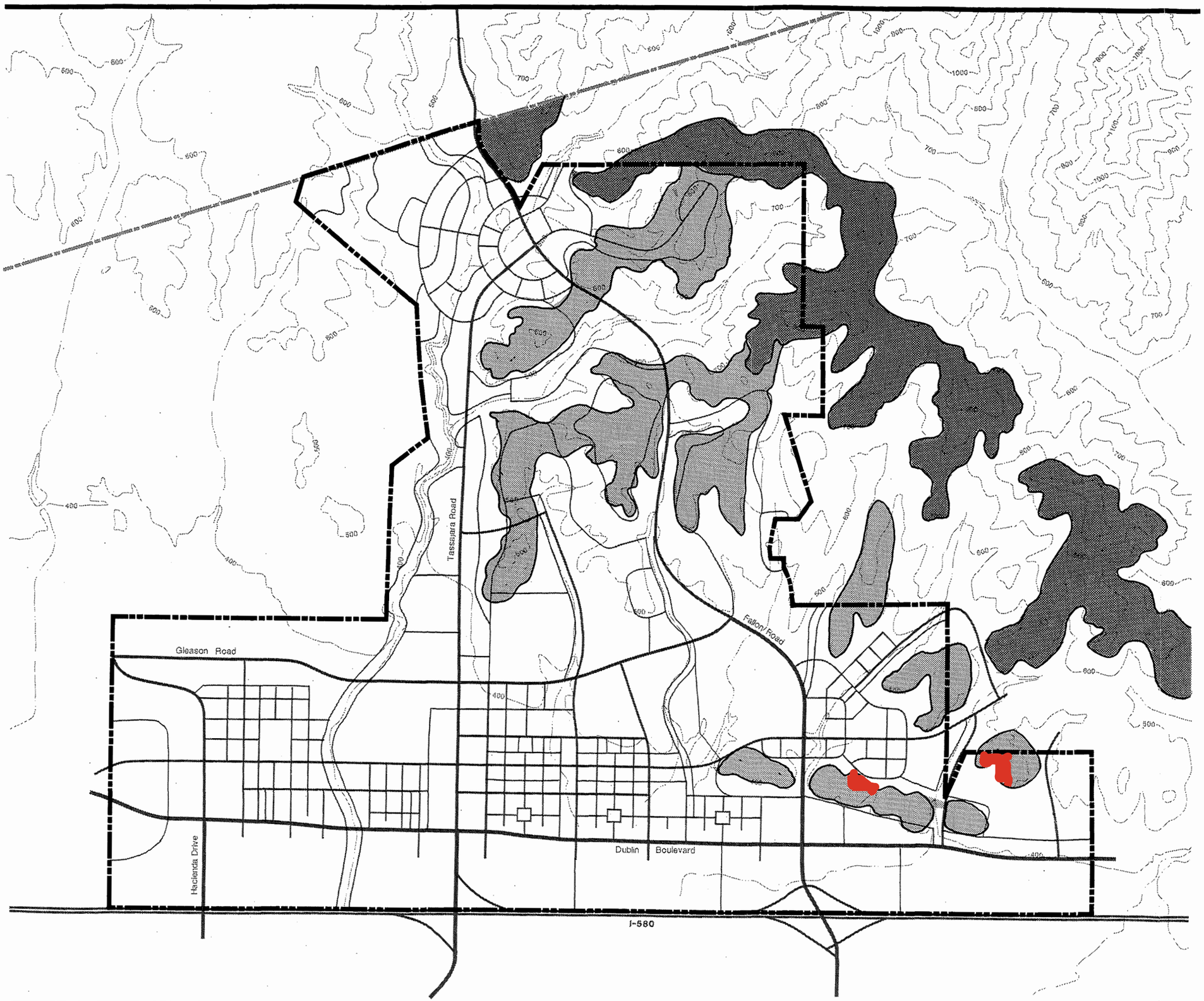
SOURCE: MacKay & Somps, 6-30-2005.

Exhibit 4.8.3a

EXISTING SCENIC RIDGELAND RESOURCES

0 400 800 1600 2400 feet

CITY OF DUBLIN
FALLON VILLAGE
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT



Visually Sensitive Ridgelands

Legend

- Visually Sensitive Ridgelands - No Development
- Visually Sensitive Ridgelands - Restricted Development
- Area within designated VSR affected by Dublin Fallon 580 Project

EASTERN DUBLIN
GPA • SP • EIR

Wallace Roberts & Todd Figure 3.8 - H

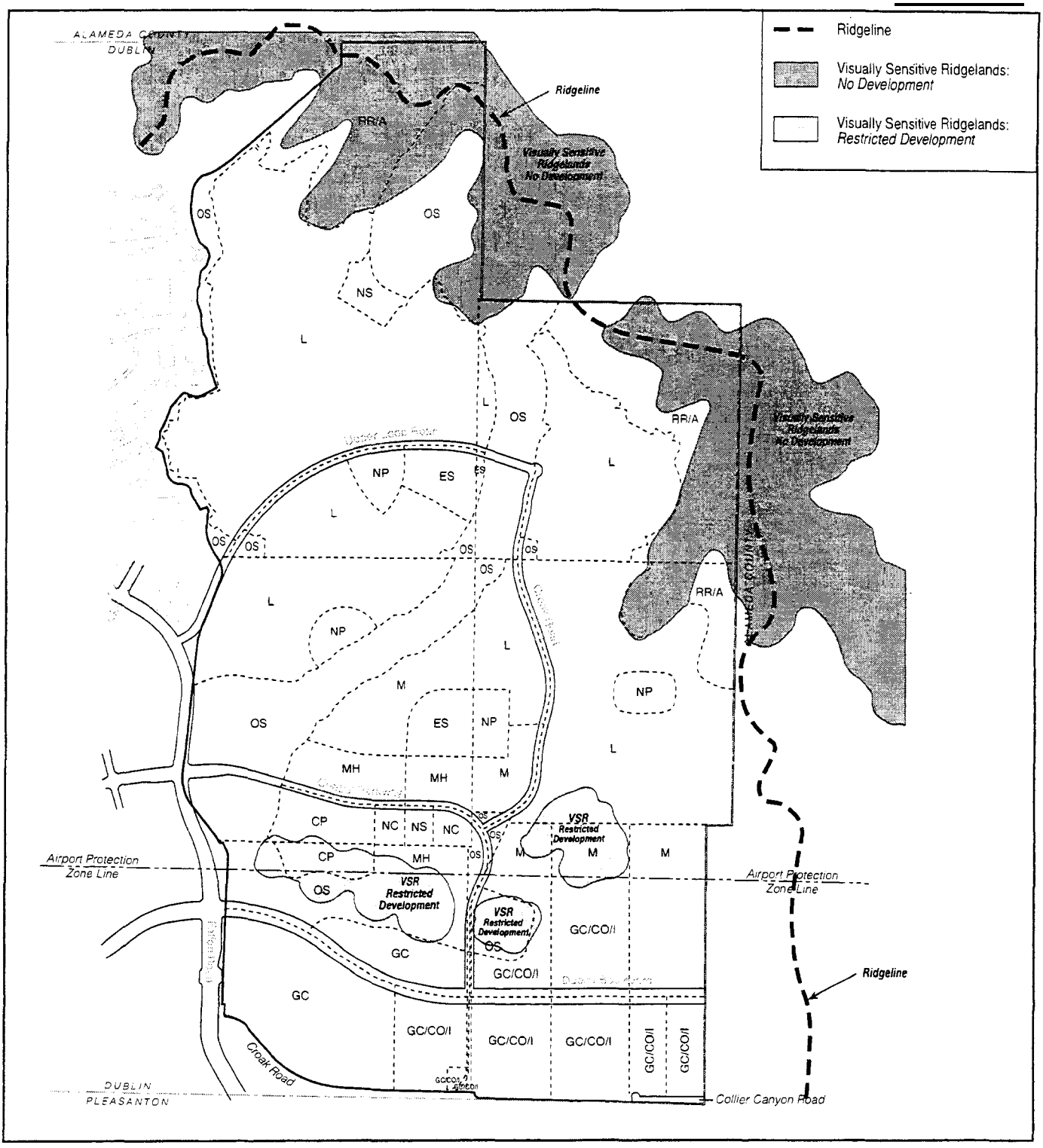
Acres 10

0 600 1200 Feet

0 1/4 1/2 Mile

1683

Exhibit E



Blue Ox Associates, Berkeley, California 8-19-2005

SOURCE: MacKay & Somps, 8-9-2005.

Exhibit 4.8.3b

PROPOSED SCENIC RIDGELAND RESOURCES

0 400 800 1600 2400 feet

N

CITY OF DUBLIN
FALLON VILLAGE
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

LOOKING EAST - GRADING

Exhibit F



FALLON 580

DUBLIN CALIFORNIA

GH PACVEST, LLC

BAYWEST DEVELOPMENT

MACKAY & SO 1685

LOOKING NE - GRADING



FALLON 580

DUBLIN CALIFORNIA

GH PACVEST, LLC

BAYWEST DEVELOPMENT

MACKAY & SO 1686

LOOKING NW - GRADING



FALLON 580

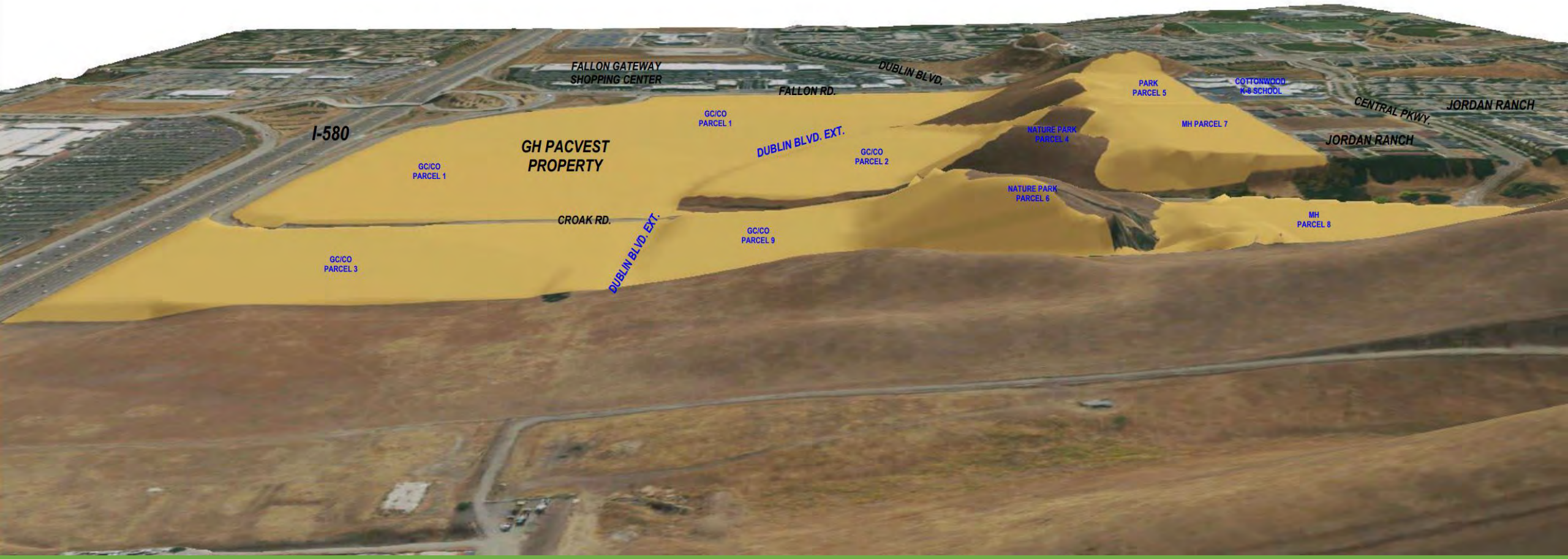
DUBLIN CALIFORNIA

GH PACVEST, LLC

BAYWEST DEVELOPMENT

MACKAY & SO 1687

LOOKING WEST - GRADING



FALLON 580

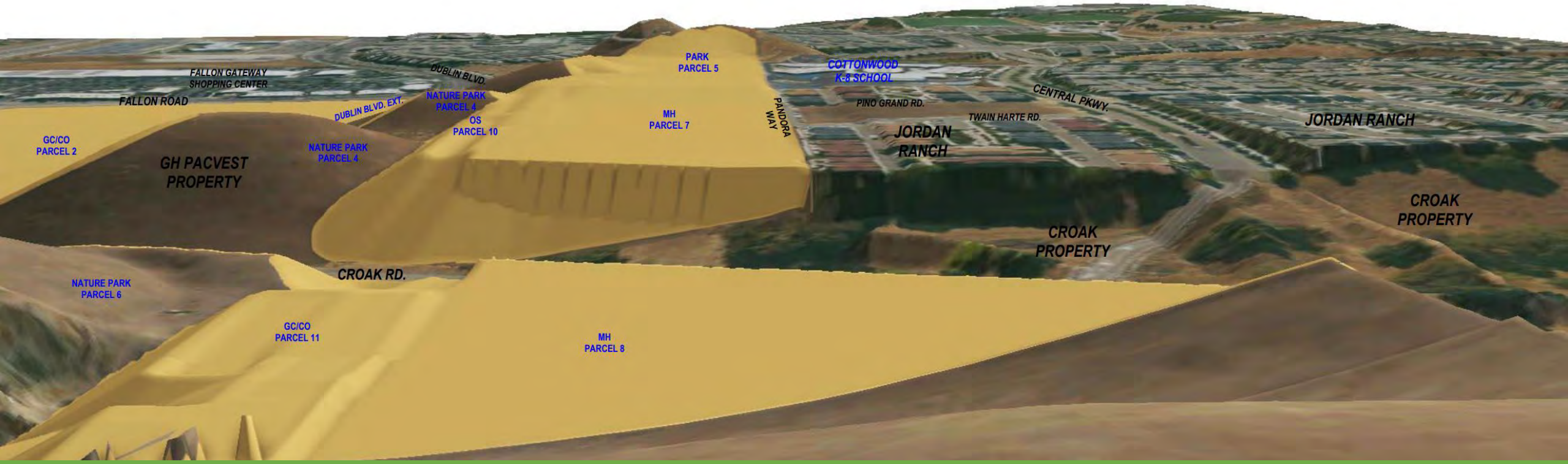
DUBLIN CALIFORNIA

GH PACVEST, LLC

BAYWEST DEVELOPMENT

MACKAY & SO 1688

LOOKING WEST (ZOOM) - GRADING



FALLON 580

DUBLIN CALIFORNIA

GH PACVEST, LLC

BAYWEST DEVELOPMENT

MACKAY & SO 1689

Agenda Item 7.1

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Downtown Dublin Update
Prepared by: Hazel L. Wetherford, Deputy City Manager

EXECUTIVE SUMMARY:

The City Council will receive a presentation on updates to the Downtown Dublin efforts, including the ongoing work on the development of the Dublin Commons project, which includes the town square, living options, commercial uses, and the proposed life sciences buildings.

STAFF RECOMMENDATION:

Receive the presentation.

FINANCIAL IMPACT:

There are no financial impacts associated with receiving the presentation.

DESCRIPTION:

Background
Over the last five years, the City has made significant progress towards realizing the Downtown Dublin Preferred Vision, including taking the following actions:

- October 15, 2019 - the City Council adopted Resolution No. 107-19 which approved a Memorandum of Understanding (MOU) between the City and American Realty Advisors (ARA), the primary property owner of the Dublin Place shopping center.

- November 5, 2019 - the City Council approved the Downtown Dublin Preferred Vision (DPV) and its three main principles (siting of the town square, a new street grid network, and the downtown character).

- December 3, 2019 - the City Council adopted Resolution No. 126-19 which amended the General Plan and Downtown Dublin Specific Plan (DDSP) to allow an increase in the

allowable commercial floor area ratio (FAR) in the Transit Oriented and Retail Districts, combined new residential dwelling unit allocation into one pool for all three districts, and amended the parking standards for the Village Parkway and Transit Oriented Districts.

- July 21, 2020 - the City Council adopted Resolution No. 79-20 which amended the DDSP to create a new street grid in the Retail District, site a town square, combine the remaining allocation of new non-residential square footage from the Transit Oriented and Retail Districts into one pool, allow lodging in the Retail District, and update the design guidelines for the Core Area of the Retail District.

- November 17, 2020 - the City Council adopted Resolution No. 121-20 which adopted the Downtown Dublin Streetscape Plan and amended the City of Dublin Streetscape Master Plan.

- April 6, 2021 - the City Council adopted Resolution No. 26-21 which approved a First Amendment to the MOU with ARA, providing a 12-month term extension.

- February 5, 2022 - the City Council received an update on Downtown Dublin as part of the Strategic Planning retreat.

- April 5, 2022 - the City Council adopted Resolution No. 30-22 which approved a Second Amendment to the MOU with ARA, providing a 14-month term extension.

- November 6, 2023 - the City Council received a presentation from Staff, the City's consultant Urban Field Studio, and ARA on the proposed implementation of the DPV. After the presentation, the City Council provided direction to Staff on the DDSP Amendments required to support the DPV.

- December 19, 2023 - the City Council adopted Resolution No. 134-23 amending the General Plan and DDSP to further implement the Downtown DPV. The amendments consisted of adding Research and Development as a new land use, increasing the residential allocation by 465 units, decreasing the non-residential allocation by 300,000 square feet, increasing the building height and floor area ratio in the Core Area of the Retail District, and changing setbacks.

Upon adoption of the DDSP amendments, ARA and Hines submitted a Planning Application for a Site Development Review Permit, including a Vesting Tentative Tract Map and a Development Agreement for the Downtown DPV. As part of this process, the existing Dublin Place shopping center is being rebranded as Dublin Commons.

ARA and Hines have also submitted a Planning Application for a Site Development Review Permit for the northerly corner of the shopping center, located at the intersection of Amador Valley Boulevard and Amador Plaza Road. This application includes the demolition of two existing commercial buildings and the construction of a new multi-tenant commercial building. Redevelopment of the northern corner will facilitate the relocation of current tenants into new

spaces, enabling the demolition of the southern portion of the shopping center and paving the way for the Dublin Commons Project.

As Staff has shared in previous presentations, the City has partnered with ARA to bring the City's Downtown DPV to fruition. The City approached ARA with the opportunity for a public-private partnership to deliver a project that neither the City nor the property owner could accomplish alone. Based on this partnership, ARA has made significant commitments exceeding $90 million, which include:

- Acquiring 7300 Amador Plaza Road parcel
- Acquiring 7050 Amador Plaza Road parcel
- Buying out the Hobby Lobby lease
- Halting redevelopment of 7505 Dublin Boulevard (the former Coco's site)
- Ceasing the leasing of retail spaces
- Paying off the property loan
- Negotiating a relocation agreement with PetSmart
- Hiring a Development Manager (Hines)
- Hiring an Architecture, Design, and Planning Firm (Gensler)
- Securing contracts for the Burlington parcels

Update

In support of the Downtown DPV, Staff has been working on the deal terms for the Development Agreement and the City's commitment to financially supporting the public improvements required for the Dublin Commons Project. These improvements include but are not limited to the following:

- Town square park
- Construction of public streets
- Modifications of intersections
- Improvements identified in the Western Dublin Transportation Impact Fee program
- Bicycle and pedestrian improvements
- Public parking garage (see below)
- Public art and gateway signage

In addition to these public improvements, the City will also support utility relocation, business relocation, sales tax sharing, property tax sharing, and commercial façade improvements. These initiatives align with Strategy 1B of the City Council's Strategic Plan and will directly contribute to physical changes in the area. Staff will present the Development Agreement deal terms, including the items outlined, at a future City Council meeting.

Of note among the deal terms being negotiated is the public parking garage, the cornerstone of the City's investment in the infrastructure of this new Downtown area. Based on the City's evaluation of the overall parking need, the garage will need to include approximately 1,100 parking stalls. These stalls will provide the needed market-based parking for the future life science buildings and capacity for daytime use, but also for more intense use during the evenings and weekends. It should be noted that the future parking garage will not be necessary until the life science buildings

are constructed.

The parking garage is currently estimated to cost more than $75 million, and Staff is exploring ways for the City to fund its construction. The General Fund Downtown Public Improvements Reserve has a current balance of $25.8 million, and Staff plans to recommend the continued allocation of annual surpluses and other lump-sum funding to this reserve over the next several years to either fully fund the garage or be positioned for a manageable debt issuance for a portion of the cost. It is important to highlight that Downtown Dublin, when completed, is expected to bring in more than $4 million in new revenue to the City, which is an important factor in considering the City's ability to sustain long-term debt service payments for the garage. Staff is working with its consultants on a variety of financing options and will bring this issue back to the City Council at a future meeting.

STRATEGIC PLAN INITIATIVE:

Strategy 1: Economic Development, Small Business Support, and Downtown Dublin
Objective B: Work with ARA and Hines on the development of the Dublin Commons project, including associated public improvements, relocation of tenants, development agreement and appropriate incentives to effectuate physical changes to the area, as well as support for small businesses.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

None.

Downtown Dublin Update

July 16, 2024

DUBLIN
CALIFORNIA



Background

- 10-15-2019 MOU with American Realty Advisors
- 11-5-2019 Downtown Preferred Vision Approved
- 12-3-2019 DDSP Amendments
- 7-21-2020 DDSP Amendments

Background, 2

- 11-17-2020 Downtown Dublin Streetscape Plan Adoption
- 4-6-2021 First Amendment to MOU
- 2-5-2022 Downtown Dublin Update
- 4-5-2022 Second Amendment to MOU

Background, 3

- 5-15-2023 Planning Application (Dublin Plaza North)
- 11-6-2023 Downtown Dublin Update
- 12-19-2023 DDSP Amendments
- 5-17-2024 Planning Application (Dublin Commons)

Property Owner's Commitment

- Acquiring 7300 Amador Plaza Rd parcel
- Acquiring 7050 Amador Plaza Rd parcel
- Buying out the Hobby Lobby lease
- Halting the redevelopment of 7505 Dublin Blvd
- Ceasing the leasing of retail spaces
- Paying off the property loan

Property Owner's Commitment, 2

- Negotiating a relocation agreement with PetSmart
- Hiring a Development Manager (Hines)
- Hiring an Architecture, Design, and Planning Firm (Gensler)
- Securing contracts for the Burlington parcels

City's Commitment

City's commitment towards public improvements include:

- Town square park
- Construction of public streets
- Modifications of intersections
- Improvements identified in the Western Dublin Transportation Impact Fee program

City's Commitment, 2

- Bicycle and pedestrian improvements
- Public parking garage
- Public art and gateway signage

City's Commitment, 3

In addition, the City would also be supportive of:

- Utility relocation
- Business relocation
- Sales tax sharing
- Property tax sharing
- Commercial façade improvements

Public Parking Garage

- Approximately 1,100 parking stalls
- Market-based parking for employees
- Intense parking uses in evenings and weekends
- Estimated to be built with second Life Science building

Public Parking Garage,2

- Estimated cost: $75M
- Downtown Public Improvements Reserve: $25.8M
- Increasing reserve fund
- Dublin Commons is estimated to generate $4M
- Financing options

Recommendation

- Receive the presentation
- Questions

Agenda Item 8.1

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: July 16, 2024

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Consideration of Ballot Measure to Amend the General Plan Regarding the Livbor-Manning LLC Property East of the City Limits
Prepared by: Linda Smith, City Manager and John Bakker, City Attorney

EXECUTIVE SUMMARY:

The City Council will consider placing a measure on the ballot to amend a provision of the Dublin General Plan added by the Open Space Initiative of 2014 in a manner that would allow future approval by the City of limited commercial development on certain property east of the City limits owned by Livbor-Manning LLC. If enacted, the measure would not affect current voter restrictions on new housing development.

STAFF RECOMMENDATION:

Adopt the **Resolution** Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan That was Added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor.

FINANCIAL IMPACT:

The actions relating to the placement of the item on the ballot will result in costs associated with the Alameda County Registrar of Voters of approximately $5,000 for the costs of printing the ballot materials in the Voters Information Pamphlet.

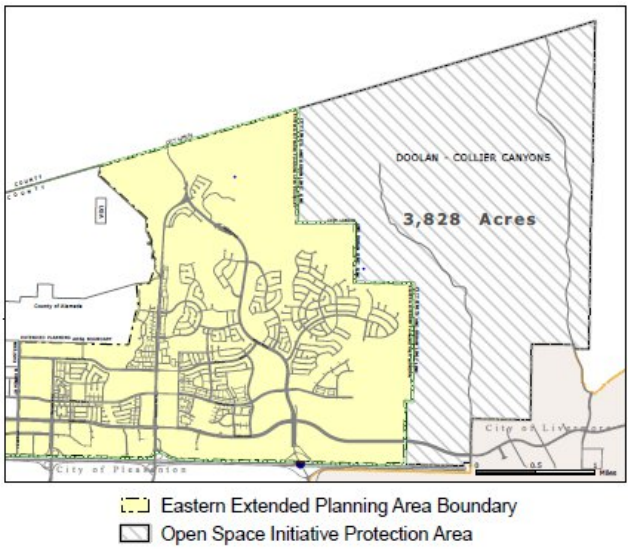
DESCRIPTION:

Background

Open Space Initiative of 2014

The Dublin Open Space Initiative of 2014 (OSI) was adopted by the Dublin City Council on June 3, 2014. The stated purpose of the initiative was to protect the open spaces and agriculture of the Doolan and Collier Canyons area (which is the subject of this Staff Report) and the Western Extended Planning Area. Doolan-Collier Canyons is the area enclosed by the Dublin Eastern Urban Limit Line, Interstate 580, the Livermore city boundary, the eastern boundary of Collier Canyon, and the Alameda County-Contra Costa County boundary as shown in Figure 1 below. This area is located outside the City Limits and Sphere of Influence and is not in any of the City's Planning Areas. The policies, regulations, and development standards adopted as part of the OSI apply only when property in the designated area is annexed into Dublin. Furthermore, these policies, regulations, and development standards can only be repealed or amended by the voters of Dublin. Much of the Doolan-Collier Canyons area depicted in Figure 1 is also permanently protected as habitat mitigation banks or public agency ownership.

Figure 1: Doolan and Collier Canyons



The OSI established certain development standards including minimum parcel sizes, maximum floor areas, limitations on use, and prohibited development under certain circumstances where it would degrade biological resources, or not have adequate, safe, and sustainable water supply. Section 2.8.8 of the General Plan identifies permissible uses. Among other uses, the OSI does allow an arterial road (i.e., the Dublin Boulevard extension) for the stated purpose of connecting Dublin Boulevard and North Canyons Parkway (Section 2.8.8.11).

Section 2.8.8 of the General Plan further states the following: "Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of interstate Highway 580. The Council should

consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area."

Dublin Boulevard Extension

Dublin Boulevard serves as the primary east-west route in the City and is a key piece of infrastructure, serving motorists as well as the long-term needs of the transit, bicycle, and pedestrian communities. Extending Dublin Boulevard beyond its current terminus at Fallon Road requires significant public investment, currently estimated at more than $150 million. The 1.5-mile extension has been part of the long-term development plan for about 30 years and is being planned by the Alameda County Transportation Commission, in consultation with the City of Dublin and the City of Livermore. An environmental impact report (EIR) was certified and a mitigation monitoring and reporting program for the Dublin Boulevard extension was approved in August 2019. It is expected that Dublin's share for the extension will be approximately $124 million, and Livermore's share will be approximately $27.5 million, based on the roadway length in each jurisdiction and a split of the portion of the roadway in unincorporated Alameda County, known as the Crosby property (owned by Livbor-Manning LLC).

The Dublin Boulevard Extension will result in many key benefits to the community, including improved fire and medical 911 response times, a new public transportation corridor to Livermore, as well as a more convenient northside route for Dublin residents wishing to travel to and from Livermore to places like Las Positas College. In addition to benefits to motorists, the extension will include a robust new bicycle network and safe pedestrian access for recreational community needs.

Within the City's current boundaries, the Dublin Boulevard extension will open multiple properties for limited commercial development adjacent to the extension. Entitlements are being sought by all but one of the properties currently within the City limits and are part of the City Council's Fallon East Economic Development Zone. The Fallon East Economic Development Zone is a key component to the City's economic development efforts and will provide incentives to users in the research and development, life science, advanced manufacturing, automation and robotics, startups, incubators, and clean/green technology industries. The area, once constructed, will primarily be home to future commercial and business park uses, creating more than 14,000 permanent, high-wage jobs. The Fallon East Economic Development Zone requires the completed extension of Dublin Boulevard to ensure its long-term success.

Beyond the City's current boundary, which the extension crosses to connect to North Canyons Parkway, is the Crosby property. The property includes two parcels of land totaling approximately 180 acres and accounts for a half mile of frontage along the new extension. Road costs associated with this section of the Dublin Boulevard extension are estimated at over $54 million. Currently, it is assumed that Livermore and Dublin would equally share in the cost of improvements, and there is no current funding source for these expenses by either agency. Limited commercial, non-residential development along the Dublin Boulevard extension could provide an opportunity to offset certain costs associated with the extension, including right of way and mitigation lands, as well as create a sustainable revenue source for the ongoing maintenance of the roadway. It should

be noted that within the City's boundaries, the City Council authorized a funding plan for its share of costs, totaling nearly $80 million. This plan includes advancing future traffic impact fees from the City's General Fund reserves and establishing reimbursement payments from benefiting property owners for the City's upfront costs associated with indirect mitigation of the road.

Open Space Initiative Studies and Analysis

As part of the assessment required by the OSI 10 years after its adoption, the City conducted a market and feasibility analysis with Keyser Marston in 2023. (Attachment 2). In summary, the report indicates that commercial development of the portion of the property directly adjacent to the extension would yield economic benefit to the City. The property would create nearly $1.1 million in annual new revenue to maintain the extension, provide additional funding for the City's operations, and produce nearly $16 million in one-time construction-related revenues. The analysis suggests that the limited area for development could yield up to 1.2 million square feet of industrial/business park development (based on a FAR of .35), resulting in the creation of more than 2,000 full-time jobs and a total of more than 3,700 jobs (both direct and indirect) throughout the County.

As part of its assessment, the City engaged in discussions with the Dublin San Ramon Services District (DSRSD) to determine whether water and wastewater service is assured. Given that this first step of asking the voters is not an annexation request, DSRSD was unable to provide the analysis until such a request is made to the Local Agency Formation Commission (LAFCO). This evaluation would occur after the voters of Dublin decide whether to amend the current boundaries.

Staff requested and received biological resource information from the property owner, Livbor Manning, LLC. This information suggests there is some value to certain species on the property, particularly the area surrounding Cottonwood Creek.

As previously mentioned, a benefit of the Dublin Boulevard extension is improved fire and medical 911 response times. To that end, the City evaluated 911 fire and medical emergency response times to the area. Currently, there are properties in the City of Dublin just west of the Crosby property accessed only from Collier Canyon Road. Emergency response to those areas requires responders to leave Dublin and access the property from the east, typically using the Airway Boulevard-Collier Canyon Rd. Interchange. Staff worked with Alameda County Fire Department staff assigned to Dublin to determine current and future response times from Station 18 in Dublin. (Attachment 3) The current response time to the Crosby property along Collier Canyon Road via Highway 580 is approximately five minutes. Future response times to this property via the Dublin Boulevard extension would be three minutes, creating a time savings of approximately two minutes for fire and medical response.

Ballot Measure

Staff has prepared the attached Resolution (Attachment 1) submitting to the Dublin voters consideration of an amendment to the Dublin General Plan as follows (material deleted from the General Plan is in ~~strikeout~~ type):

~~"Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of Interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area.~~ Notwithstanding anything to the contrary in the Dublin Open Space Initiative of 2014 and this Section 2.8, the City shall not be prevented from designating for commercial development, consistent with what is permitted on the lands to the immediate west and within the City limits, the portion of the property east of the Dublin Eastern Urban Limit Line up to the Livermore city boundary and along the proposed extension of Dublin Boulevard to North Canyons Parkway, up to 1,200 feet north of Interstate 580 (the "1,200 foot line"). Notwithstanding the geographic limitations in the previous sentence, commercial development may be approved in the portion north of the 1,200 foot line to the west of Cottonwood Creek, so long as the total area of developed land does not exceed 80 acres, thus ensuring that at least 100 acres of the property are preserved as open space. The City Council in determining whether to give such authorization shall be required to find that the proposed commercial development would contribute substantially to the funding of the construction and/or maintenance of the Dublin Boulevard extension, and that water supply and wastewater service is assured for any development. If such future commercial development is authorized by the Council, the other provisions of the Dublin Open Space Initiative of 2014 and this section 2.8 shall not apply to it."

If approved, the measure would allow the City Council, in the future, to approve development of the site. Future development approvals would require, potentially among other things, environmental review under CEQA, general plan amendment, prezoning/zoning, amendment of the City's sphere of influence, annexation, and site development review.

ENVIRONMENTAL DETERMINATION:

The City Council's approval of the resolution is not a project under the California Environmental Quality Act. The measure, if approved by the Dublin electorate, would merely authorize the City Council to designate, in the future and in its future exercise of discretion, certain open space lands for commercial development as a means of financing the Dublin Boulevard extension project. As such, it will not cause a direct physical change in the environment or cause a reasonably foreseeable indirect physical change in the environment. Of course, any such potential future exercise of discretion will be subject to the California Environmental Quality Act's requirements.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan that was added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor
2) Keyser Marston Report – Commercial Development Opportunities and Fiscal and Economic Benefits of Dublin Blvd. Extension – East of City Limits to Doolan Road
3) Fire Response Exhibits

RESOLUTION NO. XX - 24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ORDERING THE SUBMISSION TO THE QUALIFIED ELECTORS OF THE CITY OF DUBLIN AN ORDINANCE AMENDING A PROVISION OF THE DUBLIN GENERAL PLAN THAT WAS ADDED BY THE DUBLIN OPEN SPACE INITIATIVE OF 2014; CALLING FOR AN ELECTION TO BE CONSOLIDATED WITH THE STATEWIDE ELECTION TO BE HELD ON NOVEMBER 5, 2024; FIXING THE DATE AND MANNER OF THE ELECTION AND THE PROCEDURE FOR VOTING THEREIN; AND PROVIDING FOR NOTICE THEREFOR

WHEREAS, in 2014, the voters of the City of Dublin adopted the Dublin Open Space Initiative of 2014 (the "OSI"), which among other things limits development to the west of the City's eastern boundary; and

WHEREAS, despite the limitations, the OSI expressly allowed for the construction of Dublin Boulevard to connect to North Canyons Parkway in Livermore (the "Dublin Boulevard extension") and required the City Council to study in 2024 the possibility of commercial development along the extension of Dublin Boulevard, including considering whether the development is necessary to fund construction or maintenance of the Dublin Boulevard extension; and

WHEREAS, the City conducted market and feasibility analysis as well as analyzing emergency response times; and

WHEREAS, this Resolution proposes a ballot measure that would amend the General Plan to authorize limited commercial development in the area contemplated by the OSI (the "measure"); and

WHEREAS, the Dublin Boulevard extension would improve traffic flow and 911 emergency response times in Eastern Dublin; improve public transit from Dublin to Livermore; and reduce carbon emissions and traffic on I-580; and

WHEREAS, the City has an expressed interest in the environmental protection and preservation of open space on this property, including the preservation of endangered species and the expansion of local wildlife habitats; and

WHEREAS, the Dublin Boulevard extension will create transit, bicycle and pedestrian connectivity to the City of Livermore, thus making all modes of travel more convenient providing Dublin students easier and more direct access to Las Positas College; and

WHEREAS, the measure supports additional job creation in the Fallon East Development Zone, focused on bringing life sciences, biotech, research and development, and clean tech businesses in East Dublin; and

WHEREAS, the limited commercial, non-residential development that this measure would authorize Dublin to consider, in the future, would create the necessary funding to maintain the Dublin Boulevard extension, as well as add to Dublin's fiscal stability, improve fire and medical response times, provide more local open spaces, parks, and improve quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUBLIN DOES HEREBY RESOLVE AND ORDER AS FOLLOWS:

Section 1. That pursuant to the requirements of the Elections Code of the State of California and other applicable law, there is called and ordered to be held in the City of Dublin, California, on November 5, 2024, an election at which it shall submit to the qualified voters of the City, the Dublin Traffic Relief, Clean Air/Open Space Preservation Measure, which would adopt an ordinance amending a provision of the Dublin General Plan that was added by the Open Space Initiative of 2014 so as to assist with funding the construction and maintenance of the Dublin Boulevard extension.

Section 2. The ballot question for the proposed ordinance shall be as follows:

"Dublin Traffic Relief, Clean Air/Open Space Preservation Measure. Shall an ordinance be adopted amending the Open Space Initiative of 2014, at no cost to taxpayers, allowing Dublin to accept land donation to connect Dublin Boulevard 1.5 miles east to North Canyons Parkway, including bike lanes, pedestrian access, improved 911 response/ traffic flow, and preserve 100 acres of open space while maintaining voter approved housing development restrictions, in exchange for potential limited commercial development on the adjacent 80 acres?"

Section 3. The Ordinance to be considered by the voters pursuant to Section 2 of this Resolution is as set forth in **Exhibit A**.

Section 4. (a) An election on the measure set forth in Section 2 shall be held in consolidation with the statewide election to be held on November 5, 2024 and shall be held and conducted in the manner prescribed in section 10418 of the Elections Code of the State of California.

(b) The election on the measure set forth in Section 2 shall be held and conducted, the votes canvassed and the returns made, and the results ascertained and determined as provided for herein and within the Elections Code.

(c) The election for the measure set forth in Section 2 shall be held as required by law, and the Alameda County Registrar of Voters is authorized to canvas the returns of that election with respect to the votes cast in the City of Dublin.

(d) At the next regular meeting of the City Council of the City of Dublin occurring after the returns of the election for the measure set forth in Section 2 have been canvassed and the certification of the results provided to the City Council, the City Council shall cause to be entered in its minutes a statement of the results of the election.

Section 5. (a) In accordance with Elections Code sections 9282 and 9283, arguments submitted for or against the measure shall not exceed 300 words in length, and shall be printed upon the same sheet of paper and mailed to each voter with the sample ballot for the election and may be signed by not more than five persons.

(b) In accordance with Elections Code section 9282, the following headings, as appropriate, shall precede the arguments' wording, but shall not be counted in the 300 word maximum: "Argument Against Measure __" or "Argument In Favor of Measure __" (the blank spaces being filled only with the letter or number, if any, designating the measure).

(c) In accordance with Elections Code section 9283, printed arguments submitted to voters in accordance with section 9282 of the Elections Code shall be filed with the City Clerk, accompanied by the printed name(s) and signature(s) of the author(s) submitting it or, if submitted on behalf of an organization, the name of the organization and the printed name and signature of at least one of its principal officers. Arguments are due in the office of the City Clerk prior to 4:00 p.m., on August 2, 2024.

(d) The City Council may authorize, by motion, a member or members to prepare a draft argument against the measure and to return the draft for consideration and adoption by the City Council at a duly noticed meeting of the City Council. In accordance with Elections Code section 9282, any councilmembers authorized by the City Council to do so may sign the argument against the measure.

Section 6. (a) Pursuant to Elections Code section 9285, when the City Clerk has selected the arguments for and against the measure, that will be printed and distributed to the voters, the City Clerk shall send copies of the argument in favor of the measure to the authors of the argument against, and copies of the argument against to the authors of the argument in favor. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument that it seeks to rebut.

(b) Rebuttal arguments shall not exceed 250 words and shall not be signed by more than five persons. The persons that sign the rebuttal arguments may be different persons than the persons that signed the direct arguments.

(c) The last day for submission of rebuttal arguments for or against the measure shall be by 4:00 p.m. on August 13, 2024.

Section 7. In accordance with Elections Code section 9280, the City Attorney is directed to file with the City Clerk an impartial analysis of the measure, not to exceed 500 words, showing the effect of the measure on the existing law and the operation of the measure.

Section 8. The City of Dublin recognizes that additional costs may be incurred by the County by reason of the measure and agrees to reimburse the County for such costs. The City Manager is hereby authorized and directed to appropriate the necessary funds to pay for the City's cost of placing the measure on the election ballot.

Section 9. (a) The City Clerk is directed to file a certified copy of this resolution with the Board of Supervisors of Alameda County and the Alameda County Elections Department. The City Clerk is hereby authorized and directed to take all steps necessary to place the measure on the ballot and to cause a synopsis of the measure attached as Section 10 to be published once in a newspaper of general circulation in accordance with California Elections Code. A copy of the measure shall be made available to any voter upon request. The City Clerk is authorized and directed to give further additional notice of the measure in the time, form, and manner required by law.

(b) In all particulars not recited in this Resolution, the election shall be held and conducted as provided by law for holding municipal elections.

Section 10. This Resolution and the measure are not a project under the California

Environmental Quality Act (CEQA). The measure, if approved by the Dublin electorate, would merely authorize the City Council to consider designating, in the future and ~~in~~through its future exercise of discretion, certain open space lands for potential commercial development as a means of financing the Dublin Boulevard Extension project. As such, it will not cause a direct physical change in the environment or cause a reasonably foreseeable indirect physical change in the environment. Even if the Resolution and measure considered to be a "project" under CEQA, it would be exempt under the "common sense" exception (Cal. Code Regs., tit. 14, section 15061(b)(3)) because it can be seen with certainty that there is no possibility that this action may have a significant effect on the environment, as the Resolution and measure do not propose or permit any new development. Any action by the City that may be taken pursuant to the authority afforded by the measure is speculative and uncertain, will require the future exercise of discretion, and will be subject to CEQA's requirements.

PASSED, APPROVED AND ADOPTED this 16th day of July 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Mayor

ATTEST:

_____
City Clerk

Exhibit A

AN ORDINANCE OF THE CITY OF DUBLIN

AMENDING A PROVISION OF THE DUBLIN GENERAL PLAN THAT WAS ADDED BY THE DUBLIN OPEN SPACE INITIATIVE OF 2014

The People of the City of Dublin do ordain as follows:

Section 1. The last paragraph of Section 2.8.8 of the Dublin General Plan (which was added pursuant to the Dublin Open Space Initiative of 2014) is amended to read as follows (material deleted from the General Plan is in strikeout type):

> "~~Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of Interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area.~~ Notwithstanding anything to the contrary in the Dublin Open Space Initiative of 2014 and this Section 2.8, the City shall not be prevented from designating for commercial development, consistent with what is permitted on the lands to the immediate west and within the City limits, the portion of the property east of the Dublin Eastern Urban Limit Line up to the Livermore city boundary and along the proposed extension of Dublin Boulevard to North Canyons Parkway, up to 1,200 feet north of Interstate 580 (the "1,200 foot line"). Notwithstanding the geographic limitations in the previous sentence, commercial development may be approved in the portion north of the 1,200 foot line to the west of Cottonwood Creek, so long as the total area of developed land does not exceed 80 acres, thus ensuring that at least 100 acres of the property are preserved as open space. The City Council in determining whether to give such authorization shall be required to find that the proposed commercial development would contribute substantially to the funding of the construction and/or maintenance of the Dublin Boulevard extension, that at least 100 acres of open space will be permanently protected, that the portion of the right of way for Dublin Boulevard on the property was provided by the property owner without cost to the City (either through reimbursement for acquisition costs or dedication), and that water supply and wastewater service is assured for any development. If such future commercial development is authorized by the Council, the other provisions of the Dublin Open Space Initiative of 2014 and this section 2.8 shall not apply to it.

KEYSER MARSTON ASSOCIATES

Commercial Development Opportunities and Fiscal and Economic Benefits Dublin Blvd. Extension- East of City Limits to Doolan Road City of Dublin

Prepared for:
City of Dublin

Prepared by:
Keyser Marston Associates, Inc.

August 29, 2023

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EXHIBITS

Exhibit 1	Dublin I-580 Corridor Map
Exhibit 2a	Total Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Exhibit 2b	Cumulative Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
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Exhibit 3c	Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin
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Exhibit 4b	Total Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Exhibit 4c	Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
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TABLES

Table 1: Summary of Fiscal Revenues to the City of Dublin
Table 2: Estimated Mix of Land Uses
Table 3: Estimated Employment
Table 4: Estimated Assessed Value
Table 5: Estimate of Annual Base Property Tax Revenues
Table 6: Estimate of Annual City General Fund Property Transfer Tax Revenues
Table 7: Estimate of Annual City General Fund Property Tax In-Lieu of Vehicle License Fee Revenues
Table 8: Estimate of Annual Sales Tax Revenues from Retail Sales and Employee Spending
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Table 11: Estimate of Annual City General Fund Franchise Fee Revenues
Table 12: Estimate of One-time Sales and Use Tax and Employment Created by Construction Activities
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Table 16: City of Dublin Demographics, 2022
Table 17: Summary of Assessed Value of Recently Built Warehouse and Distribution Industrial Parks in the East Bay

I. INTRODUCTION

The following report has been prepared by Keyser Marston Associates, Inc. (KMA) for the City of Dublin (the City). The report presents estimates of the commercial development opportunities for 80-acres of land along the proposed extension of Dublin Boulevard, from the City's eastern boundary to Doolan Road[1] and the fiscal and economic benefits that would be generated by the annexation of the property and the supported new development. The findings of this report will be used to evaluate the capacity of fiscal revenues to be generated by the new development to fund the costs of expanding and maintaining Dublin Boulevard. The principal objectives of the analysis are to estimate:

- the quantity of new commercial development and the land use mix of development that could be supported by the 80-acres of developable land along the proposed extension of Dublin Boulevard, from the City's current eastern boundary to Doolan Road;
- the recurring annual tax revenues to the City's General Fund that could be generated by the supported new commercial development;
- the magnitude of construction-related tax revenues to the City's General Fund that could be generated by the supported new commercial development; and
- the economic benefits that the supported new development could generate to the City of Dublin and to Alameda County.

[1] The property is located within the area referenced in the City's General Plan as the "Doolan-Collier Canyons Area." A discussion of the area is provided in Chapter 2.8 of the City of Dublin General Plan.

II. EXECUTIVE SUMMARY

A. Supported Commercial Development

The Dublin Boulevard / I-580 corridor is an important center of commercial development in the Tri-Valley region. Approximately 30 million square feet of commercial development has been built along the 12,000 acres that span the corridor, from Pleasanton to Livermore[2]. Office and retail development are the primary land uses along the corridor, representing 37% and 29% of development, respectively, followed by industrial and other uses. Over 50% of the space was built between 1980 and 2000, with the rate of development declining by approximately 50% since 2000.

The portion of the corridor within the city limits of Dublin has captured approximately 23% of the corridor's development, totaling 7 million square feet of space, with retail being the dominant land use at 45% of development, followed by office at 30%, and industrial space at 15%. Development in Dublin is newer, relative to the entire corridor, with over 50% of its space being built since 1990. Average annual development in Dublin's portion of the corridor reached a high point of over 135,000 square feet during the decade from 1990 through 2000, declining to approximately 90,000 square feet per year since 2013.

With the extension of Dublin Boulevard to the property, the subject 80-acre annexation area would be ideally located to capture future industrial park development. Freeway access is not immediately adjacent to the property but is available at Fallon Road to the west and Airway Boulevard to the east. While the annexation area is well-suited for future industrial use, industrial development would require an amendment to the General Plan as well as annexation to the City of Dublin.

Based on the attributes of the site and development patterns, we estimate that the 80-acre area would support approximately 1.2 million square feet of industrial park development.

The time frame for development is difficult to precisely predict. Based on historic trends, the area is likely to be absorbed within the next 20 years.

B. Fiscal Benefits to the City of Dublin

Future development of the 80-acre area will generate significant revenues to the City of Dublin. It is estimated that development will annually generate approximately $1.1 million of annual tax revenues to the City's General Fund, with property taxes comprising the largest source of tax revenue.

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[2] A map of the Dublin Boulevard / I-580 corridor is provided in Exhibit 1, page 13.

It is estimated that development will generate over $16 million of one-time construction-related revenues, which includes $15.6 million of restricted development impact fees and $500,000 of new tax revenue to the General Fund.

Figure 1. Revenues

I. Annual Recurring General Fund Revenues Upon Buildout		
Revenues	*Reference*	
Property Tax	*Table 5*	$861,000
Property Transfer Tax	*Table 6*	$10,000
Property Tax In-lieu of VLF	*Table 7*	$154,000
Sales Tax	*Table 8*	$2,000
Transient Occupancy Tax	*Table 9*	$0
Business Registration Fee	*Table 10*	$2,000
Franchise Fees	*Table 11*	$66,000
Total Annual Revenues Upon Buildout		**$1,095,000**
II. One-time Construction Related Revenues		
Sales and Use Tax Generated from Construction Material Purchases	*Table 12*	$530,000
Initial Prop. Transfer Tax from sale of land	*Table 13*	$33,000
Development Impact Fees and In-lieu fees	*Table 14*	$15,596,000
Total One-time Construction Related Revenues		**$16,159,000**

Figures rounded

C. Economic Benefits

1. Job Generation

KMA has estimated the number of full-time equivalent direct construction jobs and permanent jobs to be created by future development. As shown below, it is estimated that construction will generate 1,350 full-time equivalent construction jobs, assuming a one-year construction period. The businesses are estimated to create approximately 2,000 full-time equivalent positions. The actual job count will vary, depending on the number of part time versus full-time positions.

The additional jobs throughout Alameda County that will be indirectly supported by the suppliers of construction materials, the on-going purchases of the Project's businesses, and the on-going expenditures by residents and employees have been estimated using the RIMS II multipliers. As shown below, it is estimated that jobs that are linked to construction period activity will total 894, resulting in a total of 2,244 job years in Alameda County generated by construction activity. On-going operation of the businesses are estimated to generate 1,768 jobs through indirect and induced impacts, resulting in a total of 3,732 permanent jobs created throughout the County.

Figure 2. Construction and Permanent Jobs

	Construction Jobs (one-year period)	Permanent Jobs
Direct Jobs	1,350	1,964
Indirect and Induced Jobs, Countywide	894	1,768
Total Jobs	**2,244**	**3,732**

2. Employee Income

Direct construction employee income is estimated to total $106.7 million. Indirect and induced construction income is estimated to total $56.8 million, yielding total countywide construction-related income of $163.5 million. On-going annual direct employee income is estimated to total $242.4 million. Annual employee income throughout the County generated from indirect and induced impacts is estimated to total $180.1 million, yielding total on-going annual employee income of $422.5 million.

Figure 3. Employee Income

	Construction Employee Income	Permanent Job Employee Income
Direct Employee Income	$79,040 (average wage) $106.7million	$242.4 million
Indirect and Induced Income, Countywide	$56.8 million	$180.1 million
Total Employee income	**$163.5 million**	**$422.5 million**

III. FISCAL IMPACTS

A. Recurring Annual General Fund Revenues upon Buildout

Upon build-out, the annexation area is estimated to generate approximately $1.1 million of annual revenues to the City of Dublin's General Fund. Property tax revenues are anticipated to be the largest source of General Fund revenues, estimated to total $861,000 per year (or 79% of total revenues). The second largest revenue source is property taxes in-lieu of motor vehicle license fees of $154,000 (or 14% of total revenues).

Both property taxes and property taxes in-lieu of motor vehicle license fees are driven by the assessed valuation of the new development upon buildout. The anticipated future assessed value of new development within the 80-acre annexation area has been calculated based on the assessed values of other recently completed industrial and warehouse parks in the Bay Area. The total assessed value upon completion is estimated at $375 million. Per a 1992 agreement between Dublin and Alameda County, Dublin will receive 23.98% of the base 1% property tax levy net of ERAF on property within the annexation area.

Some industrial businesses may also generate significant sales and use tax revenues. However, the amount varies from business to business, and cannot be predicted without knowing the specific businesses that will be occupying the space. A conservative approach has been taken in this analysis and sales/use tax revenues have not been included.

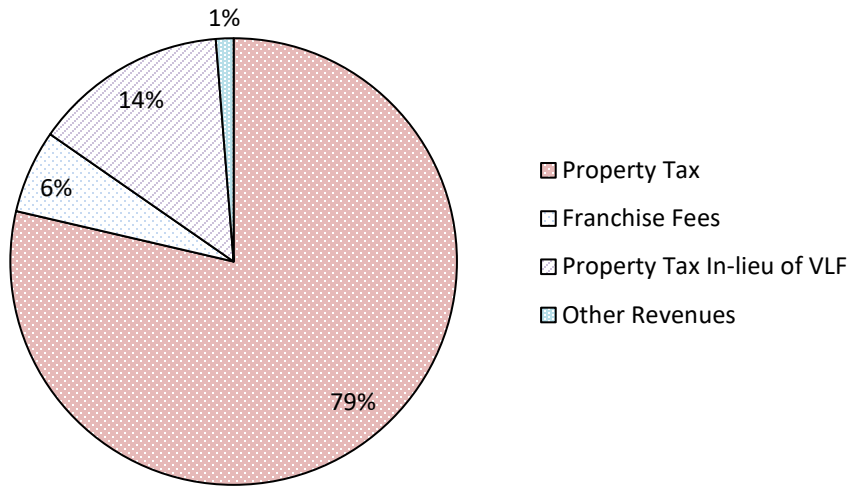
Remaining revenue sources are anticipated to generate $80,000 of annual tax revenue to the City and include: franchise fees, business registration fees, property transfer taxes and sales taxes generated by the purchases of employees. Franchise fee revenues are based on per capita figures derived from revenue data from the City's 2022/23 adopted budget and the City's current employment and population base.

Figure 4. Recurring Annual General Fund Revenues upon Buildout

Revenue Source	Total Annual Impacts
Property Tax	$861,000
Franchise Fees	$66,000
Property Tax In-lieu of VLF	$154,000
Other Revenues[1]	$14,000
Total Recurring Annual General Fund Revenues upon Buildout	**$1,095,000**

See Table 1 for details

Figure 5. Composition of Total Annual General Fund Revenues upon Buildout



B. One-time Construction-related General Fund Revenues to City of Dublin

Use tax revenues will be generated by construction material purchases. For the purpose of this analysis, it has been assumed that the City of Dublin is designated as the point of sale by the general and sub-contractors for 50% of the materials purchased for construction, and the cost of construction materials is equal to 50% of the total estimated hard cost. Use tax revenues from the purchase of construction materials are estimated to total $530,000.

It is likely that the annexation area will be developed by both existing property owners and new property owners. For purposes of this analysis, it has been assumed that 50% of the developable land is sold for development, which will generate approximately $33,000 of transfer tax revenues to the City.

Development within the annexation area will also generate over $15 million of development impact fees. These fees will be used to fund improvements to mitigate the impacts of new industrial development.

Figure 6. One-time General Fund Sales/Use Tax Revenues from Construction

	$ Total
Total Hard Cost	$213,400,000
Estimated Construction Material Cost as a percentage of Hard Costs	50%
Estimated Share with Dublin as a point of Sale	50%
Estimated Construction Material Sales in City of Dublin	$53,350,000
Local Sales and Use Tax Rate	1%
Total One-time Sales/Use Tax Revenues During Construction	**$530,000**

See Table 12 for details

Figure 7. One-time Initial Property Transfer Tax Revenues

	$ Total
Initial Property Transfer Tax from Land Sale Transaction	$33,000
Total Initial Property Transfer Tax from the Sale of Land	**$33,000**

See Table 13 for details

Figure 8. One-time Development Impact and In-Lieu Fees

	$ Total
Development Impact Fees from Commercial Development	$15,596,073
Total One-time Development Impact Fee Revenue	**$15,596,000**

See Table 14.

IV. METHODOLOGY AND ASSUMPTIONS

The fiscal impact analysis provides an order of magnitude estimate of the annual recurring fiscal revenues that new development within the annexation area will generate to the General Fund of the City of Dublin upon buildout, as well as one-time revenues generated during construction.

General Fund revenues are the focus of the fiscal analysis because these revenues are the major sources of discretionary spending for key city services, including police and fire services, public works, and administrative services.

The revenue projections are based on the assumption that the annexation area will be developed with industrial park uses, which is consistent with the land uses permitted within the Eastern Extended Planning Area and the development east of the annexation area that is within the City of Livermore. Industrial park development is not, however, consistent with the land uses that are currently permitted by the City's General Plan for the subject area. Per Section 2.8 of the City's General Plan, development would be very limited, with a minimum parcel size of 100 acres and permitted uses are limited to:

- One single family dwelling unit on a parcel;
- Home occupations;
- Agriculture;
- Processing, packaging or storage of agricultural produce or plants;
- Low intensity outdoor recreation, such as campgrounds;
- Government and public utility uses;
- Small non-profit uses, such as a convalescent home serving no more than 6 patients;
- Occasional short-term events related to agriculture, animals or outdoor recreation; and
- An arterial road for the purpose of connecting Dublin Blvd. and North Canyons Parkway.

Per the General Plan, the City Council is directed to study in 2024 amending the list of permitted uses along the Dublin Blvd. extension to include commercial development. This fiscal analysis is being prepared to address this requirement of the General Plan.

The analysis is presented in attached tables. The key assumptions of the analysis and methodologies used to calculate the revenue impacts are summarized below.

- **Industrial Park Land Use –** KMA reviewed the land use designations for surrounding properties, development patterns, and freeway access points to evaluate development opportunities for the annexation area. The area to the east of the site within the City of Livermore is developed with industrial park use. The area west of the site is designated for industrial park in the City's General Plan. The annexation area's freeway location and market demand for logistics space make it ideally situated to accommodate an industrial park, with a focus on warehouse and distribution space.

- **Development Program** – The City's General Plan identifies a maximum floor to area (FAR) ratio for industrial parks at .35. Based on this limit, KMA estimated that the 80-acre annexation area could support approximately 1.2 million square feet of industrial space. See Table 2.

- **Existing City of Dublin Demographics** – The source for population and household demographic data is ESRI Business Analyst Demographic Estimates for 2022. See Table 16.

- **Project Demographics** –The number of employees has been estimated based on the General Plan's density factor of 590 square per employee for industrial parks. KMA has assumed a vacancy level of 5% for this analysis. See Table 3.

- **Inflation of Revenue and Expenses** – The analysis is a static analysis of conditions upon buildout of the Project. Revenues are presented in 2023 dollars.

- **Continuity of Legal and Institutional Constraints** – The revenue structure of the City is based on the adopted FY 2022/23 budget. The projection assumes that the revenue sources will remain constant.

- **Rounding** – In some cases the calculated summations presented in the tables do not precisely match the summations presented in the body of the report. These differences are due to rounding.

- **Service Population** – The estimate of Franchise Fees revenues is calculated based on a modified per capita measure known as "Service Population." This approach combines residents and employees to form a single service population. The Service Population approach weights an employee as 0.50 of a resident, such that two employees are viewed as having the same impact as one resident. See Table 16.

- **Assessed Property Value** – The assessed value of future industrial development has been estimated based on the assessed improvement value of other recently completed industrial buildings. See Table 17.

- **City of Dublin General Fund's Portion of Property Tax Revenues** – The City of Dublin and Alameda executed an agreement in 1992 stating that following annexation, the City of Dublin will receive 25.4 % of the base 1% property tax levy generated by property within the annexation area. See Table 5.

- **Property Transfer Tax** – The City receives $0.55 for every $1,000 of assessed value of properties upon sale. This analysis assumes that the average holding period for industrial properties is 20 years. See Table 6.

- **Property Tax In-Lieu of Motor Vehicle License Fees** – Property tax in-lieu of VLF has been estimated in accordance with SB 1096, based on data from the California State Controller's Office and projected assessed values. It is estimated based on $0.41 per $1,000 growth in projected assessed values. See Table 7.

- **Sales/Use Tax Revenues** – The City receives 1% of taxable sales. While some of the industrial businesses within the future industrial park may generate taxable sales, this analysis has taken a conservative approach and does not reflect any sales tax revenue attributable to the sales of the industrial businesses.
  Off-site taxable spending by project employees is estimated based on weekly retail spending by suburban workers, as reported in the ICSC report, "Office Worker Retail Spending in a Digital Age" (2012). Figures have been adjusted to 2022 dollars using the national CPI. KMA has assumed that 40% of the taxable employee retail spending is captured on-site, 10% is captured off-site in other retail locations in City of Dublin, while remaining 50% is captured by retail located outside the City. See Table 6.

- **Business Registration Fees** – The current annual renewal rate for business licenses is $28. The total number of businesses upon buildout is estimated based on the assumption that businesses will average 15,000 average square feet per business. See Appendix 11.

- **Franchise Fees** – The estimate of Franchise Fees is based on the per capita (service population) figure derived from revenue data from the City's 2022/23 budget. See Appendix 12.

V. LIMITING CONDITIONS

1. The analysis contained in this document is based, in part, on data provided by third parties and published data sources. While Keyser Marston Associates, Inc. (KMA) believes that the sources consulted are reliable, we cannot guarantee their accuracy.

2. A projection of economic and fiscal impacts is inherently based on judgment. The projections contained herein are based on the best information available at the time that this document was prepared. Actual impacts are likely to vary from the estimates contained in this report.

3. The analysis assumes that the economy will continue to grow at a moderate rate.

4. Revenue projections are based on the best data available when the report was prepared as well as experience with comparable projects. Material changes to costs, development program, or project performance may render the conclusions contained herein invalid.

5. Revenue estimates are based on the assumption that sufficient market support exists for the proposed uses and that the Project will achieve industry standard productivity levels.

6. It is assumed that all applicable laws and governmental regulations in place as of the date of this document will remain unchanged throughout the projection period. In the event that this does not hold true, for example, if any tax rate changes, the analysis would need to be revised.

7. KMA is not liable for the accuracy of any abstracts, excerpts or summaries of this report that are not prepared by KMA.

VI. ATTACHMENTS

EXHIBITS

Exhibit 1	Dublin I-580 Corridor Map
Exhibit 2a	Total Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Exhibit 2b	Cumulative Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Exhibit 2c	Total Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Exhibit 3a	Average Annual Acreage Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Exhibit 3b	Land Use Mix Rentable Building Area Developed Along Dublin Blvd in the City of Dublin over the Past 10 Years
Exhibit 3c	Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin
Exhibit 4a	Total Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Exhibit 4b	Total Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Exhibit 4c	Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Exhibit 4d	Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use

TABLES

Table 1: Summary of Fiscal Revenues to the City of Dublin
Table 2: Estimated Mix of Land Uses
Table 3: Estimated Employment
Table 4: Estimated Assessed Value
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Table 6: Estimate of Annual City General Fund Property Transfer Tax Revenues
Table 7: Estimate of Annual City General Fund Property Tax In-Lieu of Vehicle License Fee Revenues
Table 8: Estimate of Annual Sales Tax Revenues from Retail Sales and Employee Spending
Table 9: Estimate of Annual City General Fund Transient Occupancy Tax (TOT) Revenues
Table 10: Estimate of Annual City General Fund Business License Registration Fees
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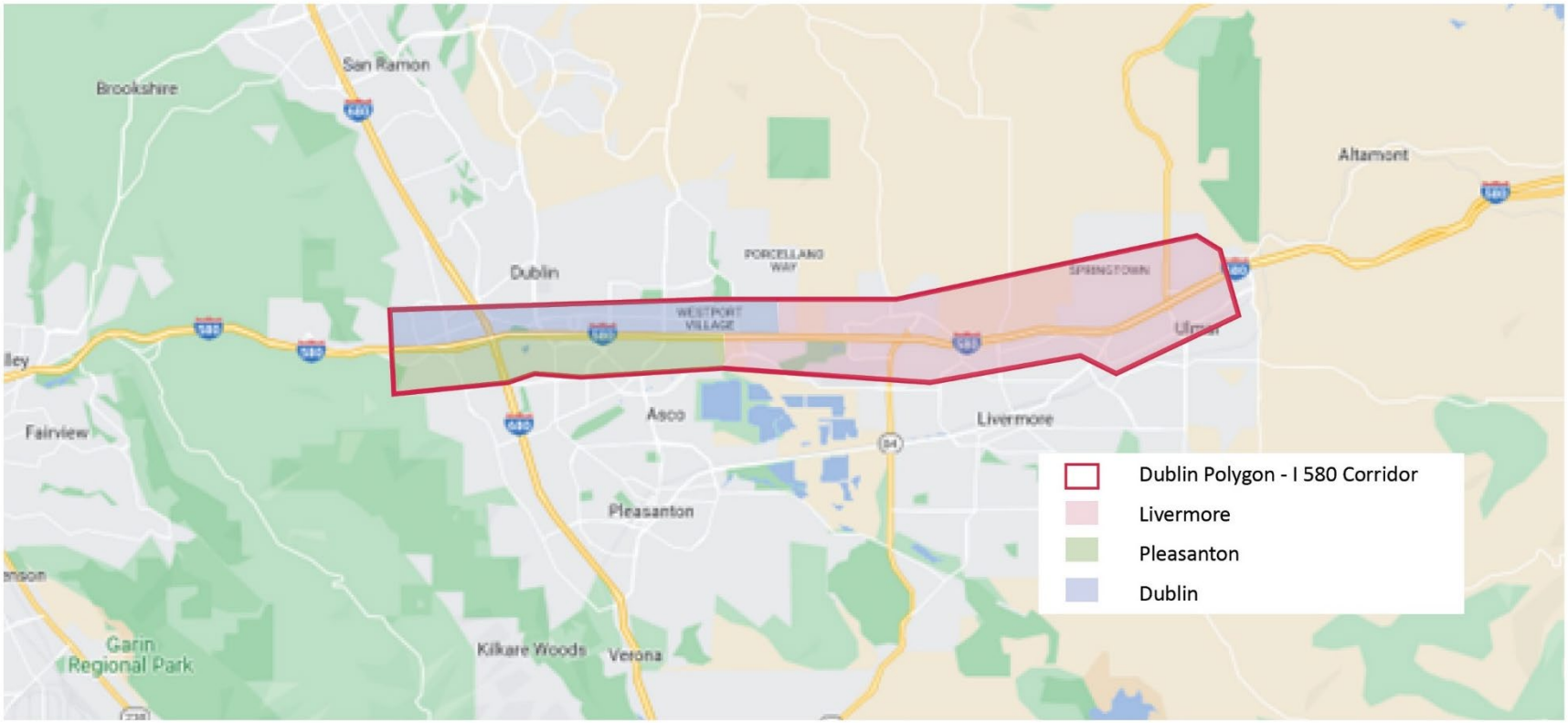
Table 16: City of Dublin Demographics, 2022
Table 17: Summary of Assessed Value of Recently Built Warehouse and Distribution Industrial Parks in the East Bay

Exhibit 1

Dublin I-580 Corridor



Corridor: 18.55 square miles (11,872 acres)

Dublin portion: 3.94 square miles (2,522 acres)

Pleasanton portion: 5.13 square miles (3,283 acres)

Livermore portion: 9.48 square miles (6,067 acres)

Exhibit 2a. Total Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Dublin Blvd Extension
Dublin, CA

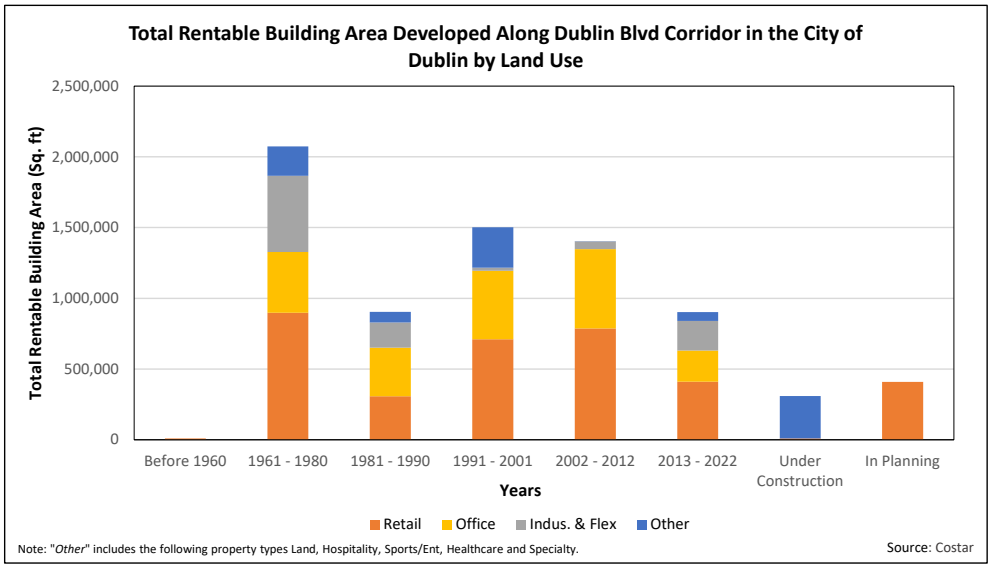


Exhibit 2b. Cumulative Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Dublin Blvd Extension
Dublin, CA

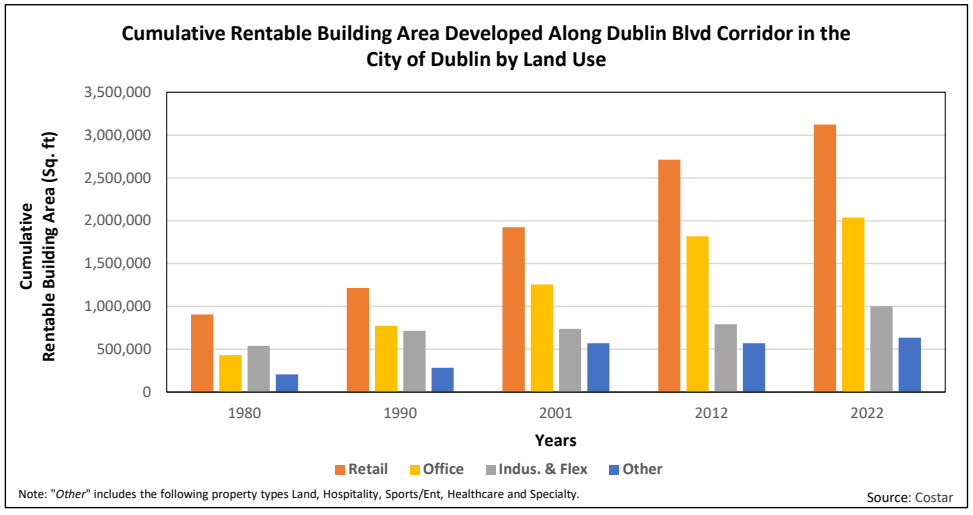


Exhibit 2c. Total Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Dublin Blvd Extension
Dublin, CA

Year Built	Retail	Office	Indus. & Flex	Other [1]	Total
Before 1960	9,216	0	0	0	9,216
1961 - 1980	897,322	429,702	538,373	207,693	2,073,090
1981 - 1990	307,989	343,198	177,327	76,440	904,954
1991 - 2001	710,545	484,093	22,360	285,556	1,502,554
2002 - 2012	787,314	560,479	54,607	1,464	1,403,864
2013 - 2022	411,243	220,000	208,650	63,298	903,191
Total Through '22	3,123,629	2,037,472	1,001,317	634,451	6,796,869
After 2022					
Under Construction	9,998	0	0	300,000	309,998
In Planning	409,380	0	0	0	409,380
Total	3,543,007	2,037,472	1,001,317	934,451	7,516,247

[1]This category includes the following property types: Land, Hospitality, Sports/Ent, Healthcare and Specialty.

Source: Costar

Exhibit 3a. Average Annual Acreage Developed Along Dublin Blvd Corridor in the City of Dublin by Land Use
Dublin Blvd Extension
Dublin, CA

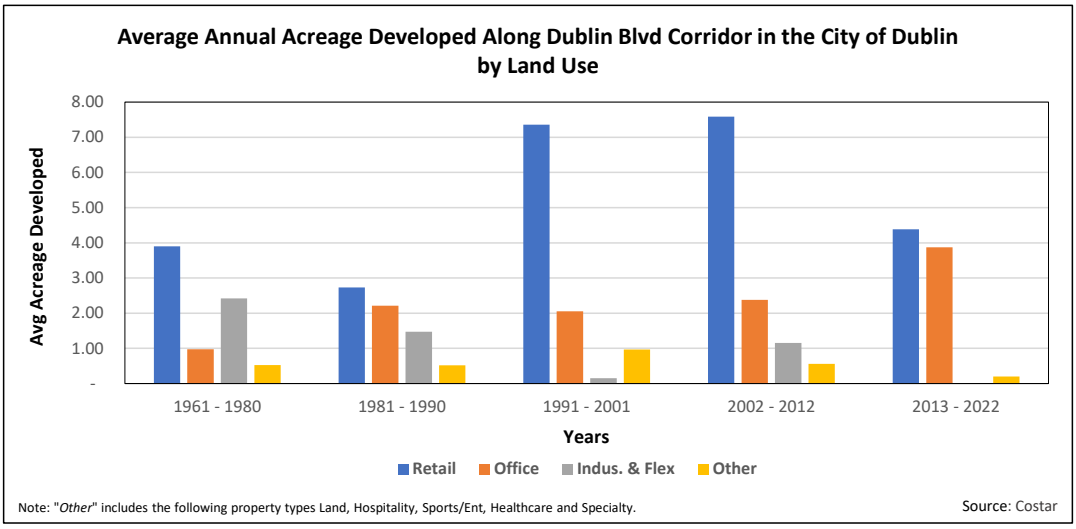


Exhibit 3b. Land Use Mix Rentable Building Area Developed Along Dublin Blvd in the City of Dublin over the Past 10 Years
Dublin Blvd Extension
Dublin, CA

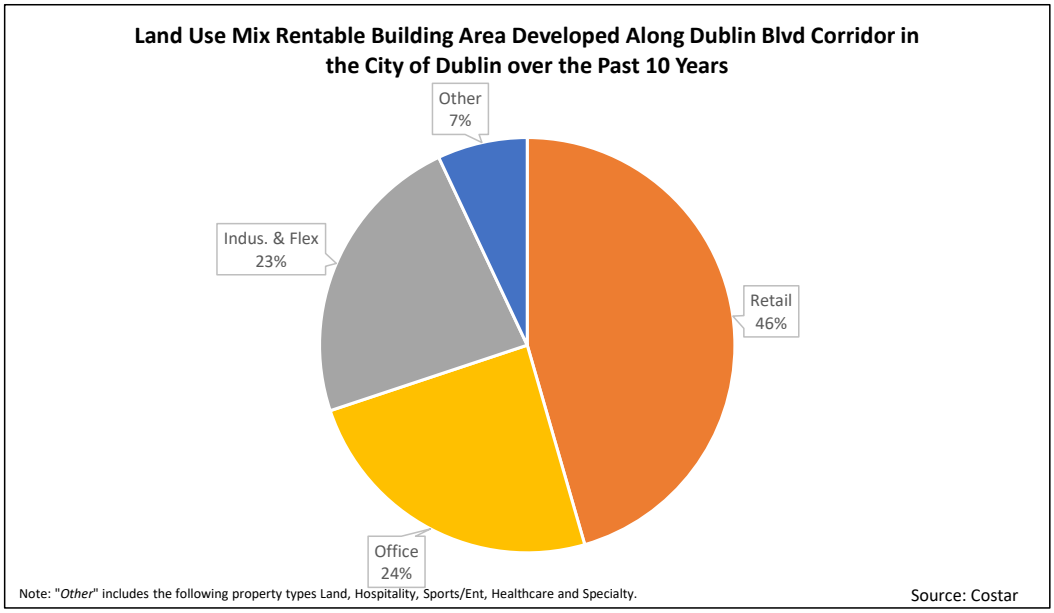


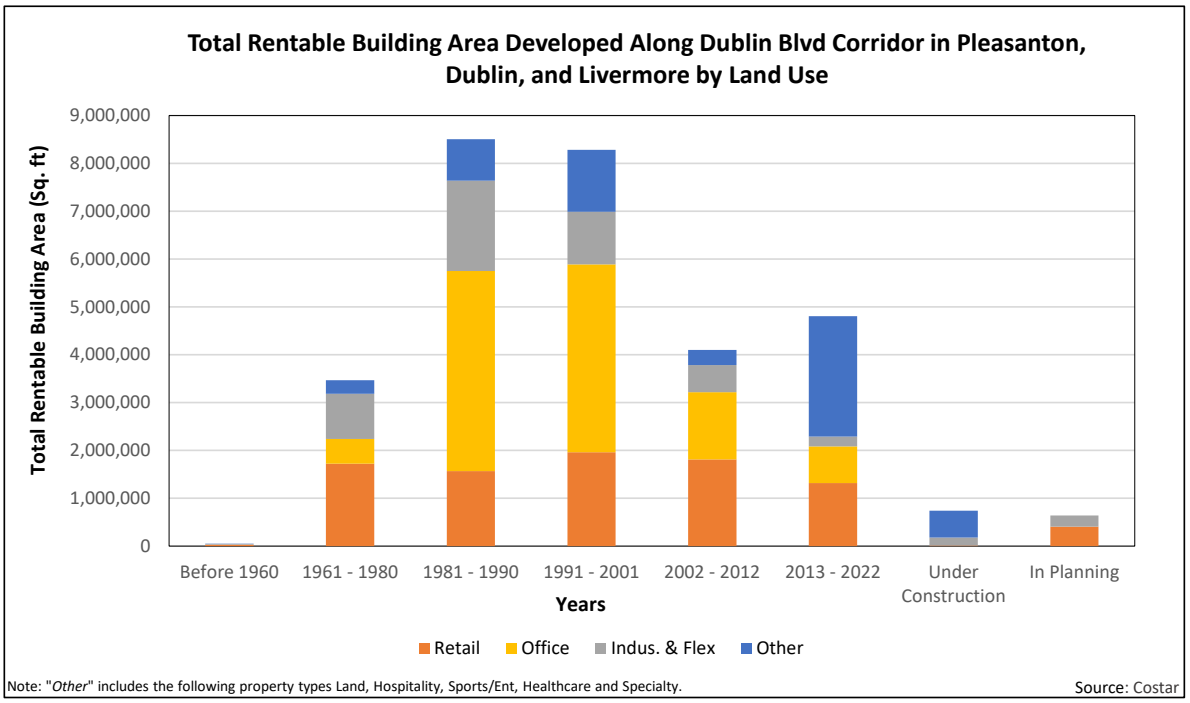
Exhibit 3c. Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in the City of Dublin
Dublin Blvd Extension
Dublin, CA

Year Built	Retail	Office	Indus. & Flex	Other [1]	Total
1961 - 1980	44,866	21,485	26,919	10,385	103,655
1981 - 1990	30,799	34,320	17,733	7,644	90,495
1991 - 2001	64,595	44,008	2,033	25,960	136,596
2002 - 2012	71,574	50,953	4,964	133	127,624
2013 - 2022	41,124	22,000	20,865	6,330	90,319

[1]This category includes the following property types: Land, Hospitality, Sports/Ent, Healthcare and Specialty.

Source: Costar

Exhibit 4a. Total Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Dublin Blvd Extension
Dublin, CA



Note: "*Other*" includes the following property types Land, Hospitality, Sports/Ent, Healthcare and Specialty.

Source: Costar

Exhibit 4b. Total Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Dublin Blvd Extension
Dublin, CA

Year Built	Retail	Office	Indus. & Flex	Other [1]	Total
Before 1960	29,616	0	15,052	3,468	48,136
1961 - 1980	1,724,670	515,687	945,786	283,791	3,469,934
1981 - 1990	1,566,394	4,182,284	1,890,549	867,480	8,506,707
1991 - 2001	1,964,841	3,922,571	1,100,426	1,294,947	8,282,785
2002 - 2012	1,811,852	1,405,500	568,105	317,550	4,103,007
2013 - 2022	1,318,458	764,733	208,650	2,516,406	4,808,247
Total Through '22	8,415,831	10,790,775	4,728,568	5,283,642	29,218,816
After 2022					
Under Construction	14,819	0	163,500	562,500	740,819
In Planning	409,380	0	231,062	0	640,442
Total	8,840,030	10,790,775	5,123,130	5,846,142	30,600,077

[1]This category includes the following property types: Land, Hospitality, Sports/Ent, Healthcare and Specialty.

Source: Costar

Exhibit 4c. Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Dublin Blvd Extension
Dublin, CA

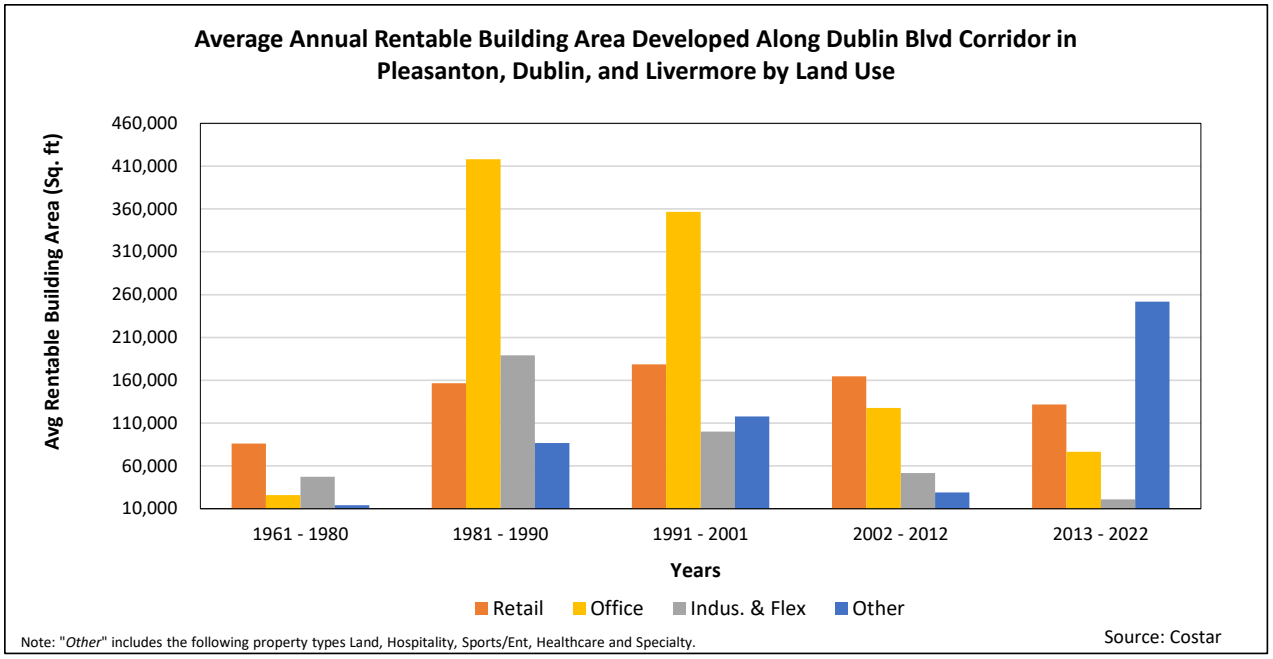


Exhibit 4d. Average Annual Rentable Building Area Developed Along Dublin Blvd Corridor in Pleasanton, Dublin, and Livermore by Land Use
Dublin Blvd Extension
Dublin, CA

Year Built	Retail	Office	Indus. & Flex	Other [1]	Total
1961 - 1980	86,234	25,784	47,289	14,190	173,497
1981 - 1990	156,639	418,228	189,055	86,748	850,671
1991 - 2001	178,622	356,597	100,039	117,722	752,980
2002 - 2012	164,714	127,773	51,646	28,868	373,001
2013 - 2022	131,846	76,473	20,865	251,641	480,825

[1]This category includes the following property types: Land, Hospitality, Sports/Ent, Healthcare and Specialty.

Source: Costar

Table 1: Summary of Fiscal Revenues to the City of Dublin

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

I. Annual Recurring General Fund Revenues Upon Buildout

Revenues	*Reference*	
Property Tax	*Table 5*	$861,000
Property Transfer Tax	*Table 6*	$10,000
Property Tax In-lieu of VLF	*Table 7*	$154,000
Sales Tax	*Table 8*	$2,000
Transient Occupancy Tax	*Table 9*	$0
Business Registration Fee	*Table 10*	$2,000
Franchise Fees	*Table 11*	$66,000
Total Annual Revenues Upon Buildout		**$1,095,000**

II. One-time Construction Related Revenues

Sales and Use Tax Generated from Construction Material Purchases	*Table 12*	$530,000
Initial Prop. Transfer Tax from sale of land	*Table 13*	$33,000
Development Impact Fees and In-lieu fees	*Table 14*	$15,596,000
Total One-time Construction Related Revenues		**$16,159,000**

Figures rounded

Table 2: Estimated Mix of Land Uses
Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Estimated Land Use Mix[1]	Net Acres[2]	Non-Res. Sq. Ft.	Hotel Rooms
Non-Residential	**80.0**	**1,219,680**	**0**
Retail		0	
Office		0	
Industrial Park		1,219,680	
Hotel		0	0
Total	**80.0**	**1,219,680**	**0**

[1] Mix is based on the zoning of properties, locational attributes, and historic development trends.

[2] Per City staff.

Table 3: Estimated Employment

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Commercial Employment

Non-Residential Vacancy[1] 5%

Land Use	Area (SF)/ Rooms	SF/ Employee or Rooms/Emp.[2]		Total Employees
Retail	0 SF	350		0
Medical Office	0 SF	260		0
Industrial Park	1,219,680 SF	590	[4]	1,964
Hotel	0 rooms	0.9		0
Total Employees				1,964

Service Population[3] **982**

[1] Industry standard vacancy rate for underwriting new development.

[2] KMA estimates.

[3] Service Population calculated as resident population plus half of employment.

[4] City of Dublin General Plan

Table 4: Estimated Assessed Value

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Total Estimated AV upon buildout **$374,563,000**

See below for calculations

Assessed Value of Privately Owned Commercial Properties upon Buildout

Commercial Product Type	GBA	Direct Cost /sf'/room	Direct Cost[1]	Soft Cost[2]	Est. Improvement Value[3]
Retail	0	$ 375	$0	$0.0	$0
Medical Office	0	$ 800	$0	$0.0	$0
Industrial Park	1,219,680	$ 175	$213,400,000	$42,680,000.0	$256,080,000
Hotel - 393 Keys	0	$ 215,000	$0	$0.0	$0
Total Estimated Improvement Value of Commercial Development					**$256,080,000**
Estimated Land Value			Land Area (SF)	Value per SF	
Land Area			3,484,800	$34 [4]	$118,483,200
Total Estimated Assessed Value of Commercial Development[5]					**$374,563,000**

[1] Reflects assumption that hard costs = 80% of improvement value.

[2] KMA estimates that a portion of soft costs would be included in assessed values. The portion assumed is equivalent to 20% of hard costs.

[3] Values reflect values of newly constructed projects in the market area.

[4] Reflects recent land sales for industrial development.

[5] Excludes the value of unsecured assessed value in this analysis.

Table 5: Estimate of Annual Base Property Tax Revenues 6/22/2023

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road

	Total
Total Estimated Assessed Value	$374,563,000
Base 1% Property Tax Levy	$3,745,630
Tax Rate Area	26-023
City of Dublin General Fund's portion of Base 1% Property Tax (Post-ERAF)[1]	22.98%
Estimate of Annual Property Tax Revenues	**$861,000**

[1] Property tax share is in accordance with 1992 agreement between the City of Dublin and Alameda County. Rate before ERAF shift is 25.4%.

Table 6: Estimate of Annual City General Fund Property Transfer Tax Revenues

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Transfer Tax Rate per $1,000 of Assessed Value[1]	$0.55
Holding Period Assumptions	
Commercial	20 years

Land Use	Est. Assessed Value	Property Transfer Tax
Commercial	$374,563,000	$10,300
Total	$375,000,000	$10,000
Estimate of Annual City Property Transfer Tax Revenues		**$10,000**

Note: Figures rounded

Table 7: Estimate of Annual City General Fund Property Tax In-Lieu of Vehicle License Fee Revenues

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

2004-05 Vehicle License Fee Adjusted Amount[1,2]	$2,278,846
2004-05 Assessed Valuation[1,2]	$5,553,452,954
VLF per $1,000 in AV Growth	$0.41
Estimated Assessed Value Upon Buildout	$374,563,000
Estimate of Annual Property Tax In-Lieu of VLF Revenues	**$154,000**

Note: Figures rounded to closest 1,000s

[1] As per SB 1096, growth of property tax in lieu of VLF is proportional to growth in AV since 2004/05.

[2] VLF distribution in 2004/05 per the California State Controller's Office.

Table 8: Estimate of Annual Sales Tax Revenues from Retail Sales and Employee Spending 6/22/2023

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road

City of Dublin's share of sales tax of total taxable Sales[1]	1.00%
Sales Tax from Retail Shops and Restaurants	
Estimated Taxable Retail Sales per Square Foot[2]	$430
Total Retail Square Feet	0
Estimated Total Taxable Retail Sales	$0
Assumed % of Sales that are Net New to City	90%
Estimated Sales Tax from Retail	$0
Sales Tax from Off-Site Employee Spending	
Weekly Employee Spending on Retail[3]	$17
Weeks at Work per Year	50
Average Annual Retail Spending per Employee	$827
City of Dublin (off-site) Capture Rate[4]	10%
Onsite Capture Rate[4]	40%
Employee Spending Captured Outside City of Dublin[7]	50%
	100%
Annual Income Spent on off-site Retail Sales in Dublin per Employee	$83
New Employment	1,964
Estimated Off-site Taxable Sales from Employee Spending	$162,000
Estimated Sales Tax from Off-site Employee Spending	$1,620
Estimate of Annual Sales Tax Revenues from Retail Sales and Employee Spending	**$2,000**

Note: Figures rounded to closest 1,000s.

[1] Source: Dublin Municipal Code

[2] This is based on average per square foot taxable sales generated by Persimmon Place in Dublin (includes vacancy).

[3] Based on weekly employee restaurant spending in the vicinity of the workplace, as reported in the ICSC report, "Office Worker Retail Spending in a Digital Age" (2012), for suburban workers, assuming 50 weeks at work per year. Figures adjusted to $2023 using national CPI.

[4] KMA has assumed that 40% of the taxable employee retail spending is captured on-site, 10% is captured off-site in other retail locations in City of Dublin, while remaining 50% is captured by retail located outside the City.

Table 9: Estimate of Annual City General Fund Transient Occupancy Tax (TOT) Revenues

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Upscale Select Service Hotels	
Estimated Number of Rooms (Keys)	0
Annual Room Nights	0
Average Daily Rate (ADR in $2023)[1]	$184
Occupancy upon Stablization	75%
Hotel Revenue Generated	$0

	TOT Revenues
Total Hotel Revenue Generated	$0
City of Dublin TOT Rate[2]	8%
Estimate of Annual Transient Occupancy Tax Revenues	**$0**

Note: Figures rounded to closest 1,000s

[1] Rate reflects current average daily rate of newer hotels in the East Bay.

[2] Source: Dublin Municipal Code (section 3.16.030).

Table 10: Estimate of Annual City General Fund Business License Registration Fees

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Annual Business License Registration Fee per business[1] $28

Commercial	Program	Estimated Avg. SF per Business[2]	# of Businesses	Business Reg. Fees
Office	0 SF	20,000	0	$0
Industrial Park	1,219,680 SF	15,000	81	$2,268
Retail	0 SF	0	0	$0
Hotel (est. 393 keys)	0 keys		0	$0
			81	$2,268
Estimate of Annual Business Registration Fees				**$2,000**

Note: Figures rounded to closest 1,000s

1. Source: City of Dublin; Initial fee amount is $102 per business, but thereafter the annual renewal fee is $28 per business.

2. KMA estimate.

Table 11: Estimate of Annual City General Fund Franchise Fee Revenues

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Franchise Fee FY 2022/23[1,2]	$5,760,000
FY 2022/23 Service Population[3]	86,000
Estimated Franchise Fee per Service Population	$67
New Service Population in Fallon Road Area	982
Estimate of Annual Franchise Fee Revenues	**$66,000**

Note: Figures rounded to closest 1,000s

[1] Source: City of Dublin, Adopted Budget FY 2022/23; See Table 15 for details.

[2] Includes Electric, Gas, Garbage and Cable Franchise Taxes.

[3] See Table 16

Table 12: Estimate of One-time Sales and Use Tax and Employment Created by Construction Activities
Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 06/22/23

Total Hard Cost		Factor	
Retail	0 SF	$375/SF	$0
Medical Office	0 SF	$800/SF	$0
Industrial Park	1,219,680 SF	$175/SF	$213,400,000
Hotel	0 keys	$215,000/key	$0
Total Hard Cost			$213,400,000
Estimated Construction Material Cost as a percentage of Hard Costs[1]			50%
Estimated Share with Dublin as a point of Sale[2]			50%
Estimated Construction Material Sales in City of Dublin			$53,350,000
Local Sales and Use Tax Rate			1%
Total One-time Sales and Use Tax Revenues During Construction			**$530,000**

Construction Jobs	
Esimated Labor Cost as a percentage of Hard Costs	50%
Estimated Construction Labor Costs	$106,700,000
Average Annual Wage for Construction Occupations in Alameda and Contra Costa Counties, 2021[3]	$79,040
Estimated Full-time Equivalent One-Year Construction Jobs[4]	**1,350**

Note: Figures rounded to closest 10,000s

1. KMA assumption.

2. For the purpose of this analysis it is assumed that 50% of the material costs will generate sales/use tax revenue to the city of Dublin, by general and sub-contractors designating the job site in Dublin as the point of sale for the materials.

3. Source: Occupational Employment Statistics Survey (OES), May 2021 (most current data available).

4. Based on convention, employment counts reflect a one-year construciton period.

Table 13: Estimate of One-time Property Transfer Tax from Sale of Land for Development

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

Transfer Tax Rate per $1,000 of Assessed Value		$0.55
I. Property Transfer Tax from Purchase of Site		
Assumed Land SF to be Sold	3,484,800	
Sale Price[1]		$59,241,600
Transfer Tax generated from the land sale transaction		$32,583
Transfer Tax generated from Land Sale Transaction[1]		**$32,583**

Note: Figures rounded.

[1] KMA estimate reflects a conservative assumption of a 50% discount from average price of recent land sales.

Table 14: Estimate of Development Impact Fees

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

SF	Land Use	EDTIF Trip Rate*	
0	Anchor	2.75	
0	Shops	2.48	
0	Fast Casual Restaurant	6.35	
0	Fast Food without Drive Thru	18.42	
0	Office	1.50	
1,219,680	Industrial Park	0.40	*
0	Hotel (140 rooms)	0.60	
1,219,680		0.40	*

Impact Fee	Rate	Amount	
Public Facility Impact Fees	varies	$1,974,662	
Fire Impact Fee	varies	$47,568	
Eastern Dublin Transportation Impact Fee	$13,751	$6,708,728	*
Eastern Dublin Freeway Interchange Fee	$36.25	$44,213	
Tri Valley Transportation Development Fee	Varies	$6,061,810	
Eastern Dublin Noise Mitigation Fee	varies	$2,891	
Affordable Housing In Lieu Fee	Varies	$756,202	
Public Art In Lieu Fee			***
TOTAL IMPACT FEES		**$15,596,073**	

**EDTIf trip generation rate and fee per PM Peak hour trip were provided by City staff.*

****Public Art In Lieu Fee: Is based on building size and the development project's building valuation, which are unknown at this time.*

Table 15: FY 2022/23 General Fund Budget Summary

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

General Fund Revenues

	FY 2022-23	Basis of KMA Projection
Included in the Analysis		
Property Taxes	$55,163,000	assessed value, City share of 1% tax
Sales Tax	$26,400,000	est. project sales, empl. and resid. spending
Property Transfer Tax	$800,000	assessed value (AV), $0.55 per $1,000 of AV
Transient Occupancy Tax	$1,400,000	avg. daily room rate, and hotel occupancy
Franchise Taxes	$5,760,000	per capita based on service population
Business licenses	$150,000	based on number of businesses
Subtotal	$89,673,000	

Revenues that are Deducted from Expenditures		**Allocation by Department**	
Licenses & Permits	$3,836,514	$3,801,518	Community Dev.
		$34,996	Fire Services
		$0	Police Services
		$0	Public Works
Fines and Penalties	$85,000	$85,000	Police Services
Leased property	$522,987	$522,987	Parks & Community Svcs.
		$0	Public Works
General Revenue	$0	$0	Parks & Community Svcs.
		$0	Public Works
Charges for Services	$10,006,833	$27,000	General and Admin.
		$4,028,816	Community Development
		$1,160,713	Fire Services
		$20,750	Police Services
		$4,769,554	Parks & Community Svcs.
		$0	Public Works
Intergovernmental	$0	$0	Human Resources
Subtotal	$14,451,334		

Rev. Sources Ex. From Analysis		**Reason for Exclusion**
Intergovernmental	$290,000	**independent of project**
Balance of licenses and permits	$38,377	**minor source of funds**
Transfers In	$77,900	**independent of project**
General Revenue	$1,534,036	**independent of project**
	$0	**independent of project**
Sales Tax Reimbursements	-$405,555	**independent of project**
Interest Earnings	$1,510,000	independent of project
Environmental Services	$1,618,571	independent of project
Fines & Penalties	$0	independent of project
Subtotal	$4,663,329	

Total General Fund Revenue	$108,787,663	
Total Gas Tax Revenue to PW	**$1,140,543**	Allocated to Public Works for Street Maint.

Table 16: City of Dublin Demographics, 2022

Fiscal Revenue Analysis of Future Commercial Development Potential Along the Extension of Dublin Boulevard East of Current City Limit to Doolan Road 6/22/2023

	2022	
Population[1]	75,325	
Households[1]	24,174	
Employment[1]	22,125	
Service Population[2]	86,000	*rounded*
Average Household Income[1]	$212,601	
Average Household Size[1]	2.81	

[1] Source: ESRI, 2022

[2] Service Population calculated as 50% of employment population.

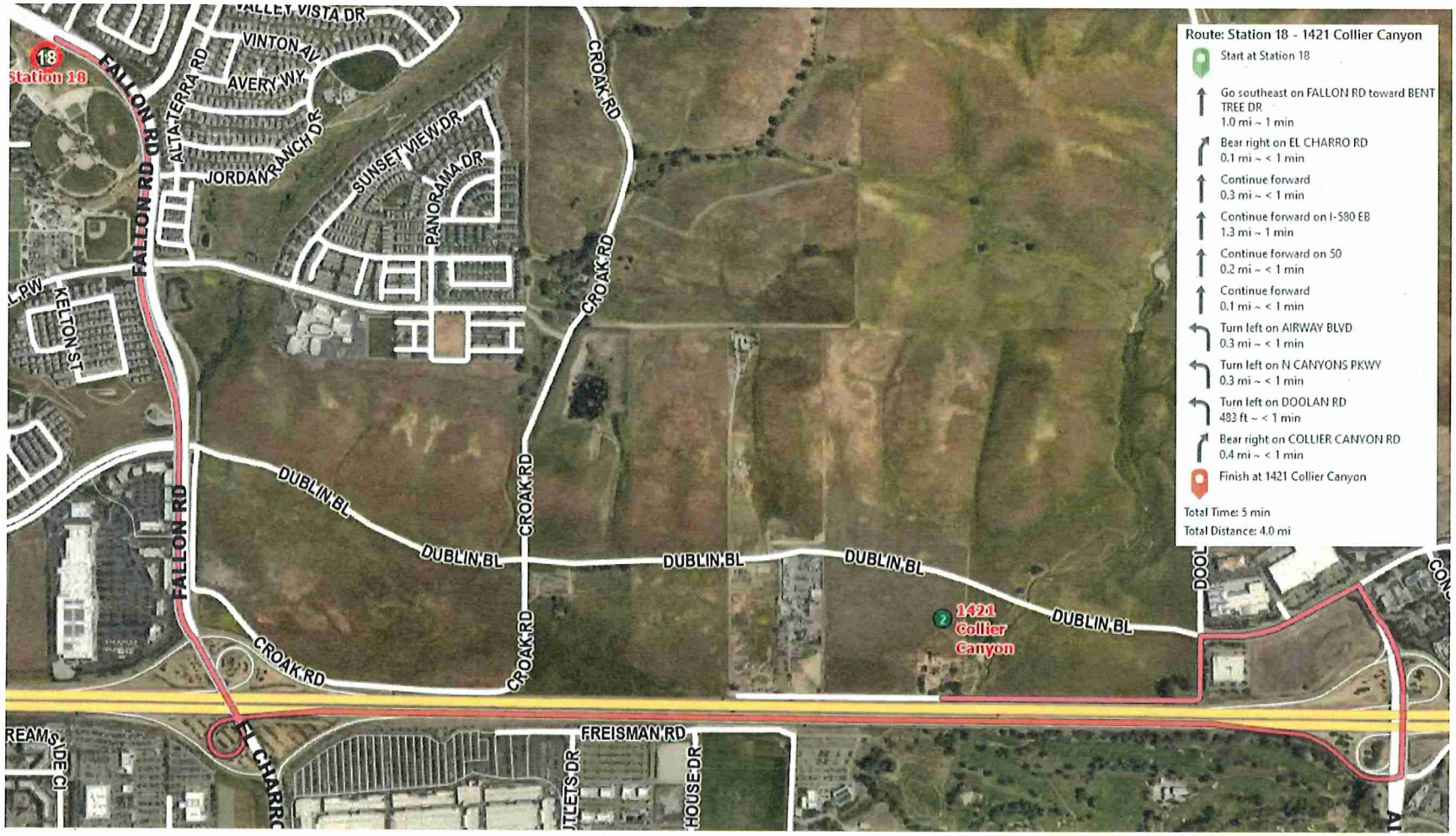
Station 18 to 1421 Collier Canyon – Dublin Blvd Extension Response

3 minutes, 1.9 miles



Station 18 to 1421 Collier Canyon – 580 Response

5 minutes, 4 miles



Ballot Measure Amending the General Plan East of the City Limits

City Council Meeting – Item 8.1

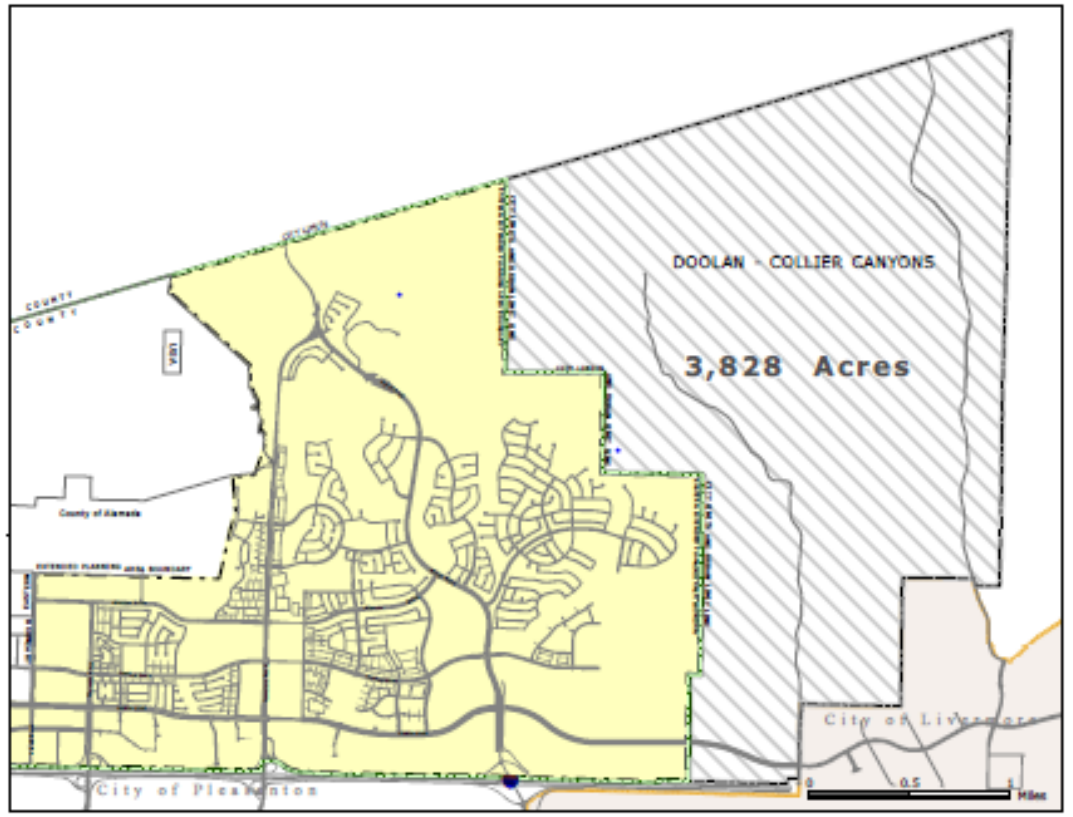
July 16, 2024

DUBLIN
CALIFORNIA



Open Space Initiative of 2014

- Purpose was to protect open spaces of Doolan and Collier Canyons and Western Dublin Extended Planning Area.



Open Space Initiative of 2014

- Established development standards (minimum parcel sizes, maximum floor areas, limitations on use).
- Prohibited development when it would degrade biological resources or without adequate water supply.
- Identified permissible uses, including an arterial road connecting Dublin Blvd. and North Canyons Pkwy.

Open Space Initiative of 2014

- Specified that:
  - The CC shall study commercial development along the Dublin Blvd. extension up to 1,200 feet north of I-580 and whether such development is needed to fund the road.
  - The CC may put a measure on the ballot to authorize development in the designated area.

Dublin Blvd. Extension



- 1.5-miles contemplated for 30 years
- Requires significant public investment ($150M+)
- Being planned by Alameda County Transportation Commission, with Dublin and Livermore
- EIR completed, mitigation monitoring plan in 2019
- Dublin ($124M); Livermore ($27.5M) – based on splitting property in unincorporated AC

Dublin Blvd. Extension

- Key benefits
  - Improved fire and medical response times
  - New transportation corridor
  - Robust new bicycle network

Dublin Blvd. Extension

- Within current City boundaries
  - Opens multiple properties for limited commercial development next to the road
  - Part of Fallon East Economic Development Zone
    - Incentives to R&D, life science, advanced manufacturing, automation and robotics, startups, incubators, clean/green energy tech
    - 14,000+ new jobs
    - Requires the DBE to ensure long-term success
  - Funding plan in place for this portion of the DBE

Dublin Blvd. Extension

- Beyond current City boundaries
  - Two parcels (180 acres, half a mile)
  - $54M for this section; current assumption splits this between Dublin and Livermore
  - No funding source for this portion of the DBE
  - Limited commercial development along the road could offset costs

OSI Study

- Market and feasibility analysis completed in 2023
  - Commercial development along this portion of the DBE would create:
    - $1.1M in annual revenue
    - $16M in one-time revenue
    - 1.1M sq. ft. industrial/business park development
    - 2,000 FT jobs / 3,700 total jobs (direct and indirect)
  - Water/wastewater service analysis to be completed later with LAFCO
  - Emergency response times improved by 2 minutes

Ballot Measure

- Asks voters if they want to amend the General Plan to give the City Council discretion to approve limited development of the site in the future.
  - Placing the measure on the ballot and the voters' approval of it is not a project approval.
- Future development approvals would require:
  - Environmental review (CEQA)
  - Amendment of Dublin's Sphere of Influence
  - Annexation of the property into Dublin
  - Site development review

Proposed Amendments to the General Plan

"~~Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of Interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area~~. Notwithstanding anything to the contrary in the Dublin Open Space Initiative of 2014 and this Section 2.8, the City shall not be prevented from designating for commercial development, consistent with what is permitted on the lands to the immediate west and within the City limits, the portion of the property east of the Dublin Eastern Urban Limit Line up to the Livermore city boundary and along the proposed extension of Dublin Boulevard to North Canyons Parkway, up to 1,200 feet north of Interstate 580 (the "1,200 foot line"). Notwithstanding the geographic limitations in the previous sentence, commercial development may be approved in the portion north of the 1,200 foot line to the west of Cottonwood Creek, so long as the total area of developed land does not exceed 80 acres, thus ensuring that at least 100 acres of the property are preserved as open space. The City Council in determining whether to give such authorization shall be required to find that the proposed commercial development would contribute substantially to the funding of the construction and/or maintenance of the Dublin Boulevard extension, that at least 100 acres of open space will be permanently protected, that the portion of the right of way for Dublin Boulevard on the property was provided by the property owner without cost to the City (either through reimbursement for acquisition costs or dedication), and that water supply and wastewater service is assured for any development. If such future commercial development is authorized by the Council, the other provisions of the Dublin Open Space Initiative of 2014 and this section 2.8 shall not apply to it."

Map of Proposed Area



Recommendation

Adopt the **Resolution** Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan That was Added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor.

Thank You!



DUBLIN
CALIFORNIA

July 16, 2024

SB 343

Senate Bill 343 mandates supplemental materials that have been received by the City Clerk's office that relate to an agenda item after the agenda packets have been distributed to the City Council be available to the public.

The attached documents were received in the City Clerk's office after distribution of the July 16, 2024, Regular City Council meeting agenda packet.

Item 8.1

CITY MANAGER'S OFFICE MEMORANDUM

DATE:	July 16, 2024
TO:	Honorable Mayor and City Councilmembers
FROM:	Linda Smith, City Manager
SUBJECT:	Item 8.1: Consideration of Ballot Measure to Amend the General Plan Regarding the Livbor-Manning LLC Property East of the City Limits

The July 16, 2024, City Council Meeting includes the consideration of placing a measure on the ballot to amend a provision of the Dublin General Plan added by the Open Space Initiative of 2014.

The attached shows a change to the staff report on Item 8.1. It shows revisions to the ballot measure text that staff added to the resolution (Attachment 1) after the staff report had already been readied for publication. The staff report quoted the previous language.

Agenda Item 8.1

DUBLIN
CALIFORNIA

STAFF REPORT
CITY COUNCIL

DATE: **July 16, 2024**

TO: Honorable Mayor and City Councilmembers

FROM: Linda Smith, City Manager

SUBJECT: Consideration of Ballot Measure to Amend the General Plan Regarding the Livbor-Manning LLC Property East of the City Limits
Prepared by: Linda Smith, City Manager and John Bakker, City Attorney

EXECUTIVE SUMMARY:

The City Council will consider placing a measure on the ballot to amend a provision of the Dublin General Plan added by the Open Space Initiative of 2014 in a manner that would allow future approval by the City of limited commercial development on certain property east of the City limits owned by Livbor-Manning LLC. If enacted, the measure would not affect current voter restrictions on new housing development.

STAFF RECOMMENDATION:

Adopt the **Resolution** Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan That was Added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor.

FINANCIAL IMPACT:

The actions relating to the placement of the item on the ballot will result in costs associated with the Alameda County Registrar of Voters of approximately $5,000 for the costs of printing the ballot materials in the Voters Information Pamphlet.

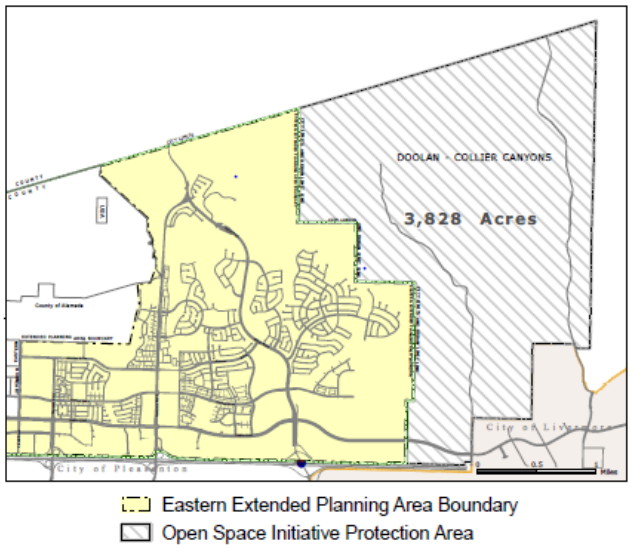
DESCRIPTION:

Background

Open Space Initiative of 2014

The Dublin Open Space Initiative of 2014 (OSI) was adopted by the Dublin City Council on June 3, 2014. The stated purpose of the initiative was to protect the open spaces and agriculture of the Doolan and Collier Canyons area (which is the subject of this Staff Report) and the Western Extended Planning Area. Doolan-Collier Canyons is the area enclosed by the Dublin Eastern Urban Limit Line, Interstate 580, the Livermore city boundary, the eastern boundary of Collier Canyon, and the Alameda County-Contra Costa County boundary as shown in Figure 1 below. This area is located outside the City Limits and Sphere of Influence and is not in any of the City's Planning Areas. The policies, regulations, and development standards adopted as part of the OSI apply only when property in the designated area is annexed into Dublin. Furthermore, these policies, regulations, and development standards can only be repealed or amended by the voters of Dublin. Much of the Doolan-Collier Canyons area depicted in Figure 1 is also permanently protected as habitat mitigation banks or public agency ownership.

Figure 1: Doolan and Collier Canyons



The OSI established certain development standards including minimum parcel sizes, maximum floor areas, limitations on use, and prohibited development under certain circumstances where it would degrade biological resources, or not have adequate, safe, and sustainable water supply. Section 2.8.8 of the General Plan identifies permissible uses. Among other uses, the OSI does allow an arterial road (i.e., the Dublin Boulevard extension) for the stated purpose of connecting Dublin Boulevard and North Canyons Parkway (Section 2.8.8.11).

Section 2.8.8 of the General Plan further states the following: "Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area."

Dublin Boulevard Extension

Dublin Boulevard serves as the primary east-west route in the City and is a key piece of infrastructure, serving motorists as well as the long-term needs of the transit, bicycle, and pedestrian communities. Extending Dublin Boulevard beyond its current terminus at Fallon Road requires significant public investment, currently estimated at more than $150 million. The 1.5-mile extension has been part of the long-term development plan for about 30 years and is being planned by the Alameda County Transportation Commission, in consultation with the City of Dublin and the City of Livermore. An environmental impact report (EIR) was certified and a mitigation monitoring and reporting program for the Dublin Boulevard extension was approved in August 2019. It is expected that Dublin's share for the extension will be approximately $124 million, and Livermore's share will be approximately $27.5 million, based on the roadway length in each jurisdiction and a split of the portion of the roadway in unincorporated Alameda County, known as the Crosby property (owned by Livbor-Manning LLC).

The Dublin Boulevard Extension will result in many key benefits to the community, including improved fire and medical 911 response times, a new public transportation corridor to Livermore, as well as a more convenient northside route for Dublin residents wishing to travel to and from Livermore to places like Las Positas College. In addition to benefits to motorists, the extension will include a robust new bicycle network and safe pedestrian access for recreational community needs.

Within the City's current boundaries, the Dublin Boulevard extension will open multiple properties for limited commercial development adjacent to the extension. Entitlements are being sought by all but one of the properties currently within the City limits and are part of the City Council's Fallon East Economic Development Zone. The Fallon East Economic Development Zone is a key component to the City's economic development efforts and will provide incentives to users in the research and development, life science, advanced manufacturing, automation and robotics, startups, incubators, and clean/green technology industries. The area, once constructed, will primarily be home to future commercial and business park uses, creating more than 14,000 permanent, high-wage jobs. The Fallon East Economic Development Zone requires the completed extension of Dublin Boulevard to ensure its long-term success.

Beyond the City's current boundary, which the extension crosses to connect to North Canyons Parkway, is the Crosby property. The property includes two parcels of land totaling approximately 180 acres and accounts for a half mile of frontage along the new extension. Road costs associated with this section of the Dublin Boulevard extension are estimated at over $54 million. Currently, it is assumed that Livermore and Dublin would equally share in the cost of improvements, and there is no current funding source for these expenses by either agency. Limited commercial, non-residential development along the Dublin Boulevard extension could provide an opportunity to offset certain costs associated with the extension, including right of way and mitigation lands, as well as create a sustainable revenue source for the ongoing maintenance of the roadway. It should be noted that within the City's boundaries, the City Council authorized a funding plan for its share of costs, totaling nearly $80 million. This plan includes advancing future traffic impact fees from the City's General Fund reserves and establishing reimbursement payments from benefiting property owners for the City's upfront costs associated with indirect mitigation of the road.

Open Space Initiative Studies and Analysis

As part of the assessment required by the OSI 10 years after its adoption, the City conducted a market and feasibility analysis with Keyser Marston in 2023. (Attachment 2). In summary, the report indicates that commercial development of the portion of the property directly adjacent to the extension would yield economic benefit to the City. The property would create nearly $1.1 million in annual new revenue to maintain the extension, provide additional funding for the City's operations, and produce nearly $16 million in one-time construction-related revenues. The analysis suggests that the limited area for development could yield up to 1.2 million square feet of industrial/business park development (based on a FAR of .35), resulting in the creation of more than 2,000 full-time jobs and a total of more than 3,700 jobs (both direct and indirect) throughout the County.

As part of its assessment, the City engaged in discussions with the Dublin San Ramon Services District (DSRSD) to determine whether water and wastewater service is assured. Given that this first step of asking the voters is not an annexation request, DSRSD was unable to provide the analysis until such a request is made to the Local Agency Formation Commission (LAFCO). This evaluation would occur after the voters of Dublin decide whether to amend the current boundaries.

Staff requested and received biological resource information from the property owner, Livbor Manning, LLC. This information suggests there is some value to certain species on the property, particularly the area surrounding Cottonwood Creek.

As previously mentioned, a benefit of the Dublin Boulevard extension is improved fire and medical 911 response times. To that end, the City evaluated 911 fire and medical emergency response times to the area. Currently, there are properties in the City of Dublin just west of the Crosby property accessed only from Collier Canyon Road. Emergency response to those areas requires responders to leave Dublin and access the property from the east, typically

using the Airway Boulevard-Collier Canyon Rd. Interchange. Staff worked with Alameda County Fire Department staff assigned to Dublin to determine current and future response times from Station 18 in Dublin. (Attachment 3) The current response time to the Crosby property along Collier Canyon Road via Highway 580 is approximately five minutes. Future response times to this property via the Dublin Boulevard extension would be three minutes, creating a time savings of approximately two minutes for fire and medical response.

Ballot Measure

Staff has prepared the attached Resolution (Attachment 1) submitting to the Dublin voters consideration of an amendment to the Dublin General Plan as follows (material deleted from the General Plan is in ~~strikeout~~ type):

> *~~"Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of Interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area.~~ Notwithstanding anything to the contrary in the Dublin Open Space Initiative of 2014 and this Section 2.8, the City shall not be prevented from designating for commercial development, consistent with what is permitted on the lands to the immediate west and within the City limits, the portion of the property east of the Dublin Eastern Urban Limit Line up to the Livermore city boundary and along the proposed extension of Dublin Boulevard to North Canyons Parkway, up to 1,200 feet north of Interstate 580 (the "1,200 foot line"). Notwithstanding the geographic limitations in the previous sentence, commercial development may be approved in the portion north of the 1,200 foot line to the west of Cottonwood Creek, so long as the total area of developed land does not exceed 80 acres, thus ensuring that at least 100 acres of the property are preserved as open space. The City Council in determining whether to give such authorization shall be required to find that the proposed commercial development would contribute substantially to the funding of the construction and/or maintenance of the Dublin Boulevard extension, that at least 100 acres of open space will be permanently protected, that the portion of the right of way for Dublin Boulevard on the property was provided by the property owner without cost to the City (either through reimbursement for acquisition costs or dedication), and that water supply and wastewater service is assured for any development. If such future commercial development is authorized by the Council, the other provisions of the Dublin Open Space Initiative of 2014 and this section 2.8 shall not apply to it."*

If approved, the measure would allow the City Council, in the future, to approve development of the site. Future development approvals would require, potentially among other things, environmental review under CEQA, general plan amendment, prezoning/zoning, amendment of the City's sphere of influence, annexation, and site development review.

ENVIRONMENTAL DETERMINATION:

The City Council's approval of the resolution is not a project under the California Environmental Quality Act. The measure, if approved by the Dublin electorate, would merely authorize the City Council to designate, in the future and in its future exercise of discretion, certain open space lands for commercial development as a means of financing the Dublin Boulevard extension project. As such, it will not cause a direct physical change in the environment or cause a reasonably foreseeable indirect physical change in the environment. Of course, any such potential future exercise of discretion will be subject to the California Environmental Quality Act's requirements.

STRATEGIC PLAN INITIATIVE:

None.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

The City Council Agenda was posted.

ATTACHMENTS:

1) Resolution Ordering the Submission to the Qualified Electors of the City of Dublin an Ordinance Amending a Provision of the Dublin General Plan that was added by the Dublin Open Space Initiative of 2014; Calling for an Election to be Consolidated with the Statewide Election to be Held on November 5, 2024; Fixing the Date and Manner of the Election and the Procedure for Voting Therein; and Providing for Notice Therefor
2) Keyser Marston Report – Commercial Development Opportunities and Fiscal and Economic Benefits of Dublin Blvd. Extension – East of City Limits to Doolan Road
3) Fire Response Exhibits

CITY OF
LIVERMORE
CALIFORNIA

July 15, 2024

Michael McCorriston
Mayor – City of Dublin
Via email: michael.mccorriston@dublin.ca.gov

Re: My Reaction to Dublin's Proposed Ballot Measure to Annex and Develop Properties Separating Dublin and Livermore

Dear Mayor McCorriston -

I reviewed the materials prepared by Dublin city staff for item 8.1 on tomorrow's Dublin City Council agenda. I must say I was shocked with how misleading this item is, given the history of negotiations between our cities.

Last summer, you came to Livermore's City Council meeting to read a letter from then Mayor Hernandez about the Dublin Boulevard Extension. As we stated then and as demonstrated in several MOUs between our cities, Livermore still favors the construction of the road extension, but there must be a demonstrated benefit for Livermore residents along with prioritizing Livermore's interests to preserve open space and maintain a considerable visual buffer between our communities.

The Dublin staff report states that Livermore will provide a contribution of $27 million for the road. Since the road, as presented in the staff report, will be wholly inside Dublin urban boundaries after the proposed annexation, per the existing agreements between our cities, Livermore's contribution to the road will be zero. The voters of Dublin should be provided some sense of security that the road will actually be built.

These are cynical times and distrust of elected officials is at an all-time high. I am therefore concerned that the video that you are using to convince your residents to support the extension shows it bounded by open space, with no obvious development until Livermore. Even more cynical is the name, "Dublin Open Space Initiative" since it eliminates the open space. At the same time, Dublin's staff maintains that in order to fund this expressway, there will be solid industrial and commercial buildings from Fallon Road to Doolan Road. Why doesn't the video show the voters what this will really look like?

The staff report reflects but does not explain the significance of the proposed measure's attempt to eliminate Dublin voter approval for development along the roadway, nor does the measure clearly reflect that language is also being added to the existing citizens' initiative.

Also, the ballot question states that a land donation will be made in exchange for development, but that agreement is not explained anywhere. Those substantive details matter and their absence is even more noticeable in light of the pandering statement "at no cost to the voters" that was injected at the beginning of the question. Those actions breed distrust and feed cynicism.

Our cities jointly approached LAFCO in December 2023 about preserving a portion of the Crosby property to create a compromise that balances interests of both of our communities. Livermore still wishes to preserve a reasonable open space buffer between our cities to ensure there is a visible space instead of urban sprawl, and I would hope that the staff of our two cities can work together to accomplish, what I see, as a mutually beneficial goal. In the meantime, it is important that Dublin voters not be misled by the information in the staff report and ballot measure.

Thank you,

John Marchand

Mayor John Marchand
City of Livermore

CITY OF LIVERMORE CALIFORNIA

July 15, 2024

Linda Smith
City Manager
City of Dublin
100 Civic Plaza
Dublin, CA 94568
Via email: linda.smith@dublin.ca.gov

Re: Request to Leave a Considerable Portion of the Crosby Properties Undeveloped with Clear Notation in the Proposed Ballot Measure Language

Dear Linda,

This letter follows up on the discussions between Livermore and Dublin staff concerning Dublin's plans to develop the unincorporated area between our two cities, comprised of two parcels ("western" and "eastern") both owned by Mr. Crosby (refer to Attachment 1). I am formally requesting, in line with the direction given to staff by the Livermore City Council in November 2023, that the City of Dublin continue negotiations with the City of Livermore to identify a reasonable open space separator between the two communities to responsibly address priorities of the Livermore residents as outlined in our General Plan and confirmed through a poll conducted in October-November 2023, and to satisfy requirements of the Alameda County Measure D that calls for preservation of agricultural lands and protection of open space, watersheds, and wildlife habitat.

Background

The Cities of Dublin and Livermore have been working cooperatively for a number of years on the Dublin Boulevard Extension Project ("Project"). The Project includes an approximately 1.6-mile extension of Dublin Boulevard from Fallon Road in the City of Dublin to North Canyons Parkway in the City of Livermore. This coordination has included several discussions related to the future land use of the surrounding properties, namely the properties comprising approximately 180 acres (commonly referred to as the "Crosby Properties") located in Alameda County, west of Doolan Road and north of Interstate 580 (Assessor Parcel Numbers [APNs] 905-1-1-2 and 905-1-3-2). Approximately 0.6-mile of the roadway would traverse through the Crosby Properties.

On May 3, 2016, the Cities of Dublin and Livermore entered into a memorandum of understanding (MOU), which stated that only development consistent with Alameda County Measure D would be allowed within this unincorporated area (refer to Attachment 2). On September 25, 2020, Alameda County Transportation

Commission and the Cities of Dublin and Livermore entered into an MOU, which acknowledged that development in this unincorporated area is subject to Alameda County's land use authority and regulations, including Measure D (Attachment 3). This unincorporated area is designated by Alameda County as Resource Management. Measure D limits Resource Management-designated lands to a maximum building intensity for non-residential uses of .01 Floor Area Ratio (FAR) and a minimum size of 20,000 square feet. One single family home and associated residential accessory buildings is permitted per parcel, up to a maximum of 12,000 square feet. It should be noted that the Resource Management designation is "intended mainly for land designated for long-term preservation as open space but may include low intensity agriculture, grazing, and very low density residential use."

In September 2023, the cities of Dublin and Livermore submitted individual requests to the Alameda County Local Agency Formation Commission (LAFCo) as part of LAFCo's Municipal Service Review (MSR). The requests included amending each city's Sphere of Influence (SOI) to include the Crosby Properties within each respective city's SOI. On May 9, 2024, the Draft MSR was presented to LAFCo for discussion and feedback. The Draft MSR included a recommendation to LAFCo to not make any changes to the SOI boundaries surrounding the Crosby Properties at this time. The Draft MSR will be released for a 30-day public review period prior to returning to LAFCo for final action at their September 12, 2024 meeting.

At the October 9, 2023, Livermore City Council meeting, Livermore staff was directed to conduct a citywide poll to reaffirm Livermore residents' interests in preserving open space and the scenic corridor in Doolan Canyon, consistent with the Livermore General Plan policies. Livermore General Plan Policy CC-1.1 P1 prohibits structural development in hillside areas involving skylines, ridgelines, or silhouettes and Policy CC-1.1 P2 prohibits intensive development of the hills and requires development to be located, sited and designed to fit and be subordinate to the natural landforms. In addition, Livermore's City's General Plan includes goals and policies to maintain a greenbelt between the City of Dublin and City of Livermore and preserve open space and agricultural uses. Specifically, Policy CC-1.1 P6 states that the City shall maintain an area of non-urbanized land surrounding Livermore to serve as a buffer between communities. Uses that are considered compatible with this area include agriculture, grazing, open space, recreation, and reclaimed sand and gravel extraction. Please refer to Attachment 4 for the City Council staff report, which outlines the long-standing open space preservation policies.

A citywide poll was conducted by the City of Livermore from October 30 through early November 2023, and the results were shared publicly at the November 13, 2023, Livermore City Council meeting. Through the poll, Livermore residents reaffirmed a high level of support for maintaining open space between the two cities with a majority of residents strongly supporting maintaining this area as open space. As a result, the Livermore City Council directed staff to negotiate with the City of Dublin to address Livermore residents' preferences and approved the negotiating priorities which included preserving an adequate open space buffer between the two cities. Please refer to Attachment 5 for the City Council staff report.

Consistent with the above direction, the existing Livermore General Plan policies, polling results and County Measure D restrictions, City of Livermore staff met with Mr. Crosby in November 2023 to discuss limitation of development of the Crosby Properties. Mr. Crosby made it clear that he was interested in developing both parcels by annexing them into the City of Dublin and indicated that he had been negotiating the development with the City of Dublin since 2011.

Staff from the cities of Livermore and Dublin have had several discussions about the Crosby Properties. On December 26, 2023, the Cities of Dublin and Livermore submitted a joint letter to Alameda County LAFCo to inform LAFCo staff that the cities are working collaboratively to reach a compromise related to land use planning for the Crosby Properties (Attachment 6). The joint letter included a commitment for the cities to achieve a compromise by Summer 2024.

Livermore's Request

The City of Livermore has reviewed the language of the ballot measure proposed by Dublin staff for November 2024, with the intent of annexing and developing both Crosby properties. The proposed measure language, included in the staff report, is as follows:

> *"Notwithstanding anything to the contrary in the Dublin Open Space Initiative of 2014 and this Section 2.8, the City shall not be prevented from designating for commercial development, consistent with what is permitted on the lands to the immediate west and within the City limits, the portion of the property east of the Dublin Eastern Urban Limit Line up to the Livermore city boundary and along the proposed extension of Dublin Boulevard to North Canyons Parkway, up to 1,200 feet north of Interstate 580 (the "1,200 foot line"). Notwithstanding the geographic limitations in the previous sentence, commercial development may be approved in the portion north of the 1,200 foot line to the west of Cottonwood Creek, so long as the total area of developed land does not exceed 80 acres, thus ensuring that at least 100 acres of the property are preserved as open space. The City Council in determining whether to give such authorization shall be required to find that the proposed commercial development would contribute substantially to the funding of the construction and/or maintenance of the Dublin Boulevard extension, and that water supply and wastewater service is assured for any development. If such future commercial development is authorized by the Council, the other provisions of the Dublin OpenSpace Initiative of 2014 and this section 2.8 shall not apply to it."*

We are disappointed that the proposed ballot language does not take into consideration Livermore's interests and find this inconsistent with our mutual commitment to negotiate as expressed in our joint letter to LAFCo.

In addition, it is our interpretation that the Dublin City Council's action would be subject to compliance with the California Environmental Quality Act (CEQA) because it may result in an effect on the environment. The ballot question approves language for Dublin to accept a land donation in exchange for commercial development. However, the proposed ballot language does not include any environmental analysis, nor is it accompanied by a development proposal. Environmental analysis would allow Dublin and Livermore residents and the City of Livermore staff to better understand the proposed measure and the associated development of the Crosby properties, the potential impacts and tradeoffs, and provide an opportunity to provide comments. That CEQA analysis is required now because there is a casual link between the development opportunities being exchanged for the land being donated and the financial effect of the development anticipated by the Keyser Marston report.

Lastly, we find Dublin's staff report misleading in noting that Livermore would be contributing financially to the cost of the Dublin Boulevard extension if the Crosby properties are annexed into Dublin. As clearly stipulated in the MOUs related to the Dublin Boulevard extension and confirmed by you verbally during our meetings, Livermore's contribution to the project would go away if the properties are annexed into Dublin. In addition, Dublin would be required to reimburse Livermore for the costs of PS&E currently estimated at $135,270. Lastly, ongoing maintenance of the road would be solely Dublin's responsibility.

As noted above, multiple City of Livermore policies, as well as residents' expectations recently verified through a citywide poll, support maintaining an adequate greenbelt separating the two communities. In addition, Dublin and Livermore's joint letter to LAFCo contains a mutual pledge to work on a compromise concerning the Crosby properties. Therefore, the City of Livermore is formally requesting that the City of Dublin commit to continuing negotiations to identify an adequate open space separator between our two communities. The City of Livermore is open to exploring property acquisition with Mr. Crosby to preserve the land identified through these negotiations as open space.

We request that the City of Dublin continue negotiations with the City of Livermore, specifically mention the preservation of a considerable portion of the Crosby Property in its proposed ballot measure, clarify how annexation would shift the entire financial responsibility for Dublin Boulevard extension construction and maintenance to Dublin, and provide an opportunity for the City of Livermore and other interested parties to analyze and comment on the impacts of this proposal through a required environmental analysis. With this balanced approach that addresses Dublin's interest in development and Livermore and Alameda County's interests in open space preservation, we look forward to preparing a joint request to LAFCo in the coming months. Please include a copy of this letter for the record with item 8.1 on the July 16th Dublin City Council agenda.

We look forward to continuing our monthly meetings with you and your staff to implement the above strategy, and to continue working together on planning the Dublin Boulevard extension. As always, please let me know if I can answer any questions.

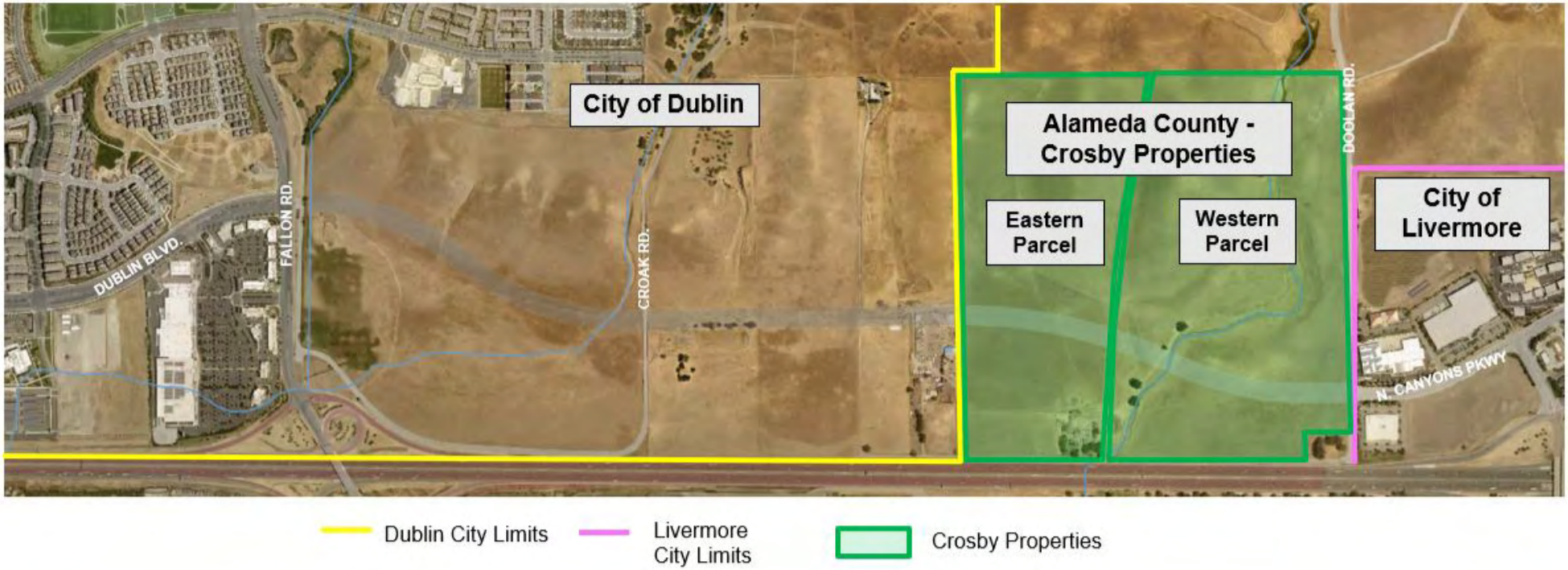
Sincerely,

Marianna Marysheva
City Manager

Attachments:

1. Map of the Crosby Properties
2. Memorandum of Understanding between the Cities of Dublin and Livermore dated May 3, 2016
3. Memorandum of Understanding between Alameda County Transportation Commission and the Cities of Dublin and Livermore dated September 25, 2020
4. Livermore City Council staff report dated October 9, 2023
5. Livermore City Council staff report dated November 13, 2023
6. City of Dublin and City of Livermore Joint Letter to Alameda County LAFCo dated December 26, 2023

Attachment 1



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MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF LIVERMORE AND CITY OF DUBLIN
FOR THE DUBLIN BOULEVARD/NORTH CANYONS PARKWAY EXTENSION PROJECT
(INITIAL PRELIMINARY DESIGN PHASE)

This MEMORANDUM OF UNDERSTANDING, dated as of the 3rd day of May, 2016 (this "MOU"), is entered into by the City of Livermore, a Municipal Corporation ("LIVERMORE") and the City of Dublin, A Municipal Corporation ("DUBLIN").

SECTION I - RECITALS

A. The Dublin Boulevard/North Canyons Parkway Extension Project is a project to connect existing Dublin Boulevard in DUBLIN to North Canyons Parkway in LIVERMORE (the "ROADWAY"), an approximate distance of 8,100 feet, shown in FIGURE 1 attached hereto and incorporated herein by reference (the "PROJECT").

B. DUBLIN's general plan reflects an ultimate six lane configuration within the PROJECT limits. LIVERMORE's general plan reflects four lanes within the PROJECT limits. Both Livermore and Dublin would like to reconcile the planned number of lanes within the PROJECT limits to meet future transportation needs.

C. The PROJECT is included in DUBLIN's Eastern Dublin Traffic Impact Fee program, which has been accumulating partial funding for the PROJECT.

D. The PROJECT is included in LIVERMORE's Traffic Impact Fee Program, which has been accumulating partial funding for the PROJECT.

E. The PROJECT is included in the Alameda Countywide Transportation Plan and the Plan Bay Area, a transportation blueprint of Countywide and 9 Bay Area Counties, respectively.

F. LIVERMORE and DUBLIN have been coordinating regarding the extension of the ROADWAY, and agree that the ROADWAY will generally follow a horizontal alignment parallel to I-580. The precise alignment is expected to be developed as part of the PROJECT.

G. The PROJECT will require a traffic study be completed and a preliminary design be drafted prior to any construction.

H. The ROADWAY alignment will traverse through lands within unincorporated Alameda County between the LIVERMORE and DUBLIN jurisdictional boundaries. LIVERMORE and DUBLIN understand that on-going support will be required from Alameda County in the implementation of the PROJECT and agree that the PROJECT will be coordinated with Alameda County prior to the City Council of either DUBLIN or LIVERMORE taking any action to approve construction of the PROJECT.

I. LIVERMORE and DUBLIN recognize that the lands within unincorporated Alameda County between the LIVERMORE and DUBLIN jurisdictional boundaries are outside of either jurisdiction's urban growth boundary. Development of this area is governed by Alameda County Measure D.

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J. The parties intend to define herein the understanding by which LIVERMORE and DUBLIN are to implement the initial preliminary design phase of the PROJECT.

SECTION II - UNDERSTANDING

Now, therefore, in exchange for DUBLIN's promises to undertake the studies and design work for the portions of the PROJECT located within LIVERMORE pursuant to the provisions below, and for LIVERMORE'S promises to authorize and reimburse DUBLIN to undertake such studies and design work pursuant to the provisions below, LIVERMORE and DUBLIN agree as follows:

1. PURPOSE. The purpose of this MOU is to set forth the parties' goals and expectations with respect to implementing the initial preliminary design phase (the "Preliminary Engineering") of the PROJECT. The Preliminary Engineering will be accomplished through the completion of a Traffic Study and the Initial Preliminary Design, as further explained under Section II.2 and II.3 of this MOU. This MOU shall only be construed to create the specific rights and obligation set forth herein, and is not intended, and shall not be construed, to create any rights or obligations beyond those that do not otherwise exist under the law.

2. TRAFFIC STUDY. DUBLIN'S General Plan recommends six lane capacity for the PROJECT. Livermore's General Plan recommends four lane capacity for the PROJECT. Due to the changes to land uses in the PROJECT vicinity, it is possible that a different capacity is now needed. DUBLIN will conduct a traffic study for the PROJECT to determine the ultimate capacity (number of lanes) of the ROADWAY to be located in the entire PROJECT area which includes portions of DUBLIN, LIVERMORE and unincorporated portions of Alameda County. The scope of work, fee, and selection of consultants for the traffic study will be approved by LIVERMORE's City Engineer prior to DUBLIN'S commencement of the study. Where the study is conducted within the jurisdictional boundaries of LIVERMORE the study will be conducted to the satisfaction of LIVERMORE, in accordance with LIVERMORE standards and requirements. Parties to this MOU understand that changes to the PROJECT capacity (number of lanes) may require amendments to the General Plans and any associated planning documents. Any necessary General Plan amendments will be processed and funded exclusively by the jurisdiction(s) performing the amendments. Furthermore, parties to this MOU understand that certain lands within the PROJECT limits are under the jurisdiction of the Alameda County and any changes to the land use in this area must be approved by the Alameda County. Such approval will be coordinated by both parties to this MOU. This MOU does not commit either DUBLIN or LIVERMORE to construct any aspect of the PROJECT and does not commit either DUBLIN or LIVERMORE to alter their General Plans or make any other changes to land use regulations. As such, this MOU does not reasonably have the potential to impact the environment and does not constitute a project for the purposes of the California Environmental Quality Act (CEQA). Before approvals to move forward with construction of the PROJECT occurs and before any land use regulation of either DUBLIN or LIVERMORE is altered, each City will ensure that any requirements of CEQA are fulfilled.

3. INITIAL PRELIMINARY DESIGN. DUBLIN will complete the initial preliminary design for the PROJECT within LIVERMORE and DUBLIN. The scope of work, fee, and selection of consultants for the initial preliminary design will be approved by LIVERMORE prior to DUBLIN'S commencement of the design work. The initial preliminary design of the

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PROJECT will determine the street cross-sections, preferred horizontal and vertical ROADWAY alignment, generate a right-of-way base map, and develop a planning level cost estimate. The initial preliminary design shall accommodate the planned extension of BART to Livermore. The initial preliminary design shall identify appropriate access points to land fronting the PROJECT. Abutters' rights shall be restricted along the roadway through unincorporated Alameda County to only allow development consistent with Alameda County Measure D. All engineering and design work performed in or regarding work to be performed in LIVERMORE shall be performed to the satisfaction of LIVERMORE.

4. INVOICING AND PAYMENT.

a. DUBLIN will invoice LIVERMORE for reimbursement of DUBLIN'S consultant costs incurred in performing the traffic study and initial preliminary design phase tasks under this MOU no less than quarterly. LIVERMORE will reimburse DUBLIN twenty percent (20%) of the cost for traffic study and initial preliminary design of the PROJECT no later than 30 days after receipt of an invoice from DUBLIN. DUBLIN and LIVERMORE agree that this twenty percent cost allocation is a rough reflection of the PROJECT area contained in each of their respective jurisdictions, as demonstrated in FIGURE 1 attached hereto.

b. If either party is successful in receiving grant funding for the traffic study and preliminary design phase, grant funding will be used first for this work and will be shared on the basis of the ratio of cost sharing under Section II.4.a. Each party will provide the local match, if required, on the basis of the cost sharing ratio outlined in Section II.4.a.

c. Excluding the costs of the traffic study and initial preliminary design phase, LIVERMORE and DUBLIN will divide the remaining costs for the PROJECT as follows: DUBLIN and LIVERMORE will split all costs of the PROJECT related to construction in Alameda County on a 50-50 basis. DUBLIN will be responsible for all costs associated with the PROJECT in its jurisdiction. LIVERMORE will be responsible for all costs associated with the PROJECT in its jurisdiction.

5. FUTURE PROJECT PHASES. LIVERMORE and DUBLIN agree to jointly seek funding for future PROJECT phases, including, but not limited to, preliminary engineering, right-of-way, and construction phases. Potential grant funding includes Alameda County Transportation Commission Measure BB. At the time DUBLIN and LIVERMORE intend to proceed with future PROJECT phases, DUBLIN and LIVERMORE shall enter into an agreement for future PROJECT phases.

6. HOLD HARMLESS.

a. Nothing in this MOU is intended to affect the legal liability of any party by imposing any standard of care, with respect to the work performed hereunder, different from the standard of care imposed by law.

b. DUBLIN shall defend, hold harmless, and indemnify LIVERMORE, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of DUBLIN'S performance of this MOU, except for liability arising out of the sole negligence or willful misconduct of LIVERMORE, or its officers, agents or employees.

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c. LIVERMORE shall defend, hold harmless, and indemnify DUBLIN, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of LIVERMORE'S performance of this MOU, except for liability arising out of the sole negligence or willful misconduct of DUBLIN, or its officers, agents or employees.

d. DUBLIN will ensure that each contract it enters into with a consultant or contractor for work on the PROJECT requires the contractor or consultant to defend, hold harmless, and indemnify LIVERMORE, and its officers, agents and employees, against any and all claims, demands, damages, costs, expenses or liability related to or arising out of the contractor's or consultant's work on the PROJECT, except for liability arising out of the sole negligence or willful misconduct of LIVERMORE, or its officers, agents or employees.

7. TERM OF MOU. This MOU shall expire upon the completion of the tasks set forth in Section II.2 and II.3 of the MOU or within five (5) years of the date this MOU is fully executed, whichever comes first.

8. MOU MODIFICATION. This MOU shall be subject to modification only with the written consent of each party hereto. No party shall unreasonably withhold its consent to modification for the implementation and accomplishment of the overall purpose for which this MOU is made.

9. ACCOUNTABILITY. The parties shall provide strict accountability of any and all funds and shall report to each other all receipts and disbursements.

10. USE OF FUNDS. Funds contributed for the PROJECT shall be used solely for the PROJECT.

11. MOU CONSTRUCTION. The section headings and captions of this MOU are, and the arrangement of this instrument is, for the sole convenience of the parties to this MOU. The section headings, captions and arrangement of this instrument do not in any way affect, limit, amplify or modify the terms and provisions of this MOU.

12. ENTIRE MOU. This MOU contains the entire understanding of the parties relating to the subject matter of this MOU. No promise, representation, warranty or covenant not included in this MOU has been or is relied upon by any party.

13. COUNTERPARTS. This MOU may be executed in any number of counterparts, each of which when executed and delivered shall be deemed to be an original with all counterparts constituting but one and the same instrument. The execution of this MOU will not become effective until counterparts have been executed by both parties. Faxed signatures on this MOU or any notice, consent, or amendment required under this MOU are binding.

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14. NOTICES. All correspondence regarding this MOU, including invoices, payments, and notices shall be directed to the following persons at the following addresses and facsimile numbers, which may be changed by written notice from one party to the other:

LIVERMORE:	DUBLIN:
Bob Vinn, Assistant City Engineer	Gary Huisingh, Public Works Director
1052 S. Livermore Avenue	100 Civic Plaza
Livermore, CA 94550	Dublin, CA 94568
FAX: (925) 960-4504	Fax: (925) 833-6628
Cc: City Attorney, City Engineer	

15. GOVERNING LAW; VENUE. This MOU will be governed and construed in accordance with California law. The venue of any litigation arising out of this MOU will be Alameda County.

[Signatures appear on following page.]

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IN WITNESS WHEREOF, the parties have each executed this MOU as of the date first set forth above.

LIVERMORE:

By: _____
Marc Roberts, City Manager

DUBLIN:

By: _____
Christopher L. Foss, City Manager

APPROVED AS TO FORM:

By: _____
Robert Mahlowitz, Assistant City Attorney

APPROVED AS TO FORM:

By: _____
John Bakker, City Attorney

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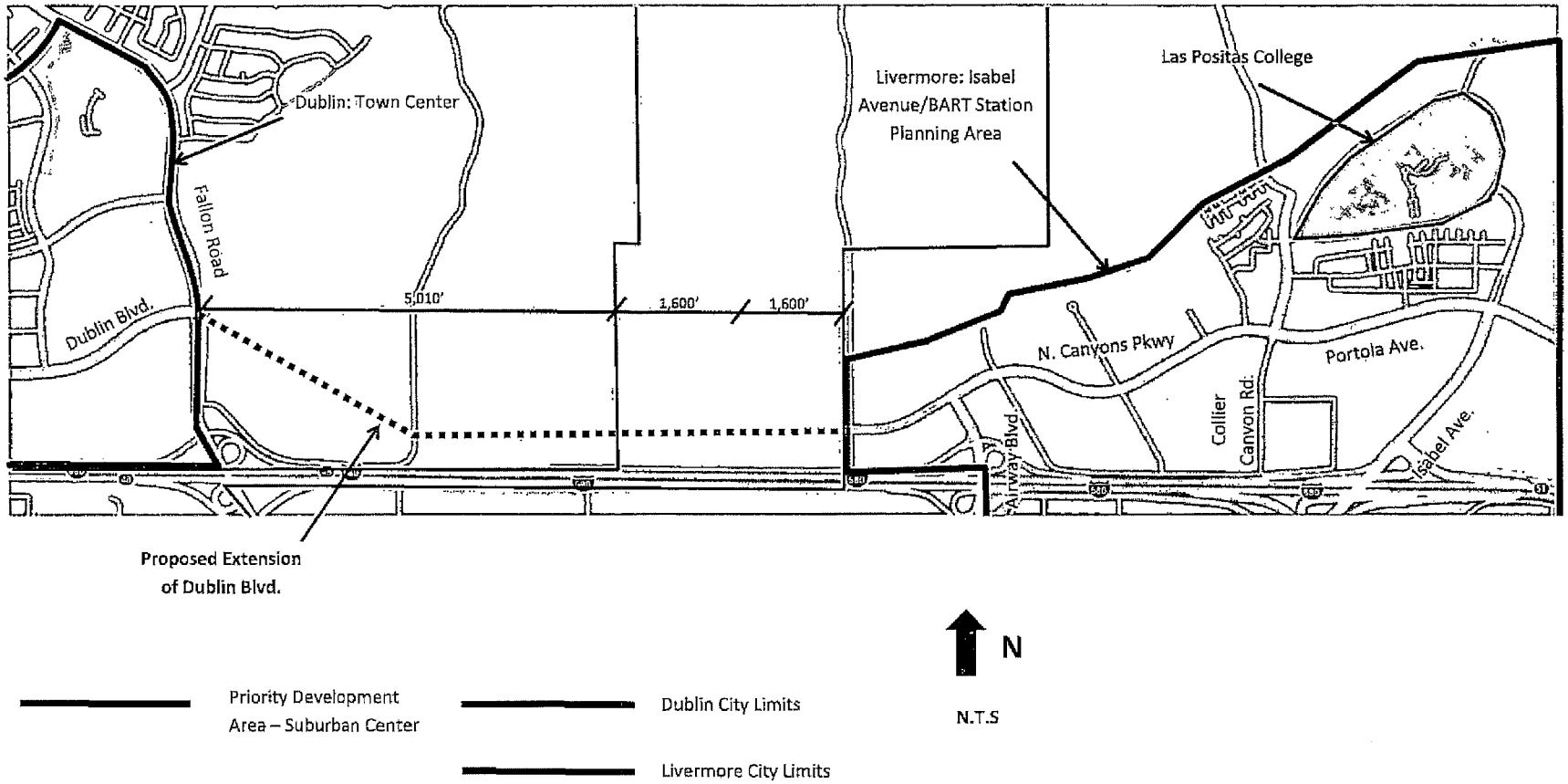
Figure 1. Proposed Extension of Dublin Boulevard – North Canyons Parkway



G:\TRANSPORTATION\Regional\Dublin Blvd Extension - Livermore-Alameda County\Project Map of Proposed Extension of Dublin BlvdREV4.docx

ATTACHMENT 2

ATTACHMENT 1

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COOPERATIVE AGREEMENT FOR THE DUBLIN BOULEVARD/NORTH CANYONS PARKWAY EXTENSION PROJECT'S PS&E PHASE BETWEEN ALAMEDA COUNTY TRANSPORTATION COMMISSION, CITY OF LIVERMORE, AND CITY OF DUBLIN

This COOPERATIVE AGREEMENT, dated as of the 25 day of September, 2020 (this "AGREEMENT"), is entered into by, among, and between the Alameda County Transportation Commission, a joint powers agency ("Alameda CTC"), the City of Livermore, a municipal corporation ("LIVERMORE"), and the City of Dublin, a municipal corporation ("DUBLIN").

Alameda CTC, LIVERMORE and DUBLIN are each individually referred to as a "PARTY" and collectively referred to as the "PARTIES."

RECITALS

A. DUBLIN proposes to extend Dublin Boulevard from its current terminus at Fallon Road for an approximate distance of 8,300 feet to connect to North Canyons Parkway in LIVERMORE as further defined in this AGREEMENT ("PROJECT").

B. The PARTIES agree that the PROJECT will generally follow a horizontal alignment parallel to I-580. The PROJECT alignment from Fallon Road to North Canyons Parkway will traverse through an unincorporated area of Alameda County between the jurisdictional boundaries for DUBLIN and LIVERMORE. PARTIES acknowledge that the unincorporated area of Alameda County between the jurisdictional boundaries for LIVERMORE and DUBLIN is outside their respective urban growth boundaries, and that development in that area is subject to Alameda County's land use authority and regulations, including Measure D.

C. The PROJECT is included in the Alameda Countywide Transportation Plan and in the Plan Bay Area 2040.

D. The PROJECT is included in DUBLIN's Eastern Dublin Traffic Impact Fee program, which has accumulated partial funding for the PROJECT.

E. The PROJECT is included in LIVERMORE's Traffic Impact Fee Program, which has accumulated partial funding for the PROJECT.

F. The PROJECT consists of the following four key implementation phases that are defined in this AGREEMENT:

- PE Phase
- PS&E Phase
- Right-of-Way Certification Phase
- Construction Phase

G. DUBLIN is and has served as the PROJECT SPONSOR, as defined in this AGREEMENT, for the PROJECT and is the IMPLEMENTING AGENCY, as defined in this AGREEMENT, for the PE Phase for the Project.

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H. Alameda CTC will be the IMPLEMENTING AGENCY for the PS&E Phase, as defined in this AGREEMENT, for the PROJECT.

I. On May 3, 2016, DUBLIN and LIVERMORE entered into a Memorandum of Understanding ("MOU") attached hereto as Attachment 1, to complete the PE Phase for the PROJECT.

J. In coordination with Alameda CTC and LIVERMORE, DUBLIN is completing the PE Phase for the PROJECT. The PE Phase has progressed successfully and is anticipated to be completed in 2020. DUBLIN retained a consultant for the PE Phase work (see DUBLIN City Council Resolution 161-16 attached as Attachment 2). As provided for in section 4 of the MOU, LIVERMORE is reimbursing DUBLIN for 20% of the consultant's costs paid by DUBLIN for work on the PE Phase.

K. The PARTIES have secured adequate funding from various sources for the PS&E Phase for the PROJECT.

L. Alameda CTC supports this PROJECT and on April 27, 2017, agreed to provide Measure BB funding, staff, and resources for both the PE Phase and for the upcoming PS&E Phase. On March 28, 2019, Alameda CTC agreed to be the IMPLEMENTING AGENCY, as that term is defined in this AGREEMENT.

M. The PARTIES now wish to enter into this AGREEMENT to confirm their joint commitment to the PROJECT and to establish the general terms, the various roles and responsibilities each PARTY will perform, and actions needed to be taken to complete the PS&E Phase of the PROJECT.

N. The PARTIES are interested in continuing to work together in good faith to define the assignment and coordination of the various tasks and responsibilities needed to effectuate the PS&E Phase of the PROJECT.

O. The PARTIES have not yet identified or secured funding for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT, as those phases are defined in this AGREEMENT. Nevertheless, PARTIES desire to work in coordination to secure local and regional funding for those remaining phases.

P. The PARTIES understand that they will need to enter into a future agreement to define their respective roles and responsibilities related to Right-of-Way Certification Phase and Construction Phase before that work can proceed.

AGREEMENT

NOW, THEREFORE, the PARTIES hereby agree that the aforementioned recitals are true and correct, and further agree as follows:

SECTION I - DEFINITIONS

The following terms in this AGREEMENT shall have the following meanings:

"Alameda Countywide Transportation Plan" means the long-range policy document approved by Alameda CTC in July 2016 that guides decisions and articulates the vision

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for Alameda County's transportation system over a 25-year planning horizon.

"DSRSD" means the Dublin San Ramon Services District, the agency that provides wastewater collection and treatment for DUBLIN, Pleasanton, and the southern portion of San Ramon.

"FUTURE PROJECT PHASES" means the PS&E Phase, Right-of-Way Certification Phase, and Construction Phase for the PROJECT, as those phases are defined herein.

"I-580" means Interstate 580.

"LOCAL SUPPORT COST" means staff and consultant costs incurred respectively by DUBLIN and LIVERMORE to review and inspect the PROJECT plans, specification and estimates for the PROJECT, as well as their respective fees and costs for encroachment permits, investigations, reviews, inspections, and certifications for those portions of the PROJECT in their respective jurisdictions.

"MATCHING FUNDS" means the monies that must be provided by grant applicants from other sources as a condition to receive grant funds from an awarding agency.

"Measure BB" means the measure approved by Alameda County voters in November 2014 authorizing an extension of the previously approved transportation sales tax, Measure B, and authorizing an additional ½ cent sales tax.

"Measure D" means the initiative approved by Alameda County voters approved in November 2000, also known as "Save Agriculture and Open Space Lands Initiative."

"Plan Bay Area 2040" means the nine-county regional transportation plan approved by the Association of Bay Area Governments and the Metropolitan Transportation Commission in July 2017 that guides decisions and articulates the vision for the nine-County Bay Area region's transportation system over a 25-year planning horizon.

"PROJECT" means the Dublin Boulevard/North Canyons Parkway Extension Project to connect Dublin Boulevard in Dublin from its terminus at Fallon Road to North Canyons Parkway in Livermore with an approximate distance of 8,300 feet, as shown in FIGURE 1 and detailed in Attachment 3.

"PROJECT ENVIRONMENTAL DOCUMENTS" means the documents that were prepared during the PE PHASE, and that include the Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act, and the Environmental Assessment (EA) prepared pursuant to the requirements of National Environmental Policy Act.

"PROJECT MAINTENANCE" means all activities to maintain, repair, and replace the PROJECT, and any parts thereof after the PROJECT is completed, which includes but is not limited to, the following: street rehabilitation; traffic signals, street lighting, and electrical equipment; utility costs and charges for operating electrical equipment for the PROJECT; the Cottonwood Creek Bridge and associated structures; landscaping, watering, weed abatement; the associated stormwater treatment and conveyance system; and PROJECT mitigation monitoring.

"PROJECT PHASES" means the following four key phases of the PROJECT:

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"PE Phase" means the phase during which the preliminary engineering for the PROJECT is completed, including: the completion of a traffic study to determine the required number of travel lanes; certification and/or approval of the PROJECT environmental documents; finalization of the PROJECT alignment; and preparation of preliminary engineering level plans and estimates.

"PS&E Phase" means the phase during which the plans, specifications, and estimates for the PROJECT will be determined and produced. Right-of-Way design, appraisal and engineering work will also be completed during this phase. The PS&E Phase scope of work to be performed by the IMPLEMENTING AGENCY is defined in Attachment 4.

"Right-of-Way Certification Phase" means the phase during which the acquisition and certification of land needed for the PROJECT will be performed.

"Construction Phase" means the phase during which the PROJECT will be constructed.

"Traffic Impact Fee Program" means the respective programs in DUBLIN and LIVERMORE for a planned approach to collect fees from new or proposed development projects to pay for all or a portion of the costs of providing transportation infrastructure.

"Urban growth boundary" means the respective regional boundaries established for DUBLIN and LIVERMORE to control urban sprawl, mandating that the area inside the boundary be used for urban development and the area outside be preserved in its natural state or used for agriculture.

SECTION II – COOPERATION ON THE PROJECT

1. PURPOSE. The purpose of this AGREEMENT is to define the PROJECT PHASES and the respective duties and responsibilities for each PARTY to implement the PS&E Phase for the PROJECT. This AGREEMENT is not intended to, and shall not be interpreted to, create any specific duties or responsibilities for a PARTY that is not set forth herein or that does not otherwise exist under the law independent from this AGREEMENT. This AGREEMENT is intended solely for the benefit of the PARTIES and shall not be construed to create any rights in any other persons or entities.

2. DUTIES AND RESPONSIBILITIES. The PARTIES have the following duties and responsibilities, respectively:

   a. IMPLEMENTING AGENCY. Alameda CTC is the IMPLEMENTING AGENCY for the PROJECT during the PS&E Phase. As the IMPLEMENTING AGENCY, Alameda CTC will implement the PROJECT and control all aspects of project management, including selecting consultants, overseeing PARTIES' commitments, and implementing all day-to-day PROJECT control elements for the PS&E Phase. Prior to the completion of the PS&E Phase, the PARTIES shall meet and confer to identify which PARTY will be the IMPLEMENTING AGENCY for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT.

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b. PROJECT SPONSOR. DUBLIN is the PROJECT SPONSOR for the PROJECT and for all FUTURE PROJECT PHASES for the PROJECT. As the PROJECT SPONSOR, Dublin will coordinate the PROJECT, ensure all PROJECT activities are completed in a timely manner by the IMPLEMENTING AGENCY (including those portions of the PROJECT located within unincorporated area of Alameda County and LIVERMORE), and is responsible for coordinating the work for the PROJECT and all FUTURE PROJECT PHASES. As the PROJECT SPONSOR, DUBLIN is responsible for advocating for the PROJECT during any future updates to the regional, state and federal planning documents for the PROJECT. As the PROJECT SPONSOR, DUBLIN is also the PARTY primarily responsible for finding PROJECT funding.

c. LOCAL SUPPORT COSTS. DUBLIN and LIVERMORE will fund their respective shares of any LOCAL SUPPORT COSTS to implement the PS&E Phase for the Project.

3. ROADWAY CAPACITY. DUBLIN, in coordination with the other PARTIES, has completed a traffic study for the PROJECT for the PROJECT ENVIRONMENTAL DOCUMENTS, and has determined the needed capacity of ROADWAY is as follows, as shown in Figure 1 attached to this AGREEMENT: a six-lane segment from Fallon Road to Croak Road in DUBLIN ; and, a four-lane segment from Croak Road and through the unincorporated area of Alameda County to North Canyons Parkway in LIVERMORE.

4. PROJECT MAINTENANCE. PARTIES acknowledge that PROJECT MAINTENANCE will be required after the PROJECT's completion. DUBLIN and LIVERMORE will be responsible for PROJECT MAINTENANCE costs for those portions of the PROJECT in their respective jurisdictions after the PROJECT is accepted as complete. Prior to the completion of the PROJECT CONSTRUCTION PHASE, the PARTIES shall meet and confer to identify who will be responsible for the costs to maintain that portion of the PROJECT in the unincorporated area of Alameda County.

5. FUTURE AMENDMENT OR A NEW AGREEMENT. The PARTIES agree to meet and confer to define the roles and responsibilities of each PARTY related to Right-of-Way Certification Phase and the Construction Phase for the PROJECT.

6. PROJECT FUNDING AND COST SHARING. The PARTIES shall fund the PROJECT PHASES as set forth below and as outlined in Table 1:

a. PE Phase funding has been secured and no additional funding is needed.

b. DUBLIN, as a PROJECT SPONSOR and the implementing agency for the PE phase, has received Measure BB funding for the PE Phase and PS&E Phase through Alameda CTC's 2018 Comprehensive Investment Plan approved on April 27, 2017, and DUBLIN shall commit that portion of the Measure BB funding to the PS&E Phase for the PROJECT.

c. Work for right-of-way design, appraisal and engineering, as part of the PS&E Phase, will be in support of the right-of-way identified in Dublin's Ordinance 10-19 (Attachment 4) including supporting easements in order to construct and operate the roadway as defined in the PROJECT ENVIRONMENTAL DOCUMENTS.

d. Alameda CTC acknowledges that MATCHING FUNDS are not required for the PS&E Phase of the PROJECT. Alameda CTC will be responsible to administer funds awarded in the 2018 Comprehensive Investment Plan.

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e. Funding for the Right-of-Way Certification Phase and Construction Phase for the Project has not been secured by the PARTIES. It is understood and agreed by the PARTIES that additional funding is required to complete the Right-of-Way Certification Phase and Construction Phase for the PROJECT. The PARTIES agree to work collaboratively to pursue regional, state, and federal funding and support efforts by the PROJECT SPONSOR and IMPLEMENTING AGENCY to secure needed PROJECT funding for Right-of-Way Certification Phase and Construction Phase for the PROJECT.

f. DUBLIN and LIVERMORE will independently or jointly seek grant funding for the Right-of-Way Certification Phase and Construction Phase for the PROJECT. All funding requests will be coordinated among the PARTIES.

g. It is agreed by DUBLIN and LIVERMORE that LOCAL SUPPORT COSTS will be funded by each jurisdiction through its own funding sources and separate from the funds already allocated to the PROJECT.

h. The PARTIES agree that any changes to the PS&E Phase scope of work set forth in Attachment 5 must be unanimously approved in writing by all PARTIES. If the PARTIES agree to a change that triggers a need for additional funding beyond what is available for the PS&E Phase costs as defined in Table 1, then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.

i. The PS&E Phase costs are associated with utility related improvements may be funded by the respective utility company. For the purpose of this AGREEMENT, such costs are included in the PS&E Phase cost (Table 1). The PARTIES agree that consultation with the utility companies will be needed during the PS&E Phase. If there are any changes to the PS&E scope of work related to utilities that results in additional costs for the PS&E Phase, then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.

j. The PARTIES agree that DUBLIN will be responsible for negotiating the costs associated with DSRSD services inside DUBLIN jurisdiction during the PS&E Phase and if such costs are determined to be DSRSD's responsibility to fund, then PS&E Phase costs in Table 1 will be reduced by the same amount without the need for an amendment to this AGREEMENT. If the DSRSD related utility work costs exceed the PS&E Phase costs (Table 1), then the PARTIES shall meet and confer to determine how to secure funding for those additional costs.

k. The PARTIES agree that DUBLIN and LIVERMORE shall be responsible for any fees for encroachment permits, investigations, reviews, inspections, and certifications for those portions of the PROJECT in their respective jurisdictions. The PARTIES further agree to meet and confer prior to the completion of the PROJECT CONSTRUCTION PHASE to determine how to apportion among and between the PARTIES any fees for encroachment permits, investigations, reviews, inspections, and certifications imposed by Alameda County for those portions of the PROJECT in the unincorporated area of Alameda County.

7. PROJECT COST SHARING FOR LOCAL MATCH FOR RIGHT-OF-WAY CERTIFICATION PHASE AND CONSTRUCTION PHASE FOR THE PROJECT. LIVERMORE and DUBLIN agree that any requirements for MATCHING FUNDS associated with grant funding for the Right-of-Way Certification Phase or the Construction Phase for the PROJECT shall be divided

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between themselves as follows: DUBLIN and LIVERMORE will split MATCHING FUND requirements for work in the unincorporated area of Alameda County on a 50-50 basis. DUBLIN and LIVERMORE will be responsible for MATCHING FUND requirements for work associated with the Right-of-Way Certification Phase and Construction Phase for the PROJECT in their respective jurisdictions. The PARTIES agree to meet and confer to memorialize details associated with the PROJECT cost sharing for MATCHING FUND requirements for the Right-of-Way Certification Phase and the Construction Phase for the PROJECT.

8. HOLD HARMLESS.

   a. Nothing in this AGREEMENT is intended to affect the legal liability of any PARTY by imposing any standard of care, with respect to the work performed hereunder, different from the standard of care imposed by law.

   b. The PARTIES agree that they shall mutually defend, hold harmless, and indemnify each other and their respective elected and appointed officials, officers, agents, and employees, against any and all claims, demands, damages, costs, expenses, or liability related to or arising out of each PARTY's own individual performance of this AGREEMENT, except for liability arising out of the PARTY's sole negligence or willful misconduct of DUBLIN, LIVERMORE, and/or ALAMEDA CTC, and/or any officer, agent, or employee of the respective PARTY.

   c. Each PARTY will ensure that any contract it enters into with a consultant or contractor for work on PROJECT requires the contractor or consultant to defend, hold harmless, and indemnify all other PARTIES, and their officers, agents, and employees, against any and all claims, demands, damages, costs, expenses, or liability related to or arising out of the contractor's or consultant's work on the PROJECT, except for liability arising out of the sole negligence or willful misconduct of said PARTY, or its officers, agents, or employees.

9. TERM OF AGREEMENT. This AGREEMENT shall expire upon the completion of the PS&E Phase, but may be terminated earlier by a written mutual consent signed by all of the PARTIES.

10. AGREEMENT MODIFICATION. This AGREEMENT shall be subject to modification only with the written consent of each PARTY hereto. No PARTY shall unreasonably withhold its consent to modification for the implementation and accomplishment of the overall purpose for which this AGREEMENT is made.

11. ACCOUNTABILITY. The PARTIES shall provide strict accountability of any and all funds and shall report to each other all receipts and disbursements.

12. USE OF FUNDS. Funds contributed for the PROJECT, as shown in Table 1, shall be used solely for the PROJECT.

13. AGREEMENT CONSTRUCTION. The section headings and captions of this AGREEMENT are, and the arrangement of this instrument is, for the sole convenience of the PARTIES to this AGREEMENT. The section headings, captions, and arrangement of this instrument do not in any way affect, limit, amplify, or modify the terms and provisions of this AGREEMENT.

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14. ENTIRE AGREEMENT. This AGREEMENT contains the entire understanding of the PARTIES relating to the subject matter of this AGREEMENT. No promise, representation, warranty, or covenant not included in this AGREEMENT has been or is relied upon by any PARTY.

15. COUNTERPARTS. This AGREEMENT may be executed in any number of counterparts, each of which when executed and delivered shall be deemed to be an original with all counterparts constituting but one and the same instrument. The execution of this AGREEMENT will not become effective until counterparts have been executed by all PARTIES. Faxed or emailed signatures on this AGREEMENT or any notice, consent, or amendment required under this AGREEMENT are binding.

16. NOTICES. All correspondence regarding this AGREEMENT, including invoices, payments, and notices shall be directed to the following persons at the following addresses and facsimile numbers, which may be changed by written notice from one party to the other:

Alameda CTC	DUBLIN:	LIVERMORE:
Tess Lengyel	Andrew Russell	Bob Vinn
Executive Director	Public Works Director	Assistant City Engineer
1111 Broadway, Suite 800	100 Civic Plaza	1052 S. Livermore Avenue
Oakland, CA 94607	Dublin, CA 94568	Livermore, CA 94550
FAX: (510) 208-7499	Fax: (925) 833-6628	FAX: (925) 960-4504
		Cc: City Attorney, City Engineer

17. GOVERNING LAW; VENUE. This AGREEMENT will be governed and construed in accordance with California law. The venue of any litigation arising out of this AGREEMENT will be Alameda County.

[Signatures appear on following page.]

ATTACHMENT 3

IN WITNESS WHEREOF, the parties have each executed this AGREEMENT as of the date first set forth above.

Alameda CTC:	LIVERMORE:	DUBLIN:
By: DocuSigned by: Tess Lengyel 4472581E43B541C...	By:	By:
Tess Lengyel, Executive Director	Marc Roberts, City Manager	Linda Smith, City Manager
APPROVED AS TO LEGAL FORM:	APPROVED AS TO FORM:	APPROVED AS TO FORM:
By: DocuSigned by: Neal A. Parish CC557595B8054E3...	By:	By:
Wendel Rosen LLP Legal Counsel to Alameda CTC	Jason Alcala, City Attorney	John Bakker, City Attorney

Attachments:

Figure 1	Project Location
Attachment 1	MOU between DUBLIN and LIVERMORE
Attachment 2	DUBLIN City Council Resolution 161-16
Attachment 3	PROJECT Description
Attachment 4	Dublin ROW Ordinance
Attachment 5	PS&E Phase Scope of Work
Table 1	Funding allocation Local Support Costs

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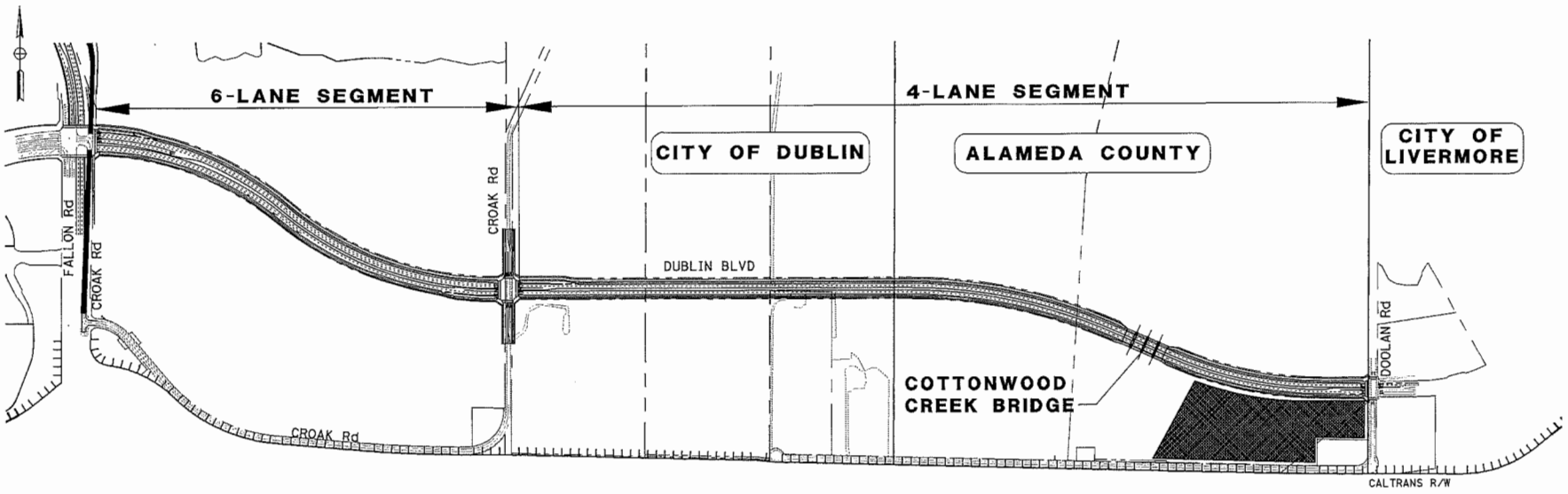
FIGURE 1



CA: 1-800-642-2444
CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
CA: 1-800-642-2444
CALL TWO WORKING DAYS BEFORE YOU DIG

GRAPHIC SCALE
(IN FEET)
1 inch = 300 ft.

CONSTRUCTION RECORD				BKF Engineers | Surveyors | Planners 4670 WILLOW RD SUITE 205 PLEASANTON, CA 94588 925-396-7700 925-396-7799 (FAX)	DESIGNED BY	DRAWN BY	CHECKED BY	CITY OF DUBLIN PUBLIC WORKS DEPARTMENT City Offices, 100 Civic Plaza, Dublin, California 94568 Public Works Department – Engineering, (925) 833-6630	REVIEWED BY: PUBLIC WORKS DIRECTOR/CITY ENGINEER DATE	DUBLIN BLVD EXTENSION IMPROVEMENT PROJECT	DRAWING No. X-1
CONTRACTOR:					PLANS PREPARED UNDER SUPERVISION OF: N.V. BERNARDI					PROJECT AGREEMENT EXHIBIT	SHEET 1 OF 1 SHEETS
INSPECTOR:					REGISTERED CIVIL ENGINEER						CONTRACT NO. –
DATE COMPLETED:					9-30-20 DATE			45407 RCE NO			
SCALE: 1"=300'	No.	DATE	APVD.	REVISION							

ATTACHMENT 3

LIVERMORE
CALIFORNIA

CITY COUNCIL STAFF REPORT **ITEM NO. 7.1**

DATE: October 9, 2023

TO: Honorable Mayor and City Council

FROM: Paul Spence, Community Development Director

SUBJECT: Discussion of staff's response to the Municipal Services Review Survey administered by the Alameda County Local Agency Formation Commission including a proposed amendment to Livermore's Sphere of Influence; and direction on conducting a citywide poll to reaffirm Livermore's interests to preserve open space and scenic corridor above highway 580.

RECOMMENDED ACTION

Staff recommends the City Council:

1. Receive information regarding a potential amendment to Livermore's Sphere of Influence related to the Municipal Services Review Survey response to the Alameda County Local Agency Formation Commission; and
2. Direct staff to conduct a citywide poll to reaffirm Livermore's interests to preserve open space and scenic corridor above highway 580.

SUMMARY

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires Local Agency Formation Commissions (LAFCos) to conduct special studies known as Municipal Service Reviews (MSRs) every 5 years. The MSRs examine future growth and how local agencies are planning for that growth with regards to municipal services and infrastructure systems. Staff completed the MSR survey and submitted responses on behalf of the City on September 18, 2023. As part of that response, staff included a request to amend the City's Sphere of Influence (SOI) boundaries and note the City's intent to annex the "Crosby Properties" in Doolan Canyon between the City of Dublin and the City of Livermore.

Including the Crosby Properties in the City of Livermore's SOI will ensure that the existing greenbelt buffer between the City of Dublin and the City of Livermore will be maintained and the agricultural and open space lands within the buffer will be preserved. In addition, preserving this area in Doolan Canyon is consistent with the City of Livermore's General Plan, Alameda County's General Plan, and Alameda County Measure D.

Staff is requesting the City Council discuss the MSR survey response and direct staff to conduct a citywide poll to reaffirm our residents' desire to maintain a greenbelt buffer between the City of Dublin and the City of Livermore.

DISCUSSION

Background

The Dublin Boulevard Extension project was initiated in 1984. The project includes an approximately 1.6-mile extension of Dublin Boulevard at Fallon Road in the City of Dublin to North Canyons Parkway in the City of Livermore. The Dublin Boulevard Extension is currently in the final design phase with construction estimated to occur in 2026, provided that the project is fully funded. The project is estimated to cost approximately $160,000,000. Current funding sources include Alameda County Transportation Commission Measure BB, Tri-Valley Transportation Council, and Local Traffic Impact Fee funds for a total of approximately $111,000,000 in local funding. The remaining balance will require funding from federal, state, and other grant sources.

In November 2000, Alameda County voters passed Measure D. The purpose of Measure D is to preserve agricultural lands and protect open space, watersheds, and wildlife habitat. Measure D set a County urban growth boundary that restricts County subdivisions on the farms and ranches of eastern Alameda County, including North Livermore and the South Livermore Valley. Generally, Measure D applies only to unincorporated lands under the land use jurisdiction of Alameda County. The Alameda County General Plan and Livermore General Plan land use designation for the properties is Resource Management.

In December 2002, the Livermore City Council adopted the North Livermore Urban Growth Boundary Initiative, which limits urbanization and preserves open space, habitat, and agriculture. The City of Livermore's 2003 General Plan includes the Initiative. In addition, the City of Livermore's 2003 General Plan includes policies for establishing a greenbelt buffer surrounding the City, preserving agriculture, and protecting open space. Doolan Canyon serves as a significant open space buffer between the City of Livermore and the City of Dublin. Consistent with the General Plan, the City has made significant investments in Doolan Canyon for habitat and open space preservation, including preservation and management of nearly 1,000 acres in Doolan Canyon.

In June 2014, the Dublin City Council adopted the Open Space Initiative, creating an Urban Growth Boundary for the City of Dublin. The initiative is incorporated into the City of Dublin’s General Plan and states that within ten years of the Open Space Initiative adoption, the Dublin City Council shall study commercial development along the Dublin Boulevard Extension up to 1,200 feet north of I-580. The Dublin City Council will evaluate if the commercial development is needed to fund the construction or maintenance of the Dublin Boulevard Extension, and if water supply and wastewater service is assured for any development. In addition, the Dublin City Council may put a measure on the ballot to authorize development in the designated area. City of Dublin staff have informed City of Livermore staff that they have completed the commercial study; however, the results of the study have not been made public at the time of writing this report.

In May 2023, the City of Dublin released a community survey that included questions related to the Dublin Boulevard Extension project. The survey results were presented at an August 2023 City Council Special Meeting. Specifically, the survey asked if Dublin residents support or oppose expanding Dublin

Boulevard to connect to Livermore. Approximately 71 percent of respondents supported or somewhat supported the extension, 24 percent of respondents somewhat opposed or strongly opposed the expansion, and 5 percent of respondents did not know if they supported or opposed the extension.

Respondents were then provided additional background information about annexing approximately 180 acres in Alameda County known as the "Crosby Properties" into the City of Dublin. This included a proposal to permit industrial and commercial development in order to fund the City of Dublin's remaining cost for the Dublin Boulevard Extension. Respondents were then asked if they supported or opposed this approach to extending Dublin Boulevard to connect to Livermore. This additional background information reduced overall respondent support to 59 percent of respondents supporting or somewhat supporting the extension. Approximately 33 percent of respondents somewhat opposed or strongly opposed the extension, and 7 percent of respondents did not know if they supported or opposed the extension.

City of Livermore staff have requested from City of Dublin staff to enter into an agreement to protect our different interests with regards to the Crosby Properties. However, City of Dublin staff have indicated that do not have City Council authorization for such an agreement.

Municipal Services Review Survey

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires Local Agency Formation Commissions (LAFCOs) to conduct special studies known as Municipal Service Reviews (MSRs) every 5 years. The MSRs examine future growth and how local agencies are planning for that growth with regards to municipal services and infrastructure systems. In August 2023, LAFCO's consultant, RSG, Inc. sent surveys to 27 Alameda County agencies, including the City of Livermore, to begin the initial phases of the MSR.

On September 18, 2023, staff responded to the MSR survey. As part of the MSR survey process, each agency has the opportunity to request a Sphere of Influence (SOI) amendment. The request must be submitted with a map and justification statement. Livermore's submittal included a request to amend the City’s SOI boundaries and noted the City’s intent to annex the "Crosby Properties" in Doolan Canyon between the City of Dublin and the City of Livermore. Refer to Attachment 1 for the Doolan Canyon SOI amendment request.

The SOI request is consistent with the City's General Plan policies related to preserving and enhancing the City's scenic corridor. For example, Policy CC-1.1 P1 prohibits structural development in hillside areas involving skylines, ridgelines, or silhouettes. In addition, Policy CC-1.1 P2 prohibits intensive development of the hills and requires development to be located, sited and designed to fit and be subordinate to the natural landforms. This SOI request is also consistent with the City's General Plan goals and policies to maintain a greenbelt between the City of Dublin and City of Livermore and preserve open space and agricultural uses. Specifically, Policy CC-1.1 P6 states that the City shall maintain an area of non-urbanized land surrounding Livermore to serve as a buffer between communities. Uses that are considered compatible with this area include agriculture, grazing, open space, recreation, and reclaimed sand and gravel extraction. In addition, the SOI request is consistent with Alameda County's Measure D to preserve agricultural lands and limit the amount of development on these parcels.

Citywide Poll

Staff is requesting City Council direct staff to engage a consultant to conduct a citywide poll related to this SOI request. The purpose of the poll will be to determine if Livermore residents still support

maintaining a greenbelt buffer between the City of Dublin and the City of Livermore, consistent with existing General Plan policies. The poll would include email, text message, and telephone response collection. Staff anticipates returning to City Council to summarize the poll results in November 2023 and discuss annexing the Crosby Properties into the City of Livermore.

FISCAL AND ADMINISTRATIVE IMPACTS

Staff will engage a consultant to facilitate the preparation of survey questions and release the poll to the City's residents via email, text message, and telephone polling methods. This effort will require staff resources and departmental coordination. The contract for polling services can be approved under the City Manager's signing authority and will be funded from existing funds in the contract services budget.

COMMUNITY PILAR

5. A City that Works

GOAL

14. Develop, operate, and maintain the City's infrastructure

ATTACHMENTS

1. Doolan Canyon SOI Amendment

Prepared by: Ashley Vera
Senior Planner

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

LIVERMORE
CALIFORNIA

CITY COUNCIL STAFF REPORT **ITEM NO. 7.1**

DATE: November 13, 2023

TO: Honorable Mayor and City Council

FROM: Paul Spence, Community Development Director

SUBJECT: Update on the citywide poll results and preliminary priorities for negotiations with Dublin regarding open space and scenic corridor preservation in Doolan Canyon.

RECOMMENDED ACTION

Staff recommends the City Council receive an update on the citywide poll results and preliminary priorities for negotiations with Dublin regarding open space and scenic corridor preservation in Doolan Canyon.

SUMMARY

At the October 9, 2023, City Council meeting, staff provided an update on staff's responses to Alameda County Local Agency Formation Commission's Municipal Service Review (MSR) Survey. As part of the MSR process, each agency can request a Sphere of Influence (SOI) amendment. The City of Dublin informed Livermore staff that they submitted a request to amend the SOI in the Doolan Canyon area, so that the properties fronting the freeway, the "Crosby Properties," would be within Dublin's SOI. Dublin further expressed that it is their intent to develop the Crosby Properties in the future. In response to Dublin's SOI amendment request, staff requested an SOI amendment to include this same area within the City of Livermore's SOI to preserve this area as open space.

In addition, staff requested the City Council direct staff to engage a consultant to conduct a citywide poll related to this SOI request. The City Council directed staff to proceed with the poll and update the City Council on the poll results at a future meeting. The City Council also directed staff to continue negotiations with the City of Dublin to come to a resolution regarding the land use on the Crosby Properties. At the time of writing this report, staff is coordinating a meeting with City of Dublin staff to continue discussions regarding the Crosby Properties.

The citywide poll was conducted from October 30 through early November 2023. The poll included 18 questions, including questions related to the open space area between the City of Dublin and the City of Livermore and the Dublin Boulevard Extension project. The poll included email, text message, and telephone response collection. A summary of the community response to the poll, along with preliminary

priorities for negotiations with Dublin, will be provided as a supplemental packet item in advance of the City Council meeting.

DISCUSSION

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires Local Agency Formation Commissions (LAFCOs) to conduct special studies known as Municipal Service Reviews (MSRs) every 5 years. The MSRs examine future growth and how local agencies are planning for that growth with regards to municipal services and infrastructure systems. In August 2023, LAFCO's consultant, RSG, Inc. sent surveys to 27 Alameda County agencies, including the City of Livermore, to begin the initial phases of the MSR.

On September 18, 2023, staff responded to the MSR survey. As part of the MSR process, each agency can request a Sphere of Influence (SOI) amendment. City of Dublin staff informed Livermore staff that they submitted a request to amend the SOI in Doolan Canyon to be within the City of Dublin's SOI, with the intent to develop the Crosby Properties in the future. In response to Dublin's SOI amendment request, staff requested a SOI amendment to include this same area within the City of Livermore's SOI to preserve this area as open space.

At the October 9, 2023, City Council meeting, staff provided an update on the LAFCO MSR Survey responses and SOI amendment request. In addition, staff requested the City Council direct staff to engage a consultant to conduct a citywide poll. The City Council directed staff to proceed with the poll and update the City Council on the poll results at a future meeting. The City Council also directed staff to continue negotiations with City of Dublin staff to come to a resolution regarding future use of the Crosby Properties. At the time of writing this report, staff is coordinating a meeting with City of Dublin staff to continue discussions regarding the Crosby Properties.

The citywide poll was conducted from October 30 through early November 2023. The poll included 18 questions, with a focus on opinions regarding the existing open space area between the Cities of Livermore and Dublin (the Crosby Properties) and a proposed roadway project to connect North Canyons Parkway to Dublin Boulevard through this area. The poll included email, text message, and telephone response collection. A summary of the community response to the poll, along with preliminary priorities for negotiations with Dublin, will be provided as a supplemental packet item in advance of the City Council meeting.

FISCAL AND ADMINISTRATIVE IMPACTS

This informational update to the City Council will not impact City revenues and expenses.

COMMUNITY PILLAR

4: Inclusive and Inviting Space and Places

GOAL

7: Work with local and county partners on physical infrastructure improvements

ATTACHMENTS

Prepared by: Ashley Vera
Senior Planner

Approved by:



Marianna Marysheva
City Manager

Fiscal Review by:



Tina Olson
Administrative Services Director

LIVERMORE
CALIFORNIA

INTEROFFICE MEMORANDUM

Date: November 13, 2023

To: Honorable Mayor and City Council

From: Marianna Marysheva, City Manager
Via: Paul Spence, Community Development Director

Subject: Agenda item 7.1

Citywide Poll

The citywide poll was conducted from October 30 through November 5, 2023. The poll was a statistically valid poll and included 18 questions, including questions related to the open space area between the City of Dublin and the City of Livermore and the Dublin Boulevard Extension project. The poll included email, text message, and telephone response collection.

The poll results showed a high level of support for maintaining open space between the two cities with a majority of residents strongly supporting maintaining this area as open space.

In addition, the majority of respondents strongly support or somewhat support the Dublin Boulevard Extension project and were more likely to support the roadway connection if the surrounding land remained as open space. However, respondents were much less likely to support the Dublin Boulevard Extension project if commercial and industrial development were constructed. The poll results showed that there is limited support for commercial and industrial development with landscape screening applied to the site.

Negotiations with City of Dublin

The City of Dublin's General Plan calls for potential development of this open space area between the two cities. Livermore's goal is to develop an agreement regarding the open space between the two cities no later than summer 2024. The two cities will engage Alameda County in the negotiations. Livermore staff will provide updates to the City Council and seek direction as needed. Livermore's staff will utilize the following priorities to guide negotiations:

- Continued collaboration on the Dublin Boulevard Extension project
- Preserving an adequate open space buffer between the two cities
- Livermore reviewing and providing input on any open space development contemplated by Dublin
- Providing opportunities for public access to Doolan Canyon open space

DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

CITY OF
LIVERMORE
CALIFORNIA

December 26, 2023

Rachel Jones, Executive Officer
Alameda Local Agency Formation Commission
224 West Winton Avenue, Suite 110
Hayward, CA 94544

Re: Crosby Property - Cities of Dublin and Livermore Collaboration

Dear Rachel:

The Cities of Dublin and Livermore are writing jointly to inform you that the two cities are working collaboratively to reach a compromise in planning for the area known as the Crosby property including the development of a roadway extension to connect the two communities.

In September 2023, the Cities of Dublin and Livermore independently submitted a response to Municipal Service Review (MSR) surveys. Each jurisdiction requested a Sphere of Influence change for the same territory, known as the Crosby property. The cities are committed to facilitating the extension of Dublin Boulevard and North Canyons Parkway to link the two communities and provide an opportunity to meet shared mobility goals. As such, we are negotiating the most effective ways to achieve our shared goals of:

1. building the road
2. maintaining open space and an appropriate view corridor
3. ensuring orderly and visually attractive development in the most practical areas

We are committed to achieving a compromise by Summer of 2024 which includes identifying which areas to annex into Dublin or Livermore's jurisdictional boundaries and/or remain in unincorporated Alameda County.

Please continue to inform the Cities of Dublin and Livermore of the status of the MSR, the evaluation process, and any other related notices, documents, or meetings. If you have any questions or need additional information regarding the ongoing negotiations described above, please contact either:

Hazel L. Wetherford
Deputy City Manager
City of Dublin
(925) 452-2158
hazel.wetherford@dublin.ca.gov

Paul Spence,
Assistant City Manager
City of Livermore
(925) 960-4474.
prspence@livermoreca.gov

Sincerely,

Linda Smith (Dec 27, 2023 16:11 PST)

Linda Smith
City Manager
City of Dublin

Marianna Marysheva
City Manager
City of Livermore

cc: Jason Alcala, City Attorney
Ashley Vera, Senior Planner

MARTIN W. INDERBITZEN
Attorney at Law

July 16, 2024

Honorable Michael McCorriston, Mayor
And Members of the Dublin City Council

Re: RESOLUTION AMENDING A PROVISION OF THE DUBLIN GENERAL PLAN THAT WAS ADDED BY THE DUBLIN OPEN SPACE INITIATIVE OF 2014; Item 8.1

Dear Mayor McCorriston and members of the City Council,

I represent the Branaugh Family, owners of approximately 40 acres of land on the eastern edge of the City along the future extension of Dublin Boulevard. Your council approved a 97 unit residential project and up to 527,773 square feet of industrial development on the property on March 21, 2023. Pursuant to your approvals the Branaugh's committed to dedicate a portion of the property in fee as right of way for the Dublin Boulevard Extension. Both before and since the approval of the Branaugh project the Branaugh's have been working in concert with the City's planning for the Dublin Boulevard Extension. The Dublin Boulevard Extension is an essential piece of infrastructure for the successful development of the properties in the area designated by the City as the Fallon East Economic Development Zone; By establishing this zone the City laid the groundwork for "*... establishing an Economic Development Zone for properties east of Fallon Road to encourage private investment in the targeted industry sectors as prioritized by the City Council and ... an Incentives Package to assist with the attraction of job-rich and/or high-wage businesses within the Economic Development Zone's targeted industries*".

In order to fully realize the established goals of the City for this area it is essential that the Dublin Boulevard extension be completed beyond the City's current boundary to connect to North Cantons Parkway in the City of Livermore. The resolution before you tonight is a necessary first step in that process.

On behalf of myself and the Branaugh family we urge the City Council to support the staff recommendation and adopt the above captioned resolution.

Very Truly yours,

Martin W Inderbitzen

P.O. Box 1537 Pleasanton, CA 94566 Phone 925 485 1060 Fax 925 485 1061