LIVERMORE
CALIFORNIA

# CITY COUNCIL

# AGENDA
# MONDAY, MAY 22, 2023

# REGULAR HYBRID MEETING – 7:00 PM

CLOSED SESSION 6:30 PM

MEETING PARTICIPATION INFORMATION CAN BE FOUND AT THE END OF THE AGENDA

**IN PERSON INFORMATION:**
CIVIC CENTER MEETING HALL
CITY COUNCIL CHAMBERS
1016 S. LIVERMORE AVENUE

**TELECONFERENCE INFORMATION:**
ZOOM WEBINAR:
https://us02web.zoom.us/j/84503444981
Zoom dial in phone number:
1 669 900 6833
Meeting ID: 845 0344 4981

CITY OF LIVERMORE YOUTUBE CHANNEL:
https://www.youtube.com/c/CityofLivermoreCalifornia

TV29:
Comcast TV Channel 29
tv29.org

John P Marchand, Mayor
Brittni Kiick, Vice Mayor
Ben Barrientos, Council Member
Evan Branning, Council Member
Robert W Carling, Council Member

## 1. CLOSED SESSION

- Roll Call
- Opportunity for the the Public to Address City Council Regarding Closed Session Items
- Adjourn to Closed Session

**No**te: This Closed Session my be continued to the end of the Regular Meeting.

1.1 Conference with Legal Counsel - Existing Litigation. To meet with legal counsel pursuant to Government Code section 54956.9(d)(1) to discuss litigation that has been formally initiated (one case).

- Lem v. City of Livermore, Alameda County Superior Court Case No. 22CV005384

## 2. CALL TO ORDER

## ROLL CALL

Council Member Ben Barrientos
Council Member Evan Branning
Council Member Robert W. Carling
Vice Mayor Brittni Kiick
Mayor John Marchand

## PLEDGE OF ALLEGIANCE

## REPORT OF ACTION TAKEN IN CLOSED SESSION

## 3. PROCLAMATIONS AND PRESENTATIONS

3.1 Proclamation declaring June 2023 as Safety Awareness Month presented to Risk Manager Janet Hamilton.

**Recommendation:**
Staff recommends City Council declare June 2023 as Safety Awareness Month.

**Staff Report**
**Attachments:**
1. Proclamation

3.2 Proclamation declaring May 2023 as Jewish American Heritage Month, presented to Rabbi Larry Milder of Congregation Beth Emek.

**Recommendation:**
Staff recommends City Council declare May 2023 as Jewish American Heritage Month.

**Staff Report**
**Attachments:**
1. Proclamation

## 4. OPEN FORUM

- In conformance with the Brown Act, no City Council action can occur on items presented during Open Forum.
- To provide public comment in person, please submit a speaker card. When your name is called, walk to the lectern to address City Council.
- To provide public comment virtually, please log into Zoom and use the 'raise hand' feature.
- Comments are limited to a maximum of 3 minutes per person, per item. The Mayor may reduce the amount of time based on the number of persons wishing to speak.
- Comments are limited to one comment per person per item regardless of format or time submitted (this includes email and e-comment submissions prior to the meeting as well as live comments during the meeting).
- Open Forum will conclude after 30 minutes; however, if there are additional speakers, Open Forum will reconvene before the meeting adjourns.

## 5. CONSENT CALENDAR

Consent Calendar items are considered routine and are acted upon by the City Council with a single action. Members of the audience wishing to provide public input must submit a speaker card if in person or use the 'raise hand' feature if participating using Zoom. Comments are limited to one comment per person per item regardless of format or time submitted (this includes email and e-comment submissions prior to the meeting as well as live comments during the meeting).

5.1 **Adopt an Ordinance** considering modifications to Livermore Municipal Code Section 2.40.030 Eligibility, clarifying the ability of members to serve on one standing or ad hoc advisory body at any time.

**Recommendation:**
Staff recommends the City Council adopt an ordinance approving modifications to Livermore Municipal Code Section 2.40.030 Eligibility, clarifying the ability of members to serve on one standing or ad hoc advisory body at any time.

**Staff Report**
**Attachments:**
1. Ordinance

5.2 **Adopt an Ordinance** amending Livermore Municipal Code (LMC) Chapter 9.40 - Fireworks.

**Recommendation:**
Staff recommends the City Council adopt an ordinance amending Livermore Municipal Code (LMC) Chapter 9.40- Fireworks to add a social hosting provision and to allow for administrative fines and penalties for violations of the chapter.

**Staff Report**
**Attachments:**
1. Amended and Restated Chapter 9.40- Fireworks
2. Ordinance

5.3 Resolution authorizing the execution of an amendment with SNF Polydyne, Inc. increasing the not-to-exceed amount by $263,000 to $1,270,000 and extending the term by three months for the supply of liquid polymer used at the Water Treatment Plant to reduce moisture content in biosolids before disposal.

**Recommendation:**
Staff recommends the City Council adopt a resolution authorizing the execution of an amendment to the agreement with SNF Polydyne, Inc. for the supply of liquid polymer to increase the not-to-exceed amount by $263,000 to $1,270,000 and extending the term by three months. Liquid polymer is used at the Water Treatment Plant to reduce moisture content in biosolids before disposal.

**Staff Report**
**Attachments:**
1. Resolution
2. Exhibit A - SNF Polydyne Inc. Agreement

5.4 Resolution authorizing the execution of an agreement for services with Hasa, Inc., for the supply and delivery of sodium hypochlorite 12.5% for use at the Water Reclamation Plant, in an amount not-to-exceed $470,000.

**Recommendation:**
Staff recommends the City Council adopt a resolution authorizing the execution of an agreement for services with Hasa, Inc., for the supply and delivery of sodium hypochlorite 12.5% for use at the Water Reclamation Plant, in an amount not-to-exceed $470,000.

**Staff Report**
**Attachments:**
1. BACC Award Letter
2. Resolution
3. Exhibit A - Hasa Inc. Agreement

5.5 Resolution authorizing execution of Cooperative Agreement 04-04-2902 with California Department of Transportation for the Vasco Road/I-580 Interchange Improvements, Project No. 1993-52, Caltrans Project No. 0421000075, for the project approval and environmental document phase.

**Recommendation:**
Staff recommends the City Council adopt a resolution authorizing the City Manager to execute Cooperative Agreement 04-04-2902 with California Department of Transportation (Caltrans) for the Vasco Road/I-580 Interchange Improvements, Project No. 1993-52, Caltrans Project No. 0421000075, for the project approval and environmental document phase.

**Staff Report**
**Attachments:**
1. Resolution
2. Exhibit A - Vasco IC PA ED Coop Agreement

5.6 Resolution authorizing the execution of Project and Program Grant Agreements with Livermore Valley Arts DBA Livermore Valley Performing Arts Center, Pacific Chamber Orchestra and SPARC Theater, consistent with the City's Public Art Policy.

**Recommendation:**
The Commission for the Arts and staff recommend the City Council adopt a resolution approving the applications and authorizing the execution of the following Project and Program Grant Agreements:

1. Livermore Valley Arts DBA Livermore Valley Performing Arts Center, in the amount of $8,000 for the 21st Annual ArtWalk Livermore
2. Pacific Chamber Orchestra, in the amount of $10,000 for Educational Programs "Discover Music"
3. SPARC Theater, in the amount of $10,000 for lighting equipment for an outdoor theater for the 2023 Summer Season

**Staff Report**
**Attachments:**
1. Resolution
2. Exhibit A - Livermore Valley Arts DBA Livermore Valley Performing Arts Center Agreement
3. Exhibit B - Pacific Chamber Orchestra Agreement
4. Exhibit C - SPARC Theater Agreement

5.7 Resolution of intention to levy annual assessments for the Landscape Maintenance Districts for Fiscal Year 2023-24, preliminarily approve the Consolidated Annual Engineer's Report, and establish a public hearing date for the annual levy of assessments.

**Recommendation:**
Staff recommends the City Council:

1. Preliminarily approve the Consolidated Annual Engineer's Report for all City Landscape Maintenance Districts.
2. Adopt a Resolution of Intention to:
    a. Levy and collect annual landscape maintenance assessments for all Districts formed under the Landscaping and Lighting Act of 1972; and
    b. Establish a Public Hearing for June 26, 2023 for the levy of assessments for Fiscal Year 2023-24.

**Staff Report**
**Attachments:**
1. Proposed Assessments for Districts for FY 2023-24
2. Proposed Assessments for DTLMD LL-859 for FY 2023-24
3. FY 2324 Consolidated Engineer's Report
4. Resolution

5.8 Resolution authorizing an agreement with Axon Enterprises Inc. for unmanned aerial systems (UAS, AKA "drone") hardware, software, and related services. In an amount not-to-exceed $131,262.

**Recommendation:**

Staff recommends City Council adopt a resolution authorizing an agreement with Axon Enterprises Inc., for unmanned aerial systems (UAS, AKA "drone") hardware, software, and related services for a 5-year term, in an amount not-to-exceed $131,262.

**Staff Report**

**Attachments:**

1. Resolution
2. Exhibit A - Axon Enterprises Inc Agreement

## 6. PUBLIC HEARINGS

Comments are limited to one comment per person per item regardless of format or time submitted (this includes email and e-comment submissions prior to the meeting as well as live comments during the meeting).

6.1 Hearing to consider a request for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for 172 for-sale condominium units at the northeast corner of North Canyons Parkway and Triad Place.

**Recommendation:**

The Planning Commission and staff recommend the City Council:

1. Adopt a Resolution finding that the project is exempt under the California Environmental Quality Act, in accordance with California Government Code Section 65457 and CEQA Guidelines Section 15182 (c), Projects Pursuant to a Specific Plan, and California Public Resources Code Section 21083.3 and as a separate and independent basis, CEQA Guidelines Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning; and
2. Adopt a Resolution approving Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, subject to the attached Conditions of Approval.

**Staff Report**

**Attachments:**

1. Staff Analysis
2. Location Map
3. Development Plans
4. Draft Planning Commission Meeting Minutes
5. Public Comments
6. CEQA Resolution
7. Exhibit A - PC Reso 10-23
8. Project Resolution
9. Exhibit A - PC Reso 11-23
10. Exhibit B - Conditions of Approval

6.2 Hearing to consider rescission of Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP)19-006 for the Wine Country Inn; an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); Specific Plan Amendment (SPPA) 23-001 to amend the South Livermore Valley Specific Plan (Specific Plan) to clarify a 50-foot setback area from Hansen Road; Site Plan

Design Review 23-001 and Conditional Use Permit 23-002 for the development of commercial site 5D2 (Wine Country Inn) at the southwest corner of Arroyo Road and Hansen Road.

**Recommendation:**
The Planning Commission and staff recommend that the City Council take two actions:

1. Adopt a resolution rescinding Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 for the Livermore Wine Country Inn;
2. Adopt Resolutions:
    a. Adopting an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); and
    b. Approving Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn.

**Staff Report**
**Attachments:**
1. Staff Analysis
2. Location Map
3. PC - Minutes
4. Resolution - Rescinding Previous Entitlements
5. Exhibit A - City Council Resolution 2010-010 and Planning Commission Resolution 26-19
6. Public Comment
7. Zoning Standards (PUDA) 01-001
8. Specific Plan Subareas
9. Development Plans
10. Elevation Rendering
11. Conference Room Purpose Letter
12. Applicant's Statement
13. Electric Kitchen Equipment Exemption
14. Traffic Impact Study
15. Entrance Feasibility Study
16. Staff Memo - Arroyo Road Entry
17. Resolution - CEQA
18. Exhibit A - PC Resolution
19. Exhibit B - Addendum
20. Resolution - Project Approval
21. Exhibit A - PC Resolution
22. Exhibit B - Specific Plan Text Amendments
23. Exhibit C - Conditions of Approval
24. Specific Plan EIR
25. South Livermore Valley Specific Plan

## 7. MATTERS FOR CONSIDERATION - NONE.

Comments are limited to one comment per person per item regardless of format or time submitted (this includes email and e-comment submissions prior to the meeting as well as live comments during the meeting).

## 8. COUNCIL COMMITTEE REPORTS AND MATTERS INITIATED BY CITY

## MANAGER, CITY ATTORNEY, STAFF, AND COUNCIL MEMBERS

## 9. ADJOURNMENT

To a Regular City Council meeting on Monday, June 12, 2023 at 7:00 pm, Civic Center Meeting Hall, City Council Chambers, 1016 S. Livermore Avenue and virtually using Zoom.

## 10. SUPPLEMENTAL MATERIALS

10.1 Supplemental materials received prior to the meeting.

**Staff Report**
**Attachments:**
1. Supplemental Materials

10.2 Supplemental materials received at the meeting.
**Staff Report**
**Attachments:**
1. Items Received at the Meeting

## 11. HOW TO PARTICIPATE IN YOUR CITY COUNCIL MEETING

You can participate in the meeting in a number of ways:

**Open Forum** is an opportunity for the public to speak regarding items not listed on the agenda. Speakers are limited to a maximum of 3 minutes per person. To address the City Council in person, you must submit a speaker card to the City Clerk prior to the start of that item. To submit a comment using Zoom, you may use the 'raise hand' feature when the item begins. Please note that the City Council is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the City Council may place it on a future agenda or direct staff to work with you and/or report to the City Council on the issue.

**Public Hearings -** The topic of the hearing is typically summarized by staff, followed by a presentation by the applicant, and questions from the City Council. The Mayor will then open the hearing to the public and offer an opportunity for public comments. Speakers are limited to a maximum of 3 minutes per person. To address the City Council in person, you must submit a speaker card to the City Clerk prior to the start of the presentation of the item. To submit a comment using Zoom, you may use the 'raise hand' feature as soon as the item begins.

**Other Agenda Items** are also open for public input including Consent Calendar or Matters for Consideration items. These comments are also subject to the 3-minute limit.

**Special Meetings, Workshops -** The public will have the opportunity to address the City Council regarding the item that is the subject of the special meeting or workshop. Public comments are limited to a maximum of 3 minutes per person.

**Platforms to Participate in Meetings:**

**Submission of Comments Prior to the Meeting:**

**Email Comments** may be submitted by the public to the City Clerk's Office (cityclerk@LivermoreCA.gov). Items received no later than 12:00 pm on the day of the meeting will be provided to the City Council and available on the City website prior to the meeting. These items will NOT be read into the record.

**eComments** may be submitted by the public using the eComment link here. Comments may be up to 1000 characters in length and will be accepted up until 4:00 pm the day of the meeting. These items will NOT be read into the record and are viewable by the City Council and the public upon submittal.

**Submission of Comments During the Meeting:**

Speakers are limited to a maximum of 3 minutes per person. To submit a comment in person, you must complete a speaker card for each item. Speaker cards are available in the Civic Center Meeting Hall lobby. Indicate on the card the item number you wish to comment on and submit the card directly to the City Clerk prior to the start of the item. To submit a comment using Zoom, you may use the 'raise hand' feature. Please note that the City Council is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the City Council may place it on a future agenda or direct staff to work with you and/or report to the City Council on the issue.

The City will be using YouTube and TV29 as two tools to provide the public access to view City Council meetings. No public comment will be accepted via YouTube.

TV29: tv29live.org Comcast Cable 29

YouTube: http://youtube.com/c/CityofLivermoreCalifornia

Zoom Webinar: https://us02web.zoom.us/j/84503444981
**It is recommended residents use updated software to successfully join and participate in a meeting. Outdated versions may limit functionality and you may not be able to provide a public comment virtually. To download the most current version, visit zoom.us/download.**

Zoom dial in phone number: 1 669 900 6833
Meeting ID: 845 0344 4981

If you would like to deliver written materials to the City Council as part of your public comments, and are commenting in person, please provide 10 copies to the City Clerk with your speaker card. If you are commenting using Zoom, the speaker must identify that intent in his or her comment and immediately email the materials to the City Clerk at cityclerk@LivermoreCA.gov.

The **City Council Agenda and Agenda Reports** are prepared by City staff and are available for public review on Tuesday evening, six days prior to the City Council meeting in the Civic Center Library, 1188 South Livermore Avenue, Livermore, and at the City Clerk's Office, 1052 South Livermore Avenue, Livermore. The Agenda is also available on the City's website,

http://LivermoreCA.gov/agenda.

Under Government Code §54957.5, any **supplemental material** distributed to the members of the City Council after the posting of this agenda will be available for public review in the City Clerk's Office, 1052 South Livermore Avenue, Livermore, and included in the agenda packet available on the City's web site at http://LivermoreCA.gov/agenda.

PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITIES ACT (CODIFIED AT 42 UNITED STATES CODE SECTION 12101 AND 28 CODE OF FEDERAL REGULATIONS PART 35), AND SECTION 504 OF THE REHABILITATION ACT OF 1973, THE CITY OF LIVERMORE DOES NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, RELIGION, NATIONAL ORIGIN, ANCESTRY, SEX, DISABILITY, AGE OR SEXUAL ORIENTATION IN THE PROVISION OF ANY SERVICES, PROGRAMS, OR ACTIVITIES. TO ARRANGE AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PUBLIC MEETING, PLEASE CONTACT THE ADA COORDINATOR AT ADACOORDINATOR@LIVERMORECA.GOV OR CALL (925) 960-4170 (VOICE) OR (925) 960- 4104 (TDD) AT LEAST THREE (3) BUSINESS DAYS IN ADVANCE OF THE MEETING.

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 3.1**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Jason Alcala, City Attorney

**SUBJECT:** Proclamation declaring June 2023 as Safety Awareness Month presented to Risk Manager Janet Hamilton.

## RECOMMENDED ACTION

Staff recommends City Council declare June 2023 as Safety Awareness Month.

## SUMMARY

## DISCUSSION

## ATTACHMENTS

1. Proclamation

Prepared by: Janet Hamilton
Risk Manager

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

# Proclamation

of the

City of Livermore

***Proclaiming***

***SAFETY AWARENESS MONTH***

***June 2023***

***WHEREAS,*** *the rate of accidental injuries and related deaths, as well as pandemic-related illnesses and deaths, in the United States, remains at undesirable levels; and*

***WHEREAS,*** *City of Livermore employees and residents deserve to live and work in communities that promote safe and healthy living; and*

***WHEREAS,*** *the City of Livermore supports national safety efforts and has taken a proactive stance in providing a safe and healthy work environment for its employees and residents through the formation of the Central Safety Committee and through the development of new safety protocols; and*

***WHEREAS,*** *City of Livermore employees, including members of the Central Safety Committee, work to ensure the safety of all City of Livermore employees and residents by providing training, education, and outreach, encouraging continual improvement in community and workplace safety and health; and*

***WHEREAS,*** *the Livermore City Council joins the members of the National Safety Council and other organizations in their annual observance of June as National Safety Month; and*

***NOW, THEREFORE,*** *the City Council of the City of Livermore proclaims June 2023 as Safety Awareness Month and urges all residents to help reduce accidents, injuries, and illnesses by practicing safe and healthy behaviors in all aspects of their lives.*

***Mayor John Marchand***

***Vice Mayor Brittni Kiick***

***Council Member Ben Barrientos***

***Council Member Evan Branning***

***Council Member Robert W. Carling***

CORPORATE SEAL OF THE CITY OF LIVERMORE, CA.

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 3.2**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Marianna Marysheva, City Manager

**SUBJECT:** Proclamation declaring May 2023 as Jewish American Heritage Month, presented to Rabbi Larry Milder of Congregation Beth Emek.

## RECOMMENDED ACTION

Staff recommends City Council declare May 2023 as Jewish American Heritage Month.

## SUMMARY

## DISCUSSION

## ATTACHMENTS

1. Proclamation

Prepared by: Stephanie Egidio
Assistant to the City Manager

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

# Proclamation

of the

City of Livermore

***Declaring***

## *Jewish American Heritage Month*

***May 2023***

***WHEREAS**, Jewish Americans have been an important part of the American story and have greatly contributed to all areas of American life and culture since our nation's earliest days; and*

***WHERESAS**, on April 20, 2006, the Federal Government proclaimed May as Jewish American Heritage Month, stating, "As a nation of immigrants, the United States is better and stronger because Jewish people from all over the world have chosen to become American citizens"; and*

***WHEREAS**, generations of Jews have fled to the United States in search of a better life for themselves and their families, and these immigrants made invaluable contributions in support of equality and civil rights through their leadership and achievements; and*

***WHEREAS**, Jewish Americans continue to enrich every part of American life as educators and entrepreneurs, athletes and artists, scientists and entertainers, public officials and activists, labor and community leaders, diplomats and military service members, public health heroes, and more; and*

***WHEREAS,** Jewish Americans are racially, ethnically, socially, politically, and economically diverse, with approximately twelve to fifteen percent of Jews in the United States being individuals of color; and*

***WHEREAS,** the City of Livermore recognizes the rich and diverse heritage of the Jewish American community and is enriched by the cultural contributions of local Jewish institutions and synagogues;*

***NOW THEREFORE**, the City Council of the City of Livermore declares the month of May 2023 as Jewish American Heritage Month in appreciation of the achievements and contributions made by members of the Jewish community and calls upon all residents to celebrate Jewish Americans whose contributions are woven into the fabric of our country and community.*

***Mayor John Marchand***

***Vice Mayor Brittni Kiick***

***Council Member Ben Barrientos***

***Council Member Evan Branning***

***Council Member Robert W. Carling***

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.1**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Marianna Marysheva, City Manager

**SUBJECT:** **Adopt an Ordinance** considering modifications to Livermore Municipal Code Section 2.40.030 Eligibility, clarifying the ability of members to serve on one standing or ad hoc advisory body at any time.

## RECOMMENDED ACTION

Staff recommends the City Council adopt an ordinance approving modifications to Livermore Municipal Code Section 2.40.030 Eligibility, clarifying the ability of members to serve on one standing or ad hoc advisory body at any time.

## SUMMARY

## DISCUSSION

## ATTACHMENTS

1. Ordinance

Prepared by: Marie Weber
Deputy City Manager/City Clerk

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**AN ORDINANCE AMENDING SECTION 2.40.030 *ELIGIBILITY* IN CHAPTER 2.40 *ADVISORY BODIES* IN TITLE 2 *ADMINISTRATION AND PERSONNEL* IN THE LIVERMORE MUNICIPAL CODE TO CLARIFY THE ABILITY OF ADVISORY BODY MEMBERS TO SERVE ON ONE STANDING OR AD HOC ADVISORY BODY AT ANY TIME**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LIVERMORE DOES ORDAIN AS FOLLOWS:**

***Section 1.*** *Amendment.* Section 2.40.030 *Eligibility* of the Livermore Municipal Code is amended and restated as set forth below. The deletions are shown using a strikethrough, and the added language is shown with an underline, but the stricken language and underlines themselves shall not be codified in the Municipal Code, which publication shall only reflect the final language.

**2.40.030 Eligibility**

All advisory body members must be residents of the City of Livermore unless otherwise noted. An advisory body member shall only serve on a single advisory body or ad hoc advisory body at any given time. If an existing advisory body member is appointed to a new advisory body, they immediately resign from the existing position upon a new appointment by the City Council. The City Council or state or federal law may establish additional requirements.

***Section 2.*** *Environmental.* The passage of this ordinance is not a project according to the definition in the California Environmental Quality Act and, therefore, is not subject to the provisions requiring environmental review.

***Section 3.*** *Severability*. If any part of this ordinance is declared invalid by a court, such invalidity shall not affect any of the remaining parts.

***Section 4.*** *Publication.* This ordinance shall be published once in a newspaper of general circulation of the City of Livermore within fifteen days after its adoption.

***Section 5.*** *Effective date*. This Ordinance shall take effect 30 days after its adoption.

***Section 6.*** *Application.* The ordinance is not intended to change the existing membership of any advisory body whose members were appointed prior to the effective date for this ordinance. The limitations in the ordinance are to be applied to all advisory body appointments made after the ordinance takes effect.

The foregoing ordinance was introduced at the meeting of the City Council of the City of Livermore held on May 8, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

The ordinance was adopted at the regular meeting of the City Council held on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Mayor, City of Livermore

ATTEST:

_____
Marie Weber, City Clerk

APPROVED AS TO FORM:

*/s/ Jason Alcala*
Jason Alcala, City Attorney

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.2**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Jeramy Young, Police Chief

**SUBJECT:** **Adopt an Ordinance** amending Livermore Municipal Code (LMC) Chapter 9.40 - Fireworks.

## RECOMMENDED ACTION

Staff recommends the City Council adopt an ordinance amending Livermore Municipal Code (LMC) Chapter 9.40- Fireworks to add a social hosting provision and to allow for administrative fines and penalties for violations of the chapter.

## SUMMARY

## DISCUSSION

## ATTACHMENTS

1. Amended and Restated Chapter 9.40- Fireworks
2. Ordinance

Prepared by: Jason Boberg
Police Captain

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

# Chapter 9.40
# FIREWORKS

Sections:


+ 9.40.010 Definitions.

o 9.40.020 Sale, possession or use prohibited.

o 9.40.030 Exceptions.

o 9.40.040 Applicability of state fireworks law.

o 9.40.050 Fireworks may be seized or destroyed by police.

+ 9.40.060 Host Liability.

+ 9.40.070 ~~9.40.060~~ Violation – Penalty.


## 9.40.010 Definitions.

As used in this chapter:

A. “Approved site” means an area approved by the fire chief or fire marshal and prepared in such a manner as to prevent the ignition and spread of fire and the escape of fire to adjoining property.

B. “Fireworks” means and includes:

1. Any combustible or explosive composition or any substance or combination of substances or articles prepared for the purpose of producing a visible or an audible effect by combustion, explosion, deflagration or detonation, whether manufactured, homemade or improvised;

2. Fireworks classified by the State Fire Marshal as “dangerous fireworks” and as “safe and sane fireworks” pursuant to Health and Safety Code Sections 12561 and 12562;

3. Any pyrotechnic device for which the State Fire Marshal requires a license to manufacture, sell, transport or operate; and

4. Firecrackers, torpedoes, skyrockets, Roman candles, cherry bombs, sparklers, chasers, snakes or other fireworks of like or similar construction and any fireworks containing any explosive or flammable compound or substance.

This definition of fireworks does not include devices that are: (a) identified in Health and Safety Code Section 12540 which are not subject to the state fireworks law (Division 11, Part 2, of the Health and Safety Code, Section 12500 et seq.); (b) classified as exempt fireworks pursuant to Health and Safety Code Section 12565; (c) capable of making an audible popping sound and/or propelling confetti or streamers into the air when the device is twisted or a string is pulled, or a mild audible popping sound when dropped on the ground, provided such devices are not subject to the state fireworks law; or (d) that are classified as model rocket engines pursuant to Health and Safety Code Section 12565. (Ord. 1794 § 1, 2006; Ord. 1131 § 2, 1983; 1960 code § 9.30)

C. "Host" means a person who invites others to gather on a parcel of property that the person owns, possesses, or controls, or who organizes, supervises, officiates, conducts, controls, or is otherwise in charge of the activity on the parcel of property. A governmental entity is expressly excluded from the meaning of the word "Host."

D. "Strictly liable" means liability for a wrongful act irrespective of such person's intent, knowledge, negligence or lack thereof in committing the wrongful act.

### 9.40.020 Sale, possession or use prohibited.

It is unlawful for any person to give away, sell, offer for sale, solicit the sale of, possess, purchase, use, ignite, explode, fire, or otherwise discharge any fireworks within the City. (Ord. 2065 § 1(A), 2018; Ord. 1794 § 1, 2006; Ord. 1131 § 2, 1983; 1960 code § 9.31)

### 9.40.030 Exceptions.

The provisions of this chapter shall not apply to the following:

A. A public display of fireworks by the City at an approved site. The City may contract with a licensed pyrotechnic operator to conduct the display. Any public display shall be performed in accordance with the requirements of the Health and Safety Code and the rules and regulations of the State Fire Marshal.

B. A public fireworks display or the use of fireworks for television, film, theater, or movie production, provided a permit therefor is first secured from the City.

A permit from the City may be secured by application to the city fire chief, who shall make a recommendation to the City Council for approval or disapproval and stating whether the applicant has secured all appropriate licenses from the State Fire Marshal for the type of fireworks to be used. The City Council may grant or deny such application for permit based upon the evidence before it, and may impose conditions upon the permit

requiring the applicant to obtain all necessary and appropriate permits and licenses from the State Fire Marshal before engaging in the display or use applied for.

C. The use by railroad or other transportation agencies for signal purposes or illumination by flares or fuses.

D. The sale or use of blank cartridges for theatrical purposes, athletic events, or military ceremonials. (Ord. 2065 § 1(A), 2018; Ord. 1794 § 1, 2006; Ord. 1131 § 2, 1983; 1960 code § 9.32)

### 9.40.040 Applicability of state fireworks law.

This chapter does not supersede the state fireworks law, but is intended to supplement the provisions of Division 11, Part 2, of the Health and Safety Code (Section 12500 et seq.) as well as the administrative regulations adopted pursuant to that law. (Ord. 1794 § 1, 2006)

### 9.40.050 Fireworks may be seized or destroyed by police.

Any member of the Livermore police department or the Livermore-Pleasanton fire department shall seize, take, remove or cause to be removed and arrange for the destruction at the expense of the owner of all fireworks offered or exposed for sale, stored, possessed, transported, or otherwise in violation of this chapter. (Ord. 1794 § 1, 2006)

### 9.40.060 Host Liability

A. It is unlawful for a host to allow a parcel of property that the host owns, possesses, or controls to be used in a manner prohibited by section 9.40.020, whether the violation is caused by the host or by any other person.

B. A host is strictly liable for any violation of section 9.40.020 that occurs during a gathering on property that the host owns, possesses, or controls, or in the public right-of-way immediately adjacent to the parcel of property that the host owns, possesses, or controls.

C. Notwithstanding the prohibitions in subsections (A) and (B) above, the provisions of this section shall not apply to a host who initiates contact with law enforcement or fire officials to assist in removing any person from the property or terminating the activity in order to comply with this chapter, if the request for assistance is made before any other person contacts law enforcement or fire officials to complain about the violation of this chapter.

### 9.40.070 Violation – Penalty.

Persons violating this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not to exceed $500.00~~, or by imprisonment in the City or county jail for a period not exceeding 30 days, or by both such fine and imprisonment, and the license shall be revoked~~. In lieu of criminal penalties, violations may also be handled administratively pursuant to Chapter 1.20. Administrative penalties may include administrative fines and recovery costs related to staff time.

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**AN ORDINANCE AMENDING TITLE 9, CHAPTER 9.40, *FIREWORKS*, OF THE LIVERMORE MUNICIPAL CODE TO ADD ADDITIONAL PROHIBITIONS AND PENALTIES RELATED TO THE SALE, POSSESSION, AND USE OF FIREWORKS**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LIVERMORE DOES ORDAIN AS FOLLOWS:**

***Section 1.*** *Amendment.* Title 9, Chapter 9.40, *Fireworks*, of the Livermore Municipal Code is amended and restated as shown below. The deletions are shown using a strikethrough, and the added language is shown with an underline, but the stricken language and underlines themselves shall not be codified in the Municipal Code, which publication shall only reflect the final language.

A. In Section 9.40.010, subsection C is hereby added and states the definition of "Host" as set forth below:

"Host" means a person who invites others to gather on a parcel of property that the person owns, possesses, or controls, or who organizes, supervises, officiates, conducts, controls, or is otherwise in charge of the activity on the property. A governmental entity is expressly excluded from the meaning of the word "Host."

B. In Section 9.40.010, subsection D is hereby added and states the definition of "Strictly liable" as set forth below:

"Strictly liable" means liability for a wrongful act irrespective or such person's intent, knowledge, negligence or lack thereof in committing the wrongful act.

C. Section 9.40.060, "Host Liability," is hereby added as set forth below:

A. It is unlawful for a host to allow a parcel of property that the host owns, possesses, or controls to be used in a manner prohibited by Section 9.40.020, whether the violation is caused by the host or by any other person.

B. A host is strictly liable for any violation of section 9.40.020 that occurs during a gathering on property that the host owns, possesses, or controls, or in the public right-of-way immediately adjacent to the parcel of property that the host owns, possesses, or controls.

C. Notwithstanding the prohibitions in subsections (A) and (B) above, the provisions of this section shall not apply to a host who initiates contact with law enforcement or fire officials to assist in removing any person from the property or terminating the activity in order to comply with this chapter, if the request for assistance is made before any other person contacts law enforcement or fire officials to complain about the violation of this chapter.

D. Section 9.40.060 of the prior code is hereby amended, renumbered, and restated as Section 9.40.070, as set forth below:

Persons violating this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not to exceed $500.00~~, or by imprisonment in the City or county jail for a period not exceeding 30 days, or by both such fine and imprisonment, and the license shall be revoked~~. In lieu of criminal penalties, violations may also be handled administratively pursuant to Chapter 1.20. Administrative penalties may include administrative fines and recovery costs related to staff time.

***Section 2.*** *Environmental.* The passage of this ordinance is not a project according to the definition in the California Environmental Quality Act and, therefore, is not subject to the provisions requiring environmental review.

***Section 3.*** *Severability*. If any part of this ordinance is declared invalid by a court, such invalidity shall not affect any of the remaining parts.

***Section 4.*** *Publication.* This ordinance shall be published once in a newspaper of general circulation of the City of Livermore within fifteen days after its adoption.

***Section 5.*** *Effective date.* This Ordinance shall take effect 30 days after its adoption.

The foregoing ordinance was introduced at the meeting of the City Council of the City of Livermore held on May 8, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

The ordinance was adopted at the regular meeting of the City Council held on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Mayor, City of Livermore

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Katherine Mirassou*_____
Katherine Mirassou
Deputy City Attorney

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.3**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Scott Lanphier, Public Works Director

**SUBJECT:** Resolution authorizing the execution of an amendment with SNF Polydyne, Inc. increasing the not-to-exceed amount by $263,000 to $1,270,000 and extending the term by three months for the supply of liquid polymer used at the Water Treatment Plant to reduce moisture content in biosolids before disposal.

## RECOMMENDED ACTION

Staff recommends the City Council adopt a resolution authorizing the execution of an amendment to the agreement with SNF Polydyne, Inc. for the supply of liquid polymer to increase the not-to-exceed amount by $263,000 to $1,270,000 and extending the term by three months. Liquid polymer is used at the Water Treatment Plant to reduce moisture content in biosolids before disposal.

## SUMMARY

On May 8, 2019, City Council authorized the City Manager to execute an Agreement with SNF Polydyne, Inc. for the supply of liquid polymer with a not-to-exceed amount of $440,000, in addition to the option of executing two one-year extensions by mutual written agreement between the parties. Both options to extend the term of the original agreement have been exercised. The first amendment increased the not-to-exceed limit in the amount of $242,000 and the second amendment increased it by an additional $325,000 to the current not-to-exceed amount of $1,007,000. Liquid polymer is used at the Water Treatment Plant to reduce moisture content in biosolids before disposal.

## DISCUSSION

The Livermore Water Reclamation Plant (WRP) uses a cationic polymer to dewater biosolids prior to disposal. This chemical is injected into the digested sludge just before running it through a belt press to aid in removing water. This helps reduce the total weight which lowers the cost of transporting the biosolids to farms or landfills. For the past four years, the City has contracted with SNF Polydyne, Inc. for the supply of one such polymer. Since the execution of the original Agreement, both of the two one-year options to extend have been exercised. The second one-year extension is scheduled to expire at the end of the current fiscal year on June 30, 2023. Extending the Agreement for three additional months will

provide flexibility for staff to prepare and initiate a new public bidding process to replace the current agreement while ensuring continuity of the liquid polymer supply necessary for wastewater treatment. Upon approval, the extended term of the current Agreement will end on September 30, 2023.

## FISCAL AND ADMINISTRATIVE IMPACTS

This amendment necessitates increasing the not-to-exceed limit by $263,000 revising the limit to $1,270,000. Funding for this action is included in both the current FY 2022-23 operating budget and the proposed budget for FY 2023-24 in the Sewer Enterprise Fund (230). There will be no additional fiscal or administrative impacts resulting from the approval of this action.

## COMMUNITY PILLAR

1. A Safe Community That Thrives

## GOAL

11. Operate and maintain a municipal water system that provides safe, efficient delivery of potable water, collects wastewater, and complies with all federal, state, and local regulations.

## ATTACHMENTS

1. Resolution
2. Exhibit A - SNF Polydyne Inc. Agreement

Prepared by: Laura Mayate-DeAndreis
Management Analyst II

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION AUTHORIZING THE EXECUTION OF A THIRD AMENDMENT TO THE AGREEMENT FOR SERVICES WITH SNF POLYDYNE, INC. INCREASING THE NOT-TO-EXCEED AMOUNT TO $1,270,000 AND EXTENDING THE TERM OF THE AGREEMENT**

The City of Livermore ("City") Water Reclamation Plant requires the use of liquid polymer in order to dewater digested sludge prior to transport to a landfill or land application.

On May 8, 2019, the City entered into an agreement with SNF Polydyne, Inc., to provide liquid polymer supply and delivery services with two one-year options to extend the term of the agreement with a not-to-exceed amount of $440,000.

On April 12, 2021, the Original Agreement was amended to extend the term to a second year and increase the not-to-exceed amount to $682,000.

On March 30, 2022, City and Contractor amended the Agreement to extend the term to a third year and increase the not-to-exceed amount to $1,007,000.

City and Contractor desire to amend the Original Agreement and the Second Amendment to extend the term for an additional three months and add $263,000 to increase the total not-to-exceed amount to $1,270,000. This is the third amendment to the Original Agreement.

This amendment will allow staff sufficient time to undertake a new public procurement process for the supply of dewatering polymer and ensure continuity of operations during this time period.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that it hereby:

1. Authorizes the execution of a third amendment to the Original Agreement with SNF Polydyne, Inc., attached hereto as exhibit A, extending the term to September 30, 2023; and

2. Authorizes to increase the not-to-exceed amount by $263,000 for a total not-to-exceed amount of $1,270,000.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Tara Mazzanti*
Tara Mazzanti
Assistant City Attorney

Exhibit A – Third Amendment to Agreement for Services

DocuSign Envelope ID: 21682C02-BBE1-44C0-93CE-31D8BC700ED7

**EXHIBIT A**

## THIRD AMENDMENT TO GENERAL SERVICES AGREEMENT

THIS THIRD AMENDMENT is made and entered into this _____day of _____, 2023, by and between the City of Livermore ("City"), a municipal corporation, and SNF Polydyne, Inc. ("Contractor"), a Delaware corporation.

## RECITALS

On May 8, 2019, City and Contractor entered into an agreement for Contractor to provide dewatering and coagulant supply and delivery services to City ("Original Agreement). Section 21 of the Original Agreement requires that any modifications to it must be in writing and signed by the parties.

On April 12, 2021, City and Contractor amended the Original Agreement to extend the term to a second year and increase the original not-to-exceed amount from $440,000 to $682,000. This was the first amendment to the Original Agreement.

On March 30, 2022, City and Contractor amended the Original Agreement and the First Amendment to extend the term to a third year and increase the not-to-exceed amount from $682,000 to $1,007,000. This was the second amendment to the Original Agreement.

City and Contractor desire to amend the Original Agreement and Second Amendment to extend the term for three months and increase the not-to exceed amount from $1,007,000 to $1,270,000. This is the third amendment to the Original Agreement.

## AGREEMENT

**NOW THEREFORE,** City and Contractor hereby agree that the aforementioned recitals are true and correct and further agree as follows:

1. The Original Agreement is amended as follows:

   A. The not-to-exceed amount in Section 5(a) of the Original Agreement and Second Amendment is increased from $1,007,000 to $1,270,000.

   B. Section 6 of the Original Agreement is amended to read as follows: The term of this Agreement commences on July 1, 2019, and terminates upon completion of Services or September 30, 2023, whichever occurs first. In the event that Contractor offers polymer to another governmental entity within a 100 mile radius of City at a lower price than set forth in this Agreement. Contractor shall notify City within 30 days of the lower price and provide polymer to City at the same lower price.

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C. Exhibit A to the original Agreement is replaced in its entirety by Exhibit A-2 to this Amendment.

2. These amendments are prospective and apply to the Services rendered by Contractor after execution of this Amendment. Unless otherwise stated herein, this Amendment does not relieve the parties of the terms and conditions of the Original Agreement as written and in effect at the time Services were rendered.

3. Except as amended above, the Original Agreement remains in full force and effect.

**********

**Signatures and Attachment List of Next Page**

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In concurrence and witness whereof, and in recognition of mutual consideration provided therefore, the parties have executed this Agreement effective on the date first written above.

**CONTRACTOR:** **DATED:**

DocuSigned by:
Boyd Stanley
2505B2DF99E6496...

5/16/2023 | 7:48 AM PDT

By: Boyd Stanley
Title: Senior Vice President

**CITY OF LIVERMORE:** **DATED:**

Marianna Marysheva
City Manager

APPROVED AS TO FORM:

DocuSigned by:
Tara Mazzanti
245F8B35E24C457...

Assistant/City Attorney

APPROVED AS TO INSURANCE:

DocuSigned by:
Jas Sidhu
4026B9AA373E4CA...

Risk Manager/Analyst

Attachments:
Exhibit A-2: Revised Scope of Work

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## Exhibit A-2
## REVISED SCOPE OF WORK

### SCOPE

CONTRACTOR shall provide all necessary labor. Equipment, vehicles, supplies, and materials to provide the following service:

1. Supply and deliver CLARIFLOC WE-1196 dewatering polymer to the Livermore Water Reclamation Plant (WRP) located at 101 Jack London Boulevard in Livermore, California.

### TERMS AND CONDITIONS

1. CONTRACTOR shall deliver polymer to the WRP within 14 days of order.
2. CONTRACTOR shall provide email confirmation to CITY whenever an order has been received.
3. CONTRACTOR or representative must notify CITY staff upon reaching the WRP so that the CITY staff may verify the product being delivered.
4. CONTRACTOR or representative shall connect the delivery truck to the WRP tank and safely discharge polymer into the WRP tank.
5. CONTRACTOR or representative shall clean any spillage of polymer generated during the filling process.
6. CONTRACTOR or representative shall provide a weight tag to CITY for each delivery.

### COMPENSATION

1. City shall compensate CONTRACTOR at the rate of **$1.58 per wet pound.**
2. Effective on July 1, 2023 CITY shall compensate CONTRACTOR at the rate of **$1.91 per wet pound.**

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.4**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Scott Lanphier, Public Works Director

**SUBJECT:** Resolution authorizing the execution of an agreement for services with Hasa, Inc., for the supply and delivery of sodium hypochlorite 12.5% for use at the Water Reclamation Plant, in an amount not-to-exceed $470,000.

## RECOMMENDED ACTION

Staff recommends the City Council adopt a resolution authorizing the execution of an agreement for services with Hasa, Inc., for the supply and delivery of sodium hypochlorite 12.5% for use at the Water Reclamation Plant, in an amount not-to-exceed $470,000.

## SUMMARY

Staff at the Water Reclamation Plant (WRP) are required by permits to disinfect all treated effluent and currently uses sodium hypochlorite for this purpose. Through a cooperative bidding process, Hasa, Inc., was determined to be the lowest bidder at $2.69, per gallon for FY 2023-24.

## DISCUSSION

The WRP treats approximately 5.5 million gallons, per day of raw wastewater. In order to meet federal and state permit discharge limits, the WRP is required to disinfect all treated secondary effluent. This is accomplished through the addition of sodium hypochlorite to all treated effluent. The WRP uses approximately 155,000 gallons, per year.

Earlier this year, the City participated in the annual Bay Area Chemical Consortium's (BACC) competitive bidding process for the supply of sodium hypochlorite. This bidding process met the requirements of Livermore Municipal Code 2.68.390 section C for cooperative purchasing arrangements. The BACC is made up of numerous water and wastewater agencies in the Bay Area region that use similar chemicals. By utilizing the aggregate volume of these agencies, the BACC seeks to achieve the lowest market price for its members.

In February 2023, the BACC issued Bid No. 13-2023 for competitive bidding for the supply of sodium hypochlorite (12.5% strength). Hasa, Inc., was selected as the lowest responsible bidder at $2.69, per

gallon.  This represents a significant increase over the prior year's cost of $1.44, per gallon.

**FISCAL AND ADMINISTRATIVE IMPACTS**

The $470,000 not-to-exceed amount for the supply of sodium hypochlorite has been included in the proposed FY 2023-24 operating budget in the Wastewater Enterprise Fund (Fund 230). Staff does not anticipate any administrative impacts due to the approval of this agreement.

**COMMUNITY PILLAR**

1: A Safe Community That Thrives

**GOAL**

11: Operate and maintain municipal water systems that provide safe, efficient delivery of potable and recycled water, collect and treat wastewater, and comply with all federal, state, and local regulations

**ATTACHMENTS**

1. BACC Award Letter
2. Resolution
3. Exhibit A - Hasa Inc. Agreement

Prepared by: Laura Mayate-DeAndreis
Management Analyst II

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

BACWA
BAY AREA
CLEAN WATER
AGENCIES

March 16, 2023

Hasa Inc.
Attn: Christopher Cornish
23119 Drayton St.
Saugus, CA 91530

**RE: Regional Award Contract in Response to Bay Area Chemical Consortium (BACC) Bid No. 13-2023 for Supply and Delivery of SODIUM HYPOCHLORITE 12.5% in the Central Valley, East Bay, Marin Sonoma Napa, North Bay, Peninsula, South Bay and Tri Valley regions, and in 275-gal totes in the North Bay region and SODIUM HYPOCHLORITE 12.5% In Drums to the North Bay region.**

Dear Mr. Cornish,

We are pleased to advise you that the bid submitted by Hasa Inc. for Bid No. 13-2023 was determined to be the lowest responsive bid for the supply and delivery of SODIUM HYPOCHLORITE 12.5% in the Central Valley, East Bay, Marin Sonoma Napa, North Bay, Peninsula, South Bay and Tri Valley regions, and in 275-gal totes in the North Bay region and SODIUM HYPOCHLORITE 12.5% In Drums to the North Bay region during the period July 1, 2023 through June 30, 2024.

The participating BACC Agencies from the above regions should be contacting you shortly to discuss entering into contracts with Hasa Inc. for their respective facilities.

Bay Area Chemical Consortium sincerely appreciates your efforts and participation in the competitive bid process.

If you have any questions, please free to contact me at jdyment@bacwa.org

Sincerely,

Jennifer Dyment
Assistant Executive Director
BACWA.org
as Coordinating Agency for the Bay Area Chemical Consortium

Bay Area Clean Water Agencies
Bid Results for Project 13-2023 SODIUM HYPOCHLORITE 12.5%
Bid Due on February 23, 2023 4:00 PM (PDT)
REGIONAL BID AWARD

| Section | SODIUM HYPOCHLORITE 12.5% | | | | | | | | SODIUM HYPOCHLORITE 12.5% in 275-gal totes (Optional bid item) | Sodium Hypochlorite 12.5% in Drums (OPTIONAL BID ITEM) | SODIUM HYPOCHLORITE 5.25% (Optional bid item) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Central Valley | East Bay | Marin Sonoma Napa | North Bay | Peninsula | Sacramento | South Bay | Tri Valley | North Bay | North Bay | Sacramento |
| Unit of Measure | gal | gal | gal | gal | gal | gal | gal | gal | gal | gal | gal |
| Olin Corporation | $3.09 | $2.89 | $2.99 | $2.93 | $3.05 | $2.89 | $3.09 | $2.99 | no bid | no bid | $1.50 |
| Hasa, Inc. | $2.97 | $2.85 | $2.88 | $2.81 | $2.91 | $2.94 | $2.88 | $2.69 | $4.00 | $4.00 | $3.50 |

| Section | SODIUM HYPOCHLORITE 12.5% | | | | | | | | SODIUM HYPOCHLORITE 12.5% in 275-gal totes (Optional bid item) | Sodium Hypochlorite 12.5% in Drums (OPTIONAL BID ITEM) | SODIUM HYPOCHLORITE 5.25% (Optional bid item) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Central Valley | East Bay | Marin Sonoma Napa | North Bay | Peninsula | Sacramento | South Bay | Tri Valley | North Bay | North Bay | Sacramento |
| Estimated annual quantity (in gals) | 1,401,000 | 1,963,000 | 1,084,200 | 2,173,200 | 960,000 | 1,304,600 | 1,370,000 | 975,500 | 2,200 | 3,960 | 95,000 |
| Olin Corporation | $4,329,090.00 | $5,673,070.00 | $3,241,758.00 | $6,497,868.00 | $2,857,000.00 | $3,769,716.00 | $4,233,300.00 | $2,916,745.00 | no bid | no bid | $142,500.00 |
| Hasa, Inc. | $4,156,626.90 | $5,598,868.60 | $3,126,832.80 | $6,096,260.64 | $2,736,904.00 | $3,830,501.04 | $3,951,354.00 | $2,626,436.26 | $8,800.00 | $15,840.00 | $332,500.00 |

# ATTACHMENT 1

Bay Area Clean Water Agencies
Bid Results for Project 13-2023 Sodium Hypochlorite 12.5%
Issued on 01/26/2023
Bid Due on February 23, 2023 4:00 PM (PST)
Exported on 02/24/2023

Unit Price

| Item Num | Section | Description | Reference | Unit of Measure | Quantity | JCI Jones Chemicals Inc. | Olin Corporation | Univar Solutions USA Inc. | Hasa, Inc. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Sodium Hypochlorite 12.5% | Central Valley | | gal | 1 | $0.00 | $3.09 | $3.50 | $2.97 |
| 2 | Sodium Hypochlorite 12.5% | East Bay | | gal | 1 | $0.00 | $2.89 | $3.23 | $2.85 |
| 3 | Sodium Hypochlorite 12.5% | Marin Sonoma Napa | | gal | 1 | $0.00 | $2.99 | $3.25 | $2.88 |
| 4 | Sodium Hypochlorite 12.5% | North Bay | | gal | 1 | $0.00 | $2.99 | $3.21 | $2.81 |
| 5 | Sodium Hypochlorite 12.5% | Peninsula | | gal | 1 | $0.00 | $3.05 | $3.28 | $2.91 |
| 6 | Sodium Hypochlorite 12.5% | Sacramento | | gal | 1 | $0.00 | $2.89 | $3.31 | $2.94 |
| 7 | Sodium Hypochlorite 12.5% | South Bay | | gal | 1 | $0.00 | $3.09 | $3.25 | $2.88 |
| 8 | Sodium Hypochlorite 12.5% | Tri Valley | | gal | 1 | $0.00 | $2.99 | $3.27 | $2.69 |
| 9 | Sodium Hypochlorite 12.5% In 275-gal totes (OPTIONAL BID ITEM) | North Bay | | gal | 1 | $0.00 | no bid | no bid | $4.00 |
| 10 | Sodium Hypochlorite 12.5% In Drums (OPTIONAL BID ITEM) | North Bay | | gal | 1 | $0.00 | no bid | no bid | $4.00 |
| 11 | Sodium Hypochlorite 5.25% (OPTIONAL BID ITEM) | Sacramento | | gal | 1 | $0.00 | $1.50 | no bid | $3.50 |

# ATTACHMENT 1

Bay Area Clean Water Agencies
Bid Results for Project 13-2023 SODIUM HYPOCHLORITE 12.5%
Bid Due on February 23, 2023 4:00 PM (PDT)
**REGIONAL BID AWARD**

| Section | SODIUM HYPOCHLORITE 12.5% | | | | | | | | SODIUM HYPOCHLORITE 12.5% In 275-gal totes (Optional bid item) | Sodium Hypochlorite 12.5% In Drums (OPTIONAL BID ITEM) | SODIUM HYPOCHLORITE 5.25% (Optional bid item) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Central Valley | East Bay | Marin Sonoma Napa | North Bay | Peninsula | Sacramento | South Bay | Tri Valley | North Bay | North Bay | Sacramento |
| Unit of Measure | gal | gal | gal | gal | gal | gal | gal | gal | gal | gal | gal |
| JCI Jones Chemicals Inc. | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| Olin Corporation | $3.09 | $2.89 | $2.99 | $2.99 | $3.05 | $2.89 | $3.09 | $2.99 | no bid | no bid | $1.50 |
| Univar Solutions USA Inc. | $3.50 | $3.23 | $3.25 | $3.21 | $3.28 | $3.31 | $3.25 | $3.27 | no bid | no bid | no bid |
| Hasa, Inc. | $2.97 | $2.85 | $2.88 | $2.81 | $2.91 | $2.94 | $2.88 | $2.69 | $4.00 | $4.00 | $3.50 |

Lowest responsive bid for each region

*Per Section 2.16 Method of Award*
*Bids may be awarded by the participating BACC agencies to the lowest, responsive, and responsible bidder for each listed region meeting the specifications for bulk loads for the chemical. The lowest responsive bidder for this chemical will be determined for each region listed on the Bid Form. The bidder that meets the specifications and submits the lowest overall bid price for a particular region may be awarded the bid by the participating agencies in that region, assuming the bid is determined by BACC to be complete and in compliance with the bid requirements. The lowest overall bid price for each region will be determined by multiplying the estimated annual quantity for each participating agency within the particular region by the bid prices for the region, and adding up the aggregate cost. BACC has the right to delete terms or options from the bid contract documents and reserves the right to reject any and all bids and to waive irregularities in said bids.*

| Section | SODIUM HYPOCHLORITE 12.5% | | | | | | | | SODIUM HYPOCHLORITE 12.5% In 275-gal totes (Optional bid item) | Sodium Hypochlorite 12.5% In Drums (OPTIONAL BID ITEM) | SODIUM HYPOCHLORITE 5.25% (Optional bid item) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Central Valley | East Bay | Marin Sonoma Napa | North Bay | Peninsula | Sacramento | South Bay | Tri Valley | North Bay | North Bay | Sacramento |
| Estimated annual quantity (in gals) | 1,401,000 | 1,963,000 | 1,084,200 | 2,173,200 | 940,000 | 1,304,400 | 1,370,000 | 975,500 | 2,200 | 3,960 | 95,000 |
| Olin Corporation | $4,329,090.00 | $5,673,070.00 | $3,241,758.00 | $6,497,868.00 | $2,867,000.00 | $3,769,716.00 | $4,233,300.00 | $2,916,745.00 | no bid | no bid | $142,500.00 |
| Univar Solutions USA Inc. | $4,896,495.00 | $6,337,349.20 | $3,523,107.90 | $6,982,056.96 | $3,082,730.00 | $4,322,651.16 | $4,451,267.00 | $3,194,274.75 | no bid | no bid | no bid |
| Hasa, Inc. | $4,156,626.90 | $5,598,868.60 | $3,126,832.80 | $6,096,260.64 | $2,736,904.00 | $3,830,501.04 | $3,951,354.00 | $2,626,436.20 | $8,800.00 | $15,840.00 | $332,500.00 |

**BAY AREA CHEMICAL CONSORTIUM**
**BID FORM FOR BID NO. 13-2023**
**FOR SUPPLY AND DELIVERY OF SODIUM HYPOCHLORITE 12.5%**

Sealed bids must be submitted in a PDF format and bidders must enter bid prices into the electronic bid platform (Line Item page)
https://bacwa.org/bacc/

No later than 4:00 PM. PT
Thursday, February 23, 2023

Legal Name of Bidder: Hasa, Inc.

Business Address 2311G Drayton St

Telephone Number: (661) 259-5848
Facsimile Number:
Email Address: Hasabids@hasapool.com

Authorized Representative (Please Print): Christopher D. Cornish
Signature:
Date: 2/25/2023

I. **All costs except California State sales tax for the purchase of SODIUM HYPOCHLORITE 12.5% must be included in the amount shown entered into the electronic bid platform (Line Item page), including any and all mill assessments, fees, excise taxes, transportation charges, etc. Any exceptions to the bid must be noted under Specific Deviations on the Standard Agreement. Bidders shall submit bids per unit of measure as specified in the electronic bid platform (Line Item page).**

II. **Bidders must submit all of the following, attached to this Bid Form:**
   a. All requirements listed in Section 2.21 Manufacturer's Info.
   b. If applicable, the name, address, and contact information for the third party hauling company as well as an affidavit signed by the Bidder that the third party hauler can and will deliver the chemical to each and every participating BACC Agency.

III. **Bidder Obligations**

By signing this Bid Form and entering into individual purchase orders, purchase agreements and /or contracts with BACC agencies, the bidder expressly agrees to be bound by all the provisions of the bid solicitation, including Sections I-IV.

**BAY AREA CHEMICAL CONSORTIUM**
**Worksheet**
**BID NO. 13-2023**
**SODIUM HYPOCHLORITE 12.5%**

***Refer to paragraph 2.4 Bid Pricing for full details.***

***Bidders shall submit bids in US$ per unit of measure indicated on this bid form, FOB Destination.***
***Bid prices shall be based on bulk deliveries of 2,000 gallons or more. Bidders must submit their Bid Prices via electronic bid platform - Line Items section. Do not submit Worksheet.***

| | Unit of Measure | Bid Price per Unit of Measure |
|---|---|---|
| **Sodium Hypochlorite 12.5%** | | |
| Central Valley | gal | $ |
| City of Lathrop (Veiola NA) | | |
| City of Merced | | |
| City of Modesto | | |
| City of Stockton | | |
| City of Turlock | | |
| Oakwood Lake Water District | | |
| East Bay | gal | $ |
| Alameda County Water District | | |
| City of Hayward | | |
| City of San Leandro | | |
| Oro Loma Sanitary District | | |
| Union Sanitary District | | |
| Marin Sonoma Napa | gal | $ |
| Central Marin Sanitation Agency | | |
| City of Mill Valley - Sewerage Agency of Southern Marin | | |
| Las Gallinas Valley Sanitary District | | |
| Marin Municipal Water District | | |
| Napa Sanitation District | | |
| North Marin Water District | | |
| Sanitary District No. 5 of Marin County | | |
| Sausalito Marin City Sanitary District | | |

DO NOT SUBMIT WORKSHEET
ENTER BID PRICES VIA ELECTRONIC BID PLATFORM

**BAY AREA CHEMICAL CONSORTIUM**
**Worksheet**
**BID NO. 13-2023**
**SODIUM HYPOCHLORITE 12.5%**

***Refer to paragraph 2.4 Bid Pricing for full details.***
***Bidders shall submit bids in US$ per unit of measure indicated on this bid form, FOB Destination.***
***Bid prices shall be based on bulk deliveries of 2,000 gallons or more. Bidders must submit their Bid Prices via electronic bid platform - Line Items section. Do not submit Worksheet.***

| | Unit of Measure | Bid Price per Unit of Measure |
|---|---|---|
| North Bay | gal | $ |
| Central Contra Costa Sanitary District | | |
| City of Antioch | | |
| City of Brentwood | | |
| City of Martinez | | |
| City of Pinole (Pinole/Hercules WPCP) | | |
| Contra Costa Water District | | |
| Delta Diablo Sanitation District | | |
| Diablo Water District | | |
| Ironhouse Sanitary District | | |
| Pleasant Hill Recreation & Park District | | |
| Rodeo Sanitary District | | |
| Town of Discovery Bay CSD | | |
| West County Wastewater District | | |
| Peninsula | gal | $ |
| City of South San Francisco | | |
| City of Burlingame | | |
| City of Daly City/North San Mateo County Sanitation District | | |
| City of Millbrae | | |
| City of San Mateo | | |
| Sewer Authority Mid-Coastside | | |
| Sacramento | gal | $ |
| Carmichael Water District | | |
| City of Folsom | | |
| City of Roseville | | |
| City of Sacramento | | |
| City of Yuba City | | |
| El Dorado Irrigation District | | |
| Nevada Irrigation District | | |
| Sacramento County Water Agency | | |

DO NOT SUBMIT WORKSHEET
ENTER BID PRICES VIA ELECTRONIC BID PLATFORM

**BAY AREA CHEMICAL CONSORTIUM**
**Worksheet**
**BID NO. 13-2023**
**SODIUM HYPOCHLORITE 12.5%**

***Refer to paragraph 2.4 Bid Pricing for full details.***
***Bidders shall submit bids in US$ per unit of measure indicated on this bid form, FOB Destination.***
***Bid prices shall be based on bulk deliveries of 2,000 gallons or more. Bidders must submit their Bid Prices via electronic bid platform - Line Items section. Do not submit Worksheet.***

| | Unit of Measure | Bid Price per Unit of Measure |
|---|---|---|
| South Bay<br>City of Morgan Hill<br>City of Santa Clara<br>City of Sunnyvale<br>City of Watsonville<br>San Jose - Santa Clara Regional Wastewater Facility | gal | $ |
| Tri Valley<br>City of Livermore<br>Dublin San Ramon Services District<br>Zone 7 Water Agency | gal | $ |

**Sodium Hypochlorite 12.5% In 275-gal totes (OPTIONAL BID ITEM)**

| | | |
|---|---|---|
| North Bay<br>Contra Costa Water District | gal | $ |

**Sodium Hypochlorite 12.5% In Drums (OPTIONAL BID ITEM)**

| | | |
|---|---|---|
| North Bay<br>Diablo Water District | gal | $ |

DO NOT SUBMIT WORKSHEET
ENTER BID PRICES VIA ELECTRONIC BID PLATFORM

| | Unit of Measure | Bid Price per Unit of Measure |
|---|---|---|

**Sodium Hypochlorite 5.25% (OPTIONAL BID ITEM)**

| | | |
|---|---|---|
| Sacramento<br>Nevada Irrigation District | gal | $ |

# State of California
## Secretary of State

S

## Statement of Information
(Domestic Stock and Agricultural Cooperative Corporations)
FEES (Filing and Disclosure): $25.00.
If this is an amendment, see instructions.
IMPORTANT – READ INSTRUCTIONS BEFORE COMPLETING THIS FORM

G777881

**FILED**

In the office of the Secretary of State
of the State of California

JUL-08 2019

This Space for Filing Use Only

1. CORPORATE NAME
HASA, INC.

2. CALIFORNIA CORPORATE NUMBER
C0475314

**No Change Statement** (Not applicable if agent address of record is a P.O. Box address. See instructions.)

3. **If there have been any changes to the information contained in the last Statement of Information filed with the California Secretary of State, or no statement of information has been previously filed, this form must be completed in its entirety.**
☐ If there has been no change in any of the information contained in the last Statement of Information filed with the California Secretary of State, check the box and proceed to Item 17.

**Complete Addresses for the Following** (Do not abbreviate the name of the city. Items 4 and 5 cannot be P.O. Boxes.)

| | CITY | STATE | ZIP CODE |
|---|---|---|---|
| 4. STREET ADDRESS OF PRINCIPAL EXECUTIVE OFFICE<br>23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |
| 5. STREET ADDRESS OF PRINCIPAL BUSINESS OFFICE IN CALIFORNIA, IF ANY<br>23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |
| 6. MAILING ADDRESS OF CORPORATION, IF DIFFERENT THAN ITEM 4<br>KEN WARD 23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |

**Names and Complete Addresses of the Following Officers** (The corporation must list these three officers. A comparable title for the specific officer may be added; however, the preprinted titles on this form must not be altered.)

| | ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|---|
| 7. CHIEF EXECUTIVE OFFICER/<br>CHRISTOPHER BRINK | 23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |
| 8. SECRETARY<br>KEN WARD | 23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |
| 9. CHIEF FINANCIAL OFFICER/<br>KEN WARD | 23119 DRAYTON STREET, SAUGUS, CA 91350 | | | |

**Names and Complete Addresses of All Directors, Including Directors Who are Also Officers** (The corporation must have at least one director. Attach additional pages, if necessary.)

| | ADDRESS | CITY | STATE | ZIP CODE |
|---|---|---|---|---|
| 10. NAME<br>JORDAN CAMPBELL | 13413 GALLERIA CIRCLE, SUITE Q-300, AUSTIN, TX 78738 | | | |
| 11. NAME<br>STEVE MARTINEZ | 13413 GALLERIA CIRCLE, SUITE Q-300, AUSTIN, TX 78738 | | | |
| 12. NAME<br>JARED MASON | 13413 GALLERIA CIRCLE, SUITE Q-300, AUSTIN, TX 78738 | | | |

13. NUMBER OF VACANCIES ON THE BOARD OF DIRECTORS, IF ANY:

**Agent for Service of Process** If the agent is an individual, the agent must reside in California and Item 15 must be completed with a California street address, a P.O. Box address is not acceptable. If the agent is another corporation, the agent must have on file with the California Secretary of State a certificate pursuant to California Corporations Code section 1505 and Item 15 must be left blank.

14. NAME OF AGENT FOR SERVICE OF PROCESS
KEN WARD

15. STREET ADDRESS OF AGENT FOR SERVICE OF PROCESS IN CALIFORNIA, **IF AN INDIVIDUAL** CITY STATE ZIP CODE
23119 DRAYTON STREET, SAUGUS, CA 91350

**Type of Business**

16. DESCRIBE THE TYPE OF BUSINESS OF THE CORPORATION
MANUFACTURING

17. BY SUBMITTING THIS STATEMENT OF INFORMATION TO THE CALIFORNIA SECRETARY OF STATE, THE CORPORATION CERTIFIES THE INFORMATION CONTAINED HEREIN, INCLUDING ANY ATTACHMENTS, IS TRUE AND CORRECT.

| 07/08/2019 | CARYN BEATTY | SENIOR ACCOUNTANT | |
|---|---|---|---|
| DATE | TYPE/PRINT NAME OF PERSON COMPLETING FORM | TITLE | SIGNATURE |

The Public Health and Safety Organization

# NSF Product and Service Listings

These NSF Official Listings are current as of **Thursday, July 21, 2022** at 12:15 a.m. Eastern Time. Please contact NSF to confirm the status of any Listing, report errors, or make suggestions.

Alert: NSF is concerned about fraudulent downloading and manipulation of website text. Always confirm this information by clicking on the below link for the most accurate information:
http://info.nsf.org/Certified/PwsChemicals/Listings.asp?Company=0A680&Standard=060&

## NSF/ANSI/CAN 60
## Drinking Water Treatment Chemicals - Health Effects

Hasa Inc.
23119 Drayton Street
Saugus, CA 91350
United States
925-432-3866
Visit this company's website (http://www.hasapool.com)

**Facility :** Eloy, AZ

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| Multi-Chlor | Disinfection & Oxidation | 84mg/L |
| Multi-chlor 15.5% | Disinfection & Oxidation | 68mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

**Facility :** Pittsburg, CA

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| 12.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 84mg/L |
| FRESHCHLOR | Disinfection & Oxidation | 84 mg/L |
| HASACHLOR | Disinfection & Oxidation | 84 mg/L |
| Hasa 15.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 68mg/L |
| Hasa Bleach 5.25% | Disinfection & Oxidation | 200mg/L |
| Hasa Sani-clor | Disinfection & Oxidation | 84mg/L |
| MULTI-CHLOR | Disinfection & Oxidation | 84 mg/L |
| Multi-chlor 15.5% | Disinfection & Oxidation | 68 mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

NOTE: Only products bearing the NSF Mark on the product, product packaging, and/or documentation shipped with the product are Certified.

**Facility :** Pomona, CA

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| Classic Bleach | Bactericide<br>Disinfection & Oxidation | 175mg/L |
| HASA BLEACH 5.25% | Bactericide<br>Disinfection & Oxidation | 200mg/L |
| Multi-Chlor | Bactericide<br>Disinfection & Oxidation | 84mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

**Facility :** Saugus, CA

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| 12.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 84mg/L |
| FRESHCHLOR | Disinfection & Oxidation | 84mg/L |
| HASACHLOR | Disinfection & Oxidation | 84mg/L |
| Hasa 15.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 68mg/L |
| Hasa Bleach 5.25% | Disinfection & Oxidation | 200mg/L |
| MULTI-CHLOR | Disinfection & Oxidation | 84mg/L |
| Multi-chlor 15.5% | Disinfection & Oxidation | 68mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

NOTE: Only products bearing the NSF Mark on the product, product packaging, and/or documentation shipped with the product are Certified.

**Facility :** Spring Valley, CA

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| Multi-chlor | Disinfection & Oxidation | 84mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

**Facility :** Bryan, TX

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| HASACHLOR | Disinfection & Oxidation | 84mg/L |
| MULTI-CHLOR | Disinfection & Oxidation | 84mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

NOTE: Only products bearing the NSF Mark on the product, product packaging, and/or documentation shipped with the product are Certified.

**Facility :** Longview, WA

**Sodium Hypochlorite[HY]**

| *Trade Designation* | *Product Function* | *Max Use* |
|---|---|---|
| 12.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 84mg/L |
| FRESHCHLOR | Disinfection & Oxidation | 84mg/L |
| HASACHLOR | Disinfection & Oxidation | 84mg/L |
| Hasa 15.5% Sodium Hypochlorite Solution | Disinfection & Oxidation | 68mg/L |
| Hasa Bleach 5.25% | Disinfection & Oxidation | 200mg/L |
| MULTI-CHLOR | Disinfection & Oxidation | 84mg/L |
| Multi-chlor 15.5% | Disinfection & Oxidation | 68mg/L |

[HY] The residual levels of chlorine (hypochlorite ion and hypochlorous acid), chlorine dioxide, chlorate ion, chloramine and disinfection by-products shall be monitored in the finished drinking water to ensure compliance to all applicable regulations. Also, reference the AWWA B300 (Hypochlorites) standard's Recommendations for the Handling and Storage of Hypochlorite Solutions appendix for information on preservation techniques for hypochlorite bleach in transit and storage.

NOTE: Only products bearing the NSF Mark on the product, product packaging, and/or documentation shipped with the product are Certified.

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Number of matching Manufacturers is 1

Number of matching Products is 30

Processing time was 0 seconds

Hasa, Inc.

# 12.5% Sodium Hypochlorite Solutions

Corporate Headquarters: Hasa Inc.
23119 Drayton Street
Saugus, California 91350
Telephone • 661.259.5848
Fax • 661.259.1538

| PRODUCT SPECIFICATION | |
|---|---|
| **Common Chemical Name** | Bleach, Bleach Solution, Sodium Hypochlorite, Liquid Chlorinator |
| **Hasa Brand Names** | Multi-Chlor, Sani-Clor, Hasachlor, 12.5% NaOCl, Hasa Bleach |
| **Empirical Chemical Formula** | NaOCl |
| **CAS Registry Number:** | 7681-52-9 |
| **Chemical Family** | Inorganic Halogen Compound |

| **Chemical Composition (percent by weight):** | **Minimum** | **Maximum** |
|---|---|---|
| Sodium Hypochlorite | 12.50 | 15.60 |
| Sodium Chloride | 10.00 | 12.50 |
| Sodium Hydroxide | 0.1 | 2.0 |
| Sodium Carbonate | 0.00 | 0.5 |
| Inorganic Salts of Iron | 0.00 | 0.5 mg/L (0.5 PPM) |
| Inorganic Salts of Copper | 0.00 | 0.05 mg/L (0.05 PPM) |
| Inorganic Salts of Nickel | 0.00 | 0.05 mg/L (0.05 PPM) |

| PHYSICAL AND CHEMICAL PROPERTIES | | | |
|---|---|---|---|
| **Vapor Pressure:** | 12.1 mm Hg at 20°C (68°F) | **Flash Point:** | Not Applicable |
| **Weight per Gallon** | 10.0 ± 0.1 pounds | **pH:** | 12.0 ± 0.5 (typical) |
| **Density (liquid)** | 1.20 @ 20°C(68°F) | **Odor:** | Slight bleach |
| **Density (solid)** | Not Applicable | **Boiling Point:** | Decomposes |
| **Melting Point** | Not Applicable | **Freezing Point:** | -19.4°C (-3°F) |
| **Physical State:** | Liquid Solution | **Color:** | Straw Yellow |
| **Solubility in Water:** | Complete | **Stability:** | Stable |

Certified to ANSI/NSF 60, *Drinking Water Treatment Additives Standard*
Maximum use level (MUL) - 84mg/L
UL No. MH25204 (Eloy, AZ) NSF Certificate Nos. OA681-01 (Pittsburg, CA), OA682-01 (Saugus, California), OA683-01 (Longview, WA)

(Rev. E - 11/19/13)

## SECTION 2: HAZARD(S) IDENTIFICATION

| | | |
|---|---|---|
| **HEALTH HAZARD** | Skin corrosion / irritation: | Category 1 |
| | Serious Eye damage / Eye Irritation | Category 1 |
| | Specific target organ toxicity, single exposure | Category 3 (respiratory tract irritation) |
| **ENVIRONMENTAL HAZARD** | Hazardous to the aquatic environment, acute hazard | Category 1 |
| **PHYSICAL HAZARD** | Corrosive to metals. | Category 1 |

**SYMBOLS**

**SIGNAL WORD**

**DANGER**

**HAZARD STATEMENT**

May be corrosive to metals. Causes severe skin burns and eye damage. May cause respiratory irritation. Very toxic to aquatic life.

**PRECAUTIONARY STATEMENT**

**Prevention**

Wear protective gloves/protective clothing/eye protection/face protection. Do not breathe mist or vapor. Use only outdoors or in a well-ventilated area. Wash thoroughly after handling. Keep only in original container. Avoid release to the environment.

**Response**

If swallowed: Rinse mouth. Do NOT induce vomiting.
If inhaled: Remove person to fresh air and keep comfortable for breathing.
If on skin (or hair): Take off immediately all contaminated clothing. Rinse skin with water/shower. If in eyes: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing. Immediately call a poison center/doctor. Wash contaminated clothing before reuse.
Absorb spillage to prevent material damage. Collect spillage.

**Storage and Disposal**

Store in a well-ventilated place. Keep container tightly closed. Store locked up. Store in corrosive resistant container.
Dispose of container/contents in accordance with local, regional, national, international regulations as specified.

## SECTION 3: COMPOSITION INFORMATION ON INGREDIENTS

| | Ingredient | Synonyms | CAS No. | Weight % |
|---|---|---|---|---|
| 3.1 | Sodium Hypochlorite | Bleach | 7681-52-9 | 12.5% |
| 3.2 | Sodium Hydroxide | Caustic Soda | 1310-73-2 | 0.2% |

## SECTION 6: ACCIDENTAL RELEASE MEASURES

| | | |
|---|---|---|
| 6.1 | **Small Spill:** | Wipe up with absorbent material (e.g. cloth, fleece). Clean surface thoroughly to remove residual contamination. |
| 6.2 | **Large Spill:** | Stop the flow of material, if this is without risk. Dike the spilled material, where this is possible. Absorb in vermiculite, dry sand or earth and place into containers. Following product recovery, flush area with water. Never return spills in original containers for re-use. For waste disposal, see Section 13 of the SDS. |
| 6.3 | **Personal Precautions, Protective Equipment & Emergency Procedures:** | Keep unnecessary personnel away. Wear appropriate personal protective equipment. Do not touch damaged containers or spilled material unless wearing appropriate protective clothing. Absorb spillage to prevent material damage. Local authorities should be advised if significant spillages cannot be contained. For personal protection, see Section 8 of the SDS. |
| 6.4 | **Environmental Precautions:** | Do not discharge into drains, water courses or onto the ground. Environmental manager must be informed of all major releases. |

## SECTION 7: HANDLING AND STORAGE

| | | |
|---|---|---|
| 7.1 | **Handling:** | • Avoid contact with skin or eyes.<br>• Do not ingest.<br>• Avoid inhalation of vapor or mist.<br>• Wear protective equipment if necessary.<br>• Mix only with water in accordance with label directions.<br>• Mixing this product with ammonia, acids, detergents, etc or with organic materials, e.g. feces, urine, etc. will release chlorine gas, which is irritating to eyes, lungs, and mucous membranes. |
| 7.2 | **Hygiene Measures:** | • Wash thoroughly with soap and water after handling and before eating, drinking, chewing gum, using tobacco, or using the toilet.<br>• While handling this product, avoid eating, drinking or smoking. |
| 7.3 | **Storage:** | • Do not freeze.<br>• Store in a cool, shaded outdoor area.<br>• Inside storage should be in a cool, dry, well-ventilated area.<br>• To maintain hypochlorite strength, do not store in direct or heated indoor areas.<br>• Keep in original vented container.<br>• Keep container closed when not in use.<br>• Do not store adjacent to chemicals that may react if spillage occurs.<br>• If closed containers become heated, vent to release decomposition products (mainly oxygen under normal decomposition). |

## SECTION 9: PHYSICAL AND CHEMICAL PROPERTIES

| | | |
|---|---|---|
| 9.1 | **Appearance:** | Greenish yellow liquid. |
| 9.2 | **Odor:** | Pungent. |
| 9.3 | **Odor Threshold:** | 0.9 mg/m$^3$. |
| 9.4 | **pH:** | 11.2 – 11.4 (1% solution) |
| 9.5 | **Melting Point:** | Not pertinent. |
| 9.6 | **Freezing point:** | -23.3°C (-10°F) |
| 9.7 | **Boiling Point & Boiling Range:** | Decomposes @ 110°C (230°F) |
| 9.8 | **Flash Point:** | No information available. |
| 9.9 | **Evaporation Rate:** | No information available. |
| 9.10 | **Flammability (solid, gas):** | Not flammable. |
| 9.11 | **Upper / Lower Flammability or Explosive Limits:** | No information available. |
| 9.12 | **Vapor Pressure:** | 12.1 mm Hg @ 20°C (68°F) |
| 9.13 | **Vapor Density:** | 2.61 (air=1) |
| 9.14 | **Relative Density (Specific Gravity):** | 1.2 g/mL or 10 lb/gallon @ 20°C (68°F) |
| 9.15 | **Solubility in Water:** | Mixes infinitely with water. |
| 9.16 | **Partition Coefficient: (n-octanol / water):** | No information available. |
| 9.17 | **Auto-ignition Temperature:** | No information available. |
| 9.18 | **Decomposition Temperature:** | Decomposes @ 110°C (230°F) |
| 9.19 | **Molecular Weight:** | 74.5 g/mole |
| 9.20 | **Viscosity:** | 1.75 - 2.50 centipoises (varies with temperature) |

## SECTION 10: STABILITY AND REACTIVITY

| | | |
|---|---|---|
| 10.1 | **Stability:** | Stable under normal conditions of storage, handling, and use. |
| 10.2 | **Instability / Decomposition Temperature:** | All bleach decomposition is dependant on temperature. For any given temperature, the higher the strength, the faster it decomposes. In summary, for every 10°C increase in storage temperature, the sodium hypochlorite will decompose at an increased rate factor of approximately 3.5. |
| 10.3 | **Conditions of Instability:** | High heat, ultraviolet light. |
| 10.4 | **Incompatibility with Various Substances:** | Oxidizing agents, acids, nitrogen containing organics, metals, iron, copper, nickel, cobalt, organic materials, and ammonia. |
| 10.5 | **Corrosivity:** | Corrosive to metals. |
| 10.6 | **Special Remarks on Reactivity:** | Rate of decomposition increases with heat.<br>May develop chlorine if mixed with acidic solutions. |
| 10.7 | **Special Remarks on Corrosivity:** | None. |
| 10.8 | **Hazardous Polymerization:** | Will not occur. |

## SECTION 13: DISPOSAL CONSIDERATIONS

Do not contaminate food or feed by storage, disposal, or cleaning of equipment. Product or rinsates that cannot be used should be diluted with water before disposal in a sanitary sewer. This product can be neutralized with sodium bisulfite, sodium thiosulfate, sodium sulfite. Do not confuse these products with sulfates or bisulfates. Do not discharge effluent containing this product into lakes, streams, ponds, estuaries, oceans, or other waters unless in accordance with the requirements of a National Pollutant Discharge Elimination system (NPDES) permit and the permitting authority has been notified in writing prior to discharge. Do not contaminate water containing this product to sewer systems without previously notifying the local sewage treatment plant authority. For guidance, contact your State Water Board or Regional Office of the EPA. Dispose of in accordance with all applicable local, County, State, and Federal regulations.

## SECTION 14: TRANSPORT INFORMATION

| | | Inside containers (< 1.3 gallons) | Container (>1.3 gallons) |
|---|---|---|---|
| 14.1 | **UN Number** | Limited Quantity | UN 1791 |
| 14.2 | **UN Proper Shipping Name** | -- | Hypochlorite Solutions (Sodium Hypochlorite) |
| 14.3 | **Transport Hazard Class** | -- | 8 |
| 14.4 | **Packing Group** | -- | PG III |
| 14.5 | **Environmental Hazard (e.g. Marine Pollutant)** | Yes | Yes |
| 14.6 | **Reportable Quantity (RQ):** | 100 lb (45.4 kg) or 80 gallons (based on 12.5% active ingredient) | 100 lb (45.4 kg) or 80 gallons (based on 12.5% active ingredient) |

14.7 **Materials of Trade (MOT) Exceptions.**
Certain hazardous materials transported in small quantities as part of a business are subject to less regulation, because of the limited hazard they pose. These materials are known as Materials of Trade. The regulations that apply to MOTs are found in 49 CFR § 173.6.

*This information is not intended to convey all specific regulatory or operational requirements / information relating to this product. It is the responsibility of the transporting organization to follow all applicable laws, regulations and rules relating to the transportation of the material.*

## SECTION 16: OTHER INFORMATION

| | | |
|---|---|---|
| 16.1 | **HMIS III** (Hazardous Materials Identification System): | |
| 16.1.1 | **HEALTH** | 2 |
| 16.1.2 | **FLAMMABILITY** | 0 |
| 16.1.3 | **PHYSICAL HAZARD** | 1 |
| 16.1.4 | **PERSONAL PROTECTION** | See Section 8. |
| 16.2 | **NFPA 704** (National Fire Protection Association): | |
| 16.2.1 | **HEALTH** | **2** |
| 16.2.2 | **FLAMMABILITY** | **0** |
| 16.2.3 | **INSTABILITY** | **0** |
| 16.2.4 | **SPECIAL** | **None** |

| | | |
|---|---|---|
| 16.3 | **International Fire Code / International Building Code:** | Irritant. |
| 16.4 | **ANSI** (American National Standards Institute): | |
| 16.4.1 | **Hazardous Industrial Chemicals -** SDS-Preparation: | Complies with **ANSI Z400.1 – 2004.** |
| 16.4.2 | **Hazardous Industrial Chemicals -** Precautionary Labeling: | Complies with **ANSI Z129.1 – 2006.** |

**Note: The information contained herein, while not guaranteed, was prepared by competent technical personnel and is true and accurate to the best of our knowledge and belief. NO WARRANTY OR GUARANTEE,** express or implied, is made regarding the product performance, product stability, or as to any other condition of use, handling, transportation, and storage. Customer use, handling, transportation, and storage may involve additional safety and/or performance considerations. Our technical personnel will be happy to respond to questions regarding safe handling, storage, transportation, and use procedures. The safe handling, storage, transportation, and use procedures remain the sole responsibility of the customer. No suggestions for handling, storage, transportation, or use are intended as or to be construed as recommendations which may infringe on any existing patents or violate any Federal, State, and/or local law and/or regulation, ordinance, standard, etc. This Safety Data Sheet has been prepared by HASA, Inc. staff from test reports and other information available in the public domain.

**BAY AREA CHEMICAL CONSORTIUM**
**STANDARD AGREEMENT, PAGE 1 OF 2**
**BID NO. 13-2023**
**SUPPLY AND DELIVERY OF SODIUM HYPOCHLORITE 12.5%**

I hereby agree to furnish SODIUM HYPOCHLORITE 12.5% identified in the attached bid forms, as solicited by the Bay Area Chemical Consortium (BACC), to one or more of the participating BACC Agencies.

Company: Hasa, Inc.
Address: 23119 Drayton St.
City, State, ZIP: Saugus CA, 91350
Phone: (661) 259-5848 / (650) 619-8098
Email: CCORNISH@HASAPOOL.COM
Authorized Representative: Christopher D. Cornish
Signature:
Date: 2/23/2023

WE ACKNOWLEDGE RECEIVING ADDENDUM/ADDENDA NUMBER 1 THROUGH 1.

SPECIFIC DEVIATIONS:

☒ This box must be checked if bidder has any proposed specific deviations. Per Section 2.12 Proposed Deviations from the Specifications by the Bidder, the absence of a proposed changed in the specifications will hold the bidder strictly accountable to the specifications as described in the bid document, including any addendum.

Describe the specific deviations below. A copy of the proposed specifications must be attached to this Standard Agreement at the time of submission, with bidder's name clearly shown on each document.

Substitution of 330g totes for Optional b.d Item Contra Costa Water district (North Bay)

1692799v1

**STANDARD AGREEMENT, PAGE 2 OF 2**

**BIDDER INFORMATION**

1. Legal Name of Bidder: Hasa, Inc.

2. Bidder's Street Address: 23114 Drayton St. Saugus CA, 91350

3. Mailing Address: 23114 Drayton St. Saugus CA, 91350

4. Business Telephone: (661)254.5848 Fax Number: (661)259.1538

5. Type of Supplier:
   □ Sole Proprietor □ Partnership ☒ Corporation □ LLC
   If Corporation, indicate State where incorporated: California

6. Business License Number issued by the City where the Supplier's principal place of business is located.
   Number: 01312070 Issuing City: Santa Clarita, CA

7. Supplier Federal Tax Identification Number: 95-2302297

8. Emergency Contact: Name: Christopher D. Cornish
   Phone Number: (650) 619.8098

9. Order Contact: Name: Maria Guzman
   Address: 1751 Loveridge Rd.
   Phone Number: (925)432.3866 Fax Number: N/A
   Email: PittsburgOrders@hasapool.com

10. References:

| Company/Agency Name | Contact Name | Phone Number |
|---|---|---|
| 1) San Jose Water | Thomas Johnson | (408) 918.7359 |
| 2) San Francisco Water | Brahman Conci | (415) 716.6202 |
| 3) Brenntag Pacific | Skylar Handy | (559) 470.4647 |

11. Chemical Manufacturer's name and address (if different from Bidder):

1692799v1

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT FOR SERVICES WITH HASA, INC., FOR THE SUPPLY OF SODIUM HYPOCHLORITE 12.5% FOR USE AT THE WATER RECLAMATION PLANT, IN AN AMOUNT NOT-TO-EXCEED $470,000**

The City of Livermore ("City") requires the use of sodium hypochlorite at its Water Reclamation Plant to disinfect treated effluent. The City participates in the Bay Area Chemical Consortium ("Consortium"). This bidding process meets the requirements of Livermore Municipal Code section 2.68.390, section C for cooperative purchasing arrangements. This allows the City to receive the best price by leveraging large volumes of chemicals used in common amongst Bay Area wastewater and water service providers.

In February 2023, the Consortium completed a competitive bidding process and selected Hasa, Inc. as the best value to provide sodium hypochlorite 12.5%. Hasa, Inc. met all bid requirements and provides delivery directly to the Livermore Water Reclamation Plant.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore, that it hereby:

1. Authorizes the execution of an agreement for services with Hasa, Inc., attached hereto as Exhibit A, to provide supply and delivery of sodium hypochlorite 12.5% to the Water Reclamation Plant, in an amount not-to-exceed $470,000.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Tara Mazzanti*
Tara Mazzanti
Assistant City Attorney

Exhibit A – Hasa, Inc. Agreement for Services

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## AGREEMENT FOR SERVICES

THIS AGREEMENT is made and entered into this day of , 20 , by and between the City of Livermore ("City"), a municipal corporation, and Hasa Inc. ("Contractor"), a California corporation.

## RECITALS

City requires services to supply and deliver sodium hypochlorite (12.5%) to the City of Livermore Water Reclamation Plant.

Contractor warrants it possesses the distinct skills, qualifications, experience, and resources necessary to timely perform the services described in this Agreement. Contractor acknowledges City has relied upon these warranties to retain Contractor.

## AGREEMENT

**NOW, THEREFORE,** City and Contractor hereby agree that the aforementioned recitals are true and correct and further agree as follows:

**1. Retention as Contractor.** City hereby retains Contractor, and Contractor hereby accepts such engagement, to perform the services described in Section 3 below subject to the terms and conditions in this Agreement.

**2. Relationship of Parties – Independent Contractors.** The relationship of the parties shall be that of independent contractors. Contractor and its employees are not City officers or employees. Contractor is responsible for the supervision and management of its employees, including any workers compensation insurance, withholding taxes, unemployment insurance, and any other employer obligations associated with the delivery of the services contemplated by this Agreement.

**3. Description of Services.** Contractor shall provide services to supply and deliver sodium hypochlorite (12.5%) to the City of Livermore Water Reclamation Plant as more particularly set forth in Exhibit "A" (collectively "the Services").

**4. Contractor's Responsibilities.** Contractor shall:

**(a)** Diligently perform the Services in a manner commensurate with industry, professional, and community standards;

**(b)** Provide the resources necessary to complete the Services in a timely manner;

**(c)** Obtain a business license from the City of Livermore, and keep it in effect for the term of this Agreement;

**(d)** Obtain and keep in effect all necessary licenses, permits, qualifications, insurance, and approvals legally and professionally required for Contractor to practice its profession and to provide the Services;

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**(e)** Comply with all laws in effect that are related to Contractor and the Services;

**(f)** Coordinate the Services with Jimmie Truesdell, Water Resources Operation Manager ("Project Manager"), or such other person designated as the Project Manager by City;

**(g)** Be available to the Project Manager, and other parties referred to Contractor by the Project Manager, to answer questions or inquiries related to the Services;

**(h)** Only invoice City for the Services rendered. Contractor's invoice shall be in writing and describe the Services performed for the payment requested. Contractor shall not submit an invoice to City more frequently than once a calendar month;

**(i)** Keep and maintain invoices and records related to the Services in an organized manner. At a minimum, the records must be kept for at least 3 years from the date of final payment to Contractor and must include time sheets, work progress reports, and other documentation to adequately explain all the Services invoiced for payment. Contractor shall make the invoices and records immediately available to City upon delivery of a written request to examine, audit, or copy them at City's place of business during normal business hours. Contractor shall give City 30 calendar-days' written notice prior to destroying the invoices and records and allow City an opportunity to take possession. If City wants them, Contractor and City shall coordinate their delivery to City in the most efficient manner possible;

**(j)** Prepare and submit a written report to the Project Manager, within 3 business-days of the Project Manager's written request, that identifies the Services completed and in progress, the charges incurred to date, and the anticipated cost to complete the remaining Services;

**(k)** Contractor shall correct, at its own expense, all errors in the Services. Should Contractor fail to make such correction in a timely manner, City may make the correction and charge the cost thereof to Contractor;

**(l)** If applicable, Contractor shall ensure that all work for compensation is taken in compliance with the requirements of the California Labor Code including but not limited to hours of labor, nondiscrimination, payroll records, apprentices, worker's compensation and prevailing wages. If applicable, Contractor shall comply with all prevailing wage laws, such as sections 1773, 1773.8, 1775, 1776, 1777.5, 1777.6, and 1813 of the California Labor Code and any other applicable wage and hour law. If any violation of prevailing wage law associated with this Agreement is deemed to have occurred by any court or administrative authority, Contractor shall forfeit to the City, as a penalty, the sum of fifty dollars ($50.00) for each calendar day, or portion thereof, for each laborer, worker, or mechanic employed, paid less than the applicable prevailing rates for any work done to accomplish the purposes of this Agreement; and,

**(m)** Contractor's services provided pursuant to this Agreement shall comply with the Americans with Disabilities Act (ADA) of 1990, and all amendments thereto, as well as applicable regulations and guidelines issued pursuant to the ADA.

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**5. Compensation and Payment.**

**(a)** The total compensation payable by City to Contractor for the Services **SHALL NOT EXCEED** the sum of $470,000.00 ("not-to-exceed amount"). City shall compensate Contractor for the Services rendered at the hourly rates or task amounts set forth in Exhibit "A" up to the not-to-exceed amount. Except as provided in the body of this Agreement, the hourly rates or task amounts are intended to be Contractor's only compensation for the Services and is inclusive of all costs of labor, licensing, permitting, travel expenses, overhead and administrative costs, and any-and-all other costs, expenses, and charges incurred by Contractor, its agents, and employees to provide the Services.

**(b)** City shall pay Contractor no later than 30 days after City receives a written invoice from Contractor and verifies the Services were performed for the payment requested.

**6. Term.** The term of this Agreement commences on July 1, 2023, and terminates upon the completion of the Services or June 30, 2024, whichever occurs first.

**7. Termination by City.** City may terminate any portion or all of the Services by giving Contractor at least 30 calendar-days written notice. Upon receipt of a termination notice, Contractor shall immediately stop all work in progress on the Services except where necessary to preserve the benefit of the work, and assemble the work on the Services for delivery to City on the termination date. All compensation for Services performed prior to the termination date shall be payable to Contractor in accordance with Section 5.

**8. Ownership of Documents.** All drawings, designs, data, photographs, reports and other items prepared or obtained by Contractor in the performance of the Services are City's property and Contractor shall deliver them to City upon demand.

**9. Copyright and Right of Use.** All items created by Contractor for City under this Agreement are works made for hire, and Contractor shall give City the copyright and all intellectual property rights to all items developed, prepared, and delivered as part of the Services. Contractor agrees that all aspects of the Services and items created thereby will be original works of creation and will not use, in whole or in part, any work created by any other party, except when expressly disclosed by Contractor to City and Contractor obtains a license to such items for the benefit of City. All licenses must be perpetual, world-wide, non-exclusive, and royalty free sufficient in scope to permit City's full use and enjoyment of its ownership rights in the items created by the Services.

**10. Confidentiality.** Contractor shall not disclose any confidential or proprietary information received from City to anyone except Contractor's employees who require access to the information to perform the Services. This obligation shall survive termination and remain in full force and effect until the information, and any copies thereof, are destroyed or returned to City.

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**11. Defense, Indemnity, and Hold Harmless.** To the fullest extent permitted by law, Consultant shall hold harmless, indemnify, and defend with counsel selected by the City or otherwise acceptable to the City, the City and its elected and appointed officials, officers, directors, employees, agents and designated 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 Consultant's performance of the services contemplated by this Agreement, or in connection with Consultant's failure to comply with any of its obligations contained in this Agreement, except for such Liability caused by the sole active negligence or willful misconduct of City. Consultant's obligations to hold harmless, indemnify, and defend shall not be excused because of Consultant's inability to evaluate Liability or because Consultant evaluates Liability and determines that Consultant is not liable to the claimant. These obligations are independent of, and shall not in any way be limited by, the minimum insurance obligations contained in this Agreement. These obligations shall survive the completion or termination of this Agreement. Consultant must respond within 30 days to the tender of any claim for defense and indemnity by the City.

**(a)** Modification for Construction Contracts. To the extent this Agreement is a "construction contract" covered by California Civil Code section 2782, then Consultant's duty to indemnify shall not apply in a manner prohibited by California Civil Code section 2782.

**(b)** Modification for Design Professional Services. To the extent this Agreement is for "design professional services" defined in California Civil Code section 2782.8, then Consultant's duties to defend and indemnify shall only apply to the extent provided for in California Civil Code section 2782.8(a), unless section 2782.8(a) is not applicable for one of the reasons set forth in 2782.8(e).

**12. Insurance.** Contractor shall procure and maintain insurance during the term of this Agreement in the amounts and under the terms set forth in Exhibit "B" against claims that may arise from or in connection with this Agreement and performance of the Services. Upon reasonable written notice, Contractor shall comply with any changes in the amounts and terms of insurance as may be required from time-to-time by City's Risk Manager.

**13. Acceptance of Final Payment.** Contractor's acceptance of final payment will release City from any and all claims and liabilities for compensation under this Agreement.

**14. Acceptance of Work.** City's acceptance of, or payment to Contractor for, the Services does not release Contractor from its responsibility for the accuracy, completeness, or competency of the Services, nor do the actions constitute an assumption of Contractor's responsibility or liability by City for any defect or error in the Services.

**15. Conflict of Interest.** Contractor represents that no City employee or official has a financial interest in Contractor. Contractor shall not offer, encourage, or accept any financial interest in any part of Contractor's business by or from a City employee or official during the term of this Agreement or as a result of being awarded this Agreement. If any

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of the Services are paid by reimbursement from an agreement between City and a private party, Contractor represents that it has not performed any work for that private party during the 12-month period prior to the execution of this Agreement, and that it shall not negotiate, offer or accept any contract for services from that party during the term of this Agreement.

**16. Economic Disclosure.** Contractor shall comply with City's local conflict of interest code and the Political Reform Act, and prepare and file an economic disclosure statement if the Services involve making, or participation in making, decisions which may have a material effect on the Contractors' financial interest. While it is Contractor's sole responsibility to evaluate its conflicts of interest, the Contractor nevertheless agrees to prepare and file an economic disclosure statement if requested by City.

**17. Non-Exclusive Agreement.** This is a non-exclusive agreement. City reserves the right to provide, and to retain other Contractors to provide, services that are the same or similar to the Services described in this Agreement.

**18. No Assignment.** Contractor shall not assign or subcontract any of the Services without City's prior written consent. For the purposes of this section, a change of fifty-percent or more in the ownership or control of Contractor constitutes an assignment.

**19. Remedies.** All remedies permitted or available under this Agreement, or at law or in equity, are cumulative and alternative, and the invocation of a right or remedy will not be construed to waive or elect a remedy with respect to any other available right or remedy. As a condition precedent to commencing legal action involving a claim or dispute against City arising from this Agreement, the Contractor must present a written claim to City in accordance with Chapter 3.42 of the Livermore Municipal Code.

**20. Construction of Language.** The terms and conditions in this Agreement have been arrived at through negotiation and each party had a full and fair opportunity to review and revise this Agreement with legal counsel. Any ambiguity in this Agreement will not be resolved against either party as the drafting party. In the event of an inconsistency or conflict between the language in the body of the Agreement and an attachment hereto, the language in the body of the Agreement controls.

**21. Entire Agreement; Modification.** This Agreement supersedes all other agreements, whether oral or written, between the parties with respect to the Services. Any modification to this Agreement must be in writing and signed by both parties. In the event the original of this Agreement is lost or destroyed, an archival copy maintained by City can be used in place of the original for all purposes with the same effect as if it was the original.

**22. Notice.** Notices under this Agreement must be delivered to the addresses below by deposit in the United States mail or by overnight delivery service, with postage prepaid and delivery confirmation:

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TO CITY: Attention: Water Resources Manager
City of Livermore
1052 S Livermore Avenue
Livermore, California 94551

TO CONTRACTOR: Attention: Christopher D. Cornish
Hasa Inc.
23119 Drayton Street
Saugus, CA 91350

**23. Waiver.** Failure to insist upon the strict performance of any term or conditions in this Agreement, no matter how long the failure continues, is not a waiver of the term or condition and does not bar the right to subsequently demand strict performance. To be effective, a waiver must be in writing and signed by the non-breaching party.

**24. Severability**. If a court of competent jurisdiction determines a provision in this Agreement is invalid, void, or unenforceable, the remaining provisions will nevertheless continue in full force and effect without being impaired in any way.

**25. Survival.** The terms, conditions, and obligations in Sections 8, 9, 10, and 11 shall survive the completion or termination of this Agreement.

**26. Electronic Signatures.** By signing this document, you are agreeing that you have reviewed this disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

**27. Counterparts**. This Agreement may be executed and delivered in one or more counterparts, each of which will be deemed to be an original copy of this Agreement, and all of which, when taken together, will be deemed to constitute one and the same agreement. The facsimile, email, or other electronically delivered signatures of the Parties shall be deemed to constitute original signatures, and facsimile or electronic copies hereof shall be deemed to constitute duplicate originals and shall be valid and effective for all purposes.

**********

**Signatures and Attachment List on the Next Page**

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In concurrence and witness whereof, and in recognition of the mutual consideration provided therefore, the parties have executed this Agreement, effective on the date first written above.

**CONTRACTOR:** **Dated:**

DocuSigned by:
Ken Ward
29A0FC0A18614C1...

5/11/2023 | 5:41 PM PDT

By: Ken Ward
Title: CFO

**CITY OF LIVERMORE:** **Dated:**

_____ _____

Marianna Marysheva
City Manager

APPROVED AS TO FORM:

DocuSigned by:
Tina Mazzanti
245BBB36F34C487...

Assistant/City Attorney

APPROVED AS TO INSURANCE:

DocuSigned by:
Jas Sidhu
492639AA373F4CA...

Risk Manager/Analyst

Attachments:

Exhibit A – Scope of Work
Exhibit B – Insurance Requirements

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**EXHIBIT A**

**SCOPE OF WORK**

**SCOPE**

CONTRACTOR shall provide all necessary labor, equipment, vehicles, supplies, and materials to provide all the following service:

1. Supply and delivery of Sodium Hypochlorite to the Livermore Water Reclamation Plant (WRP) located at 101 West Jack London Boulevard in Livermore, California.

**TERMS AND CONDITIONS**

1. CONTRACTOR shall deliver chemical to the WRP within 14 days of order.
2. CONTRACTOR shall provide email confirmation to CITY whenever an order has been received.
3. CONTRACTOR shall provide email confirmation to CITY whenever an order has been received.
4. CONTRACTOR or representative shall connect the delivery truck to the WRP tank and safely discharge chemical into the WRP tank.
5. CONTRACTOR or representative shall clean any spillage of chemical generated during the filling process.
6. CONTRACTOR or representative shall provide a weight tag showing the amount of chemical delivered to CITY for each delivery.

**COMPENSATION**

1. CITY shall compensate CONTRACTOR at the rate of **$2.69 per gallon.**

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# EXHIBIT B

## INSURANCE REQUIREMENTS

**Minimum Scope and Limits of Insurance**

Consultant/Contractor shall maintain limits no less than:

1. Commercial General Liability, including operations, products, and completed operations, as applicable:
   **$5,000,000** per occurrence/**$10,000,000** aggregate for bodily injury, personal injury, and property damage. If Commercial General Liability or other form of insurance with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
2. Automobile Liability:
   **$2,000,000** per accident for bodily injury and property damage.
3. Workers' Compensation and Employer's Liability:
   Statutory limits as required by the State of California including **$2,000,000** Employers' Liability per accident, per employee for bodily injury or disease. A waiver of subrogation is required for Workers' Compensation insurance. If Consultant/Contractor is a sole proprietor, then they must sign "Contractor Release of Liability".
4. Pollution Liability:
   **$2,000,000** per occurrence.

**Deductibles and Self-Insured Retention**

All self-insured retentions (SIR) must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any self-insured retention (SIR) provision shall provide, or be endorsed to provide, that the SIR may be satisfied by either the named insured or the City of Livermore. The City of Livermore reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of right to exercise later.

**Acceptability of Insurers**

Insurance is to be placed with insurers with a current A.M. Best rating of no less than A: VII and accepted to do business in the State of California, unless otherwise acceptable to the City of Livermore.

**Other Insurance Provisions**

The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1. The City of Livermore, its officers, officials, employees, and designated volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Consultant/Contractor; or automobiles owned, leased, hired or borrowed by the Consultant/Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City of Livermore, its officers, officials, employees, or volunteers.

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2. The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. The additional insured coverage under the Consultant's/Contractor's policy shall be primary and non-contributory and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as ISO Form CG 20 10 04 13. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City of Livermore before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.
3. Any failure to comply with reporting or other provisions of the policy, including breaches of warranties, shall not affect coverage provided to the City of Livermore, its officers, officials, employees, or volunteers.
4. The Consultant's/Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party before expiration of the policy unless notice is delivered in accordance with policy provisions.
6. It shall be a requirement under this agreement that any available insurance proceeds broader than, or in excess of, the specified minimum insurance coverage requirements and/or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named Insured; whichever is greater.
7. Certificate Holder section of the insurance certificate should read: City of Livermore, 1052 S. Livermore Avenue, Livermore, CA 94550

**Verification of Coverage**

Consultant/Contractor shall furnish certificates of insurance and endorsement(s) effecting coverage to the City of Livermore for approval. The endorsements shall be on forms acceptable to the City of Livermore. All certificates and endorsements are to be received and approved by the City of Livermore before work commences. The City of Livermore reserves the right to require complete and certified copies of all insurance policies required by this Agreement.

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.5**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Paul Spence, Community Development Director

**SUBJECT:** Resolution authorizing execution of Cooperative Agreement 04-04-2902 with California Department of Transportation for the Vasco Road/I-580 Interchange Improvements, Project No. 1993-52, Caltrans Project No. 0421000075, for the project approval and environmental document phase.

## RECOMMENDED ACTION

Staff recommends the City Council adopt a resolution authorizing the City Manager to execute Cooperative Agreement 04-04-2902 with California Department of Transportation (Caltrans) for the Vasco Road/I-580 Interchange Improvements, Project No. 1993-52, Caltrans Project No. 0421000075, for the project approval and environmental document phase.

## SUMMARY

Improvements to the Vasco Road/I-580 Interchange, Project No. 1993-52, Caltrans Project No. 0421000075, will enhance operations and safety, mitigate future congestion and accommodate the future Valley Link transit system in the I-580 median. This project will consist of removal and replacement of the Vasco Road over-crossing with a wider bridge, reconstruction of the on- and off-ramps bridge structure, and new traffic signals. This project will provide additional traffic capacity and improve the over-crossing for more comfortable bicycle and pedestrian travel.

The first phase of this project, the Caltrans Project Initiation Document, is now complete and is being circulated for Caltrans signature. The next project milestone is preparation of the Project Approval and Environmental Document. The City must enter into a Cooperative Agreement with Caltrans to engage their participation in the Project Approval and Environmental Document development. This Cooperative Agreement between the City and Caltrans will allow Caltrans to provide necessary services for project review and approval as provided by California Government Code, Section 65086.5.

## DISCUSSION

Vasco Road in the City of Livermore is a major commuter route that provides access to Contra Costa County north of I-580 and serves the Lawrence Livermore and Sandia National Laboratories, the

Altamont Commuter Express regional rail station, and surrounding residential neighborhoods and businesses. The Vasco Road/I-580 interchange currently experiences operational deficiencies resulting in significant traffic delays in the morning and afternoon commute peak hours.

Relieving local and regional congestion at this location has been a high priority for the City of Livermore and the Tri-Valley region. This project will reconstruct the I-580/Vasco Interchange to provide additional traffic capacity and improve the overcrossing for more comfortable bicycle and pedestrian travel.

In September 2020, the City awarded an agreement to BKF Engineers to provide professional services for the Vasco Road/I-580 Interchange, Project No. 1993-52. The first phase of the project was to prepare a Project Initiation Document in the form of a Project Study Report - Project Development Support. Caltrans, as the owner/operator of the State Highway System, has jurisdiction over the interchange. All project documents must be prepared in accordance with Caltrans policies, directives, and procedures manuals. On February 25, 2021, the City entered into Cooperative Agreement No. 04-2810 with Caltrans for the preparation of the Project Initiation Document for the Vasco Road/I-580 Interchange, Project No. 1993-52. The Project Initiation Document is now complete, and it is being circulated for Caltrans signature.

The next project milestone is the preparation of the Project Approval and Environmental Document. The City must enter into a Cooperative Agreement with Caltrans to engage their participation in the Project Approval and Environmental Document development. This Cooperative Agreement between the City and Caltrans will allow Caltrans to provide necessary services for project review and approval as provided by California Government Code, Section 65086.5.

The Project Approval and Environmental Document are anticipated to be completed in FY 2024-25. Right-of-way acquisition and utility relocation is anticipated to be completed in FY 2025-26. Final engineering and environmental permitting is anticipated to be completed in FY 2026-27. Project construction would span from FY 2027-28 through FY 2029-30, subject to funding availability.

**ENVIRONMENTAL DETERMINATION**

Authorization of the City Manager or designee to sign all documents related to the Cooperative Agreement is not considered a "project" under CEQA pursuant to the definition of "project" under Public Resources Code, Chapter 2.5, section 21065. The Cooperative Agreement process will not cause a direct physical change in the environment, or a reasonably foreseeable indirect change in the environment. No lease, permit, certificate, or entitlement is being issued at this time.

Programmatic environmental compliance review pursuant to California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) will be performed in the project development phase.

**FISCAL AND ADMINISTRATIVE IMPACTS**

Caltrans will not charge the City for their staff time for services provided pursuant to this Cooperative Agreement. Funding for consultant and City staff time for the Vasco Road/I-580 Interchange, Project No. 1993-52 is included in the FY 2021-2023 Capital Improvement Plan and future funding will be included in the FY 2023-25 Capital Improvement Plan.

**COMMUNITY PILLAR**

1: A Safe Community that Thrives
5: A City that Works

**GOAL**

Pillar 1, Goal 10: Work to maintain a safe and efficient local transportation network and address safety concerns
Pillar 5, Goal 14: Develop, operate, and maintain the City's infrastructure

**ATTACHMENTS**

1. Resolution
2. Exhibit A - Vasco IC PA ED Coop Agreement

Prepared by: Roberto Escobar
Associate Civil Engineer

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**RESOLUTION AUTHORIZING EXECUTION OF COOPERATIVE AGREEMENT 04-04-2902 WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR THE VASCO ROAD/I-580 INTERCHANGE IMPROVEMENTS, PROJECT NO. 1993-52, CALTRANS PROJECT NO. 0421000075, FOR THE PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT PHASE**

The Vasco Road/I-580 interchange improvements will enhance operations and safety and mitigate future congestion and accommodate the future Valley Link transit system in the I-580 median.

Caltrans, as the owner/operator of the State Highway System, has jurisdiction over the interchange. All project documents must be prepared in accordance with Caltrans policies, directives, and procedures manuals. On February 25, 2021, the City of Livermore ("City") entered into Cooperative Agreement No. 04-2810 with Caltrans for the preparation of the Project Initiation Document for the Vasco Road/I-580 Interchange, Project No. 1993-52. The Project Initiation Document in the form of a Project Study Report - Project Development Support - has been completed and it is being circulated for Caltrans signature.

The next project milestone is the preparation of the Project Approval and Environmental Document. The City must enter into a Cooperative Agreement with Caltrans to engage their participation in the Project Approval and Environmental Document development. The Cooperative Agreement between the City and Caltrans will allow Caltrans to provide necessary services for the project review and approval as provided by California Government Code, section 65086.5.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that it hereby:

1. Authorizes the City Manager to execute Cooperative Agreement 04-04-2902, attached hereto as Exhibit A and incorporated by this reference, with California Department of Transportation for the Vasco Road/I-580 Interchange Improvements, Project No. 1993-52, Caltrans Project No. 0421000075, for the Project Approval and Environmental Document Phase.

2. Authorizes the City Manager to take whatever actions are necessary and appropriate to carry out the purpose and intent of this resolution, including approving minor changes to the proposed agreement.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Tara Mazzanti*
Tara Mazzanti
Assistant City Attorney

Exhibit A – Vasco Road I-580 Interchange PA&ED Cooperative Agreement

# COOPERATIVE AGREEMENT

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Livermore, a municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

An individual signatory agency in this AGREEMENT is referred to as a PARTY. Collectively, the signatory agencies in this AGREEMENT are referred to as PARTIES.

## RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.

2. For the purpose of this AGREEMENT, *the Vasco Road/I-580 Interchange Improvements, CIP 199352, to enhance safety, improve operational deficiencies and provide bicycle and pedestrian facilities throughout the interchange,* will be referred to hereinafter as PROJECT. The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Design Engineering Evaluation Report, or Project Report).

3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:

   - PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

   Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

   This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

   PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

   If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

   Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

   PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. No PROJECT deliverables have been completed prior to this AGREEMENT.

6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.

7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

## RESPONSIBILITIES

**Sponsorship**

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

   PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. CITY is the SPONSOR for the WORK in this AGREEMENT.

**Implementing Agency**

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

    - CITY is the Project Approval and Environmental Document (PA&ED) IMPLEMENTING AGENCY.

      PA&ED includes the completion of the Final Environmental Document and the Project Report (documenting the project alternative selection).

11. CITY will provide a Quality Management Plan (QMP) for the WORK in every PROJECT COMPONENT that they are the IMPLEMENTING AGENCY of. The QMP describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The QMP will include a process for resolving disputes between the PARTIES at the team level. The QMP is subject to CALTRANS review and approval.

12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT work that may occur under separate agreements.

**Funding**

13. The WORK does not use funds administered by CALTRANS. PARTIES will amend this AGREEMENT should this condition change.

14. Each PARTY is responsible for the costs they incur in performing the WORK.

**CALTRANS' Quality Management**

15. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Quality Management Assessment (QMA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.

16. CALTRANS' Quality Management Assessment (QMA) efforts are to ensure that CITY's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). QMA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

    When CALTRANS performs QMA, it does so for its own benefit. No one can assign liability to CALTRANS due to its QMA.

17. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.

18. Per National Environmental Policy Act (NEPA) assignment and California Environmental Quality Act (CEQA) statutes, CALTRANS will perform environmental document quality control and NEPA assignment review procedures for environmental documentation. CALTRANS quality control and quality assurance procedures for all environmental documents are described in the NEPA Assignments memorandums, available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/nepa-recordretention-policy-final-ally.pdf. This also includes the independent judgement analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

19. CITY will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

20. CITY, including any employee, agent, consultant or sub-consultant retained by the CITY, shall implement uniform document control policies necessary to retain all records and electronically stored information associated with the WORK, including but not limited to those records identified in California Public Resources Code, Section 21167.6, and including email and attachments, in a manner consistent with the CALTRANS Uniform Filing System and the "Final Caltrans Environmental Records Retention Policy", available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/nepa-recordretention-policy-final-a11y.pdf. These records, along with an index of the records, shall be provided to CALTRANS within 60 days of CALTRANS' written request.

21. The cost of CALTRANS' quality management work is to be borne by CALTRANS.

**CEQA/NEPA Lead Agency**

22. CITY is the CEQA Lead Agency for the PROJECT.

23. CALTRANS is a CEQA Responsible Agency for the PROJECT.

24. CALTRANS is the NEPA Lead Agency for the PROJECT.

**Environmental Permits, Approvals and Agreements**

25. CITY will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to CITY's responsibilities in this AGREEMENT.

26. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

27. It is expected that the PROJECT will not require environmental permits/approvals.

**Project Approval and Environmental Document (PA&ED)**

28. As the PA&ED IMPLEMENTING AGENCY, CITY is responsible for all PA&ED WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

29. CALTRANS will be responsible for completing the following PA&ED activities:

| CALTRANS Work Breakdown Structure Identifier (If Applicable) |
|---|
| 100.10.10.xx Quality Management |
| 165.15.15.xx Essential Fish Habitat Consultation |
| 165.15.15.xx Section 7 Consultation |
| 165.25.25 Approval to Circulate Resolution |
| 180.10.05.45 Section 7 Consultation |
| 180.15.05 Record of Decision (NEPA) |

30. Any PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

31. CITY will provide written notice of the initiation of environmental studies to the NEPA Lead Agency prior to completing any other PA&ED phase work.

*California Environmental Quality Act (CEQA)*

32. The CEQA Lead Agency will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.

33. Any PARTY involved in the preparation of CEQA documentation will prepare the documentation to meet CEQA requirements and follow the CEQA Lead Agency's standards that apply to the CEQA process.

34. CALTRANS is a CEQA Responsible Agency for the PROJECT and is responsible for review, comment, and concurrence on all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

35. Any PARTY preparing any portion of the CEQA documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.

36. If the CEQA Lead Agency makes any changes to the CEQA documentation, the CEQA Lead Agency will allow CALTRANS to review, comment, and concur on those changes prior to the CEQA Lead Agency's approval at appropriate stages of development prior to public availability.

37. If the CEQA Lead Agency makes any changes to CEQA-related public notices, then the CEQA Lead Agency will allow CALTRANS to review, comment, and concur on those changes prior to publication and circulation.

38. The CEQA Lead Agency will attend all CEQA-related public meetings.

39. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

    That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

    The CEQA Lead Agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

*National Environmental Policy Act (NEPA)*

40. Pursuant to Chapter 3 of Title 23, United States Code, Sections 326 and 327, CALTRANS is the NEPA Lead Agency for the PROJECT. CALTRANS is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements.

    CALTRANS, as the NEPA Lead Agency for PROJECT, is responsible for the review, comment, and approval of all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

    When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.

    When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.

41. Any PARTY involved in the preparation of NEPA documentation will follow FHWA and CALTRANS standards that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook (available at http://environment.fhwa.dot.gov/index.asp) and the CALTRANS Standard Environmental Reference.

42. Any PARTY preparing any portion of the NEPA documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.

43. CITY will prepare, publicize, and circulate all NEPA-related public notices, except Federal Register notices. CITY will submit all notices to CALTRANS for CALTRANS' review, comment, and approval prior to publication and circulation.

    CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.

44. The NEPA Lead Agency will attend all NEPA-related public meetings.

45. CITY will submit all NEPA-related public meeting materials to CALTRANS for CALTRANS' review, comment, and approval at least ten (10) working days prior to the public meeting date.

46. If a PARTY who is not the NEPA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the NEPA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the NEPA public review process.

    That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the NEPA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the NEPA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

    The NEPA Lead Agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

47. CITY will ensure that the PROJECT is included in the approved Federal Statewide Transportation Improvement Program (FSTIP) prior to the NEPA Lead Agency's approval of the environmental document.

**Schedule**

48. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

**Additional Provisions**

*Standards*

49. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; Federal Highway Administration (FHWA) standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide
- Standard Environmental Reference
- Highway Design Manual

*Qualifications*

50. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

*Consultant Selection*

51. CITY will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

*Encroachment Permits*

52. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. CITY, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to CITY, their contractors, consultants, and agents at no cost. CALTRANS will provide encroachment permits to utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.

53. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

*Protected Resources*

54. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

*Disclosures*

55. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

    PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

56. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public records.

*Hazardous Materials*

57. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

    HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

    The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

58. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.

59. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

    CALTRANS, independent of the PROJECT will pay, or cause to be paid, the cost of HM-1 MANAGEMENT related to HM-1 found within the existing State Highway System right-of-way.

60. CITY, independent of the PROJECT, is responsible for any HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way. CITY will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

    CITY, independent of the PROJECT, will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside of the existing State Highway System right-of-way.

61. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM‑2 MANAGEMENT within the PROJECT limits.

    CITY and CALTRANS will comply with the Soil Management Agreement for Aerially Deposited Lead Contaminated Soils (Soil Management Agreement) executed between CALTRANS and the California Department of Toxic Substances Control (DTSC). Under Section 3.2 of the Soil Management Agreement, CALTRANS and CITY each retain joint and severable liability for noncompliance with the provisions of the Soil Management Agreement. CITY will assume all responsibilities assigned to CALTRANS in the Soil Management Agreement during PROJECT COMPONENTS for which they are the IMPLEMENTING AGENCY except for final placement and burial of soil within the State right-of-way, per Section 4.5 of the Soil Management Agreement, which is subject to CALTRANS concurrence and reporting to DTSC which will be performed by CALTRANS.

62. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

*Claims*

63. CITY may accept, reject, compromise, settle, or litigate claims of any consultants or contractors hired to complete WORK without concurrence from the other PARTY.

64. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.

65. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

66. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.

67. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

*Interruption of Work*

68. If WORK stops for any reason, IMPLEMENTING AGENCY will place the PROJECT right-of-way in a safe and operable condition acceptable to CALTRANS.

69. If WORK stops for any reason, each PARTY will continue with environmental commitments included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

*Penalties, Judgements and Settlements*

70. The cost of awards, judgements, fines, interest, penalties, attorney's fees, and/or settlements generated by the WORK are considered WORK costs.

71. The cost of legal challenges to the environmental process or documentation are considered WORK costs.

72. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

*Project Files*

73. CITY will furnish CALTRANS with the Project History Files related to the PROJECT facilities on State Highway System within sixty (60) days following the completion of each PROJECT COMPONENT. CITY will assure that the Project History File is prepared and submitted in compliance with the Project Development Procedures Manual, Chapter 7. All material will be submitted neatly in a three-ring binder and in PDF format.

## GENERAL CONDITIONS

74. All portions of this AGREEMENT, including the Recitals Section, are enforceable.

**Venue**

75. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

**Exemptions**

76. All CALTRANS' obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).

**Indemnification**

77. Neither CALTRANS nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY under this AGREEMENT. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

78. Neither CITY nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

**Non-parties**

79. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.

80. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

**Ambiguity and Performance**

81. Neither PARTY will interpret any ambiguity contained in this AGREEMENT against the other PARTY. PARTIES waive the provisions of California Civil Code, Section 1654.

    A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

82. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

**Defaults**

83. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

**Dispute Resolution**

84. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of CITY will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

    Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

    Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

    PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

85. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

**Prevailing Wage**

86. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

    Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

    If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

**Contact Information**

*CALTRANS*

Taslima Khanum, Project Manager

111 Grand Avenue

Oakland, CA 94612

Office Phone: (510) 286-5095

Mobile Phone: (510) 290-7219

Email: taslima.khanum@dot.ca.gov

*CITY OF LIVERMORE*

Mallika Ramachandran, Assistant City Engineer

1052 South Livermore Ave

Livermore , CA 94550

Office Phone: (925) 960-4511

Email: mramachandran@livermoreca.gov

## SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA**
**DEPARTMENT OF TRANSPORTATION**

_____

Helena (Lenka) Culik-Caro
Deputy District Director, Design

**Verification of funds and authority:**

_____

Jeffrey Kuehnel
District Budget Manager

**CITY OF LIVERMORE**

_____

Marianna MaryshevaCity Manager

**Attest:**

_____

Marie Weber
City Clerk

**Approved as to form and procedure:**

_____

Tara Mazzanti
Assistant City Attorney

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.6**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Brandon Cardwell, Innovation and Economic Development Director

**SUBJECT:** Resolution authorizing the execution of Project and Program Grant Agreements with Livermore Valley Arts DBA Livermore Valley Performing Arts Center, Pacific Chamber Orchestra and SPARC Theater, consistent with the City's Public Art Policy.

## RECOMMENDED ACTION

The Commission for the Arts and staff recommend the City Council adopt a resolution approving the applications and authorizing the execution of the following Project and Program Grant Agreements:

1. Livermore Valley Arts DBA Livermore Valley Performing Arts Center, in the amount of $8,000 for the 21st Annual ArtWalk Livermore
2. Pacific Chamber Orchestra, in the amount of $10,000 for Educational Programs "Discover Music"
3. SPARC Theater, in the amount of $10,000 for lighting equipment for an outdoor theater for the 2023 Summer Season

## SUMMARY

The Commission for the Arts administers the Project and Program Grant Program, including reviewing funding applications twice per year in March and September and providing funding recommendations to the City Council for final approval.

In March 2023, a total of four (4) applications were received for Project and Program funds. The Commission for the Arts and staff recommend the City Council adopt a resolution approving the execution of a Project and Program Grant Agreement with each of the following three (3) applicants: Livermore Valley Arts DBA Livermore Valley Performing Arts Center, Pacific Chamber Orchestra and SPARC Theater.

## DISCUSSION

In 2004, the City Council created the Public Art Fund for the purpose of funding public art and cultural programming. In 2008, the City Council created the Project and Program Grant Program to provide funding from the Public Art Fund for local organizations and artists providing cultural enrichment experiences in Livermore.

The Commission for the Arts administers the Project and Program Grant Program, including reviewing funding applications twice a year in March and September and providing funding recommendations to the City Council for final approval. Opportunities for funding were posted on the city website and social media.

On March 1, 2023, staff received a total of four (4) applications which were reviewed by an ad hoc committee of the Commission for the Arts. The committee reviewed the applications and presented its funding recommendations to the full Commission at its regular meeting on March 28, 2023. The Commission for the Arts selected three (3) applications for funding. The three (3) recommended projects meet the evaluation criteria and include expenses that are eligible for funding. The remaining application did not meet all the evaluation criteria and did not meet the definition of public art.

The recommended projects, totaling $28,000, are described below:

| Agency | Project | Funds Requested | Grant Recommendation |
|---|---|---|---|
| Livermore Valley Arts DBA Livermore Valley Performing Arts Center | 21st Annual ArtWalk Livermore | $8,000 | $8,000 |
| Pacific Chamber Orchestra | Educational Programs "Discover Music" | $10,000 | $10,000 |
| SPARC Theater | Light Equipment for Outdoor Theater for the 2023 Summer Season | $10,000 | $10,000 |

## FISCAL AND ADMINISTRATIVE IMPACTS

The Project and Program Grants are funded with Public Art Fee funds (F608). Funds have been included in the FY 2022-23 budget. No further appropriation is needed at this time.

## COMMUNITY PILLAR

4: Inclusive and Inviting Spaces & Places

## GOAL

1: Further enhance Livermore's unique sense of place

## ATTACHMENTS

1. Resolution
2. Exhibit A - Livermore Valley Arts DBA Livermore Valley Performing Arts Center Agreement
3. Exhibit B - Pacific Chamber Orchestra Agreement
4. Exhibit C - SPARC Theater Agreement

Prepared by: Theresa De La Vega
Management Analyst

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION AUTHORIZING THE EXECUTION OF PUBLIC ART FUND PROJECT AND PROGRAM GRANT AGREEMENTS WITH LIVERMORE VALLEY ARTS DBA LIVERMORE VALLEY PERFORMING ARTS CENTER IN THE AMOUNT OF $8,000; PACIFIC CHAMBER ORCHESTRA IN THE AMOUNT OF $10,000; AND SPARC THEATER IN THE AMOUNT OF $10,000**

The City Council created the Public Art Fund for the purpose of funding public and cultural programming consistent with the public art policy administered by the Commission for the Arts. The Project and Program Grant program was created by the City Council for use of the Public Art Fund for the purpose of encouraging programs for the cultural enrichment of the residents of, and visitors to, Livermore.

The Commission for the Arts reviews applications for the Project and Program Grant program twice per year, in March and September. The Commission for the Arts received a total of four (4) applications for March 2023. Following a review of those four applications, the Commission for the Arts recommends funding three of the four Project and Program applications.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that it hereby authorizes the City Manager, or her designee, to execute the following Project and Program Grant Agreements:

1. Livermore Valley Performing Arts Center, in the amount of $8,000 for 21st Annual ArtWalk Livermore, attached hereto as Exhibit A;
2. Pacific Chamber Orchestra, in the amount of $10,000 for Educational Programs “Discover Music”, attached hereto as Exhibit B;
3. SPARC Theater, in the amount of $10,000 for lighting equipment for an outdoor theater for the 2023 Summer Season, attached hereto as Exhibit C.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Katherine Mirassou*
Katherine Mirassou
Deputy City Attorney

Exhibit A – Livermore Valley Performing Arts Center Agreement
Exhibit B – Pacific Chamber Orchestra Agreement
Exhibit C – SPARC Theater Agreement

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**EXHIBIT A**

# AGREEMENT BETWEEN CITY OF LIVERMORE AND LIVERMORE VALLEY PERFORMING ARTS CENTER FOR FISCAL YEAR 2023-24 PROJECT AND PROGRAM GRANT AGREEMENT

This AGREEMENT, entered into this ____ day of _____, 2023, between the City of Livermore, a municipal corporation ("City"), and Livermore Valley Performing Arts Center, a California non-profit Corporation ("Grantee").

## RECITALS

A. City created Project and Program Grants for the purpose of encouraging programs for the cultural enrichment in the City of Livermore.

B. The primary goal of the Project and Program Grant Program is to serve one or more of the main strands found in the Cultural Arts Master Plan, artsALIVE!, adopted by City Council Resolution number 2007-109 on June 11, 2007.

C. The Commission for the Arts reviews all Project and Program Grant applications and provides City Council with recommendations for funding. Funding is not authorized until City Council approves the Commission for the Arts' funding recommendations evidenced by City's signature on this agreement.

D. Grantee has applied to City for funding for a project or program to support the 21st Annual ArtWalk Livermore ("Project").

E. City wishes to engage Grantee to assist City in utilizing Public Art Fee fund money to provide art projects and programs to Livermore residents.

F. City and Grantee understand that the Project and Program Grant shall be administered consistent with the procedures, standards, regulations, and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

## AGREEMENT

NOW THEREFORE, City and Grantee hereby agree that the aforementioned recitals are true and correct, and in recognition of the mutual consideration provided herein, further agree as follows:

### I. SCOPE OF SERVICE

A. Activities

Grantee is responsible for administering the Project and Program Grant in a manner satisfactory to City, and consistent with the standards, terms and conditions imposed by the 2008 Art in Public Places Program Policy and Procedures Manual, Cultural Arts Master Plan, and herein. The Project will include the following activities

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eligible under the Project and Program Grant Program: 21st Annual ArtWalk Livemore

1. *Project and Program Delivery*: Grantee agrees to the goals and performance standards as defined below and outlined in the Grantee's Project and Program Grant application attached as Exhibit "A".

2. *Service Objective:* to support an expanded area to provide more space for artists, music performances, additional staffing to plan, produce and manage event and for marketing of the 21st Annual ArtWalk Livermore to be held on October 14, 2023. ("Activities").

3. *General Administration:* The Funds for the Activities are to be administered under the direction of the Grantee's Executive Director and shall comply with the procedures, standards, regulations and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

B. Budget

City will grant, and Grantee will use, funds in the amount of $8,000 ("Funds") to perform the Activities consistent with the terms and conditions of this Agreement, the 2008 Art in Public Places Program Policy and Procedures Manual, and the Cultural Arts Master Plan.

C. Performance Monitoring

City will monitor Grantee's performance against the project or program description outlined in the Grantee's Project and Program Grant application attached as Exhibit "A". Substandard performance as determined by City will constitute non-compliance with this Agreement.

## II. TIME OF PERFORMANCE

Grantee shall complete its Activities within one year of the date of execution of this Agreement. If Grantee requires an extension of time for full performance, it may request an extension from the Commission for the Arts. The decision of the Commission for the Arts shall be final.

## III. PAYMENT

It is expressly agreed and understood that the total amount of the Funds available from City to Grantee for the Activities under this Agreement shall not exceed $8,000.

The City shall disburse the Project & Program Grant in three installments: 30 percent in advance, 40 percent once material progress can be shown and evidence of the matching grant cash requirement has been submitted, and the final 30 percent after a satisfactory Final Report has been filed. The Project & Program subcommittee of the Commission for the Arts has sole discretion to decide whether each of these milestones has been reached.

## IV. NOTICES

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Any notice required or permitted under the terms of this Agreement shall be effective upon receipt in writing either by personal service upon the authorized agent for the party, or by mailing the notice via U.S. Mail to the party as follows:

City: City of Livermore
Attn: Brandon Cardwell, Commission for the Arts Staff Liaison
1052 S. Livermore Avenue
Livermore, California 94550

Grantee: Livermore Valley Performing Arts Center
Attn: Chris Carter
2400 First Street
Livermore, CA 94550

## V. GENERAL CONDITIONS

### A. General Compliance

Grantee agrees to comply with the requirements of state and local laws and regulations governing the Funds available under this Agreement. Grantee also agrees to comply with all additional regulations and policies issued pursuant to these regulations. Grantee further agrees to utilize the Funds available under this Agreement to supplement, rather than supplant, funds otherwise available. Furthermore, with respect to the performance of Activities under this Agreement, Grantee agrees to comply with all federal, state and local laws, statutes, rules and regulations pertaining to the performance of those Activities.

### B. Independent Contractor

Nothing contained in this Agreement is intended to, nor shall be construed in any manner to, create or establish the relationship of employer/employee between the parties. Grantee shall at all times remain an Independent Contractor with respect to the services to be performed under this Agreement. City shall be exempt from payment of all Unemployment Compensation, FICA, retirement, life and/or medical insurance, and Workers' Compensation Insurance as Grantee is an Independent Contractor.

### C. Hold Harmless

Grantee agrees to defend, indemnify, and hold City, its elected officials, officers, directors, employees, agents, and designated volunteers harmless from and against any and all loss, liability, damage, including reasonable attorney’s and expert fees and/or court costs, arising out of the performance of the Activities under this Agreement, except for the gross negligence and willful misconduct of City, its elected officials, officers, directors, employees, agents, and designated volunteers.

### D. Insurance

Grantee shall procure and maintain insurance for the duration of the contract in the

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amounts and under the terms set forth in Exhibit "B" against claims that may arise from or in connection with this Agreement and performance of the Project. Upon reasonable written notice, Grantee shall comply with any changes in the amounts and terms of insurance as may be required from time-to-time by the City of Livermore Risk Manager.

E. City Recognition

Grantee shall acknowledge City's financial support in all appropriate materials and media. The acknowledgment shall read, "Supported in part by a grant from the City of Livermore" or similar language, unless the City of Livermore is a part of a list of supporters. In the latter case, the acknowledgement may say only "City of Livermore." Grantee shall display the City of Livermore's logo whenever other sponsor logos are displayed, and in accordance with the City of Livermore's logo use guidelines.

F. Amendments

City or Grantee may amend this Agreement at any time provided such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of both organizations. Such amendments shall not invalidate this Agreement, nor relieve or release City or Grantee from its obligations under this Agreement.

City may, in its discretion, amend this Agreement to conform with state or local laws, regulations, guidelines, or policies related to the use of the Funds for the Activities. However, if such amendments result in a change in the funding, the scope of services, or the Activities, such modifications shall be incorporated only by written amendment signed by both City and Grantee.

G. Suspension, Termination, Return of Funds

1. *Termination for Cause.* City may suspend or terminate this Agreement if Grantee materially fails to comply with any term or condition of this Agreement, including but not limited to, the following:

a. Failure to comply with any of the rules, regulations or provisions referred to herein, or such statues, regulations, policies or directives as may become applicable at any time;
b. Failure, for any reason, of Grantee to fulfill in a timely and proper manner its obligation under this Agreement;
c. Ineffective or improper use of Funds provided under this Agreement; or
d. Submission by Grantee to City reports that are incorrect or incomplete in any material respect.

City shall give Grantee written notice of any failure to comply with the Agreement. If Grantee does not remedy the deficiency or non-compliance within fifteen (15) calendar days after the date the notice is sent, City may exercise any of the remedies available under law and equity, including but not limited to the termination of this Agreement.

Pending correction of any compliance, City shall withhold fifteen percent (15%) of

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the remaining Agreement Funds until Grantee corrects the deficiency, Grantee is otherwise found to be in compliance by City, or Grantee is otherwise adjudicated to be in compliance with the Agreement.

2. *Termination for Convenience:* This Agreement may also be terminated for convenience by either City or Grantee, in whole or in part, by giving notice of such termination, the effective date of the termination, and in the case of partial termination, the portion to be terminated. However, if in the case of a partial termination, if City determines that the remaining portion of the Funds or Activities will not accomplish the purpose for which the award was made, City may terminate the Agreement in its entirety.

Written notice of termination must be provided at least thirty (30) calendar days before the effective date of such termination.

3. *Effect of Termination:* In the event of termination, all finished or unfinished documents, data, studies, photographs, reports, or other materials prepared by Grantee under this Agreement shall, at City r's option, become the property of City, and Grantee shall only be entitled to receive just and equitable compensation for any satisfactory work completed on such documents or materials prior to the termination. Any remaining Funds shall be returned to the City's Public Art Fund for reallocation.

Termination for failure to comply with any term or condition of this Agreement may result in Grantee becoming ineligible to participate in future Commission for the Arts grant programs.

Termination for any reason shall immediately suspend the Funds available under this Agreement, terminate any claim Grantee has to such Funds, and result in Funds being immediately refunded to City for use and reallocation by City.

## VI. **ADMINISTRATIVE REQUIREMENTS**

### A. Documentation and Recordkeeping

1. *Records to be Maintained*: Grantee shall maintain the following records including, but not limited to:

   a. Records providing a full description of each activity undertaken and the date(s) on which the activity occurred;

   b. Records demonstrating that each activity undertaken meets one of the objectives of the Program & Program Grant; and

   c. Quarterly and annual revenue and expense reports for Activities funded by this Agreement.

2. *Retention*: Grantee shall retain all records pertinent to expenditures incurred in the performance of the Activities under this Agreement for a period of two (2) years after the termination of all activities funded under this Agreement.

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3. *Objectives*: Grantee agrees to maintain documentation that demonstrates that the Activities meet one or more of the objectives of the strands identified in the Cultural Arts Master Plan.

4. *Audits and Inspections*: All Grantee records with respect to any matters covered by this Agreement shall be made available to City at any time during normal business hours, as often as City deems necessary, to audit, examine, and make excerpts or transcripts of all relevant data.

Any deficiencies noted in audit reports must be corrected by Grantee within thirty (30) calendar days after receipt of notice of deficiency by Grantee. Failure of Grantee to comply with the above audit requirements will constitute a violation of this Agreement and constitute cause for termination pursuant to Paragraph V.

B. Reporting and Payment Procedures

1. *Payment Procedures*: City will pay to Grantee Funds available under this Agreement based upon information submitted by Grantee, and consistent with the 2008 Art in Public Places Program Policy and Procedures Manual. City reserves the right to liquidate Funds available under this Agreement for costs incurred by City on behalf of Grantee.

2. *Progress Reports*: Grantee shall submit a Material Progress Report to the Commission for the Arts when it feels the Project has made material progress. Grantee shall also submit a Final Report when its Project Activities are complete. These reports are prerequisites to receiving the second and third grant installment payments, in accordance with Section III. The Grantee shall determine the form and content of the Progress Reports.

3. *Quarterly Revenue and Expense Reports*: Grantee shall submit Quarterly Revenue and Expense Reports for grant activities to the Community Development Director.

## VII. PERSONNEL AND PARTICIPANT CONDITIONS

A. Assignability

Grantee shall not assign or transfer any interest in this Agreement without the prior written consent of City. However, claims for money due or to become due to Grantee from City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to Grantee.

B. Conflict of Interest

Grantee agrees to abide by the provisions of the California Political Reform Act (Gov. Code §§ 81000 *et seq.*) and related regulations (2 Cal. Code Regs. §§ 18109 *et seq.*) with respect to conflicts of interest, and covenants that it presently has no financial interest, and shall not acquire any financial interest, direct or indirect, which would conflict in any manner or degree with the Activities under this Agreement.

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Grantee further covenants that in the performance of this Agreement, no persons who exercise or have exercised any functions or responsibilities with respect to the Activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such Activities, have a financial interest in any contract, subcontract or agreement with respect to the Activities or with respect to the proceeds from the Activities, either for themselves or those with whom they have a business or immediate family ties, during their tenure or for a period of one (1) year thereafter.

These conflict of interest provisions apply to any person who is an employee, agent, Grantee, officer, or elected or appointed official of Grantee.

C. Subcontracts

1. *Approvals*: Grantee shall not enter into any subcontracts with an agency or individual in the performance of this Agreement without the prior written consent of City.

2. *Monitoring*: Grantee will monitor all subcontracted services to assure Agreement compliance. Results of monitoring efforts must be summarized in written reports, and supported with documented evidence, of follow-up actions taken to correct areas of noncompliance.

3. *Content*: Grantee shall cause all of the provisions of this Agreement in its entirety to be included in, and made a part of, any subcontract executed in the performance of this Agreement.

D. Copyright

If this Agreement results in any copyrightable material, City reserves the right to royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, the work for government purposes.

E. Religious Organization

Grantee agrees that funds provided under this Agreement will not be utilized for religious activities, to promote religious interests, or for the benefit of a religious organization.

## VIII. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

## IX. WAIVER

City's failure to act with respect to a breach by Grantee does not waive its right to act with respect to subsequent or similar breaches. The failure of City to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

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## X. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between City and Grantee for the use of Funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral or written between City and Grantee with respect to this Agreement.

## XI. BINDING EFFECT

All the terms, covenants, and conditions of this Agreement shall inure to the benefits of and be binding upon successors and assigns of the parties to this Agreement.

## XII. COUNTERPARTS

This Agreement may be executed in counterparts by delivering a facsimile or secure electronic copy of the signed agreement to the other party, followed by delivery of the original documents bearing the original signatures. However, failure to deliver the original documents does not affect the enforceability of this Agreement.

**********

**SIGNATURES AND ATTACHMENT LIST ON NEXT PAGE**

DocuSign Envelope ID: 68BB61E9-AC80-41F9-B0BE-0A3C15F35618



IN WITNESS THEREOF, the Parties have executed this Agreement as of the date first written above.

**Livermore Valley Performing Arts Center**
**a California non-profit corporation**
**"Grantee"**

DocuSigned by:
**By:** Chris Carter _____ **Dated:** 4/24/2023 | 10:41 AM PDT
BD7F6E7558D047C...

PRINT NAME: Chris Carter

TITLE: Executive Director

**CITY OF LIVERMORE**
a Municipal Corporation
"City"

**By:**_____ **Dated**:_____
Brandon Cardwell
Innovation and Economic Development Director

APPROVED AS TO FORM:

DocuSigned by:
Katherine Mirassou
D48B6A0C4E27411...
ASSISTANT/CITY ATTORNEY

DS

Attachments:

Exhibit A Application for Project and Program Grant from the City of Livermore
Exhibit B Insurance Requirements

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Applicant Name: Livermore Valley Arts/Livermore Valley Performing Arts Center

APPLICATION CHECKLIST - This Checklist is required and must be submitted as part of the completed Application. All Project & Program Grant applicants are required to submit the following:

One original set of the Application, collated in the following order:

- ☒ 1. Application Checklist (this page).
- ☒ 2. Start date: Do(es) the event(s) related to this project begin at least two (2) months after the application deadline?
- ☒ 3. Organizational Summary, signed by the organization's executive director, managing director, president, board chair, or other authorized officer of the organization, or by the applying artist.
- ☒ 4. If you are an organization, submit a list of current officers and Board members with their term of office.
- ☒ 5. If you are a 501(c)(3), submit a copy of your 501(c)(3) determination letter from IRS.
- ☐ 6. Application Form, beginning on page 1, continuing through the Project Budget Summary.
- ☐ 7. Notes to the Project Budget, and a detailed list of In-Kind contributions.
- ☒ 8. List of key project individuals, including principal artists and project managers, with a very brief job description (e.g., a self-explanatory job title) for each.
- ☒ 9. Resumes/biographies of key project individuals, generally one page each.
- ☒ 10. Up to four items in any combination of brochures, catalogues, performance programs, or similar organizational publications/materials; if available.
- ☒ 11. Up to four recent press reviews or articles, or similar independently generated published materials, if available. (*Note*: Calendar listings are not suitable.)
- ☐ 12. NOTE: During the review process you may be requested to submit samples of other work you have produced (work samples). See Chapter 3 – Grants for more information about work samples.

**Standards for Preparing Applications**

Please read the following carefully. Applicants are responsible for completing and submitting a full application package with all required attachments by the deadline. Incomplete applications will not be accepted for Commission evaluation.

1. Applicants must not modify the format of the application form or exceed the maximum length of any section of the form, except where otherwise noted.
2. All required attachments (except pre-printed ones) must be typed or computer-prepared in a type size that is no smaller than 12 pt. Times/Times New Roman, or 10 pt. Arial/Helvetica.
3. Complete all pages of the application form and all required attachments. (Use "N.A." if a section does not apply to your organization.) Provide information that is current as of the application deadline. Budget pages and budget notes must be complete.

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# Project & Program Grant

City of Livermore
Office of Innovation & Economic Development
Commission for the Arts

Application Form, Instructions, and Checklist

## Applications are due on March 1 and September 1 each year

Completed grant applications must be:

- Delivered (in person or by commercial service such as FedEx, UPS, etc.) to the Office of Innovation & Economic Development c/o Commission for the Arts by 5 p.m. on March 1 and September 1, or
- Sent First Class or Priority Mail by the US Postal Service to be received at the City no later than March 1 and September 1.

Send or deliver applications to:

**City of Livermore**
**Office of Innovation & Economic Development**
**Staff Liaison for the Commission for the Arts**
**1052 S. Livermore Avenue**
**Livermore, CA 94550**

This packet contains the Application Checklist and instructions for completing the application.

DocuSign Envelope ID: 68BB61E9-AC80-41F9-B0BE-0A3C15F35618



**Application Form - Project & Program Grants**

Deadline: Hand delivered or received via US Mail by 5:00 pm on March 1 or September 1

Submission Date: March 1, 2023

Amount of Grant Request: $ 8000 Total Project Budget: $ 16600

Applicant/Organization: Livermore Valley Arts/Livermore Valley Performing Arts Ctr.

Applicant/Organization's Address: 2400 First St., Livermore

Applicant/Organization's Web site: livermorearts.org

Preparer's Name and Title: Linda Ryan, Visual Arts Associate

Preparer's Phone: [redacted] Preparer's E-mail: lindaryanart@gmail.com

Address (for formal notification): Bothwell Arts Center
2466 8th St.
Livermore, CA 94550

Describe the art form of the project or program for which support is requested (i.e., Dance, Theater, Visual Arts, Heritage, Infrastructure, Media/Film/New Media, etc.):

Visual Art

Briefly describe the project or program for which support is requested:

The 21st Annual ArtWalk Livermore will take place in October, 2023. AG Successfully bringing thousands of attendees and artists from the Tri-Valley and beyond even during downtown construction and Covid-19, it is now time to expand ArtWalk's reach and scope.

Number of people intended to reach: Audience: 10,000 Participants: 300

For the purpose of this application, "audience" means the people who will attend the project or program; "participant" means someone who attends a workshop or class, or else has hands-on involvement in the project or program. If the project or program will have both audiences and participants as defined here, please enter both goals.

Date project or program is scheduled to begin: October 14, 2023
*Note: Project events may begin no earlier than two (2) months after the application deadline.*

Date project or program is scheduled to end: October 14, 2023

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**Application Form - Project & Program Grants**

If needed, please use additional paper for this section.

1. State/describe your organization's mission or provide an artist's statement. Include the kind of arts work the organization or artist has done previously and does now. How does this work relate to the proposed project/program? If yours is not an arts organization, state briefly how the arts relate to its mission. (250 words or less)
   The mission of Livermore Valley Arts, or LVA, is to offer a broad range of arts opportunities and experiences to engage our diverse community. LVA's vision: Become the heart of a vibrant cultural arts community.
   ArtWalk was begun in 2002 by a small group of volunteers, and blossomed into an annual event that overwhelmed that small group. LVA took over the event in 2008.
   This event wholly fits within the mission of LVA.
2. Describe the project or program for which you are seeking the grant. Discuss the project's origins. Describe the venue/location, the implementation process, and the timeframe. Discuss the resources — people, money, etc. — you will need to implement the project, whether you already have those resources within your organization or, if not, how you plan to obtain them.
   See Attached
3. How will the requested grant be used in the planning and implementation of the project or program? (500 words or less.)
   For the first time, we will be closing a significant stretch of First Street from North Livermore to Maple and providing ample space for artists. This will greatly enhance visibility and create a "festival" atmosphere. We need to markedly increase our marketing to bring in visitors. We need additional staff to manage the street and plan and produce the event. Street closure is pending final approval.
4. Describe how the program or project specifically addresses one or more of the main strands found in the Cultural Arts Master Plan, artsAlive! (Refer to the Cultural Arts Master Plan Executive Summary in the Public Art Policy Guideline manual.) (250 words or less.)
   This project is specifically situated to help fulfill the Cultural Arts Master Plan guideines. From providing a publically accessible arts and culture experience, to growing into a full arts festival, to ensuring public arts events, ArtWalk helps promote the unique sense of place visitors and residents can experience in Livermore. Finally, we assist in supporting local arts by providing free booth space to them.
5. List the individual(s) or organization(s) you will be partnering with on this project. Be specific regarding the support, both financial and in-kind, they will be providing.

   We provide free booth spaces to several local arts and service organizations: Livermore Art Association, Pleasanton Art League, Dublin Art Collective, Alliance for the Visual Arts, QUEST Science Center, SPARC, and Livermore Lions.

   These groups help us with social media marketing, networking, and some assist with event production tasks. There is no financial gain or outlay associated with these partnerships.

   We also provide free space to Disabled Vets Art Show; local high schools and colleges.

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## Application Form - Project & Program Grants

Project/Program Budget Worksheet *(enter N/A if item does not apply. Attach Budget Notes if necessary.)*

**PROJECT SUPPORT** *(Do not include in-kind support)*

| Earned Revenue | Amount | Notes |
|---|---|---|
| Ticket Sales/Admissions | $ | |
| Tuition/Workshop fees | $ | |
| Other: Booth fees, commission on art sales | $ 14,475 | |
| **Subtotal: Earned Revenue** | **$** 14,475 | |

| Contributed Income | Amount | In-hand | Pending |
|---|---|---|---|
| Contributions *(Individuals/Businesses)* | $ | $ | $ |
| Grants *(Foundations/Government other than City)* | $ | $ | $ |
| City of Livermore *(other than this grant request)* | $ | $ | $ |
| Other: | $ | $ | $ |
| **Subtotal: Contributed Income** | **$** | **$** | **$** |

| | |
|---|---|
| **Project & Program Grant Amount Requested** | **$** 8,000 |
| **Total Project Support** (Revenue + Income + Grant**)** | **$** 22,475 |

**PROJECT EXPENSE** *(Do not include in-kind expense)*

| **Personnel** | **Amount** | **Notes** |
|---|---|---|
| Artistic | $ 3500 | Music Performances |
| Production | $ 3500 | |
| Administrative | $ 1200 | |
| Other: *(describe in Notes)* | $ | |
| **Subtotal: Personnel** | **$** 8200 | |

| **General** | **Amount** | **Notes** |
|---|---|---|
| Venue Rental | $ | |
| Materials and Supplies | $ 2000 | Replacement canopies, info booth supplies, etc. |
| Marketing and Promotion | $ 12,275 | |
| Transportation | $ | |
| Insurance | $ | |
| Other: *(describe in Notes)* | $ | |
| **Subtotal: General** | **$** 14,275 | |

| | |
|---|---|
| **Total Project Expenses** (Personnel + General) | **$** 22,475 |
| **Project Surplus (Loss)** (*Total Support minus Total Expense*) | **$** 0 |

If Project Net is a negative value, explain in the Budget Notes how it will be covered.

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**Matching Funds**

All Project and Program Grant applicants must provide at least a dollar-for-dollar (one-to-one) match for the grant award, no less than 50 percent of which must be a cash match. The cash match must be from sources other than the City of Livermore.

In-kind contributions are allowed as part of the match only on the following limited basis:

1. In-kind contributions cannot be used for more than half of the required match, in other words, they cannot represent more than 50 percent of the value of the grant award; and,
2. The value of in-kind contributions, i.e., goods and services, must offset line item expenditures in the project budget and their value must be documentable with invoices or billing statements.

In-kind contributions must be listed below or on a separate sheet attached to the Budget Notes.

| Source | Description | Fair Market Value |
|---|---|---|
| LVA | ArtWalk Expense | $ 2125 |
| Artist Booth fees, commissions | | $ 14475 |
| | | $ |
| | | $ |
| | | $ |
| | | $ |

Requested Grant Amount: $ 8000

Cash Match Amount: $ 16600

In-kind Match Amount: $

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**Certification**

**If applicant is an organization:**

I certify that the by-laws of this organization or a resolution of its governing body authorizes me to enter into legal agreements for the organization and to submit this application. To the best of my knowledge and belief, this organization meets the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.

Authorized Officer's Signature

3/1/23
Date

Chris Carter
Print Name of Officer signing this form

Executive Director
Title of Officer signing this form

---

**- or -**

**If applicant is an individual artist:**

To the best of my knowledge and belief, I meet the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.

Artists Signature

Date

Print name of Artist signing this form

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**Description of Project**
Venue/location
Implementation
Timeframe
Resources

The 21st ArtWalk Livermore will be held on October 14, 2023. Originally launched to bring the arts to the attention of the community as well as to address the dire need to bring visitors to downtown businesses, ArtWalk Livermore eventually filled the pocket parks and Bankhead Plaza for a day. It is time for ArtWalk to evolve to a true arts festival with booths on First Street between So. Livermore and Maple.

Implementation of ArtWalk itself has become, while always a lot of work, somewhat matter-of-course for ArtWalk Director Anne Giancola, who has been running this event solely, with help from Livermore Valley Arts, since 2015. Truly growing the event is a task requiring additional help, both in planning and production assistance as well as in marketing assistance, monetarily. Anne is bringing in Linda Ryan to help with production and planning. Ryan was the originator of ArtWalk and managed it herself from 2002-2014.

The timeframe of producing the event has already begun. Artists must be signed up in advance, boothspace determined, permits requested, signage begun, and amongst many other tasks, a solid marketing approach must be calendared and implemented. Prior to the event all necessary volunteers and employees must be engaged.

If we do not receive the grant, we will have no choice but to reduce our marketing outlay, which in turn will bring in less visitors to experience art and downtown Livermore. We will have to reuse our sorry, sagging canopies. We can't reduce the cost of planning or production.

We have several employees in place to help, as well as dedicated volunteers.

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**8. LVA ArtWalk Key Project Individuals**

Anne Giancola, Visual Arts and Education Manager for LVA

Linda Ryan, Visual Arts Associate for LVA

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3. LVA ArtWalk Organizational Summary

ArtWalk is produced and managed annually by Anne Giancola, Visual Arts and Education Manager for LVA, working out of the Bothwell Arts Center, 2466 8th Street. Bookkeeping, some production work, and marketing assistance are provided by LVA staff in the Bankhead Theater building, 2400 First Street. Ms. Giancola has successfully run this annual event in full since 2015, and co-managed it in 2014.

Linda Ryan, currently a Visual Arts Associate for LVA, will be assisting Ms. Giancola with production of this year's ArtWalk. Ms. Ryan originated and managed ArtWalk Livermore from 2002 – 2014. Ms. Ryan works from her home, 2335 8th Street.

March 1, 2023

Anne Giancola
Visual Arts and Education Manager
Livermore Valley Arts

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LVPAC Board 22-23

| Name | Board Position | Current Term exp | Phone |
|---|---|---|---|
| **Denise Watkins** | Chair | 2024 | [redacted] |
| **Joan Seppala** | President | 2023 | |
| **Lee Younker** | Vice Chair | 2024 | |
| **Jean Shuler** | Secretary | 2022 | |
| **Henry Huff** | Treasurer | 2023 | |
| **Kelly Bowers** | Director | 2024 | |
| **Kellene Cousins** | Director | 2024 | |
| **Dona Crawford** | Director | 2024 | |
| **Mark Eaton** | Director | 2023 | |
| **Dyrell Foster** | Director | 2025 | |
| **Jeff Kaskey** | Director | 2023 | |
| **Jean King** | Director | 2024 | |
| **Layne Marceau** | Director | 2022 | |
| **Catherine Ndungu-Case** | Director | 2025 | |
| **Michael Weiner** | Director | 2023 | |
| **Phil Wente** | Director | 2023 | |

Note: William Dunlop currently on leave of absence due to family issue

| | | | |
|---|---|---|---|
| William Dunlop* | Director | On leave of absense | [redacted] |

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**EXHIBIT A**



IRS Department of the Treasury
Internal Revenue Service

OGDEN UT 84201-0046

In reply refer to: 0424063143
Sep. 01, 2005 LTR 252C EO
68-0419182 000000 00 000
03575
BODC: TE

LIVERMORE VALLEY PERFORMING ARTS
CENTER
[redacted]

003325

Taxpayer Identification Number: 68-0419182

Dear Taxpayer:

Thank you for the inquiry dated July 27, 2005.

We have changed your business name as requested. The number shown above is valid for use on all tax documents. For your convenience, we have ordered corrected Forms 8109, Federal Tax Deposit Coupons, for you to make your deposits. You should receive them in five to six weeks. REMINDER - Your new business name should also be used if you deposit electronically. You can make Electronic Funds Transfer (EFT) payments using the government's Electronic Federal Tax Payment System (EFTPS) through a financial agent designated to process tax payments.

If you have any questions, please call us toll free at 1-877-829-5500 between the hours of 8:30 a.m. and 5:30 p.m., Eastern Time.

If you prefer, you may write to us at the address shown at the top of the first page of this letter.

Whenever you write, please include this letter and, in the spaces below, give us your telephone number with the hours we can reach you. Also, you may want to keep a copy of this letter for your records.

Telephone Number ( ) _____ Hours _____

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INTERNAL REVENUE SERVICE
DISTRICT DIRECTOR
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: SEP 2 0 1999

LIVERMORE VALLEY CONFERENCE AND
CULTURAL CENTER
[redacted]

Employer Identification Number:
68-0419182
DLN:
17053160005029
Contact Person:
B. THORNTON ID# 95034
Contact Telephone Number:
(877) 829-5500

Accounting Period Ending:
December 31
Foundation Status Classification:
509(a)(2)
Advance Ruling Period Begins:
August 31, 1998
Advance Ruling Period Ends:
December 31, 2002

Dear Applicant:

Based on information you supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from federal income tax under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3).

Because you are a newly created organization, we are not now making a final determination of your foundation status under section 509(a) of the Code. However, we have determined that you can reasonably expect to be a publicly supported organization described in section 509(a)(2).

Accordingly, during an advance ruling period you will be treated as a publicly supported organization, and not as a private foundation. This advance ruling period begins and ends on the dates shown above.

Within 90 days after the end of your advance ruling period, you must send us the information needed to determine whether you have met the requirements of the applicable support test during the advance ruling period. If you establish that you have been a publicly supported organization, we will classify you as a section 509(a)(1) or 509(a)(2) organization as long as you continue to meet the requirements of the applicable support test. If you do not meet the public support requirements during the advance ruling period, we will classify you as a private foundation for future periods. Also, if we classify you as a private foundation, we will treat you as a private foundation from your beginning date for purposes of section 507(d) and 4940.

Grantors and contributors may rely on our determination that you are not a private foundation until 90 days after the end of your advance ruling period. If you send us the required information within the 90 days, grantors and contributors may continue to rely on the advance determination until we make a final determination of your foundation status.

If we publish a notice in the Internal Revenue Bulletin stating that we will no longer treat you as a publicly supported organization, grantors and

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contributors may not rely on this determination after the date we publish the notice. In addition, if you lose your status as a publicly supported organization, and a grantor or contributor was responsible for, or was aware of, the act or failure to act, that resulted in your loss of such status, that person may not rely on this determination from the date of the act or failure to act. Also, if a grantor or contributor learned that we had given notice that you would be removed from classification as a publicly supported organization, then that person may not rely on this determination as of the date he or she acquired such knowledge.

If you change your sources of support, your purposes, character, or method of operation, please let us know so we can consider the effect of the change on your exempt status and foundation status. If you amend your organizational document or bylaws, please send us a copy of the amended document or bylaws. Also, let us know all changes in your name or address.

As of January 1, 1984, you are liable for social security taxes under the Federal Insurance Contributions Act on amounts of $100 or more you pay to each of your employees during a calendar year. You are not liable for the tax imposed under the Federal Unemployment Tax Act (FUTA).

Organizations that are not private foundations are not subject to the private foundation excise taxes under Chapter 42 of the Internal Revenue Code. However, you are not automatically exempt from other federal excise taxes. If you have any questions about excise, employment, or other federal taxes, please let us know.

Donors may deduct contributions to you as provided in section 170 of the Internal Revenue Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

Donors may deduct contributions to you only to the extent that their contributions are gifts, with no consideration received. Ticket purchases and similar payments in conjunction with fundraising events may not necessarily qualify as deductible contributions, depending on the circumstances. Revenue Ruling 67-246, published in Cumulative Bulletin 1967-2, on page 104, gives guidelines regarding when taxpayers may deduct payments for admission to, or other participation in, fundraising activities for charity.

You are not required to file Form 990, Return of Organization Exempt From Income Tax, if your gross receipts each year are normally $25,000 or less. If you receive a Form 990 package in the mail, simply attach the label provided, check the box in the heading to indicate that your annual gross receipts are normally $25,000 or less, and sign the return. Because you will be treated as a public charity for return filing purposes during your entire advance ruling period, you should file Form 990 for each year in your advance ruling period that you exceed the $25,000 filing threshold even if your sources of support do not satisfy the public support test specified in the heading of this letter.

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LIVERMORE VALLEY CONFERENCE AND

If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. A penalty of $20 a day is charged when a return is filed late, unless there is reasonable cause for the delay. However, the maximum penalty charged cannot exceed $10,000 or 5 percent of your gross receipts for the year, whichever is less. For organizations with gross receipts exceeding $1,000,000 in any year, the penalty is $100 per day per return, unless there is reasonable cause for the delay. The maximum penalty for an organization with gross receipts exceeding $1,000,000 shall not exceed $50,000. This penalty may also be charged if a return is not complete. So, please be sure your return is complete before you file it.

You are not required to file federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T, Exempt Organization Business Income Tax Return. In this letter we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

The law requires you to make your annual return available for public inspection without charge for three years after the due date of the return. You are also required to make available for public inspection a copy of your exemption application, any supporting documents and this exemption letter to any individual who requests such documents in person or in writing. You can charge only a reasonable fee for reproduction and actual postage costs for the copied materials. The law does not require you to provide copies of public inspection documents that are made widely available, such as by posting them on the Internet (World Wide Web). You may be liable for a penalty of $20 a day for each day you do not make these documents available for public inspection (up to a maximum of $10,000 in the case of an annual return).

You need an employer identification number even if you have no employees. If an employer identification number was not entered on your application, we will assign a number to you and advise you of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

If we said in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

Because this letter could help us resolve any questions about your exempt status and foundation status, you should keep it in your permanent records.

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LIVERMORE VALLEY CONFERENCE AND

If you have any questions, please contact the person whose name and telephone number are shown in the heading of this letter.

Sincerely yours,

District Director

Enclosure(s):
Form 872-C

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**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.
- Developed and produced all aspects of the visual arts operations including exhibit opportunities, receptions, art fairs, open studio events and visual art aspects for the Theater.
- 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, 2021

**Education**

M.S. Applied Communications, Fitchburg State University, 2013, Graduate Student of the Year
B.A. History, U.C. Santa Barbara, Honors

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# CV

**linda ryan**
[redacted]
**www.lindaryanfineart.com**

## Select Solo Exhibitions

2019 Ongoing Exhibition, Glendeven Inn Gallery, Mendocino, CA
2018 Surfacing, Glendeven Inn Gallery, Mendocino, CA
2014 Flow, Solo Exhibition, Wente Vineyards, Livermore, CA
2014 Wente Vineyards Private Release Artist Label Series Exhibitions, Livermore, CA
2012 Body of Movement, Cuda Ridge Winery, Livermore, CA
2011 Figure, Wild Vine Art Gallery and Tasting Room, Livermore, CA
2007 Abstract Figuratives, art!space gallery, Livermore, CA
2005 Explorations, Art of Presentation Gallery, Pleasanton, CA
2004 Harvest Dance, Wente Vineyards, Livermore, CA
2003 Join the Dance, Robert Butler Art Gallery, Danville, CA
2002 Abstract Figuratives, Wente Vineyards, Livermore, CA
2001 Gel Abstracts, Robert Butler Art Gallery, Danville, CA

## Select Group Exhibitions

2018 Artists in Residence Exhibition, Mendocino Art Center Gallery
2017 Mendocino Art Center Gift Gallery
2017 North Coast Artists Gallery, Fort Bragg, CA
2015 ArtNation Gallery, Miami, FL
2015 Talent Plus Exhibition, Las Laguna Gallery, Laguna Beach, CA
2015 Art San Diego Contemporary Art Fair, San Diego, CA
2015 Parallax Art Fair, London, UK
2014 ProArts Open Studios, Market Hall Artists, Oakland, CA
2011 Floral and the Feminine Figure, Studio Seven Art Gallery, Pleasanton, CA
2007 Hot Women Artists of the Bay Area, Worthington Gallery, Pleasanton, CA
2004 Visual Poetry, Bucci's, Emeryville, CA
2003 Abstract Figuratives - Art of Presentation Gallery, Pleasanton CA
2001 What Lies Over Under Above Through, ArtWorks Studios, Livermore, CA

## Select Honors and Awards

2014 Arts Leadership Award, Alameda County Arts Commission, Oakland, CA
*-for work galvanizing local arts and arts festivals/events and bringing arts experiences to over 60,000 people*
2014 2014 Private Release Series Label Artist, Wente Vineyards, Livermore, CA
*-chosen as initial series launch artist*
2001 $10,000 Robert Butler Award, Robert Butler Gallery , Danville, CA
*-for increased studio space and materials for emerging artist*
2000 $1,000 PAL, First Place Scholarship Award, Pleasanton, CA

## Gallery Representation

2018-Present Christopher Hill Art Gallery, St. Helena, CA
2016-Present Kelsey Williams Fine Art, Laguna Beach, CA
2012-2014 Figurehead Art Gallery, Livermore, CA (closed)
2012-2013 Arata Art Gallery, San Francisco , CA (closed)

DocuSign Envelope ID: 68BB61E9-AC80-41F9-B0BE-0A3C15F35618



| | |
|---|---|
| 2006-2008 | art!space Gallery, Livermore, CA |
| 2002-2007 | Art of Presentation, Pleasanton, CA (closed) |
| 2001-2004 | Danville Art Gallery/Robert Butler Gallery, Danville, CA (closed) |

**Select Commissions**

Livermore Mayor John Marchand and Mrs. Marchand; Livermore Councilwoman Lorraine Dietrich; Page Mill Winery; Tesla Vintners, Murrietta's Well Winery; Stephanie Bugbee, Danville, CA; The Wood Family Vineyards; Valley Community Bank; Len Alexander and Francoise Boussett-Alexander; Gabriella Roesch, San Diego; Doug and Debbie Weiland, Milpitas; Lisa Weyland, Piedmont; Lee and Maureen McLemore, San Ramon; Bradley Gersich, Esq., Pleasanton; Gabriel & Cindy Duffin, Livermore

**Select Collections**

Cindy Douglas, Stonehaven, Scotland; Bradley Gersich, Esq., Pleasanton, CA; Tenuta Vineyards, Livermore, CA; John and Janet Williams, San Francisco/Connecticut; Dennis Hare, Mentone, CA; Debbie Chadwick, Kent, England; Grant Anderson, Phoenix, AZ; Robert Butler, Danville, CA; David Collins, Galveston, TX; Joan Borregard, Asheville, NC; Mark Everheart, London, England; Ashley McCrady, San Diego, CA; Dane Stark, Page Mill Winery, Livermore; Marty Ferguson, Ashland, OR; Laura Snow, Auburn, CA; Len and Francoise Alexander, Santa Fe, NM; Doug and Debbie Weiland, Milpitas, CA; Chris Gattuso-Fish, Livermore, CA; Bill Ziegler, Livermore, CA; Don Meeker & Diana Carey, Livermore, CA; Marjorie McMahan, Livermore, CA; Mr. & Mrs. T.J. Tyler, Livermore, CA; Mark Clarin, Livermore, CA; Walter & Nan Davies, Livermore, CA; Gordon & Jane Ayotte, Livermore, CA

**Related Education**

Art and history studies SF Bay Area colleges, university extension and individuals. Studied at length with Robert Steiner, International Award-Winning Duck Stamp Artist, at Ohlone College, Fremont, CA and with Bill Paskewitz at Las Positas College, Livermore. Art Business Academy graduate, Scottsdale AZ

**Select Arts Affiliations, Curatorial Experience**

| | |
|---|---|
| 2015 – 2016 | Project Manager, the Bothwell Arts Center, Livermore, CA |
| 2006 – 2015 | Manager, the Bothwell Arts Center, Livermore, CA<br>*Produced, managed hundreds of classes, rentals, events, concerts, fundraisers*<br>*Art studios, created additional 13 studio spaces in abandoned liquor store* |
| 2007 – 2015 | Curator/Coordinator Bankhead Theater Art Exhibition Program |
| 2002 – 2014 | Originator/Director ArtWalk Livermore, 200+ Artists |
| 2007 – 2009 | City of Livermore Arts Commissioner |
| 2009 – 2011 | Owner/Operator, Ryan Fine Art Gallery<br>*coordinated multiple exhibitions/events including downtown Art Crawl* |
| 2007 – 2010 | Manager, monthly "Artists' Show & Tell & Critique if you Like it" |
| 2004 | Coordinator, Curator, Truth and Lies, Livermore |
| 2001 | Organizer, "What is the Role of Artists in Times Like These?"<br>*Post Nine-Eleven Discussion Forum* |
| 2001 | Curator, Organizer of What Lies Over/Under/Above/Through exhibition<br>*Created exhibit of 14 artists working in media from plexi to coffee filters, fiberglass and rust. 300+ attendees opening night, unprecedented in Livermore* |

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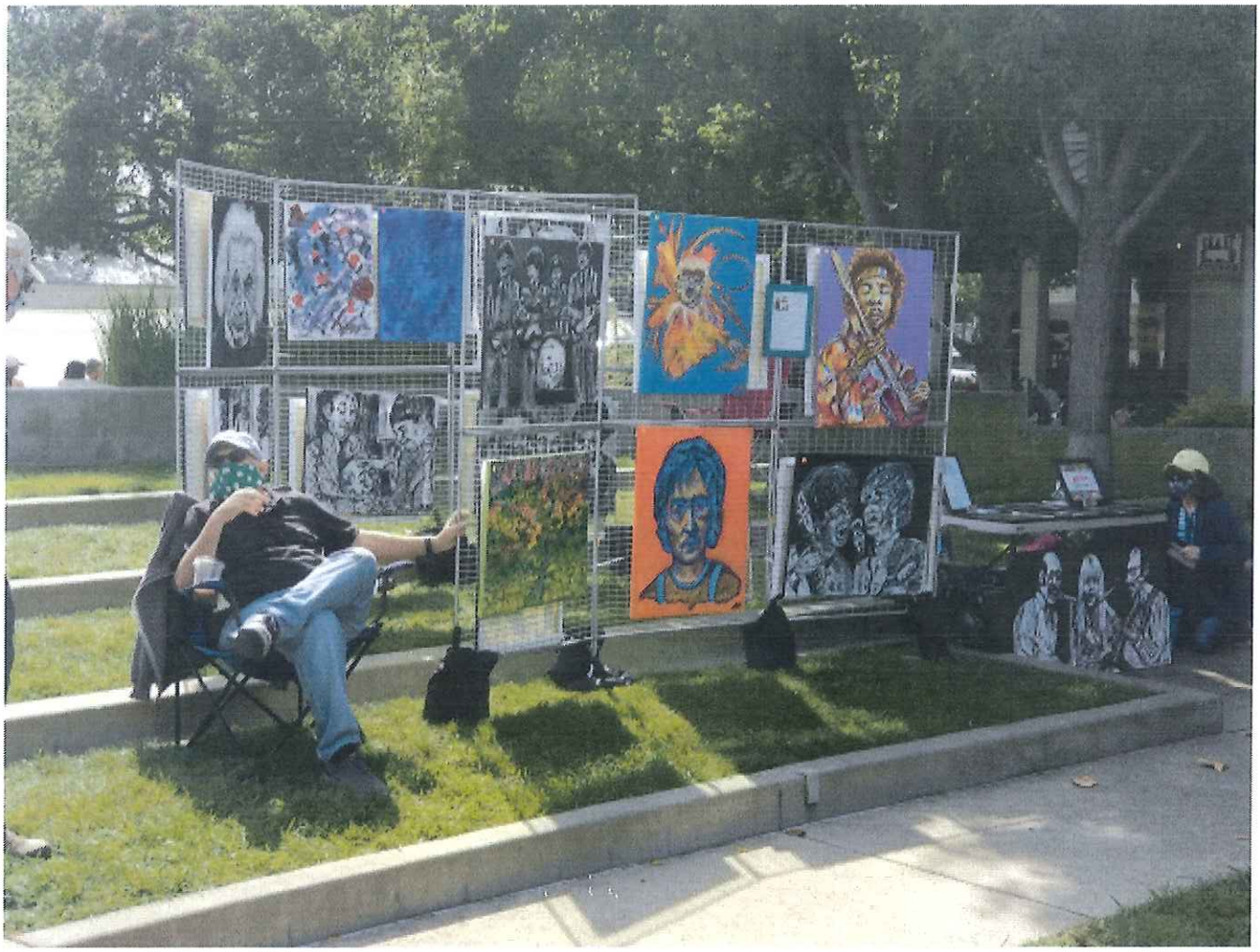
# ArtWalk celebrating community, art and culture in Livermore this weekend

## 'Family-friendly day of art' with live music and interactive booths in heart of downtown

**by Nicole Gonzales / Pleasanton Weekly**

Uploaded: Mon, Oct 3, 2022, 4:09 pm
Time to read: about 3 minutes

0



The ArtWalk festival allows visual artists to show off their original works and engage with community members. (Photo courtesy of Livermore Valley Arts)

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# ArtWalk celebrating community, art and culture in Livermore this weekend

'Family-friendly day of art' with live music and interactive booths in heart of downtown

Nicole Gonzales
Oct 4, 2022 8:47 AM

*Visual fine art artist, Ozell Hudson, is shown standing near one of his pieces. Hudson's art work will be showcased at the upcoming 21st ArtWalk festival. | Photo courtesy of Livermore Valley Arts*

Listen to this article
00:04:35

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independentnews.com/livermore-hosts-annual-artwalk/collection_8ee05c20-5133-11ed-ac4a-2f4f097b04b0.html

Click to go back, hold to see history



# Livermore Hosts Annual ArtWalk

Oct 21, 2022 Updated Dec 9, 2022

Fine artist and instructor Jen Huber works on a painting of the old Livermore City Hall during the recent 21st annual ArtWalk in downtown Livermore. The event, sponsored by the Livermore Valley Arts, featured live music, community theater and more than 200 artist exhibits. (Photos - Doug Jorgensen)

Art Walk 10-08-22 136.tif

Tags Lead-photo Lead_photo

PREV

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# ART WALK: 2022

OCTOBER 8, 2022 @ 11:00 AM - 5:00 PM

« Dublin's Harvest Fair

"GIRLS NIGHT OUT...and Guys Too!" An Evening of Music & Comedy »

Welcome to ArtWalk 2022!

Artists will be centralized in Downtown locations: Bankhead Plaza and Bankhead Theater frontage, Stockman's Park, Lizzie Fountain, and McLeod Street between First and Second. Established studios, galleries and businesses that regularly display art in the downtown area can sign on.

EXHIBIT A

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LIVERMORE VALLEY *arts*

EXHIBIT A

# ArtWalk LIVERMORE

The Tri-Valley's Premiere
One-day Art Fest!

DOWNTOWN LIVERMORE

# SAT OCT 8
# 11 AM - 5 PM

Original Art and Fine Hand Crafts
Community Art Projects
Live Music

For more info visit
**LivermoreArts.org**

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EXHIBIT A

# ArtWalk Livermore
## Saturday, October 8, 2022
## 11 am-5 pm, Downtown Livermore
## Gallery District for a Day

Over 200 artists display their works on sidewalks and plazas, in parks and galleries, surrounded by boutique shops, wine tasting rooms and restaurants in historic downtown Livermore.

- Original art and fine handcrafts
- Live music in all the parks
- Community art project

Artworks range from contemporary to classical, abstract to realism, pottery to mixed media, handmade bags, ceramic garden art and jewelry, with subject matter from floral to figurative and much more. A treasure-trove of handmade art; find your treasures here!

**LivermoreArts.org**

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EXHIBIT A

LIVERMORE VALLEY arts

## ArtWalk Music Schedule

**BANKHEAD PLAZA**
11:00am - 12:00pm - Mark Clarin Duo
12:15pm - 1:15pm - Matt Finders & Friends
1:30pm - 2:00pm - Element 116
2:15pm - 3:15pm - Chris Bradley Traditional Jazz
3:30pm - 4:30pm - Jenny Madrigal

**STOCKMEN'S PARK**
11am - 12pm & 1pm - 2pm - Rhythmic Innovation

**LIVERMORIUM PARK**
**Livermore Cultural Arts Council**
12:00pm - 12:45pm - Open Strings Music Studio H.S. Ensemble
1:00pm - 1:45pm - Encore Players
2:00pm - 2:45pm - Hammered Dulcimer English/Irish Tunes
3:15pm - 5:00pm - LK Project

## Support the Arts!
## Buy a Ticket to Win A Barrel!

Raffle tickets are $20 each for a chance to win one of these four decorative barrels. All are hand painted by area artists. The barrels are painted with exterior quality paint and sealed for indoor/outdoor enjoyment. If you're new to Livermore, an arts or wine lover, take a chance and remember your visit!

## THANK YOU TO OUR SPONSORS

Way Up Art and Frame
City of Livermore Commission for the Arts
The Independent

LIVERMORE VALLEY arts

# 21st Annual Art Walk

## OCT 8 2022

### SATURDAY 11 am - 5 pm

ArtWalk LIVERMORE

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# Welcome

to ArtWalk – the Tri Valley's premiere one day art festival. Over 200 artists display their works on sidewalks and plazas, in parks and galleries, surrounded by boutique shops, wine tasting rooms and restaurants in historic downtown Livermore. Art works range from contemporary to classical, abstract to realism, pottery to mixed media, handmade bags, ceramic garden art and jewelry, with subject matter from floral to figurative and much more. Art is the main focus of the day at ArtWalk: meet the artists and buy one-of-a-kind, original hand made treasures.

## ARTWALK DESTINATIONS

### ART

Bankhead Theater Lobby

UNCLE Credit Union Art Gallery

Bankhead Plaza

McLeod Street

Stockmen's Park

Livermorium Park

Livermore Art Association at the Carnegie Building

Cover Flower Image by Barb Johnson, Chrysalis Pottery

## INTERACTIVE ART & FAMILY ACTIVITIES

### McLeod Street

ART TO EXPLORE supplies donated by Way Up Art

MAKE & TAKE ART FOR FAMILES by Livermore Valley Arts

PARACHUTE PROJECT by Tri-Valley Citizen Climate Education

ART BANNER PARTICIPATION by Thomasin Dewhurst

MAKE A COLLAGE by Rebecca Kahlmoos

COMMUNITY SHARING with Lion's Club

SHARING INFORMATION with 4-H Club

### Bankhead Lobby

QUEST SCIENCE STYLE TRANSFER BOOTH

SHAPE, FORM, AND COLOR:
MODERN EXPRESSIONISM ART EXHIBIT

WINE BARRELS on display. $20 Raffle Tickets available.

***Find your treasures & get a free raffle ticket!***

Purchase $200 or more in art, jewelry, crafts or other products at ArtWalk and you are eligible to enter a special raffle drawing for a pair of Bankhead Presents tickets. Stop by the ArtWalk Information Booth on McLeod St. to enter.

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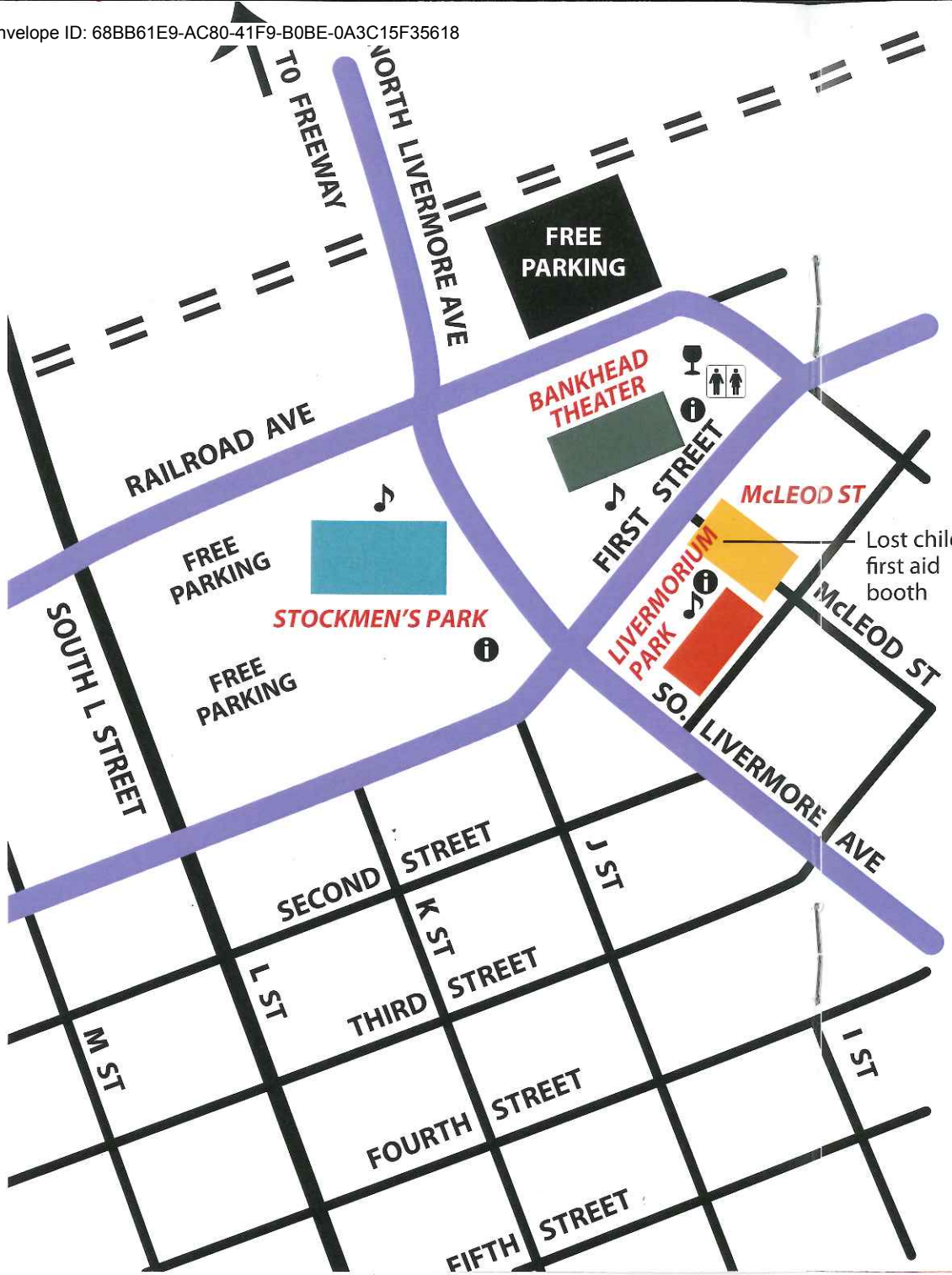
**EXHIBIT A**




## KEY

- Info booth
- Free music
- Restrooms
- Wine Arbor
- Bankhead Theater & Plaza
- McLeod Street
- Livermorium Park
- Stockmen's Park

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# PARTICIPATING ARTISTS

## Bankhead Theater Lobby

Charles "Bud" Donaldson & the veterans of the CLC

Quest-Science with the Style Transfer photo booth

LVJUSD High Schools art

## Bankhead Plaza

Mariola's Art
HH Designs
Paper Sweetly
Meghana Mitragotri
Malgorzita Kuraczyk
Wendy McDermott
Hudson River Inlay
Barb Johnson, Chrysalis Pottery
Autumn Lane Studios
Paradox Fox Silver
Larry Lagin Fine Art
Cynthia Biles, Frame 36 Photo
Chandana Srinth
Tracey Lamee, ceramics
Jewelry by Donaice
Betti and Dave Goosman
Susan Miller
Dave Manousos, Fine Art
Colored Pencil Society of America
Kim Holmes
Seriously Imbibed Products
Tejal Shah
Leta Eydelberg
Chandana Srinath
Sarah and Chloe's Unique Treasures
Gracie Custom Creations
Claudette McDermott
Lumpy Doodles, ceramics
Barbara Nichols Reynolds
Michelle Buckett
Peter Bailey Designs

EXHIBIT A

## Stockmen's Park

Michelle's Jewelry Box
Catjester Designs
Colin Johnson
Ryan Goldsberry
Aarti Kopuri
Donna Miller-Haggerty
Lucy Bell
Victoria Heisler Design
Arts & Hearts, Cindy Johnson
Pat Dowling
Mike Hurder, photography
Rita Ann Hart & Kim Anderson
Ghada Jamal
Eric Willyerd, woodworking
Claire Maen, Photography
Yvonne Hahn, Sassy Sacs
SPARC - Shakespeare & Performing Arts Regional Company
Peggy Kervin
Las Positas College Arts
Dream Light Jewelry
Kristin Apuzzo
Greg Solecito, Aloe Vera products

## McLeod Street

Karen Barry Fine Art
Thomasin Dewhurst Fine Art
Wei-Ting Chuang & Ren, fine art
Big Bay Ray
Ramona Xenakis, fine art
Jen Huber Fine Art
Thom See & Tuan Essence
Ruey Syrop & Bob Icenogle
Laurie Erceg
Ryan Lee Fine Art
Jessica Hobson
Lions Club
Tri-Valley Citizens' Climate
Collage for a Cause
4H

## Livermorium Park

Ozell Hudson
Joel Salinas, III
Jennifer Noelle Herald
Suswana Chatterjee
Mary Stein
Pleasanton Art League
Dublin Arts Collective
Alliance for the Visual Arts
Livermore Art Association
Livermore Cultural Arts Council

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# EXHIBIT B

## INSURANCE REQUIREMENTS

**Minimum Scope and Limits of Insurance**
Consultant/Contractor shall maintain limits no less than:

Commercial General Liability, including operations, products and completed operations, as applicable: **$1,000,000/$2,000,000** aggregate per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability or other form of insurance with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

**Deductibles and Self-Insured Retention**
All self-insured retentions (SIR) must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any self-insured retention (SIR) provision shall provide, or be endorsed to provide, that the SIR may be satisfied by either the named insured or the City of Livermore. The City of Livermore reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of right to exercise later.

**Acceptability of Insurers**
Insurance is to be placed with insurers with a current A.M. Best rating of no less than A: VII and accepted to do business in the State of California, unless otherwise acceptable to the City of Livermore.

**Other Insurance Provisions**
The general liability policies are to contain, or be endorsed to contain, the following provisions:

1. The City of Livermore, its officers, officials, employees, and designated volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Consultant/Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City of Livermore, its officers, officials, employees, or volunteers.
2. The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. The additional insured coverage under the Consultant's/Contractor's policy shall be primary and non-contributory and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as ISO Form CG 20 10 04 13. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City of Livermore before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.
3. Any failure to comply with reporting or other provisions of the policy,

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including breaches of warranties, shall not affect coverage provided to the City of Livermore, its officers, officials, employees, or volunteers.

4. The Consultant's/Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party before expiration of the policy unless notice is delivered in accordance with policy provisions.
6. It shall be a requirement under this agreement that any available insurance proceeds broader than, or in excess of, the specified minimum insurance coverage requirements and/or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.
7. Certificate Holder section of the insurance certificate should read: City of Livermore, 1052 S. Livermore Avenue, Livermore, CA 94550.

**Verification of Coverage**

Consultant/Contractor shall furnish certificates of insurance and endorsement(s) effecting coverage to the City of Livermore for approval. The endorsements shall be on forms acceptable to the City of Livermore. All certificates and endorsements are to be received and approved by the City of Livermore before work commences. The City of Livermore reserves the right to require complete and certified copies of all insurance policies required by this Agreement.

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# AGREEMENT BETWEEN CITY OF LIVERMORE AND PACIFIC CHAMBER ORCHESTRA FOR FISCAL YEAR 2023-24 PROJECT AND PROGRAM GRANT AGREEMENT

This AGREEMENT, entered into this ____ day of _____, 2023, between the City of Livermore, a municipal corporation ("City"), and Pacific Chamber Orchestra, a California non-profit Corporation ("Grantee").

## RECITALS

A. City created Project and Program Grants for the purpose of encouraging programs for the cultural enrichment in the City of Livermore.

B. The primary goal of the Project and Program Grant Program is to serve one or more of the main strands found in the Cultural Arts Master Plan, artsALIVE!, adopted by City Council Resolution number 2007-109 on June 11, 2007.

C. The Commission for the Arts reviews all Project and Program Grant applications and provides City Council with recommendations for funding. Funding is not authorized until City Council approves the Commission for the Arts' funding recommendations evidenced by City's signature on this agreement.

D. Grantee has applied to City for funding for a project or program to support its educational program "Discover Music" in-school assembly educational program and instrumental clinics. ("Project").

E. City wishes to engage Grantee to assist City in utilizing Public Art Fee fund money to provide art projects and programs to Livermore residents.

F. City and Grantee understand that the Project and Program Grant shall be administered consistent with the procedures, standards, regulations, and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

## AGREEMENT

NOW THEREFORE, City and Grantee hereby agree that the aforementioned recitals are true and correct, and in recognition of the mutual consideration provided herein, further agree as follows:

### I. SCOPE OF SERVICE

A. Activities

Grantee is responsible for administering the Project and Program Grant in a manner satisfactory to City, and consistent with the standards, terms and conditions imposed by the 2008 Art in Public Places Program Policy and Procedures Manual,

Cultural Arts Master Plan, and herein. The Project will include the following activities eligible under the Project and Program Grant Program: "Discover Music" in-school assembly educational program and instrumental clinics.

1. *Project and Program Delivery*: Grantee agrees to the goals and performance standards as defined below and outlined in the Grantee's Project and Program Grant application attached as Exhibit "A".

2. *Service Objective:* Grants will be used to support both the "Discover Music" in-school assembly educational program for elementary students and the instrumental clinics to be held for middle and high school students. ("Activities").

3. *General Administration:* The Funds for the Activities are to be administered under the direction of the Grantee's Executive Director and shall comply with the procedures, standards, regulations and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

B. Budget

City will grant, and Grantee will use, funds in the amount of $10,000 ("Funds") to perform the Activities consistent with the terms and conditions of this Agreement, the 2008 Art in Public Places Program Policy and Procedures Manual, and the Cultural Arts Master Plan.

C. Performance Monitoring

City will monitor Grantee's performance against the project or program description outlined in the Grantee's Project and Program Grant application attached as Exhibit "A". Substandard performance as determined by City will constitute non-compliance with this Agreement.

## II. TIME OF PERFORMANCE

Grantee shall complete its Activities by June 30, 2024. If Grantee requires an extension of time for full performance, it may request an extension from the Commission for the Arts. The decision of the Commission for the Arts shall be final.

## III. PAYMENT

It is expressly agreed and understood that the total amount of the Funds available from City to Grantee for the Activities under this Agreement shall not exceed $10,000.

The City shall disburse the Project & Program Grant in three installments: 30 percent in advance, 40 percent once material progress can be shown and evidence of the matching grant cash requirement has been submitted, and the final 30 percent after a satisfactory Final Report has been filed. The Project & Program subcommittee of the Commission for the Arts has sole discretion to decide whether each of these milestones has been reached.

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## IV. NOTICES

Any notice required or permitted under the terms of this Agreement shall be effective upon receipt in writing either by personal service upon the authorized agent for the party, or by mailing the notice via U.S. Mail to the party as follows:

City: City of Livermore
Attn: Brandon Cardwell, Commission for the Arts Staff Liaison
1052 S. Livermore Avenue
Livermore, California 94550

Grantee: Pacific Chamber Orchestra
Attn: Lawrence Kohl
PO Box 3134
Livermore, CA 94551

## V. GENERAL CONDITIONS

### A. General Compliance

Grantee agrees to comply with the requirements of state and local laws and regulations governing the Funds available under this Agreement. Grantee also agrees to comply with all additional regulations and policies issued pursuant to these regulations. Grantee further agrees to utilize the Funds available under this Agreement to supplement, rather than supplant, funds otherwise available. Furthermore, with respect to the performance of Activities under this Agreement, Grantee agrees to comply with all federal, state and local laws, statutes, rules and regulations pertaining to the performance of those Activities.

### B. Independent Contractor

Nothing contained in this Agreement is intended to, nor shall be construed in any manner to, create or establish the relationship of employer/employee between the parties. Grantee shall at all times remain an Independent Contractor with respect to the services to be performed under this Agreement. City shall be exempt from payment of all Unemployment Compensation, FICA, retirement, life and/or medical insurance, and Workers' Compensation Insurance as Grantee is an Independent Contractor.

### C. Hold Harmless

Grantee agrees to defend, indemnify, and hold City, its elected officials, officers, directors, employees, agents, and designated volunteers harmless from and against any and all loss, liability, damage, including reasonable attorney's and expert fees and/or court costs, arising out of the performance of the Activities under this Agreement, except for the gross negligence and willful misconduct of City, its elected officials, officers, directors, employees, agents, and designated volunteers.

### D. Insurance

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Grantee shall procure and maintain insurance for the duration of the contract in the amounts and under the terms set forth in Exhibit "B" against claims that may arise from or in connection with this Agreement and performance of the Project. Upon reasonable written notice, Grantee shall comply with any changes in the amounts and terms of insurance as may be required from time-to-time by the City of Livermore Risk Manager.

E. City Recognition

Grantee shall acknowledge City's financial support in all appropriate materials and media. The acknowledgment shall read, "Supported in part by a grant from the City of Livermore" or similar language, unless the City of Livermore is a part of a list of supporters. In the latter case, the acknowledgement may say only "City of Livermore." Grantee shall display the City of Livermore's logo whenever other sponsor logos are displayed, and in accordance with the City of Livermore's logo use guidelines.

F. Amendments

City or Grantee may amend this Agreement at any time provided such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of both organizations. Such amendments shall not invalidate this Agreement, nor relieve or release City or Grantee from its obligations under this Agreement.

City may, in its discretion, amend this Agreement to conform with state or local laws, regulations, guidelines, or policies related to the use of the Funds for the Activities. However, if such amendments result in a change in the funding, the scope of services, or the Activities, such modifications shall be incorporated only by written amendment signed by both City and Grantee.

G. Suspension, Termination, Return of Funds

1. *Termination for Cause.* City may suspend or terminate this Agreement if Grantee materially fails to comply with any term or condition of this Agreement, including but not limited to, the following:

a. Failure to comply with any of the rules, regulations or provisions referred to herein, or such statues, regulations, policies or directives as may become applicable at any time;
b. Failure, for any reason, of Grantee to fulfill in a timely and proper manner its obligation under this Agreement;
c. Ineffective or improper use of Funds provided under this Agreement; or
d. Submission by Grantee to City reports that are incorrect or incomplete in any material respect.

City shall give Grantee written notice of any failure to comply with the Agreement. If Grantee does not remedy the deficiency or non-compliance within fifteen (15) calendar days after the date the notice is sent, City may exercise any of the remedies available under law and equity, including but not limited to the termination of this Agreement.

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Pending correction of any compliance, City shall withhold fifteen percent (15%) of the remaining Agreement Funds until Grantee corrects the deficiency, Grantee is otherwise found to be in compliance by City, or Grantee is otherwise adjudicated to be in compliance with the Agreement.

2. *Termination for Convenience:* This Agreement may also be terminated for convenience by either City or Grantee, in whole or in part, by giving notice of such termination, the effective date of the termination, and in the case of partial termination, the portion to be terminated. However, if in the case of a partial termination, if City determines that the remaining portion of the Funds or Activities will not accomplish the purpose for which the award was made, City may terminate the Agreement in its entirety.

Written notice of termination must be provided at least thirty (30) calendar days before the effective date of such termination.

3. *Effect of Termination:* In the event of termination, all finished or unfinished documents, data, studies, photographs, reports, or other materials prepared by Grantee under this Agreement shall, at City r's option, become the property of City, and Grantee shall only be entitled to receive just and equitable compensation for any satisfactory work completed on such documents or materials prior to the termination. Any remaining Funds shall be returned to the City's Public Art Fund for reallocation.

Termination for failure to comply with any term or condition of this Agreement may result in Grantee becoming ineligible to participate in future Commission for the Arts grant programs.

Termination for any reason shall immediately suspend the Funds available under this Agreement, terminate any claim Grantee has to such Funds, and result in Funds being immediately refunded to City for use and reallocation by City.

## VI. **ADMINISTRATIVE REQUIREMENTS**

### A. Documentation and Recordkeeping

1. *Records to be Maintained*: Grantee shall maintain the following records including, but not limited to:

   a. Records providing a full description of each activity undertaken and the date(s) on which the activity occurred;

   b. Records demonstrating that each activity undertaken meets one of the objectives of the Program & Program Grant; and

   c. Quarterly and annual revenue and expense reports for Activities funded by this Agreement.

2. *Retention*: Grantee shall retain all records pertinent to expenditures incurred in the performance of the Activities under this Agreement for a period of two (2) years after the termination of all activities funded under this Agreement.

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3. *Objectives*: Grantee agrees to maintain documentation that demonstrates that the Activities meet one or more of the objectives of the strands identified in the Cultural Arts Master Plan.

4. *Audits and Inspections*: All Grantee records with respect to any matters covered by this Agreement shall be made available to City at any time during normal business hours, as often as City deems necessary, to audit, examine, and make excerpts or transcripts of all relevant data.

Any deficiencies noted in audit reports must be corrected by Grantee within thirty (30) calendar days after receipt of notice of deficiency by Grantee. Failure of Grantee to comply with the above audit requirements will constitute a violation of this Agreement and constitute cause for termination pursuant to Paragraph V.

B. Reporting and Payment Procedures

1. *Payment Procedures*: City will pay to Grantee Funds available under this Agreement based upon information submitted by Grantee, and consistent with the 2008 Art in Public Places Program Policy and Procedures Manual. City reserves the right to liquidate Funds available under this Agreement for costs incurred by City on behalf of Grantee.

2. *Progress Reports*: Grantee shall submit a Material Progress Report to the Commission for the Arts when it feels the Project has made material progress. Grantee shall also submit a Final Report when its Project Activities are complete. These reports are prerequisites to receiving the second and third grant installment payments, in accordance with Section III. The Grantee shall determine the form and content of the Progress Reports.

3. *Quarterly Revenue and Expense Reports*: Grantee shall submit Quarterly Revenue and Expense Reports for grant activities to the Community Development Director.

## VII. PERSONNEL AND PARTICIPANT CONDITIONS

A. Assignability

Grantee shall not assign or transfer any interest in this Agreement without the prior written consent of City. However, claims for money due or to become due to Grantee from City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to Grantee.

B. Conflict of Interest

Grantee agrees to abide by the provisions of the California Political Reform Act (Gov. Code §§ 81000 *et seq.*) and related regulations (2 Cal. Code Regs. §§ 18109 *et seq.*) with respect to conflicts of interest, and covenants that it presently has no financial interest, and shall not acquire any financial interest, direct or indirect, which would conflict in any manner or degree with the Activities under this Agreement.

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Grantee further covenants that in the performance of this Agreement, no persons who exercise or have exercised any functions or responsibilities with respect to the Activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such Activities, have a financial interest in any contract, subcontract or agreement with respect to the Activities or with respect to the proceeds from the Activities, either for themselves or those with whom they have a business or immediate family ties, during their tenure or for a period of one (1) year thereafter.

These conflict of interest provisions apply to any person who is an employee, agent, Grantee, officer, or elected or appointed official of Grantee.

C. Subcontracts

1. *Approvals*: Grantee shall not enter into any subcontracts with an agency or individual in the performance of this Agreement without the prior written consent of City.

2. *Monitoring*: Grantee will monitor all subcontracted services to assure Agreement compliance. Results of monitoring efforts must be summarized in written reports, and supported with documented evidence, of follow-up actions taken to correct areas of noncompliance.

3. *Content*: Grantee shall cause all of the provisions of this Agreement in its entirety to be included in, and made a part of, any subcontract executed in the performance of this Agreement.

D. Copyright

If this Agreement results in any copyrightable material, City reserves the right to royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, the work for government purposes.

E. Religious Organization

Grantee agrees that funds provided under this Agreement will not be utilized for religious activities, to promote religious interests, or for the benefit of a religious organization.

## VIII. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

## IX. WAIVER

City's failure to act with respect to a breach by Grantee does not waive its right to act with respect to subsequent or similar breaches. The failure of City to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

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## X. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between City and Grantee for the use of Funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral or written between City and Grantee with respect to this Agreement.

## XI. BINDING EFFECT

All the terms, covenants, and conditions of this Agreement shall inure to the benefits of and be binding upon successors and assigns of the parties to this Agreement.

## XII. COUNTERPARTS

This Agreement may be executed in counterparts by delivering a facsimile or secure electronic copy of the signed agreement to the other party, followed by delivery of the original documents bearing the original signatures. However, failure to deliver the original documents does not affect the enforceability of this Agreement.

**********

**SIGNATURES AND ATTACHMENT LIST ON NEXT PAGE**

IN WITNESS THEREOF, the Parties have executed this Agreement as of the date first written above.

**Pacific Chamber Orchestra**
**a California non-profit corporation**
**"Grantee"**

DocuSigned by:
**By:** Lawrence Kohl
41B57E8D3BD74FC...

**Dated:** 5/1/2023 | 3:17 PM PDT

PRINT NAME: Lawrence Kohl

TITLE: Music Director

**CITY OF LIVERMORE**
a Municipal Corporation
"City"

**By:**_____ **Dated:**_____
Brandon Cardwell
Innovation and Economic Development Director

APPROVED AS TO FORM:

DocuSigned by:
Katherine Mirassou
ASSISTANT/CITY ATTORNEY

Attachments:

| | |
|---|---|
| Exhibit A | Application for Project and Program Grant from the City of Livermore |
| Exhibit B | Insurance Requirements |

**EXHIBIT B**

**EXHIBIT A**



Applicant Name: PACIFIC CHAMBER ORCHESTRA

APPLICATION CHECKLIST - This Checklist is required and must be submitted as part of the completed Application. All Project & Program Grant applicants are required to submit the following:

One original set of the Application, collated in the following order:

- ☑ 1. Application Checklist (this page).
- ☑ 2. Start date: Do(es) the event(s) related to this project begin at least two (2) months after the application deadline?
- ☑ 3. Organizational Summary, signed by the organization's executive director, managing director, president, board chair, or other authorized officer of the organization, or by the applying artist.
- ☑ 4. If you are an organization, submit a list of current officers and Board members with their term of office.
- ☑ 5. If you are a 501(c)(3), submit a copy of your 501(c)(3) determination letter from IRS.
- ☑ 6. Application Form, beginning on page 1, continuing through the Project Budget Summary.
- ☑ 7. Notes to the Project Budget, and a detailed list of In-Kind contributions.
- ☑ 8. List of key project individuals, including principal artists and project managers, with a very brief job description (e.g., a self-explanatory job title) for each.
- ☑ 9. Resumes/biographies of key project individuals, generally one page each.
- ☑ 10. Up to four items in any combination of brochures, catalogues, performance programs, or similar organizational publications/materials; if available.
- ☑ 11. Up to four recent press reviews or articles, or similar independently generated published materials, if available. (*Note*: Calendar listings are not suitable.)
- ☐ 12. NOTE: During the review process you may be requested to submit samples of other work you have produced (work samples). See Chapter 3 – Grants for more information about work samples.

**Standards for Preparing Applications**

Please read the following carefully. Applicants are responsible for completing and submitting a full application package with all required attachments by the deadline. Incomplete applications will not be accepted for Commission evaluation.

1. Applicants must not modify the format of the application form or exceed the maximum length of any section of the form, except where otherwise noted.
2. All required attachments (except pre-printed ones) must be typed or computer-prepared in a type size that is no smaller than 12 pt. Times/Times New Roman, or 10 pt. Arial/Helvetica.
3. Complete all pages of the application form and all required attachments. (Use "N.A." if a section does not apply to your organization.) Provide information that is current as of the application deadline. Budget pages and budget notes must be complete.

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LIVERMORE
CALIFORNIA

# Project & Program Grant

City of Livermore
Office of Innovation & Economic Development
Commission for the Arts

Application Form, Instructions, and Checklist

## Applications are due on March 1 and September 1 each year

Completed grant applications must be:

- Delivered (in person or by commercial service such as FedEx, UPS, etc.) to the Office of Innovation & Economic Development c/o Commission for the Arts by 5 p.m. on March 1 and September 1, or
- Sent First Class or Priority Mail by the US Postal Service to be received at the City no later than March 1 and September 1.

Send or deliver applications to:

**City of Livermore**
**Office of Innovation & Economic Development**
**Staff Liaison for the Commission for the Arts**
**1052 S. Livermore Avenue**
**Livermore, CA 94550**

This packet contains the Application Checklist and instructions for completing the application.

**Certification**

**If applicant is an organization:**

I certify that the by-laws of this organization or a resolution of its governing body authorizes me to enter into legal agreements for the organization and to submit this application. To the best of my knowledge and belief, this organization meets the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.

Authorized Officer's Signature

2/28/23
Date

LAWRENCE KOHL
Print Name of Officer signing this form

MUSIC DIRECTOR
Title of Officer signing this form

- or -

**If applicant is an individual artist:**

To the best of my knowledge and belief, I meet the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.

Artists Signature

Date

Print name of Artist signing this form

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## Application Form: Project & Program Grants

**Submission Date:** March 1, 2023

**Amount of Grant Request:** $10,000 **Total project Budget:** $24,000

**Applicant/Organization:** Pacific Chamber Orchestra

**Applicant/Organization's Address:** PO Box 3134

Livermore, CA 94551

**Applicant/Organization's Web Site:** https://www.pacificchamberorchestra.org

**Preparer's Name and Title:** Leslie Silberman, Development and Communications Manager

**Preparer's Phone:** [redacted] Email: lsilberman@pacifichamberorchestra.org

**Address (for formal notification):** Same as above

**Describe the art form of the project or program for which support is requested (i.e. Dance, Theater, Visual Arts, Heritage, Infrastructure, Media/Fil/New Media, etc.):** Classical Music

**Briefly Describe the project or program for which support is requested**

Pacific Chamber Orchestra (PCO) is seeking funding to support its educational program which serves to:

1) Introduce elementary school students to fundamental music concepts through the "Discover Music" in-school assembly program and
2) to provide clinics and modeling performances for the middle and high school instrumental music students to nurture their growth and help the music teachers further develop their school ensembles.

PCO's educational outreach program is dedicated to achieving greater equity as far as access to and participation in the arts, thereby creating interest in school music curricula, inspiring tomorrow's musicians, and building the audience of the future. These programs place a particular emphasis on low income students and communities of color where opportunities to experience fine classical music are limited. In order to ensure that students see themselves represented by the artists, the Orchestra members conducting the assemblies and clinics represent different ethnicities, varying gender orientations, and diverse religious beliefs. Critical to the enrichment program for middle and high school clinics is the invitation for students to attend a PCO concert as a group with their music instructor, after which a discussion is held, led by the Music Director or one of clinicians, to review techniques and practices that students can model when playing with their school ensemble or other performance platforms.

**Number of people intended to reach:** 2,000 participants

**Date project is scheduled to begin:** May 1, 2023

***Note: Project events many begin no earlier than two (2) months after the application deadline***

**Date project is scheduled to end:** June, 15 2024

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Application Form – Project and Program Grants

1. **State/describe your organization's mission or provide an artist's statement. Include the kind of arts work the organization or artist has done previously and does now. How does this work relate to the proposed project/program? If yours is not an arts organization, state briefly how the arts relate to its mission (250 words)**

PCO, now in its 34th season, is a regional professional ensemble dedicated to sustaining and extending the rich heritage of classical music for a chamber orchestra of 8 to 42 musicians through inspiring performances and engaging educational programs. For classical music enthusiasts, The Pacific Chamber Orchestra (PCO) is the premier professional ensemble that gives the most exquisite concert experience due to the artistry of the conductor and musicians, the engaging repertoire and versatility of the chamber orchestra, performed in intimate and conveniently located venues.

The musicians of PCO, under the direction of founding Music Director Lawrence Kohl, have performed in the San Francisco Symphony, Opera, Ballet, Theater Orchestras, and at Skywalker Sound Studios. PCO musicians are recording artists, tour internationally in chamber music groups and make guest appearances as concerto soloists. Four sets of main concerts are performed each season. PCO is a resident company of Livermore's Bankhead Theater and also performs a concert series in Orinda.

PCO has introduced classical music to over 300,00 elementary school students, held school-day matinee full orchestra concert performances as well as holding clinics for middle and high school students. PCO's "Discover Music" targets young audiences and provides an interactive experience for learning music fundamentals, basic themes and concepts, and training the ear to distinguish between sounds. The program includes music of diverse countries, cultures, genres, styles and time periods, exposing students to the breadth of classical music. Middle and high school strings students who participate in PCO's clinics focus on refining technical skills.

2. **Describe the project or program for which you are seeking the grant. Discuss the project's origins. Describe the venue/location, the implementation process, and the timeframe. Discuss the resources – people, money, etc.- you will need to implement the project, whether you already have those resources within your organization, or, if not, how you plan to obtain them. (350 words)**

"Discover Music" has achieved a proven track record of expanding students' musical horizons, and helping teachers meet state education requirements. The "Discover Music" in-school assembly program showcases a special mixed quintet of flute, clarinet, trumpet, violin, and cello. The in-school assemblies consist of a mixed quintet of flute, clarinet, trumpet, violin and cello performed by top-notch professional musicians in an entertaining and interactive manner. The program centers around presenting a particular theme, which change from year to year, so that students can learn key concepts such as how scales are constructed, melodies are made, rhythmic elements are incorporated, and the acoustics of different instruments are recognized PCO's performers are trained educators with vast experience teaching young music students and have collectively been involved in thousands of educational assemblies. For Livermore elementary students participating in these assemblies, this experience affords an invaluable opportunity for students to gain exposure to a different genre, thus expanding their musical literacy, as well as possibly sparking an interest in playing a musical instrument.

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For the past several years, Pacific Chamber Orchestra has expanded its educational enrichment programs through holding middle and high school instrumental clinics for students in the City of Pleasanton. Livermore middle and high school music instructors have specifically requested incorporating these same clinics in order to nurture their students' development. The musicians who lead the clinics have extensive professional experience working with youth as instructors, coaches and role models. The Music Director, Lawrence Kohl, has been a music educator for over 30 years, and has conducted youth orchestras, taught "Introduction to Music" college courses, and presented classroom teacher education workshops during teacher in-service days. Leaders for these clinics are drawn from a group of seasoned PCO professionals, all of whom have a wealth of experience in music education and running these student sessions. For example, Igor Veligan, PCO Principle Violinist and PCO Concertmaster is one of the musicians who has run clinics in the past. Mr. Veligan is an Instructor at the University of the Pacific Conservatory and is a founder of and instructor at the Young Talents Music School in Sacramento.

**3. How will the requested grant be used in the planning and implementation of the project or program (500 words or less)**

The main objective of PCO's educational outreach program is to provide cultural enrichment for students that will promote increased academic success and improved social skills. The requested grant funds will be utilized to directly support both the "Discover Music" in-school assembly program and the instrumental clinics to be held for middle and high school students. The PCO staff and Board have the requisite experience and resources necessary for the program management and coordination with Livermore schools. For the "Discover Music" program, once the PCO grant request is approved, all of the Livermore school principals will be contacted and arrangements made for assemblies to be held according to school calendars and musician availability. Grant funds are used to make any and all preparations for the assemblies to be held, activities such as hiring a composer to create new music arrangements that fit the topic being covered and conducting rehearsals with musicians; developing and revising instructional materials to provide more thematic details for students and background information for teachers along with several classroom activities designed for all grades; coordinating logistics with school administrators and distributing instructional packets via email to the participating schools a few weeks in advance of the assemblies; and on the days during which the assemblies are held, using funds to cover musician fees, travel and meal expenses. Once these assemblies have been completed, PCO conducts some follow-up tasks, including asking all teachers to complete and return a "Teacher Feedback Form" and encouraging all students to send in letters and/or artwork to share their impressions of the quintet performances. The Music Director spends time reviewing all teacher forms and any other school input given in order identify and address any areas that need improvement.

Once funds are available, the Music Director will coordinate with middle and high school music instructors to arrange instrumental clinics. Dates and times are confirmed with the music instructors once the school year begins. As the instructors begin working with music students, they will identify some key areas for clinicians to address. The Music Director and music instructors will collaborate to identify goals, discuss student profiles, and develop clinics that meet students' needs and further the instructors' music programs. Clinician teams of 2-4 members (violinist, violist, cellist, bassist) will combine performance and demonstration with critiquing of student performances and instruction. In addition to helping students improve upon a mastery of their instruments. These professional musicians serve as mentors, exemplifying the results to be attained through dedication and commitment. At the conclusion of the clinics, music instructors and students will provide feedback to the Music Director, input taken into

consideration for developing future clinic topics. One Pleasanton music instructor noted, ""The clinicians were outstanding!" Critical to this enrichment process is inviting students to attend a PCO concert with their music instructor, and afterwards, to participate in a discussion led by the Music Director or clinician; in order to review techniques and practices that students can emulate when playing with their school ensemble or other performance groups.

4. **Describe how the program or project specifically addresses one or more of the main strands *found in the Cultural Arts Master Plan (250 words or less)***

The PCO "Discover Music" program closely aligns with Strand 3 of the Livermore Commission for the Arts' Cultural Arts Plan, "Creative Livermore." According to the plan's community vision over the next several decades, "Livermore is a regional destination for the arts with a flourishing cultural ecosystem that encourages participation and inspires diverse, thought, conversation, and connection" (Livermore Independent, June, 2022). "Creative Livermore," if opted would leverage a foundation already built of cultural arts engagement to create a stronger sense of community and emphasis on life-long learning. In doing so, this plan would support a diverse range of publicly accessible opportunities for all residents, businesses and visitors to participate, with a special focus on youth involvement. PCO's outreach programs were created to reinforce arts and culture sectors and educational partnerships with community organizations. Pacific Chamber Orchestra's clinics address Goal 2 of the City's Cultural Plan, which calls for Pleasanton to "Expand arts learning opportunities to match needs of residents of all ages." PCO's vision also speaks to Goal 1 of the City's Cultural Plan, which calls for Pleasanton to "Enhance arts and cultural programming . . . " PCO's education program focuses on Pleasanton music students who perform in concerts for their schools and sometimes for the community. PCO clinics are designed to increase the technical proficiency of all the string ensemble members by providing exceptional music demonstration and instruction, mentored by world class musicians who are skilled educators. PCO provides students and teachers with specific exercises for the techniques covered.

5. **List the individual (s) or organization(s) you will be partnering with on this project. Be specific regarding the support, both financial and in-kind, they will be providing.**

**Lawrence Kohl, Music and Executive Director** manages the overall program design and execution, including leading, narrating, conducting and performing in these "Discover Music" assemblies as well as overseeing the instrumental] clinic program for middle and high school music students by identifying and scheduling sessions for music instructors and PCO clinic leaders to work with students on specific techniques and concepts.

**Leslie Silberman, Development and Communications Manager,** supports the administration, coordination and communication elements of this program in order to ensure ongoing success.

**Performing musicians** are professional ensemble members of the Pacific Chamber Orchestra.

**Professional Composers/Arrangers** are hired as needed to help Music Director in composing arrangements of musical selections for specific theme being presented.

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## Application Form - Project & Program Grants

Project/Program Budget Worksheet *(enter N/A if item does not apply.*
**PROJECT SUPPORT** *(Do not include in-kind support)*

| Earned Revenue | Amount | Notes |
|---|---|---|
| Ticket Sales/Admissions | $ N/A | |
| Tuition/Workshop fees | $ N/A | |
| Other: | $ | |
| **Subtotal: Earned Revenue** | $ | |

| Contributed Income | Amount | In-hand | Pending |
|---|---|---|---|
| Contributions *(Individuals/Businesses)* | $ 2,000 | $ 2,000 | $ 0 |
| Grants *(Foundations/Government other than City)* | $ 8,000 | $ 3,000 | $ 5,000 |
| City of Livermore *(other than this grant request)* | $ | $ | $ |
| Other: | $ | $ | $ |
| **Subtotal: Contributed Income** | $ 10,000 | $ 5,000 | $ 5,000 |

| | |
|---|---|
| **Project & Program Grant Amount Requested** | $ 10,000 |
| **Total Project Support** (Revenue + Income + Grant) | $ 20,000 |

**PROJECT EXPENSE** *(Do not include in-kind expense)*

| Personnel | Amount | Notes |
|---|---|---|
| Artistic | $ 13,000 | Includes: Music Director, Quintet musicians & narrator, clinicians, composer, etc. |
| Production | $ | |
| Administrative | $ 4,400 | Includes: Program development, educational activities, development, coordination and scheduling, etc. |
| Other: *(describe in Notes)* | $ 2,000 | Student group tickets to PCO concert |
| **Subtotal: Personnel** | $ 19,400 | |

| General | Amount | Notes |
|---|---|---|
| Venue Rental | $ | |
| Materials and Supplies | $ | |
| Marketing and Promotion | $ | |
| Transportation/Meals | $ 600 | Required in union contract |
| Insurance | $ | |
| Other: *(describe in Notes)* | $ | |
| **Subtotal: General** | $ 600 | |

| | |
|---|---|
| **Total Project Expenses** (Personnel + General) | $ 20,000 |
| **Project Surplus (Loss)** *(Total Support minus Total Expense)* | $ 0 |

**Matching Funds**

All Project and Program Grant applicants must provide at least a dollar-for-dollar (one-to-one) match for the grant award, no less than 50 percent of which must be a cash match. The cash match must be from sources other than the City of Livermore.

In-kind contributions are allowed as part of the match only on the following limited basis:

1. In-kind contributions cannot be used for more than half of the required match, in other words, they cannot represent more than 50 percent of the value of the grant award; and,
2. The value of in-kind contributions, i.e., goods and services, must offset line item expenditures in the project budget and their value must be documentable with invoices or billing statements.

In-kind contributions must be listed below or on a separate sheet attached to the Budget Notes.

| Source | Description | Fair Market Value |
|---|---|---|
| California Arts Council | Cash Government Grant | $ 2,000 |
| Alameda County | Cash Government Grant | $ 1,000 |
| Individual Donations | Cash Donations | $ 2,000 |
| Foundations, Service Clubs | Cash Foundation grants | $ 5,000 |
| | | $ |
| | | $ |

Requested Grant Amount: $ 10,000

Cash Match Amount: $ 10,000

In-kind Match Amount: $ 0

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***REVIEW- January 2020- Pacific Chamber Orchestra Performs Handel's Masterpiece Messiah***

I am actually not a Handel fan. When it comes to the Baroque, I'd usually rather listen to Bach or Vivaldi. But Messiah, performed with all the passion and expert musicianship it deserves by the Pacific Chamber Orchestra this weekend (November 30, December 1), is an exception. When done well it is one of the most transporting musical and theatrical experiences I ever have – and it works its magic on me year after year.

On Saturday night I sat in rapt attention in the beautiful Lafayette-Orinda Presbyterian Church and, from the moment tenor sang his first plaintive words, "Comfort ye, comfort ye my people," I found myself hanging on every syllable and was completely swept away. In fact, each of the solo voices was extraordinary in its beauty and power to move. The tenor, Ricardo Garcia, was at times lilting and lyrical, at times intense with excitement. The bass, Ben Brady, felt like the voice of God when singing about him. The alto, mezzo-soprano, Silvie Jensen, was alternately piercing and dramatic and gentle and embracing. And the soprano, Marnie Breckenridge, soared, sometimes like a humming bird and sometimes like an eagle carrying us higher and higher in sound and emotion.

***"This group of performers led with so much talent and enthusiasm by the ebullient Lawrence Kohl has what it takes."***

The work in its entirety runs 3.5 hours, and I thought the cuts that Maestro Lawrence Kohl, PCO's Director, made to perform it at a reasonable 2.5 hours instead worked beautifully, bringing to my attention certain parts of the work that I realized I'd never really listened to before. Another successful innovation was having all four soloists singing together, "Their sound is gone out," instead of by the chorus! There is no place in the original version where we hear all four voices performing as a quartet and the effect here is thrilling.

I also appreciated hearing Messiah performed with a chamber rather than a symphony-sized orchestra. It allowed me to hear the instruments and their pairings with each other and with the voices more clearly which made the whole experience more intimate and personal.

Finally, there was for me the surprise of an encore performance of the Hallelujah chorus with chorus members dispersed throughout the church and we, the audience members, invited to join in. As I plunged ahead with the illusion that I knew exactly what I was in for, I was stunned by the complexity of it – nothing I ever fully appreciated before with the sound in front of me instead of all around me. It left me exhilarated and exhausted and – as the work is meant to do – in awe.

This is the second concert of the Pacific Chamber Orchestra I've attended, the first being an impressive performance of Beethoven's 9th Symphony. Living in Marin as I do, and with so much wonderful music happening in San Francisco and Berkeley, it takes a lot to get me through the Caldecott Tunnel for a concert. This group of performers led with so much talent and enthusiasm by the ebullient Lawrence Kohl has what it takes.

***JULIE MOTZ***
***Host of ART'S DESIRE – KWMR – FM***
***Pt. Reyes Radio Station***

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# PCO REVIEWS

## What the Critics Are Saying

Electrifying performances. The ensemble, under Kohl's avid direction, gave just the right blend of public rhetoric and intimate delicacy.
**San Francisco Chronicle**

Kohl painted the music in bold primary colors lending a muscular account that never dawdled. Kohl possesses superior podium instincts and selects repertoire with an ear for avoiding the obvious.
**San Francisco Examiner**

Precision, power, beauty under Maestro Kohl's masterful leadership.
**Lamorinda Weekly**

True flair. Kohl's reading threw the overture's sudden, full force orchestral chords into stark relief...the ending seemed to stop time.
**Oakland Tribune**

Mozart could not have been in better hands.
**San Leandro Times**

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## What the Audiences Are Saying

**From anonymous surveys:**

"[I was] mesmerized by the brilliance of the performance."

"The performance was emotionally engaging, filling my senses, and moved me to tears and to joy; the conductor's and performers' joy and commitment to the composition felt very inviting."

"Flawless interpretation, emotionally and spiritually moving."

"It really was an evening of renewal. All the frustrations, fears and loneliness of the last 16 months [of COVID-19 lockdown] disappeared."

"Enriched, renewed, inspired."

"Great selections, beautifully played, enthusiastic/joyful presentation and audience"

"An opportunity to hear a first-class orchestra close to home. No need to cross the bridge or deal with traffic.

The venue was very comfortable and safe in today's health climate issues."

"Very uplifting, spirited, and profound! "

"Thrilling."

## What Teachers Are Saying (about elementary school assemblies):

"Entertaining and educational."

"Perfect balance of talking and playing. Kids loved it and were very engaged."

"Awesome!"

"PLEASE COME AGAIN!!!"

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COMMUNITY
May 17, 2022 | Volume 6, Number 5

**https://www.hacienda.org/news-events/hacienda-online/pulse/2022/community/pacific-chamber-orchestra-looks-ahead-new-concert-season**

# Pacific Chamber Orchestra Looks Ahead to New Concert Season

By Hacienda Pulse Staff Writer

Pacific Chamber Orchestra (PCO), a premier professional ensemble based in Livermore, was co-founded in 1989 by Music Director and Conductor Lawrence Kohl. Throughout the year, this regional

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ensemble of eight to 42 experienced, professional musicians enriches local communities with inspiring performances, versatile repertoire ranging from Baroque to classical symphonies of Mozart, Beethoven, and Brahms to more contemporary works, along with engaging educational programs. For the upcoming 2022-2023 season, PCO will perform a series of four concerts held at Livermore's Bankhead Theater and St. Stephens Episcopal Church in Orinda.

"PCO blends the intimate clarity of chamber music with symphonic power to create an enticing palate of tonal textures," says Leslie Silberman, Development and Communications Manager. "Maestro Kohl's concert programs are uniquely designed to illuminate the connecting musical threads of works performed. PCO's main thrust is to bring the finest musicians to the Tri-Valley and Lamorinda regions, so that top artistic quality can be experienced by local audiences in an accessible, intimate fashion."

On September 17 and 18, the PCO concert series opens with the program Courageous, featuring captivating folk music and dances from Ukraine and other Central and Eastern European regions. On November 26 and 27, the Glorious program will uplift audiences with the sublime melodies and thrilling voices of Handel's beloved "Messiah" led by Chorus Master Dwight Stone. A third, bonus performance of the Glorious program will be performed at a Pleasanton venue

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on November 25 although this performance is not included in the season ticket package and requires a separate purchase.

In 2023, the Passionate program on March 25 and 26 will include Piazzolla's "The Four Seasons of Buenos Aires" along with works by Telemann, Corelli, and Vivaldi. On May 20 and 21, PCO's Refreshing program will include Handel's "Water Music Suite," along with two delightful English works by Sir Edward Elgar and Gordon Jacob's "Little Symphony." Season tickets are now available for purchase. Individual tickets go on sale to the general public on July 18.

Last year, PCO launched the Dream American program, a reading workshop of new works by emerging composers which represent an aspect of American cultural heritages and diversity. This successful program is returning this fall, according to Silberman. "One of the exclusive benefits of PCO season ticket holders is a special invitation to attend these composer workshops and witness the readings first-hand."

PCO provides free in-school educational assemblies for over 12,000 elementary students in multiple school districts that introduce students to basic music fundamentals, as well as holding clinics for middle and high school strings students and full orchestra school-day matinee performances, notes Silberman. Recently, PCO hosted a full house of 370 second- through fifth-grade students, teachers, and parent chaperones from four different Pleasanton schools for a matinee performance held at the Amador Theater.

Prior to the concert, all of the teachers of students attending were provided with instructional materials to help familiarize students with various instruments, concepts and themes being presented, along with pre- and post-concert activities

and projects included to help deepen their overall musical experience. These educational programs are made possible by grants from the City of Pleasanton.

"PCO strives to expand its reach in our surrounding communities and promote support of our organization not only through ticket sales and grants, but also through individual and corporate donations in addition to sponsorship opportunities," says Silberman. "As part of this ongoing effort, PCO will extend special discounts to Hacienda businesses and community members as a show of appreciation for our long-standing relationship."

For more information about Pacific Chamber Orchestra, please visit pacificchamberorchestra.org or its Facebook page at www.facebook.com/PacificChamberOrchestras.

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Pacific Chamber Orchestra

Lawrence Kohl, Music Director

## Board of Directors – as of January 12, 2023

[redacted]

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Internal Revenue Service
P. O. Box 2508
Cincinnati, OH 45201

Department of the Treasury

Date: May 12, 2017

Person to Contact: #0196814
Ms. Benjamin
Toll Free Telephone Number:
877-829-5500
Employer Identification Number:
94-3105631
Group Exemption Number:
3680

PACIFIC CHAMBER ORCHESTRA
PO BOX 3134
LIVERMORE, CA 94551

Dear Sir or Madam:

This is in response to your request dated May 1, 2017 for information about your tax-exempt status.

Our records indicate we issued a determination letter to you in February 1995, and that you're currently exempt under Internal Revenue Code (IRC) Section 501(c)(3).

We also recognized the subordinates on the list you submitted as exempt from federal income tax under IRC Section 501(c)(3).

For federal income tax purposes, donors can deduct contributions they make to you as provided in IRC Section 170. You're also qualified to receive tax deductible bequests, legacies, devises, transfers, or gifts under IRC Sections 2055, 2106 and 2522.

Because IRC Section 170(c) describes your subordinate organizations, donors can deduct contributions they make to them.

Please refer to www.irs.gov/charities for information about filing requirements. Specifically, IRC Section 6033(j) provides that, if you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked on the filing due date of the third required return or notice.

In addition, each subordinate organization is subject to automatic revocation if it doesn't file a required return or notice for three consecutive years. Subordinate organizations can file required returns or notices individually or as part of a group return.

For tax forms, instructions, and publications, visit www.irs.gov or call 1-800-TAX-FORM (1-800-829-3676).

If you have questions, call 1-877-829-5500 between 8 a.m. and 5 p.m., local time, Monday through Friday (Alaska and Hawaii follow Pacific Time).

Sincerely yours,

Stephen A. Martin
Director, Exempt Organizations
Rulings and Agreements

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LAWRENCE KOHL

[redacted]

## PROFESSIONAL EXPERENCE

**Pacific Chamber Symphony, Livermore, CA** **1989 - Current**

Founding Music Director/ CEO, Part-time

- Develop and nurture organizational structure, cultivate board, design and implement budgets
- Create implement fundraising drives, grants, donor development, marketing and operations
- Determine artistic vision, programming, musicians, venues, and scheduling of performances
    - Over the 33 year history performances have been held San Francisco, Napa, Alameda and Contra Costa counties.
    - Reviews: "gloriously rich...intimately delicate…electrifying performances"
- Develop educational programs: youth orchestra, clinics for music students and elementary school assembly programs that have reached over 200,000 students

**Lamorinda Arts Council, Orinda** **January 2014 – 2021**

Board Chair and past chair; Volunteer position

- scaled organization by 3X, serving 52k from 17k
- added literary arts to the overall mission
- reshaped the organizational structure adding a Community Engagement Committee that liaisons with governmental departments, partners with artists and artistic organizations, provides grants
- rebranded organization with new logo with matching style sub logos for each of 8 different programs
- developed and launched: Short Documentary Film Festival, Poet Laureate post, monthly professional poetry readings, Art Embraces Words combining Art with new author presentations, Incubator program to nurture new arts organizations, curation of new gallery, Arts Ambassadors for Lafayette and Moraga
- Eliminated non-productive programs
- Replaced a less successful fund raising event with one that produced 10X the income
- Designed position and hired organization's first managing director
- Revised bylaws, modernized structure with clarification of board/management roles & responsibilities, officer term limits, etc. to professionalize the organization

**Thorpe Family Law** **October 2013 - 2015**

Independent Contractor

- Data Mining, research, and analysis in complex cases
- Scenario dependent solutions and recommendations
- Compile, organize, summarize materials and documents

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**Ohlone College, Fremont, CA** **1985 - 2002**
Instructor – Part-time

- Philosophy: Medical Ethics
- Music: Developed and conducted
  - Community Orchestra
  - Summer Pops Orchestra

**Chabot College, Hayward, CA** **1984 – 1994**
Instructor – Part-time

- Philosophy and Logic:
  - Introduction to Philosophy
  - Theory of Knowledge
  - Logic
- Humanities:
  - American Style
  - Classic Mythology
- Music:
  - Developed and Conducted Community Band
  - Woodwinds instructor

## EDUCATION

**University of California at Los Angeles**, Ph.D. Candidate in Systematic Musicology
**San Jose State University,** Master's in Philosophy
**Dominican University of San Rafael,** Master's in Music
**San Jose State University**, Bachelor of Arts, Philosophy Major; Music and Mathematics Minors

## Awards and Special projects (selected)

- Received the 2016 Arts Recognition Award from the Arts and Cultural Commission of Contra Costa County
- Conceived and directed a special rendition of Carol of the Bells for marketing company AKQA which was awarded a Silver Lion at the Cannes International Marketing Festival.
- Awarded Grants from the City of Hayward, City of Dublin, Pleasanton Unified School District and the Livermore Valley Unified School District to develop and implement in-school assembly concerts which included instruction packets for teachers
- Performed for the 60th Anniversary Celebration of the United Nations – Awarded commission work Anthem for the UN
- Music Department's first Chancellor's Fellow – University of California at Los Angeles
- Awarded a Full Fellowship as bass-clarinetist for the Aspen Music Festival

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LESLIE E. SILBERMAN
[redacted]

## NONPROFIT LEADERSHIP EXPERIENCE

**PACIFIC CHAMBER ORCHESTRA,** LIVERMORE, CA **2022- PRESENT**

**DEVELOPMENT AND COMMUNICATIONS MANAGER**

Administrate and execute development, communications, marketing, public relations and educational outreach projects to reinforce brand messaging and to increase community and patron engagement. Identify, cultivate and manage key strategies for attracting and building audiences, building donor relationships and pursuing new funding opportunities to support artistic programs.

**PAWS IN NEED,** SAN RAMON, CA **2019 - PRESENT**

**BOARD MEMBER - DEVELOPMENT AND MARKETING DIRECTOR**

Promote the all-volunteer-led organization's mission to improve animal welfare in the Tri-Valley area, through sustaining critical programs that offer direct access for local underserved populations to affordable veterinary services. Implement methods to raise community awareness and increase opportunities to secure grant funding.

**GRANADA HIGH SCHOOL,** LIVERMORE, CA **2019 - 2020**

**GRANT CO-CHAIR, SAFE AND SOBER GRAD NIGHT 2020 COMMITTEE**

Collaborated with Livermore and Granada High School Committee Chairs to solicit and secure funds from community organizations in order to celebrate and honor the graduating seniors in the Class of 2020.

**CONGREGATION BETH EMEK,** PLEASANTON, CA **2003 – 2016**

**BOARD OF DIRECTORS MEMBER AND MANAGING EDITOR FOR QUARTERLY NEWSLETTER**

- Two terms on Board of Directors as Adult Education and Programs Chair (2012-2016)
- One term on Board of Directors as Youth Education K-12 Committee Co-Chair (2008-10)
- Two terms on Board of Directors as Preschool Committee Co-Chair (2003-2006)
- Four years as Managing Editor of *Hagafen*, quarterly newsletter (2008 – 2012)

## PROFESSIONAL EXPERIENCE

**CENTURY BUSINESS SERVICES,** SAN RAMON, CA **1998 – 2003**

**MARKETING DIRECTOR**

Directed all marketing, communications, and public relations activities for an accounting and consulting firm specializing in providing financial advisory and outsourced business services to healthcare providers.

**NORTH COAST MEDICAL,** SAN JOSE, CA **1994 – 1995**

**PRODUCT MANAGER**

Managed multiple product lines for national distributor selling wholesale ergonomic and adaptive products to health care professionals and directly to clients. Conducted product line evaluations to improve catalog content and strengthen competitive edge as well developing marketing and public relations campaigns.

**MEDCHOICE,** OAKLAND, CA **1989– 1991**

**MARKETING ASSOCIATE**

Oversaw all production and budgetary phases of print advertising materials for wholesale medical and dental supply distributor. Created direct mail materials that consistently generated 20-40% response rates as well as coordinating sales promotional activities for seven retail store locations.

## EDUCATION

**Master of Business Administration,** Marketing, **1993**
Saint Mary's College of California, Moraga, CA

**Bachelor of Arts**, Biopsychology, **1987**
Vassar College, Poughkeepsie, NY

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Pacific Chamber Orchestra

Lawrence Kohl, Music Director

## Teacher Feedback Form

### Pacific Chamber Orchestra Quintet Assembly and Acoustic Educational Packet

School Name: _____ Location: _____

Teacher's Name: _____ Grade: ____ No. of Students_____

Email Address: (if you would like to stay informed about our concerts and events):

_____

1) What was your overall opinion of the assembly?

_____

2) What was your overall opinion of the educational packet?

_____

3) Would you like to have a Pacific Chamber Orchestra assembly again? Yes _____ No _____

4) Did you like the selections of classical music? Yes _____ No_____

5) Would you like the program to have an educational theme that changes each visit to your school? Yes_____

No_____

6) Did you like the mix of orchestral instruments in the assembly? Yes_____ No_____

If your answer was "No" to any of the above questions, please briefly explain:

_____

Answer, if applicable:

7) a) How many of your students play in the school Band _____ or Orchestra? _____

b) How many students would like to play a school musical instrument in the future? _____

c) How many students would choose each instrument: _____ Flute ____ Clarinet ____ Saxophone

____Trumpet ____Trombone ___Violin ____Cello ____Drums ____Piano ____ Other

8) Do you have other feedback or any suggestions for the future to share? If so, please describe.

_____

_____

_____

Please return this form via email to: education@pacificchamberorchestra.org or send by mail to:
Pacific Chamber Orchestra, PO Box 3134, Livermore, CA 94550

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**Comments from first grade students at Donlon Elementary, Pleasanton**

"It was the best thing ever!"

"Thank you for teaching us instruments. I love them."

"My favorite instrument was the cello. The other instruments had a magnificent sound."

"Your performance was amazing."

"Just when I thought the song would end BOOM!"

"I liked your music. It was 1000% out of 100%."

"It was awesome and musical."

"I hope you come again or come next year!"

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March 25 & 26

# Passionate

*Experience the passion of Piazzolla's Nuevo Tango and the beautiful sounds of Telemann, Corelli, and Vivaldi*

May 20 & 21

# Refreshing

Immerse yourself in the refreshing English works of Handel, Haydn, Sir Edward Elgar, and Gordon Jacob

**Lamorinda - St. Stephen's Church**
Saturdays 7:30pm

***Livermore - Bankhead Theater***
Sundays 3:00pm

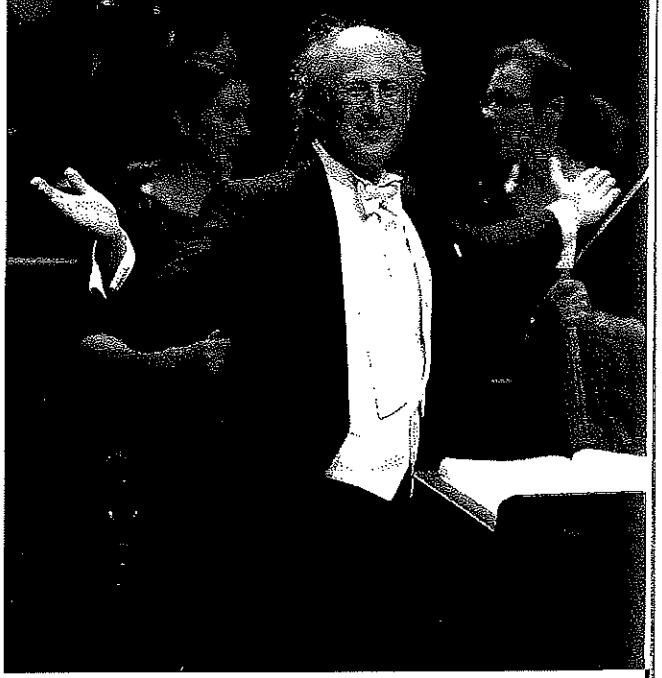
*Engage with us on social media at*

Pacific Chamber Orchestra
Lawrence Kohl, Music Director

*Artistry Passionately Shared*

Order tickets: pacificchamberorchestra.org

# 2022 2023 SEASON



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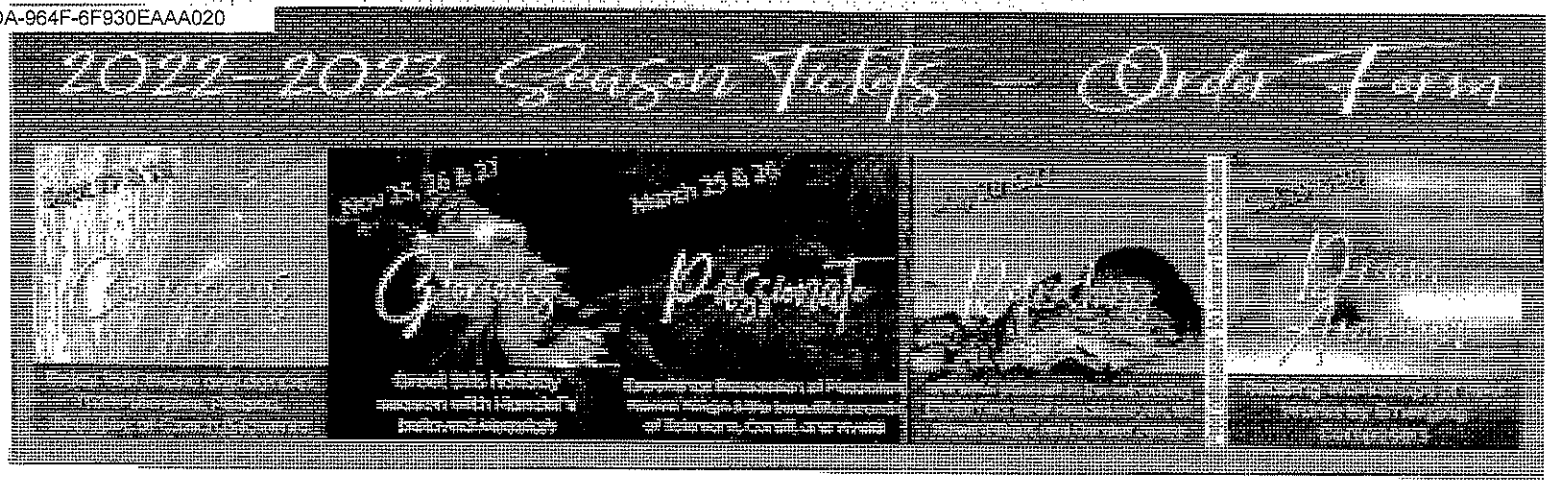
# 2022-2023 Season Tickets — Order Form

BIGGEST DISCOUNTS FOR THE BEST SEATS

TICKET EXCHANGE BETWEEN VENUES

GUARANTEED TOTAL SEATS FOR SEASON

SPECIAL EVENT INVITATIONS



## Lamorinda

Venue St. Stephens Episcopal Church
66 St. Stephens Dr, Orinda
*Saturdays, 7:30pm*

### Four Concert Series

| | Season | Quantity | Total |
|---|---|---|---|
| Adult | $175 | | |
| Student | $80 | | |
| | Donation to PCO | + | |
| | GRAND TOTAL | = | |

Or order by credit card online at:
**PacificChamberOrchestra.org**

### For Lamorinda Series Only

Please send Payment and Form to:
Pacific Chamber Orchestra
PO Box 3134 Livermore, CA 94551

Please make check payable to:
**Pacific Chamber Orchesta** & include your name, address, phone and email.

## Tri-Valley

Venue Bankhead Theater
2400 First Street, Livermore
*Sundays, 3:00pm*

A Resident Company in Livermore

### Four Concert Series Prices and Seating

☒ $250 ■ $190 ▩ $140 ☐ Student: $80

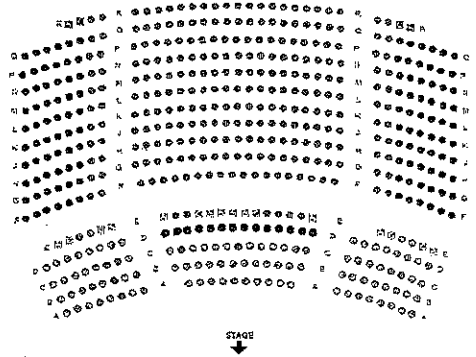
Seating Placement
☐ Same Seats ☐ Best Available ☐ Special Needs

| | Price | Quantity | Total |
|---|---|---|---|
| Adult | | | |
| Student | | | |
| | Donation to PCO | + | |
| | GRAND TOTAL | = | |

Single tickets from the four concert series will be available starting July 18th at the Bankhead Theater box office.

For more seating information call (925) 373-6800
or visit **www.livermorearts.org**

BANKHEAD THEATER




### For Tri-Valley Series Only

Please send Payment and Form to:
LVPAC
Bankhead Theater Ticket Office
2400 First Street, Livermore, CA 94550

Please make check payable to **LVPAC** & include name, address, phone and email.

Pacific Chamber Orchestra
Lawrence Kohl, Music Director

*Artistry Passionately Shared*

Please consider supporting PCO's inspiring vital performances with a tax-deductible contribution by including a donation with your ticket, online at PacificChamberOrchestra.org, or by mail to:

Pacific Chamber Orchestra
P.O. Box 3134
Livermore, CA 94551

PCO is a 501c3 non-profit EIN 94-3105631

EXHIBIT B

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Immerse yourself in the refreshing English works of **Handel, Haydn, Sir Edward Elgar,** and **Gordon Jacob**

Pacific Chamber Orchestra

Lawrence Kohl, Music Director

*Artistry Passionately Shared*

**Tickets at: PacificChamberOrchestra.org**

**Sat. May 20 | 7:30pm**

St. Stephens Episcopal Church, *Orinda*

**Sun. May 21 | 3:00pm**

Bankhead Theater, *Livermore*

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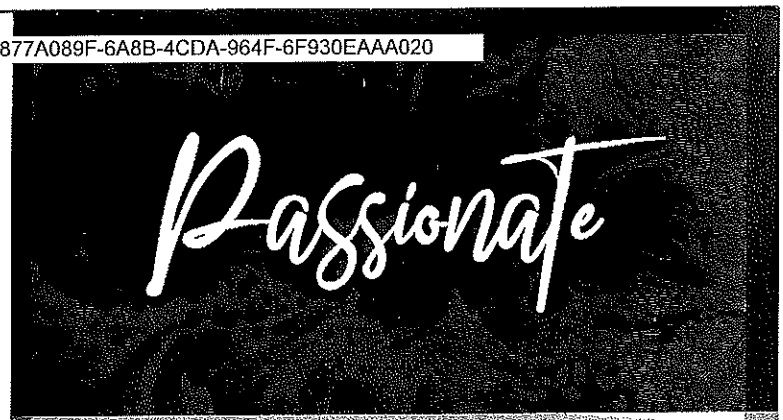


Experience the passion of
**Piazzolla's** Nuevo Tango
and **Telemann, Corelli**
**and Vivaldi**

Pacific Chamber
Orchestra
Lawrence Kohl, Music Director

*Artistry Passionately Shared*

**Tickets at: PacificChamberOrchestra.org**

**Sat. March 25 | 7:30pm**
St. Stephens Episcopal Church, *Orinda*

**Sun. March 26 | 3:00pm**
Bankhead Theater, *Livermore*

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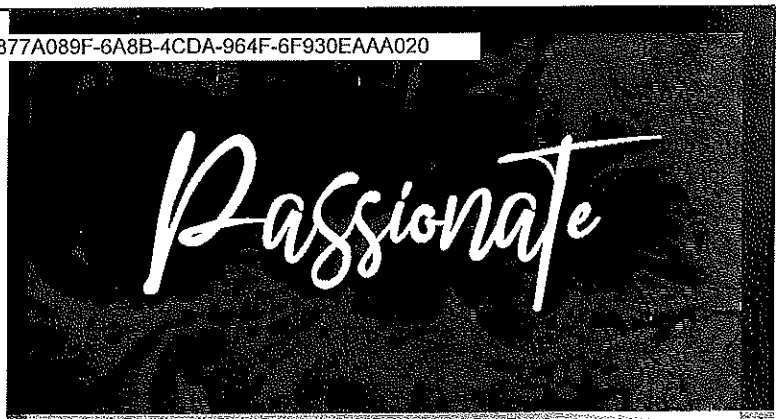


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Pacific Chamber
Orchestra
Lawrence Kohl, Music Director

*Artistry Passionately Shared*

**Tickets at: PacificChamberOrchestra.org**

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St. Stephens Episcopal Church, *Orinda*

**Sun. March 26 | 3:00pm**
Bankhead Theater, *Livermore*

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# EXHIBIT B

## INSURANCE REQUIREMENTS

**Minimum Scope and Limits of Insurance**
Consultant/Contractor shall maintain limits no less than:

Commercial General Liability, including operations, products and completed operations, as applicable: **$1,000,000/$2,000,000** aggregate per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability or other form of insurance with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

**Deductibles and Self-Insured Retention**
All self-insured retentions (SIR) must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any self-insured retention (SIR) provision shall provide, or be endorsed to provide, that the SIR may be satisfied by either the named insured or the City of Livermore. The City of Livermore reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of right to exercise later.

**Acceptability of Insurers**
Insurance is to be placed with insurers with a current A.M. Best rating of no less than A: VII and accepted to do business in the State of California, unless otherwise acceptable to the City of Livermore.

**Other Insurance Provisions**
The general liability policies are to contain, or be endorsed to contain, the following provisions:

1. The City of Livermore, its officers, officials, employees, and designated volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Consultant/Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City of Livermore, its officers, officials, employees, or volunteers.
2. The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. The additional insured coverage under the Consultant's/Contractor's policy shall be primary and non-contributory and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as ISO Form CG 20 10 04 13. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City of Livermore before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.
3. Any failure to comply with reporting or other provisions of the policy,

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including breaches of warranties, shall not affect coverage provided to the City of Livermore, its officers, officials, employees, or volunteers.

4. The Consultant's/Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party before expiration of the policy unless notice is delivered in accordance with policy provisions.
6. It shall be a requirement under this agreement that any available insurance proceeds broader than, or in excess of, the specified minimum insurance coverage requirements and/or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.
7. Certificate Holder section of the insurance certificate should read: City of Livermore, 1052 S. Livermore Avenue, Livermore, CA 94550.

**Verification of Coverage**

Consultant/Contractor shall furnish certificates of insurance and endorsement(s) effecting coverage to the City of Livermore for approval. The endorsements shall be on forms acceptable to the City of Livermore. All certificates and endorsements are to be received and approved by the City of Livermore before work commences. The City of Livermore reserves the right to require complete and certified copies of all insurance policies required by this Agreement.

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# AGREEMENT BETWEEN CITY OF LIVERMORE AND SPARC THEATER FOR FISCAL YEAR 2023-24 PROJECT AND PROGRAM GRANT AGREEMENT

This AGREEMENT, entered into this ____ day of _____, 2023, between the City of Livermore, a municipal corporation ("City"), and SPARC Theater, DBA Shakespeare's Associates, Inc, a California non-profit Corporation ("Grantee").

## RECITALS

A. City created Project and Program Grants for the purpose of encouraging programs for the cultural enrichment in the City of Livermore.

B. The primary goal of the Project and Program Grant Program is to serve one or more of the main strands found in the Cultural Arts Master Plan, artsALIVE!, adopted by City Council Resolution number 2007-109 on June 11, 2007.

C. The Commission for the Arts reviews all Project and Program Grant applications and provides City Council with recommendations for funding. Funding is not authorized until City Council approves the Commission for the Arts' funding recommendations evidenced by City's signature on this agreement.

D. Grantee has applied to City for funding for a project or program to support the upgrade and installation of lighting equipment for the outdoor theater venue for the summer 2023 season ("Project").

E. City wishes to engage Grantee to assist City in utilizing Public Art Fee fund money to provide art projects and programs to Livermore residents.

F. City and Grantee understand that the Project and Program Grant shall be administered consistent with the procedures, standards, regulations, and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

## AGREEMENT

NOW THEREFORE, City and Grantee hereby agree that the aforementioned recitals are true and correct, and in recognition of the mutual consideration provided herein, further agree as follows:

### I. SCOPE OF SERVICE

A. Activities

Grantee is responsible for administering the Project and Program Grant in a manner satisfactory to City, and consistent with the standards, terms and conditions imposed by the 2008 Art in Public Places Program Policy and Procedures Manual,

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Cultural Arts Master Plan, and herein. The Project will include the following activities eligible under the Project and Program Grant Program: upgrade and installation of lighting equipment for the outdoor venue for the summer 2023 season.

1. *Project and Program Delivery*: Grantee agrees to the goals and performance standards as defined below and outlined in the Grantee's Project and Program Grant application attached as Exhibit "A".

2. *Service Objective:* to support the upgrade and installation of lighting equipment for the outdoor venue located at Darcie Kent Vineyards for the summer 2023 season. ("Activities").

3. *General Administration:* The Funds for the Activities are to be administered under the direction of the Grantee's Executive Director and shall comply with the procedures, standards, regulations and guidelines for Project and Program Grants, including the 2008 Art in Public Places Program Policy and Procedures Manual and the Cultural Arts Master Plan.

B. Budget

City will grant, and Grantee will use, funds in the amount of $10,000 ("Funds") to perform the Activities consistent with the terms and conditions of this Agreement, the 2008 Art in Public Places Program Policy and Procedures Manual, and the Cultural Arts Master Plan.

C. Performance Monitoring

City will monitor Grantee's performance against the project or program description outlined in the Grantee's Project and Program Grant application attached as Exhibit "A". Substandard performance as determined by City will constitute non-compliance with this Agreement.

## II. TIME OF PERFORMANCE

Grantee shall complete its Activities within one year of the date of execution of this Agreement. If Grantee requires an extension of time for full performance, it may request an extension from the Commission for the Arts. The decision of the Commission for the Arts shall be final.

## III. PAYMENT

It is expressly agreed and understood that the total amount of the Funds available from City to Grantee for the Activities under this Agreement shall not exceed $10,000.

The City shall disburse the Project & Program Grant in three installments: 30 percent in advance, 40 percent once material progress can be shown and evidence of the matching grant cash requirement has been submitted, and the final 30 percent after a satisfactory Final Report has been filed. The Project & Program subcommittee of the Commission for the Arts has sole discretion to decide whether each of these milestones has been reached.

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## IV. **NOTICES**

Any notice required or permitted under the terms of this Agreement shall be effective upon receipt in writing either by personal service upon the authorized agent for the party, or by mailing the notice via U.S. Mail to the party as follows:

City: City of Livermore
Attn: Brandon Cardwell, Commission for the Arts Staff Liaison
1052 S. Livermore Avenue
Livermore, California 94550

Grantee: SPARC Theater, dba Shakespeare's Associates, Inc.
Attn: Lisa A. Tromovitch
2172 Railroad Ave
Livermore, CA 94550

## V. **GENERAL CONDITIONS**

### A. General Compliance

Grantee agrees to comply with the requirements of state and local laws and regulations governing the Funds available under this Agreement. Grantee also agrees to comply with all additional regulations and policies issued pursuant to these regulations. Grantee further agrees to utilize the Funds available under this Agreement to supplement, rather than supplant, funds otherwise available. Furthermore, with respect to the performance of Activities under this Agreement, Grantee agrees to comply with all federal, state and local laws, statutes, rules and regulations pertaining to the performance of those Activities.

### B. Independent Contractor

Nothing contained in this Agreement is intended to, nor shall be construed in any manner to, create or establish the relationship of employer/employee between the parties. Grantee shall at all times remain an Independent Contractor with respect to the services to be performed under this Agreement. City shall be exempt from payment of all Unemployment Compensation, FICA, retirement, life and/or medical insurance, and Workers' Compensation Insurance as Grantee is an Independent Contractor.

### C. Hold Harmless

Grantee agrees to defend, indemnify, and hold City, its elected officials, officers, directors, employees, agents, and designated volunteers harmless from and against any and all loss, liability, damage, including reasonable attorney’s and expert fees and/or court costs, arising out of the performance of the Activities under this Agreement, except for the gross negligence and willful misconduct of City, its elected officials, officers, directors, employees, agents, and designated volunteers.

### D. Insurance

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Grantee shall procure and maintain insurance for the duration of the contract in the amounts and under the terms set forth in Exhibit "B" against claims that may arise from or in connection with this Agreement and performance of the Project. Upon reasonable written notice, Grantee shall comply with any changes in the amounts and terms of insurance as may be required from time-to-time by the City of Livermore Risk Manager.

E. City Recognition

Grantee shall acknowledge City's financial support in all appropriate materials and media. The acknowledgment shall read, "Supported in part by a grant from the City of Livermore" or similar language, unless the City of Livermore is a part of a list of supporters. In the latter case, the acknowledgement may say only "City of Livermore." Grantee shall display the City of Livermore's logo whenever other sponsor logos are displayed, and in accordance with the City of Livermore's logo use guidelines.

F. Amendments

City or Grantee may amend this Agreement at any time provided such amendments make specific reference to this Agreement, and are executed in writing, signed by a duly authorized representative of both organizations. Such amendments shall not invalidate this Agreement, nor relieve or release City or Grantee from its obligations under this Agreement.

City may, in its discretion, amend this Agreement to conform with state or local laws, regulations, guidelines, or policies related to the use of the Funds for the Activities. However, if such amendments result in a change in the funding, the scope of services, or the Activities, such modifications shall be incorporated only by written amendment signed by both City and Grantee.

G. Suspension, Termination, Return of Funds

1. *Termination for Cause.* City may suspend or terminate this Agreement if Grantee materially fails to comply with any term or condition of this Agreement, including but not limited to, the following:

a. Failure to comply with any of the rules, regulations or provisions referred to herein, or such statues, regulations, policies or directives as may become applicable at any time;
b. Failure, for any reason, of Grantee to fulfill in a timely and proper manner its obligation under this Agreement;
c. Ineffective or improper use of Funds provided under this Agreement; or
d. Submission by Grantee to City reports that are incorrect or incomplete in any material respect.

City shall give Grantee written notice of any failure to comply with the Agreement. If Grantee does not remedy the deficiency or non-compliance within fifteen (15) calendar days after the date the notice is sent, City may exercise any of the remedies available under law and equity, including but not limited to the termination of this Agreement.

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Pending correction of any compliance, City shall withhold fifteen percent (15%) of the remaining Agreement Funds until Grantee corrects the deficiency, Grantee is otherwise found to be in compliance by City, or Grantee is otherwise adjudicated to be in compliance with the Agreement.

2. *Termination for Convenience:* This Agreement may also be terminated for convenience by either City or Grantee, in whole or in part, by giving notice of such termination, the effective date of the termination, and in the case of partial termination, the portion to be terminated. However, if in the case of a partial termination, if City determines that the remaining portion of the Funds or Activities will not accomplish the purpose for which the award was made, City may terminate the Agreement in its entirety.

Written notice of termination must be provided at least thirty (30) calendar days before the effective date of such termination.

3. *Effect of Termination:* In the event of termination, all finished or unfinished documents, data, studies, photographs, reports, or other materials prepared by Grantee under this Agreement shall, at City r's option, become the property of City, and Grantee shall only be entitled to receive just and equitable compensation for any satisfactory work completed on such documents or materials prior to the termination. Any remaining Funds shall be returned to the City's Public Art Fund for reallocation.

Termination for failure to comply with any term or condition of this Agreement may result in Grantee becoming ineligible to participate in future Commission for the Arts grant programs.

Termination for any reason shall immediately suspend the Funds available under this Agreement, terminate any claim Grantee has to such Funds, and result in Funds being immediately refunded to City for use and reallocation by City.

## VI. **ADMINISTRATIVE REQUIREMENTS**

### A. Documentation and Recordkeeping

1. *Records to be Maintained*: Grantee shall maintain the following records including, but not limited to:

   a. Records providing a full description of each activity undertaken and the date(s) on which the activity occurred;

   b. Records demonstrating that each activity undertaken meets one of the objectives of the Program & Program Grant; and

   c. Quarterly and annual revenue and expense reports for Activities funded by this Agreement.

2. *Retention*: Grantee shall retain all records pertinent to expenditures incurred in the performance of the Activities under this Agreement for a period of two (2) years after the termination of all activities funded under this Agreement.

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3. *Objectives*: Grantee agrees to maintain documentation that demonstrates that the Activities meet one or more of the objectives of the strands identified in the Cultural Arts Master Plan.

4. *Audits and Inspections*: All Grantee records with respect to any matters covered by this Agreement shall be made available to City at any time during normal business hours, as often as City deems necessary, to audit, examine, and make excerpts or transcripts of all relevant data.

Any deficiencies noted in audit reports must be corrected by Grantee within thirty (30) calendar days after receipt of notice of deficiency by Grantee. Failure of Grantee to comply with the above audit requirements will constitute a violation of this Agreement and constitute cause for termination pursuant to Paragraph V.

B. Reporting and Payment Procedures

1. *Payment Procedures*: City will pay to Grantee Funds available under this Agreement based upon information submitted by Grantee, and consistent with the 2008 Art in Public Places Program Policy and Procedures Manual. City reserves the right to liquidate Funds available under this Agreement for costs incurred by City on behalf of Grantee.

2. *Progress Reports*: Grantee shall submit a Material Progress Report to the Commission for the Arts when it feels the Project has made material progress. Grantee shall also submit a Final Report when its Project Activities are complete. These reports are prerequisites to receiving the second and third grant installment payments, in accordance with Section III. The Grantee shall determine the form and content of the Progress Reports.

3. *Quarterly Revenue and Expense Reports*: Grantee shall submit Quarterly Revenue and Expense Reports for grant activities to the Community Development Director.

## VII. PERSONNEL AND PARTICIPANT CONDITIONS

A. Assignability

Grantee shall not assign or transfer any interest in this Agreement without the prior written consent of City. However, claims for money due or to become due to Grantee from City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to Grantee.

B. Conflict of Interest

Grantee agrees to abide by the provisions of the California Political Reform Act (Gov. Code §§ 81000 *et seq.*) and related regulations (2 Cal. Code Regs. §§ 18109 *et seq.*) with respect to conflicts of interest, and covenants that it presently has no financial interest, and shall not acquire any financial interest, direct or indirect, which would conflict in any manner or degree with the Activities under this Agreement.

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Grantee further covenants that in the performance of this Agreement, no persons who exercise or have exercised any functions or responsibilities with respect to the Activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such Activities, have a financial interest in any contract, subcontract or agreement with respect to the Activities or with respect to the proceeds from the Activities, either for themselves or those with whom they have a business or immediate family ties, during their tenure or for a period of one (1) year thereafter.

These conflict of interest provisions apply to any person who is an employee, agent, Grantee, officer, or elected or appointed official of Grantee.

C. Subcontracts

1. *Approvals*: Grantee shall not enter into any subcontracts with an agency or individual in the performance of this Agreement without the prior written consent of City.

2. *Monitoring*: Grantee will monitor all subcontracted services to assure Agreement compliance. Results of monitoring efforts must be summarized in written reports, and supported with documented evidence, of follow-up actions taken to correct areas of noncompliance.

3. *Content*: Grantee shall cause all of the provisions of this Agreement in its entirety to be included in, and made a part of, any subcontract executed in the performance of this Agreement.

D. Copyright

If this Agreement results in any copyrightable material, City reserves the right to royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, the work for government purposes.

E. Religious Organization

Grantee agrees that funds provided under this Agreement will not be utilized for religious activities, to promote religious interests, or for the benefit of a religious organization.

## VIII. **SEVERABILITY**

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

## IX. **WAIVER**

City's failure to act with respect to a breach by Grantee does not waive its right to act with respect to subsequent or similar breaches. The failure of City to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

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## X. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between City and Grantee for the use of Funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral or written between City and Grantee with respect to this Agreement.

## XI. BINDING EFFECT

All the terms, covenants, and conditions of this Agreement shall inure to the benefits of and be binding upon successors and assigns of the parties to this Agreement.

## XII. COUNTERPARTS

This Agreement may be executed in counterparts by delivering a facsimile or secure electronic copy of the signed agreement to the other party, followed by delivery of the original documents bearing the original signatures. However, failure to deliver the original documents does not affect the enforceability of this Agreement.

*****

**EXHIBIT C**

IN WITNESS THEREOF, the Parties have executed this Agreement as of the date first written above.

**SPARC Theater, dba Shakespeare's Associates, Inc.**
**a California non-profit Corporation**
**"Grantee"**

DocuSigned by:
**By:** Lisa Tromovitch 332BE073BC8C410... **Dated:** 5/1/2023 | 2:11 PM PDT

PRINT NAME: Lisa Tromovich

TITLE: Founding Artistic Director

**CITY OF LIVERMORE**
a Municipal Corporation
"City"

**By:**_____ **Dated**:_____
Brandon Cardwell
Innovation and Economic Development Director

APPROVED AS TO FORM:

DocuSigned by: DS
Katherine Mirassou JH
D48B6A9C45F7411...
ASSISTANT/CITY ATTORNEY

Attachments:

Exhibit A Application for Project and Program Grant from the City of Livermore
Exhibit B Insurance Requirements

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City of Livermore Project Grant
2023 Application Checklist

Applicant Name: SPARC Theater

APPLICATION CHECKLIST - This Checklist is required and must be submitted as part of the completed Application. All Project & Program Grant applicants are required to submit the following:

One original set of the Application, collated in the following order:

☒ 1. Application Checklist (this page).

☒ 2. Start date: Do(es) the event(s) related to this project begin at least two (2) months after the application deadline?

☒ 3. Organizational Summary, signed by the organization's executive director, managing director, president, board chair, or other authorized officer of the organization, or by the applying artist.

☒ 4. If you are an organization, submit a list of current officers and Board members with their term of office.

☒ 5. If you are a 501(c)(3), submit a copy of your 501(c)(3) determination letter from IRS.

☒ 6. Application Form, beginning on page 1, continuing through the Project Budget Summary.

❑ 7. Notes to the Project Budget, and a detailed list of In-Kind contributions.

☒ 8. List of key project individuals, including principal artists and project managers, with a very brief job description (e.g., a self-explanatory job title) for each.

☒ 9. Resumes/biographies of key project individuals, generally one page each.

☒ 10. Up to four items in any combination of brochures, catalogues, performance programs, or similar organizational publications/materials; if available.

☒ 11. Up to four recent press reviews or articles, or similar independently generated published materials, if available. (*Note*: Calendar listings are not suitable.)

❑ 12. NOTE: During the review process you may be requested to submit samples of other work you have produced (work samples). See Chapter 3 – Grants for more information about work samples.

**Standards for Preparing Applications**

Please read the following carefully. Applicants are responsible for completing and submitting a full application package with all required attachments by the deadline. Incomplete applications will not be accepted for Commission evaluation.

1. Applicants must not modify the format of the application form or exceed the maximum length of any section of the form, except where otherwise noted.

2. All required attachments (except pre-printed ones) must be typed or computer-prepared in a type size that is no smaller than 12 pt. Times/Times New Roman, or 10 pt. Arial/Helvetica.

3. Complete all pages of the application form and all required attachments. (Use "N.A." if a section does not apply to your organization.) Provide information that is current as of the application deadline. Budget pages and budget notes must be complete.

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SPARC
SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

Cast of *Life is a Cabernet,* Darcie Kent Vineyards, Summer 2022

# ORGANIZATIONAL SUMMARY

For over 20 years, SPARC Theater has built community in the region through the production of high-quality plays, readings and cabarets in venues and vineyards in the Livermore Valley. Our Education programs bring the power of imaginative language to students through in-class sessions, after-school programs and summer camps.

Our growth can be traced in our name - beginning in 2002, as Shakespeare's Associates, artists and volunteers produced plays by Shakespeare and others around Livermore. In 2006, under the leadership of Founding Artistic Director, Lisa A. Tromovitch, we incorporated as a nonprofit organization. Our name became Livermore Shakespeare Festival, to feature our flagship program Shakespeare in the Vineyard, which brings 2,500 to 5,500 visitors to Livermore Wine Country each summer for live productions, in partnership with many local wineries.

As of 2021, we are known as SPARC Theater, standing for "Shakespeare & Performing Arts Regional Company," to reflect that we produce more authors than Shakespeare, more frequently than in the summer and serve a larger community than Livermore.

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To reflect this increased level of community engagement, we have produced events in partnership with other local organizations, employee affinity groups and nonprofits, many of them live-streamed during the COVID shutdown period, and we launched Science@Play, our social justice initiative in 2021.

EDUCATION PROGRAMS: Since 2015, our teaching artists have led 10-week in-school literacy programs called *So Wise So Young*, for every 2nd grader in the Livermore school district. In 2022, under the leadership of Lindsey Schmeltzer, we introduced a pilot program in social-emotional learning for 7th-grade classrooms. Our two-week summer camps and after-school programs called *Some Have Greatness* combine fun, teamwork and performance skills for 3rd - 5 h graders, and 6th - 9th graders, culminating in performances for family and friends.

Educating the next generation of theater arts professionals is an integral part of SPARC's mission. For college-age students, our Apprenticeship Program provides job-based training to aspiring artists that develops collaborative skills important for any field. Former SPARC apprentices have pursued Master of Fine Arts degrees and moved on to positions with noted professional theaters across the country. Other apprentices used the skills they acquired with SPARC to launch successful careers in finance, biotech, and social services.

SCIENCE@PLAY: In 2022, we produced our second Science@Play Festival, in our five-year plan of commissioning science-based plays from BIPOC writers. The plays are chosen and developed in collaboration with local scientists and other community members, to provide factual scientific information and insight into life in STEM fields. This social justice initiative not only uplifts BIPOC writers but provides an opportunity for audiences and young people to see scientists of color featured. Our festival presents staged readings of the new scripts in process and other plays which share the theme of science and discovery.

THEATER VENUE: In 2019, Artistic Director Lisa A. Tromovitch successfully initiated a city-wide movement to create a new theater building in the heart of downtown Livermore, and achieved unanimous City Council approval. This new venue will fulfill our goal to produce year-round programming, extend our respected education programs, and establish a permanent indoor home. Partnering with a dozen other groups, diverse in the race/ethnicity of the leaders and culture represented, as well as their art forms, we have established a Cultural Core of organizations to program events in the new building. We secured the DDA (Disposition and Development Agreement) and purchased the land at Stockman's Park from the City of Livermore in September of 2022.

# CURRENT ACTIVITIES

The summer of 2022 brought the successful return of our flagship program *Shakespeare in the Vineyard* to our new venue at Darcie Kent Vineyards. Over 2,500 theater-goers enjoyed the art and ambiance of a three-show season: *The Comedy of Errors* by William Shakespeare set on the Texas-Mexico border at El Paso, *The 39 Steps* by Patrick Barlow, a theatrical farce lampooning an Alfred Hitchcock film, and *Life is a Cabernet*, a musical revue with audience participation and bingo. The shows were performed on a new, custom-built, modular stage funded by the City of Livermore, The Fremont Bank Foundation, and our generous individual donors.

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For summer 2023, Associate Artist, Jennifer Le Blanc, will direct *Silent Sky* by Lauren Gunderson, a contemporary play exploring the life of noted 19th-century astronomer Henrietta Leavitt. Founding Artistic Director, Lisa A. Tromovitch, will direct Shakespeare's *Much Ado About Nothing*, in a small-cast adaptation by Associate Artist Mary Ann Rodgers.

# PRODUCTION HISTORY

**2020 and 2021**
During the COVID shutdown, we strengthened our community partnerships through solo performances and staged readings and our education programs and summer camps successfully pivoted to an online platform. We partnered with the East Bay Holocaust Center, the Hispanic Heritage Center, Livermore Civic Library, Futures Explored, Inc. and the Lawrence Livermore Lab African American Body of Laboratory Employees to engage our audiences with online talks, discussions, and trivia nights.

LifeSPARC Virtual series "The Victory of Spirit":
*Shakespeare and the Alchemy of Gender* written and performed by Lisa Wolpe
*Becoming Othello: A Black Girl's Journey* written and performed by Debra Ann Byrd
*The Sonnet Man: Hip Hop Shakespeare Fusion* written and performed by Devon Glover.

SCIENCE@PLAY 2021
*Flatten the Curve* by Diana Burbano (Commissioned by SPARC)
*Sapience* by Diana Burbano
*Heart Shaped Nebula* by Marisa Treviño Orta,

When public outdoor gatherings became possible in summer of 2021, we initiated our new home at Darcie Kent Vineyards with the first iteration of a live musical revue *Life is a Cabernet*.

## SHAKESPEARE IN THE VINEYARD HISTORY (partial)

2019 – Wente Vineyards
*The Complete Works of William Shakespeare (abridged)[revised]*
by Adam Long, Daniel Singer & Jess Winfield directed by Mary Ann Rodgers
*Othello* by William Shakespeare directed by Michael Wayne Rice.

2018 – Wente Vineyards
*The Winter's Tale* by William Shakespeare directed by Lisa A. Tromovitch
*The Importance of Being Earnest* by Oscar Wilde directed by Domenique Lozano

2017 -Wente Vineyards
*Cyrano de Bergerac* adapted and directed by Lisa A. Tromovitch
*A Midsummer Night's Dream* by William Shakespeare

2016 – Wente Vineyards
*The Tempest* by William Shakespeare
*Persuasion* adapted by Jennifer Le Blanc from the novel by Jane Austen

2015 – Wente Vineyards
*As You Like It* by William Shakespeare

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*Sense & Sensibility* adapted by Jon Jory from the novel by Jane Austen

2014 - Concannon Vineyard
*Much Ado About Nothing* by William Shakespeare
*Pride & Prejudice* adapted by Christina Calvit from the novel by Jane Austen

2013 – Concannon Vineyard
*The Liar* by David Ives
*The Taming of the Shrew* by William Shakespeare

2012 – Concannon Vineyard
*Hamlet* by William Shakespeare
*The Merry Wives of Windsor* by William Shakespeare

2011 - Concannon Vineyard
*Lend Me a Tenor* by Ken Ludwig
*Macbeth* by William Shakespeare

Other productions during fall, winter and spring and in earlier seasons included performances at Retzlaff Estate Wineries, The Bankhead Theater, The Bothwell Arts Center, Swirl on the Square, Livermore Civic Library and Trinity Lutheran Church.

# PERSONNEL

In 2022, recent Education Director Lindsey Schmeltzer took over the role of Managing Director, overseeing our $612,000 annual budget, and our cash reserves, including funds for the capital campaign of over $1 million dollars.
Teaching artist Audrey Brooks joined the staff as Program Manager.
Leslie Martinson, a guest director in past seasons, joined as our Grant Writer.
Alycia Tumlin joined the staff in February 2023 as Education Direction.

Founding Artistic Director Lisa A. Tromovitch is President of the Board of Directors. Associate Artists Michael Wayne Rice, Jennifer Le Blanc, Mary Ann Rodgers, Gregg Le Blanc, Malcolm Rodgers, Grant Huberty, Jonathan Singer, Gary Armagnac, Matt Ballin and Karen Riley provide artistic resources and a sounding board.

Malcolm Rodgers in 39 Steps, 2022

SIGNED

Lisa Tromovitch, Founding Artistic Director,
President, Board of Directors

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SPARC
SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

# BOARD OF DIRECTORS

**Executive Committee**

**Gabriel Bryan Balazs**, Board Chair
(Joined in 2018, term ends 2024)
Lawrence Livermore National Laboratory, Retired

**Bobby Ramirez**, Vice Chair
(Joined in 2020, term ends 2026)
First Republic Bank, Manager

**Ellen Goold**, Secretary
(Joined in 2015, term ends 2024)
Realtor®, Legacy Real Estate & Associates

**Steve Lanza**, Treasurer
(Joined in 2020, term ends in 2026
Retired, VP Lam Research; Principal, Tri-Valley Advising

**Lisa A. Tromovitch**, President/Producing Artistic Director
(Joined at incorporation in 2006, term renews with position)
Professor, University of the Pacific, Department of Art, Media, Performance & Design

**Board Members**

**Laura Batti** (Joined in 2014, past Chair, term ends in 2023)
Co-Owner/President – Métier Marketing Communications, Inc.

**Tony Baylis** (Joined in 2020, term ends in 2026)
Director of Strategic Diversity & Inclusion Programs,
Lawrence Livermore National Laboratory

**Bob Koelle**, (Joined in 2019, term ends 2025)
Drug Safety Operations Director, Exelixis

**Lawrence Lagin** (Joined in 2019, term ends in 2025)
Principal, Lawrence Livermore National Laboratory

**Mary Sweeney** (Joined in 2018, term ends in 2024)
RN Property Owner/Manager since 1995

**Elizabeth E. Trutner** (Joined in 2006, past Chair, term renews as Attorney of Record)
Trutner Law Offices, Retired

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**EXHIBIT C**

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: APR 02 2007

SHAKESPEARE'S ASSOCIATES, INC.
[redacted]

Employer Identification Number:
38-3745834
DLN:
17053003017037
Contact Person:
SALLY B DAVENPORT ID# 31050
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
September 30
Public Charity Status:
170(b)(1)(A)(vi)
Form 990 Required:
Yes
Effective Date of Exemption:
June 14, 2006
Contribution Deductibility:
Yes
Advance Ruling Ending Date:
September 30, 2010

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. During your advance ruling period, you will be treated as a public charity. Your advance ruling period begins with the effective date of your exemption and ends with advance ruling ending date shown in the heading of the letter.

Shortly before the end of your advance ruling period, we will send you Form 8734, Support Schedule for Advance Ruling Period. You will have 90 days after the end of your advance ruling period to return the completed form. We will then notify you, in writing, about your public charity status.

Please see enclosed Information for Exempt Organizations Under Section 501(c)(3) for some helpful information about your responsibilities as an exempt organization.

If you distribute funds to other organizations, your records must show whether they are exempt under section 501(c)(3). In cases where the recipient organization is not exempt under section 501(c)(3), you must have evidence the funds will be used for section 501(c)(3) purposes.

Letter 1045 (DO/CG)

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**EXHIBIT C**

SHAKESPEARE'S ASSOCIATES, INC.

If you distribute funds to individuals, you should keep case histories showing the recipient's name and address; the purpose of the award; the manner of selection; and the relationship of the recipient to any of your officers, directors, trustees, members, or major contributors.

Sincerely,

Lois G. Lerner
Director, Exempt Organizations
Rulings and Agreements

Enclosures: Information for Organizations Exempt Under Section 501(c)(3)
Statute Extension

Letter 1045 (DO/CG)

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Project & Program Grant

City of Livermore
Office of Innovation & Economic Development Commission for the Arts

Application Form, Instructions, and Checklist

**Applications are due on March 1 and September 1 each year**

Completed grant applications must be:

- Delivered (in person or by commercial service such as FedEx, UPS, etc.) to the Office of Innovation & Economic Development c/o Commission for the Arts by 5 p.m. on March 1 and September 1, or
- Sent First Class or Priority Mail by the US Postal Service to be received at the City no later than March 1 and September 1.

Send or deliver applications to:

**City of Livermore**
**Office of Innovation & Economic Development**
**Staff Liaison for the Commission for the Arts 1052**
**S. Livermore Avenue**
**Livermore, CA 94550**

This packet contains the Application Checklist and instructions for completing the application.

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Applicant Name:_____ SPARC Theater

APPLICATION CHECKLIST - This Checklist is required and must be submitted as part of the completed Application. All Project & Program Grant applicants are required to submit the following:

One original set of the Application, collated in the following order:

☒ 1. Application Checklist (this page).

☒ 2. Start date: Do(es) the event(s) related to this project begin at least two (2) months after the application deadline?

☒ 3. Organizational Summary, signed by the organization's executive director, managing director, president, board chair, or other authorized officer of the organization, or by the applying artist.

☒ 4. If you are an organization, submit a list of current officers and Board members with their term of office.

☒ 5. If you are a 501(c)(3), submit a copy of your 501(c)(3) determination letter from IRS.

☒ 6. Application Form, beginning on page 1, continuing through the Project Budget Summary.

❑ 7. Notes to the Project Budget, and a detailed list of In-Kind contributions.

☒ 8. List of key project individuals, including principal artists and project managers, with a very brief job description (e.g., a self-explanatory job title) for each.

☒ 9. Resumes/biographies of key project individuals, generally one page each.

☒ 10. Up to four items in any combination of brochures, catalogues, performance programs, or similar organizational publications/materials; if available.

☒ 11. Up to four recent press reviews or articles, or similar independently generated published materials, if available. (*Note*: Calendar listings are not suitable.)

❑ 12. NOTE: During the review process you may be requested to submit samples of other work you have produced (work samples). See Chapter 3 – Grants for more information about work samples.

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Please read the following carefully. Applicants are responsible for completing and submitting a full application package with all required attachments by the deadline. Incomplete applications will not be accepted for Commission evaluation.

1. Applicants must not modify the format of the application form or exceed the maximum length of any section of the form, except where otherwise noted.

2. All required attachments (except pre-printed ones) must be typed or computer-prepared in a type size that is no smaller than 12 pt. Times/Times New Roman, or 10 pt. Arial/Helvetica.

3. Complete all pages of the application form and all required attachments. (Use "N.A." if a section does not apply to your organization.) Provide information that is current as of the application deadline. Budget pages and budget notes must be complete.

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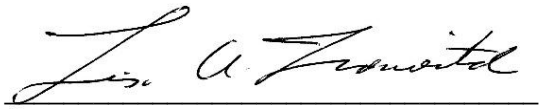
**Certification**

**If applicant is an organization:**

I certify that the by-laws of this organization or a resolution of its governing body authorizes me to enter into legal agreements for the organization and to submit this application. To the best of my knowledge and belief, this organization meets the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.



Authorized Officer's Signature

February 21, 2023

Date

Lisa A. Tromovitch

Print Name of Officer signing this form

Artistic Director

Title of Officer signing this form

---

**- or -**

**If applicant is an individual artist:**

To the best of my knowledge and belief, I meet the appropriate eligibility requirements. I have reviewed the information in this application and all attachments, and I certify that they are true and correct.

Artists Signature

Date

Print name of Artist signing this form

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Deadline: Hand delivered or received via US Mail by 5:00 pm on March 1 or September 1

Submission Date: March 1, 2023

Amount of Grant Request: $ 10,000 Total Project Budget: $ 28,768

Applicant/Organization: SPARC Theater

Applicant/Organization's Address: 2172 Railroad Avenue, Livermore, CA 94550

Applicant/Organization's Web site: sparctheater.org

Preparer's Name and Title: Lisa A. Tromovitch

Preparer's Phone: 925-443-2273 Preparer's E-mail: lisa@SPARC*theater*.org

Address (for formal notification): 2172 Railroad Avenue,

Livermore, CA 94550

Describe the art form of the project or program for which support is requested (i.e., Dance, Theater, Visual Arts, Heritage, Infrastructure, Media/Film/New Media, etc.):

Theater

Briefly describe the project or program for which support is requested:

We respectfully request funds toward the upgrade and installation of lighting equipment for our outdoor theater venue at Darcie Kent Vineyards for our summer 2023 season.

Number of people intended to reach: Audience: 3500 Participants: 330

For the purpose of this application, "audience" means the people who will attend the project or program; "participant" means someone who attends a workshop or class, or else has hands-on involvement in the project or program. If the project or program will have both audiences and participants as defined here, please enter both goals.

Date project or program is scheduled to begin: May 15, 2023
*Note: Project events may begin no earlier than two (2) months after the application deadline.*

Date project or program is scheduled to end: August 8, 2023

If needed, please use additional paper for this section.

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1. State/describe your organization's mission or provide an artist's statement. Include the kind of arts work the organization or artist has done previously and does now. How does this work relate to the proposed project/program? If yours is not an arts organization, state briefly how the arts relate to its mission. (250 words or less)

At SPARC, we are committed to creating community through the production of high-quality professional theater experiences. We produce and support theatrical events which celebrate the human adventure, inspired by the poetry and rhetoric of William Shakespeare, who gave voice to our deepest experiences. We are creating a company that is accessible and fully integrated with the Tri-Valley community and invite the participation of our Central Valley and Greater Bay Area neighbors.

Our flagship program is *Shakespeare in the Vineyards*. For twenty years, in partnership with five different Livermore winegrowers, we have produced fully staged and professionally designed plays, performing in outdoor venues where audiences can celebrate the art and ambience with friends and family.

Our Education programs bring the power of imaginative language to students through in-class sessions, after-school programs, and summer camps. In partnership with the Livermore Valley Joint Unified School District, we provide teaching artists at no cost to every second-grade class for ten weeks of creative play and critical thinking in a program called "So Wise So Young."

Science@Play is our social justice program. In this research and development wing of the company, we commission new plays from authors of color, centering characters who are scientists of color. In the first two years of this five-year program, we have produced festivals of staged readings at the intersection of storytelling and scientific truth.

Our mission is to create community through theater.

2. Describe the project or program for which you are seeking the grant. Discuss the project's origins. Describe the venue/location, the implementation process, and the timeframe. Discuss the resources — people, money, etc. — you will need to implement the project, whether you already have those resources within your organization or, if not, how you plan to obtain them.

In 2022, SPARC Theater returned to live performances for an enthusiastic audience of 2500 patrons enjoying the views and the wine as well as the theater. After many months of COVID isolation, we provided the occasion for Livermore Valley residents to come together and imagine new worlds, at our new home at Darcie Kent Vineyards. With support from the City of Livermore, as well as corporate and individual donors, we built a new outdoor stage. Unfortunately, for lighting the plays, we had to borrow, rent, scrounge and MacGyver the equipment. For 2023, we need to stabilize the situation.

These aren't lights you can buy at a big-box store; they are specialized, outdoor-rated, LED-based units, with precise cabling and clamp needs, both to be safe in a windy setting and to communicate electronically with the light board. LED lights are more energy-saving and durable than traditional instruments. Our shopping list includes unusual items like "19 degree lens tubes" and "Cheeseboroughs," The primary purchase will be 8 Leko lighting instruments rated for outdoor use, which cost over $2000 each. These lighting instruments will last many summers, keeping our expenses more predictable.

We have received one grant of $1000, and have two applications in process from previous funders, for $10,000 and $5000, toward the total cost of $28,768. We will rely on our individual donors for the final $2768. If we are not awarded these grants, we would rent, rather than buy, some of the equipment and draw down our cash reserves for the balance.

Our lighting designer Mitchell Ost has designed the new lighting equipment plan and priced the various components. We will be purchasing the equipment in late May and early June and installing it on June 13 and 14, for performances June 22-August 6. We will take it down for storage on August 7 and 8, 2023.

This equipment will illuminate our summer season of *Silent Sky*, a contemporary play about 19th century astronomer Henrietta Leavitt by Lauren Gunderson, and *Much Ado About Nothing* by William Shakespeare.

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3. How will the requested grant be used in the planning and implementation of the project or program? (500 words or less.)

The City of Livermore Project grant will be used to purchase equipment for our lighting plan below.

| Item | Price | Quantity | Total | |
|---|---|---|---|---|
| LED Leko rated for outdoor use | 2,235.00 | 8 | 17,880.00 | |
| 19 degree lens tube | 280.00 | 4 | 1,120.00 | |
| 14 degree lens tube | 360.00 | 4 | 1,440.00 | |
| Cheeseborough | 54.86 | 16 | 877.76 | |
| Schedule 40 Pipe | 108.01 | 4 | 432.04 | |
| Truss Base Plate | 1,251.00 | 2 | 2,502.00 | |
| 25 lbs sandbag | 50.00 | 60 | 3,000.00 | |
| ETC Gadget | $225.00 | 1 | $225.00 | |
| C clamp | 16.67 | 8 | 133.36 | |
| Safety Cable | 5.74 | 8 | 45.92 | |
| 10' Powercon | 75.60 | 6 | 453.60 | |
| 10' DMX Cable | 14.14 | 6 | 84.84 | |
| DMX M-F Adapter | 18.45 | 2 | 36.90 | |
| DMX F-M Adapter | 18.45 | 2 | 36.90 | |
| | | | | $28,268 |
| **Personnel** | | | | |
| Design and Pricing - Mitchell Ost | | | 500.00 | |
| | | | | $500 |
| | | | | |
| TOTAL EXPENSES | | | | $28,768 |

4. Describe how the program or project specifically addresses one or more of the main strands found in the Cultural Arts Master Plan, artsAlive! (Refer to the Cultural Arts Master Plan Executive Summary in the Public Art Policy Guideline manual.) (250 words or less.)

We excite the imagination of the community, as they come together to share the experience of live theater together, strengthening the community after so many years of COVID shutdown.

Our unique program of performing high-quality theater literally in the vineyards promotes the Livermore Winegrowing region to visitors. Approximately 35% of our patrons live outside the Tri-Valley area. In SPARC's twenty years, we have performed at five different wineries, contributing to the character and heritage of Livermore. We strive to be accessible to all. In our audience survey, 45% described their annual household income as under $150,000.

SPARC is committed to continually striving for diversity, equity, and inclusion in its hiring practices. Our objective is to reflect the diversity of our Bay Area audience members on stage and behind the scenes. Diversity, equity, and inclusion also extends into SPARC's organizational management and education programs. For many years, SPARC has been committed to the hiring of women practitioners, who have been too-often sidelined in American theater. At present, our permanent staff is exclusively female.

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With this new equipment, SPARC Theater will shine a light on stories and storytellers in the Livermore Valley. Bringing the community together to imagine new futures, to recognize ourselves in stories not our own, and to share laughter under the stars is the enduring community benefit we provide.

5. List the individual(s) or organization(s) you will be partnering with on this project. Be specific regarding the support, both financial and in-kind, they will be providing.

We have a grant application pending with the Rotarian Foundation of Livermore, for $10,000.
We have approached the Fremont Bank Foundation for a grant of $5000.
Both organizations have funded us in the past.

We have secured $1000 from the Rotary Club of Livermore Valley (morning club) Community Grant program.

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revised 3/8/2023 to reflect total Summer Festival budget SPARC Theater

**EXHIBIT C**

Project/Program Budget Worksheet *(enter N/A if item does not apply. Attach Budget Notes if necessary.)*

**PROJECT SUPPORT** *(Do not include in-kind support)*

| Earned Revenue | Amount | Notes |
|---|---|---|
| Ticket Sales/Admissions | $ 150,000 | |
| Tuition/Workshop fees | $ | |
| Other: | $ 1,000 | concessions |
| **Subtotal: Earned Revenue** | **$ 151,000** | |

| Contributed Income | Amount | In-hand | Pending |
|---|---|---|---|
| Contributions *(Individuals/Businesses)* | $ 54,000 | $ 40,000 | $ 14,000 |
| Grants *(Foundations/Government other than City)* | $ 16,000 | $ 1,000 | $15,000 |
| City of Livermore *(other than this grant request)* | $ | $ | $ |
| Other: (this grant request) | $ | $ | $ |
| **Subtotal: Contributed Income** | **$ 70,000** | $ | $ |

| | |
|---|---|
| **Project & Program Grant Amount Requested** | **$ 10,000** |
| **Total Project Support** (Revenue + Income + Grant) | **$ 231,000** |

**PROJECT EXPENSE** *(Do not include in-kind expense)*

| Personnel | Amount | Notes |
|---|---|---|
| Artistic | $ 128,000 | Designers, Actors, Crew |
| Production | | (included in Artistic Personnel) |
| Administrative | $ 23,000 | Portion of Staff Salaries |
| Other: *(describe in Notes)* | $ | |
| **Subtotal: Personnel** | $ 151,000 | |

*50*

| General | Amount | Notes |
|---|---|---|
| Venue Rental | $ 0 | (donated, see in-kind chart) |
| Materials and Supplies | $ 50,000 | (including the lighting equipment) |
| Marketing and Promotion | $ 26,000 | (with additional in-kind donation) |
| Transportation | $ 2,000 | (truck rental and artist travel) |
| Insurance | $ 2,000 | |
| Other: *(describe in Notes)* | $ | |
| **Subtotal: General** | **$ 80,000** | |

| | |
|---|---|
| **Total Project Expenses** (Personnel + General) | **$ 231,000** |

| | |
|---|---|
| **Project Surplus (Loss)** (*Total Support minus Total Expense*) | **$ 0** |

If Project Net is a negative value, explain in the Budget Notes how it will be covered.

BUDGET NOTES:
If we are not awarded grants for the lighting project from the other sources listed above, we will approach other individual and corporate donors, or use reserves from our California Shuttered Venues Grant (pending) or Earned Revenue Tax Credit (secured).

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revised 3/8/2023 to reflect | total Summer Festival budget SPARC Theater

**Matching Funds**

All Project and Program Grant applicants must provide at least a dollar-for-dollar (one-to-one) match for the grant award, no less than 50 percent of which must be a cash match. The cash match must be from sources other than the City of Livermore.

In-kind contributions are allowed as part of the match only on the following limited basis:

1. In-kind contributions cannot be used for more than half of the required match, in other words, they cannot represent more than 50 percent of the value of the grant award; and,
2. The value of in-kind contributions, i.e., goods and services, must offset line item expenditures in the project budget and their value must be documentable with invoices or billing statements.

In-kind contributions must be listed below or on a separate sheet attached to the Budget Notes.

| Source | Description | Fair Market Value |
|---|---|---|
| Darcie Kent Vineyards | Free venue rental for 7 weekends of performances | $ 40,000 |
| Metier Communications | Graphic Design, marketing materials, web design | $ 30,000 |
| National Charity League | 12 volunteer ushers per performance, for 25 performances | $ |

Requested Grant Amount: $ 10,000

Cash Match Amount: $ 10,000

In-kind Match Amount: $ 0

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**Matching Funds**

All Project and Program Grant applicants must provide at least a dollar-for-dollar (one-to-one) match for the grant award, no less than 50 percent of which must be a cash match. The cash match must be from sources other than the City of Livermore.

In-kind contributions are allowed as part of the match only on the following limited basis:

1. In-kind contributions cannot be used for more than half of the required match, in other words, they cannot represent more than 50 percent of the value of the grant award; and,
2. The value of in-kind contributions, i.e., goods and services, must offset line item expenditures in the project budget and their value must be documentable with invoices or billing statements.

In-kind contributions must be listed below or on a separate sheet attached to the Budget Notes.

| Source | Description | Fair Market Value |
|---|---|---|
| None at this time. | | $ |
| | | $ |
| | | $ |

Requested Grant Amount: $ 10,000

Cash Match Amount: $ 10,000

In-kind Match Amount: $ 0

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SPARC
SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

# PROJECT LEADERS

## **Mitchell Ost** Lighting Designer

Mitchell Ost is an educator and designer specializing in lighting, scenery, and projections. Originally from Chicago, he spent many years based in New York City and traveling the world designing in venues ranging from storefront theaters to opera houses with more than 4,000 seats, retail stores, houses of worship, and more. His hundreds of productions have included theater, opera, dance, fashion shows, concerts, and corporate presentations.

He earned an MFA in Design Pedagogy from Indiana University and a BA in Theater Design/Production from Illinois State University.

He currently teaches theatre design and technology at The College Preparatory School in Oakland, CA.

## **Lisa A. Tromovitch** Founding Artistic Director

Founding Artistic Director Tromovitch is a tenured professor in Media X at University of the Pacific. She has over 50 professional directing credits in six states. She began her career at The Old Globe Theater, where she assisted directors Jack O'Brien, Tom Moore, and the late John Houseman in the rehearsal room and Bob Berlinger in the Play Discovery Program. She is a Backstage West Garland Award and Indy Award winner for her direction of Amadeus at PCPA TheatreFest. Most recently she directed The Winter's Tale, The Tempest, and her own adaptation of Cyrano de Bergerac for SPARC, as well as Ecce Homo (a new play about performance capture artists) at University of the Pacific.

Lisa was awarded a 2010 Innovation Award for "Risktakers and Dreammakers" hosted by the Livermore Chamber. Past President, Shakespeare Theatre Association.

MFA, Southern Methodist University; BA magna cum laude, Dartmouth College; Phi Beta Kappa.

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**EXHIBIT C**

# Mitchell Ost

[redacted] www.mitchellost.com [redacted]

## Selected Scenic Design

| | | |
|---|---|---|
| *Cowboy* | National Black Theater Festival | Layon Gray |
| *Ragtime* | Youth Musical Theater Company | Michael Mohammed |
| *The Three Sisters* | Diablo Valley College | Kathleen Normington |
| *The Dahomey Warriors* | M Ensemble Company | Layon Gray |
| *Rescue Rue* | New York Musical Theater Festival | Stacey Weingarten |
| *Of Mice and Men* | Onomatopoeia Theater Company | Thomas Gordon |
| *Ring of Fire: The Johnny Cash Musical* | Metropolis Performing Arts Center | Joe Keefe |
| *God of Carnage* | Shadowland Stages | Sean Patrick Reilly |
| *Black Sparta* | National Black Theater Festival | Layon Gray |
| *Melancholy Play* | New York University | Andrew Neisler |
| *Burq Off!* | Soho Rep | Tara Elliot |
| *Parthenogenesis* | New York Fringe Festival | Ashley Marinaccio |
| *Coming Home To Christmas* | National Black Theatre | Pamela Skinner |
| *Blue Window* | Lee Strasberg Institute | Jennifer Sandella |

## Selected Lighting Design

| | | |
|---|---|---|
| *Black Angels Over Tuskegee* | Delaware Theatre Company | Layon Gray |
| *A Gentleman's Guide to Love and Murder* | Lamplighters Music Theater | Michael Mohammed |
| *The Comedy of Errors* | Livermore Shakespeare Festival | Domenique Lozano |
| *Always, Patsy Cline* | Woodminster Summer Musicals | Joel Schlader |
| *Ariadne Auf Naxos* | Jacobs School of Music | James Marvel |
| *Young Frankenstein* | Little Theater on the Square | Peter Marinaro |
| *Red* | Shadowland Stages | James Glossman |
| *Row: A New Musical* | Joe's Pub at the Public Theater | Daniel Goldstein |
| *President Horn* | Dicapo Opera Theater | David Albulario |
| *Don Pasquale* | Amore Opera | Nathan Hull |
| *Future Honey* | 59E59 | Jenny Reed |
| *I Am My Own Wife* | Theater Row | Jen Forcino |
| *Embodied* | HERE Arts Center | Ashley Marinaccio |
| *Thirteen and a Half* | Theater for the New City | Justin Johnson |

## Education

Indiana University- MFA in Design Pedagogy
Illinois State University- Bachelors in Theater Design/Production
New York Flower School- Advanced Certification

## References

| | | |
|---|---|---|
| Carey Hart | Layon Gray | Brendan Burke |
| Production Manager | Artistic Director | Artistic Director |
| M Ensemble Company | LG American Theatre Company | Shadowland Stages |
| [redacted] | [redacted] | [redacted] |

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SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

# ATTACHMENTS

**BROCHURES AND PERFORMANCE PROGRAMS**

1. SPARC Corporate Partners brochure
2. SHAKESPEARE IN THE VINEYARD 2022 program
3. SOME HAVE GREATNESS After-school camps social media announcements
4. SCIENCE@PLAY 2023 program

**PRESS REVIEWS AND ARTICLES**

5. Review of COMPLEAT WORKS from *The Indepdendent*
6. Preview of SCIENCE@PLAY 2022 from *Livermore Vine*
7. Profile of Skyler Cooper, actor in OTHELLO from *The San Francisco Chronicle*
8. Preview of SCIENCE@PLAY 2022 from *Pleasanton Weekly*

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**EXHIBIT C**

SPARC
SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

# PARTNERING WITH THE ARTS: GOOD FOR TRI-VALLEY BUSINESS

As the center of the Northern California megaregion, Tri-Valley businesses are challenged to innovate and to recruit and retain their workforce. At SPARC theater, we have made it our mission for the past twenty years to build community through theater performances and education programs. Business sponsors such as Fremont Bank, The Clorox Company and California Water Service have partnered with SPARC to demonstrate their brand values and to build communities where employees want to live and work.

A study from Americans for the Arts concluded "Partnering with the arts fuels the economy, promotes health, wellness and safety, creates social cohesion and connectivity, and fosters civic engagement." We have included crucial findings from their ***pARTnership Movement*** below.

***Becoming a corporate partner with SPARC builds a stronger Tri-Valley.***

## RETAIN

A region with a vibrant artistic and cu tura scene often attracts high qua ity ta ent. A company direct y invo ved with that scene is set up to better retain and grow that ta ent, supporting activities for emp oyees and their fami ies.

69% o compan es that rece ved nationa recogn tion or be ng a 'best p ace to work' reported the company osters creativ ty.
— The Creative Dividend

69%

## INNOVATE

Theater a ows a community to imagine and inhabit a ternative futures. Your business future depends on your emp oyees abi ity to innovate are you supporting that growth?

63% percent o emp oyers who cons dered creative ab ty a pr mary concern n the h r ng process pre erred the creative emp oyee over the techn ca y sk ed nd v dua .
— Ready to Innovate

63%

## CONNECT

For the first time, emp oyers now have four generations in a diverse workforce, from Baby Boomers to Gen. Z. Making meaningfu connec tions is more critica than ever. Theater provides a safe environment to exp ore varied responses to thought provoking materia .

73% o the popu ation agree that arts "he p them understand other cu tures better".
— Americans Speak Out About the Arts 2018

73%

## Would you like to know more about joining our Community Partners?

Contact Lisa A.Tromovitch, Lisa@SPARC*Theater.org* or (925) 443-2273

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# FACTS & FIGURES ABOUT SPARC

## PARTICIPATION

**1500 Local students participate** each year in our programs and camps, from 2nd graders acting as roya ty and magica creatures in *A MIDSUMMER'S NIGHT DREAM* to 7th graders debating ethica issues in *ALL'S WELL THAT ENDS WELL*.

**2500 Theatregoers enjoyed the art**, ambience and wine at our flagship program Shakespeare in the Vineyard in 2022, as we returned to ive performances at our new outdoor home at Darcie Kent Vineyards.

**15 Culturally diverse organizations**, inc uding bands, dance troupes, and educationa groups, joined our Cu tura Core to program the new theater venue.

## FINANCES

**$3750 Salary and benefits** for one professiona actor for the summer.

**$50,000 raised by summer 2022** to construct and insta our new reusab e stage designed for the vineyard venue, using Shakespeare s G obe as the inspiration.

**$20M being raised from Tri-Valley** supporters to bui d the new TheaterLab in downtown Livermore.

## REPUTATION

**Voted "Best Live Theatre"** by East Bay Times three years in a row 2018 2020.

**SPARC receives funding from** city, county, state and nationa governments, generous individua s and fami ies, mission based foundations and forward thinking businesses.

**Our proposal for the new TheaterLab** venue achieved unanimous approva from Livermore City Counci . We c osed escrow on the and in September 2022.

SPARC
SHAKESPEARE & PERFORMING ARTS REGIONAL COMPANY

**SPARC Studio**
**2172 Railroad Avenue**
**Livermore, CA 94550**
**(925) 443-2273**
**www.SPARC*Theater.org***

# COMMUNITY PARTNERS BENEFIT PACKAGES WITH SPARC

Sponsorship benefit packages are customized based on the sponsor's interests and participation level, with options described below. Join our new Community Partners for 2023 with a donation of $2000 for acknowledgement on our website and show programs, or enjoy increased access and visibility at $5000 or $10,000 level.

Please contact Lisa A.Tromovitch, Lisa@SPARC*Theater.org*, (925) 443–2273.

**For your employees:** Employee nights at the shows and volunteer opportunities "behind the scenes."

**For your branding & visibility:** Ads or company biography in our e-programs, acknowledgement in curtain speeches, announcements on social media, posters and press releases.

**For your guests & clients:** VIP access options include premium seating, private wine tastings, and artist visits.

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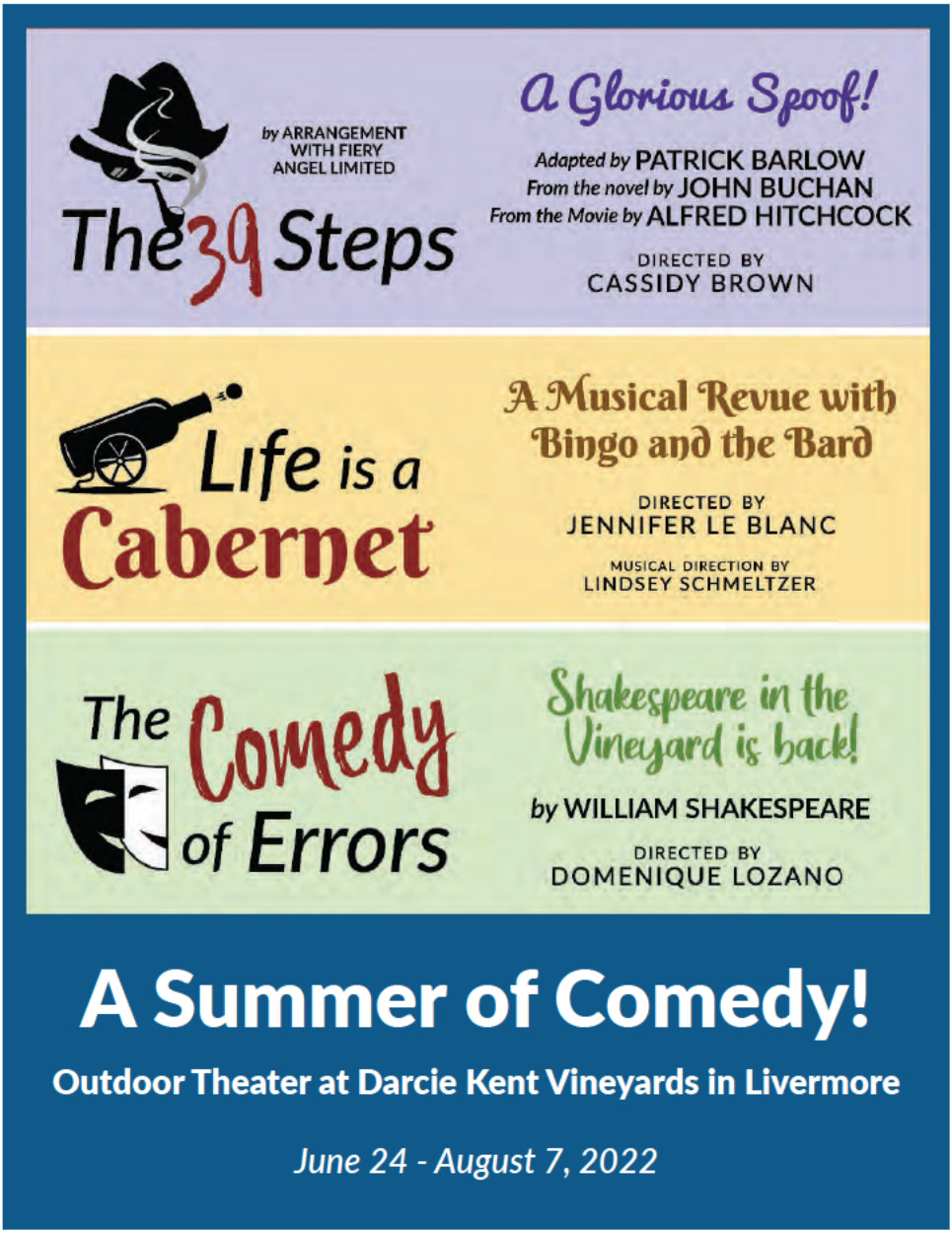
SPARC theater *presents* Shakespeare in the Vineyard

**EXHIBIT C**




Darcie Kent Vineyards · Demiris Law Firm · Livermore · Fremont Bank

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EXHIBIT C

# THE 39 STEPS

By Arrangement with Fiery Angel Limited
Adapted by Patrick Barlow
From the novel by John Buchan
From the movie by Alfred Hitchcock
Licensed by ITV Global Entertainment Limited And an original concept by Simon Corble and Nobby Dimon

Directed by Cassidy Brown
Scenic Design by Malcolm Rodgers
Costume Design by Jonathan Singer
Sound Design by Grant Huberty
Lighting Design by Mitchell Ost §
Fight Consultant/Fight Captain Sydney Schmidt
Props Coordination by Martie Muldoon
Stage Management by Margarita Kuranova

*The 39 Steps* is presented by arrangement with Concord Theatricals on behalf of Samuel French, Inc.
*www.concordtheatricals.com*

**Director's Notes - *The 39 Steps* from Cassidy Brown**

This show and I have a history. A long one. I had the great joy of performing in it as Clown 2, waaaay back in 2009, very soon after it crossed the pond and was made available to non-UK theaters. At regular intervals over the next ten years, I was blessed to repeat the show at three other theaters, playing Hannay twice, both of the Clown roles in a variety of combinations, and finally repeating my Clown role at the same theater where it had all started a decade earlier, in what was to be my last production before theater took a two-year hiatus in the face of a global pandemic. So, when Lisa Tromovitch asked me to direct the show, I had no choice but to say yes! I know it so well and enjoyed every production, and yet I still had so many "I wish we could do it THIS way" thoughts.

The magic of a show like The 39 Steps lies in the perfect combination of Very Specific Demands and Limitless Possibility. The script asks us to bring to life an entire epic adventure movie with dozens of characters and numberless locations, and then asks us to create all that with four trunks, two chairs, a few stools, a cabinet, and of course... only four actors. Each scene presents a new challenge, and though I had several possible solutions to each one (from previous productions), these four phenomenal actors surprised me daily with creative solutions that were brand new, joyfully hilarious, and unique to our production.

It is incumbent upon the writer of Director's Notes to somehow draw a deep meaning or cite a profound parallel of relevance of a play to themes of human existence. I think for this play, the deeper meaning lies not in not in the story or plot or the individual lines of the script. Instead, I look to the structure, the framework, and the overall conceit of performing an iconic movie in a theatrical form. It is a play about using creativity to solve our "problems" and working together to create a whole that is far greater than the sum of its parts. Also, it's just plain funny. And we can all use some laughter right now.

| CHARACTERS: | |
|---|---|
| Richard Hannay | Armando McClain* |
| Annabella Schmidt/Pamela/Margaret | Sydney Schwindt |
| Clown 1 | Malcolm Rodgers |
| Clown 2 | Charlie Lavaroni |

Setting: London and Scotland
Run Time: Approximately 2 hours & 20 minutes. There will be one 15 minute intermission.
*No photography or recording devices of any kind allowed.*

ACTORS' EQUITY ASSOCIATION 1913

SDC The Director is a Member of the STAGE DIRECTORS AND CHOREOGRAPHERS SOCIETY, a national theatrical labor union.

LOCAL USA 829

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EXHIBIT C

# LIFE IS A CABERNET

Originally conceived by Lindsey Schmeltzer and Lisa Tromovitch as a "COVID pivot."

Directed by Jennifer Le Blanc
Musical Direction by Lindsey Schmeltzer
Scenic Design by Malcolm Rodgers
Costume Design by Jocelyn Leiser Herndon
Sound Support by Grant Huberty
Lighting Design by Mitchell Ost §
Props Coordination by Martie Muldoon
Stage Management by Audrey Brooks

**Director's Notes - *Life is a Cabernet* from Jennifer Le Blanc**
Welcome to the vineyard, mateys! After the last few years, we're so grateful to be back enjoying theater with you. Being outside, raising a glass, and sharing a laugh is a breath of fresh air. Salty sea air, that is, me hearties. We're ready to set sail, but you get to chart our course through our Buccaneer Independent Nautical Gold Orientation system, BINGO for short. We hope you enjoy our piratical musical voyage. Anchors Aweigh!

| CHARACTERS: | |
|---|---|
| Cap'n | Shannon Harger |
| Starr | Abigail Coats |
| Polly | Jillian Smith |
| Francois | Ryan Torres |
| Stew | Lou Cooper |
| Accompaniest | Lindsey Schmeltzer |

Setting: A stage.
Run Time: Approximately 2 hours. There will be one 15 minute intermission.
*No photography or recording devices of any kind allowed.*

Bingo Rules (*and yes, Bingo Rules!*): For this evening, you may call "bingo" only once for a prize. Then begin working on blackout for a second prize!

# THE COMEDY OF ERRORS
## BY WILLIAM SHAKESPEARE

Director Domenique Lozano**

Scenic Design by Malcolm Rodgers
Costume Design by Callie Floor §
Sound Support by Grant Huberty
Lighting Design by Mitchell Ost §
Props Coordination by Martie Muldoon
Stage Management by Laney Schwantes

| CAST (in order of appearance): | |
|---|---|
| Egeon, Dromio of Sonora, Pinch | Leyla Modirzadeh* |
| Sheriff, Antipholus of Sonora | Ryan Torres |
| Officer, Antipholus of El Paso | Jack Grable |
| Dromio of El Paso | Amanda Kang |
| Adriana, Officer, Courtesan | Jillian A. Smith |
| Luciana, Angelo, Mayor Emilia | Chloris Li |
| Servant | Abigail Coats |

* *The Actor appears through the courtesy of Actors' Equity Association, the union of professional actors and stage managers in the United States.*

** *The Director is a Member of the Stage Directors and Choreographers Society, a national theatrical labor union.*

§ *Member, United Scenic Artists Local 829*

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EXHIBIT C

The new stage you see at Darcle Kent Vineyards was designed by Malcolm Rogers and engineered and constructed by SCENIC, Chris Hammer Lead Project Manager. *www.SCENICcompany.com*
Graphic Panels from Bill Stender of SF Landmark Printing.

## ADDITIONAL PRODUCTION STAFF:

### ASSISTANT COSTUME DESIGNERS

Jennifer Johnson (*The 39 Steps*)
Cynthia Preciado (*The Comedy of Errors*)

### APPRENTICES AND INTERNS - *Partially supported by a grant from the Tri-Valley Nonprofit Alliance.*

**ACTORS**
Abigail Coats
Lou Cooper
Amanda Kang

**STAGE MANAGERS**
Margarita Kuranova
Laney Schwantes

**BACKSTAGE CREW**
Emily Ballin
Nicole Blair
Lundon Cruz

**ELECTRICIANS**
Miriam Lerner
Andrew Lim
Kayla Long
Leila Suess

## BOARD OF DIRECTORS:

Bryan Balazs, Chair
Laura Batti
Tony Baylis
Ellen Goold, Secretary
Bob Koelle
Larry Lagin
Steve Lanza
Bobbie Ramirez, Vice Chair
Mary Sweeney
Lisa A. Tromovitch
Beth Trutner

## CAPITAL CAMPAIGN STEERING COMMITTEE:

Dale Kaye
David Kent
Lori Souza

**Very Special Thanks to our Housing Hosts without whose generosity many of our artists could not have accepted our invitation to join us this summer.**

Laura Batti & John Hogan
Ann Brown & Steve Ketzler
Jessie & Reggie Gaylord
Donna Heinle
Jean Moran & Eric Serdahl
Mary & Don Sweeney
Lisa A. Tromovitch

Usher services provided by National Charity League - Pleasanton Chapter.
Stage construction support provided by Rotary Club of Livermore Valley.

## ADMINISTRATIVE STAFF:

**Lisa A Tromovitch**, Producing Artistic Director
**Lindsey Schmeltzer**, Education Director and Systems Administrator
**Dawn Wantroba**, Office Administrator
**Leslie Martinson**, Grant Writer
**Lillian Radwan**, Marketing and Development Coordinator
**Laura Batti**, Metier Communications, Graphic Design
**Besy Diaz**, Front of House Manager
**Michael Wayne Rice**, Resident Director

Special thanks to volunteers Natalia Custodio, Karen Riley, Amy Pittel, Ronna Lagin, John Hogan, Hester Wagner, and to TheatreWorks-Silcon Valley, University of the Pacific Department of Art, Media, Performance & Design; Delta College; Asbury Players; Encore Players; Russell Champa; Cathie McClellan; Hans Probst

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# BIOGRAPHIES:

**EXHIBIT C**

## ACTORS:

**Abigail Coats**, Starr/*Cabernet*, Servant/*The Comedy of Errors*, is an Alabama native currently working toward her BFA in Musical Theater from The University of Alabama at Birmingham. She is an actress as well as a Kennedy Center American College Theater Festival selected playwright. Recent credits include The Miracle Worker at Ivy Green, Red Mountain Theatre Company, and several productions with Theatre UAB. *@_abigailcoats*

**Lou Cooper**, Stew the Pirate/*Cabernet*, will be a junior at Saint Mary's College of California this fall where they are studying choreography and performance. They are also a teaching artist, director, and choreographer with Pleasanton Youth Theater Company. They are especially skilled in improv, roller skating, and frog facts. This is their first season with SPARC as an Acting Apprentice, but hopefully not their last!

**Jack Grable**, Antipholus of El Paso/*The Comedy of Errors*, is a recent Graduate of the UC Berkeley Theater Department. Recent credits include *Titus Andronicus* (BareStage Productions), *Pool of Unknown Wonders* (TDPS), *A Midsummer Night's Dream* (MiraCosta College), and *Man of La Mancha* (Oceanside Theater Company).

**Shannon Alane Harger** (they/them), Cap'n/*Cabernet*, is an actor, musician, writer, and director from Louisiana, now residing in the Bay Area. They work in a variety of mediums, including improv and interactive gaming. They are thrilled to be back on a real stage with such a fabulous crew after a long hiatus from performing. *@shayfalconforce*

**Amanda Kang**, Dromio of Syracus/*The Comedy of Errors*, is a Bay Area performer and writer. Favorite credits include Sophie in Mamma Mia, Little Red in Into the Woods, and Karen Andre in Night of January 16th. Amanda is currently studying Musical Theatre and English at UCLA. Enjoy the show! *amanda-kang.com*

**Charlie Lavaroni** (he/they) Clown #2/*The 39 Steps*, is a bi-coastal actor and teaching artist currently based in NYC. They have proudly worked with: SF Shakespeare Festival, Catalyst Theatre, Big Idea Theatre, HamletIsntDead, Davis Shakespeare Festival, SFBATCO, and Shakespeare & Co. Some of his favorite recent credits include: Nell Gwyn (*Charlie and Nell*); Hades (*Shining*); Burgundy/others (*King Lear*); and Touchstone (*As You Like It*). They have trained at Shakes and Co's prestigious month-long intensive and are a Resident Artist at HamletIsnt-Dead in NYC. *www.charlielavaroni.com*

**Chloris Li**, Luciana/*The Comedy of Errors*, is a Bay Area native who recently received a BA in Theater from UC San Diego. Recent credits: *Where the Mountain Meets the Moon* (South Coast Rep), *Desert Rock Garden* (New Village Arts), and *A Christmas Carol* (Northside Theatre Company). She recently performed with SPARC in *Life is a Cabernet- 2021*, and the reading of Jennifer Le Blanc's *Winter's Passage*. *@ichlorisli*

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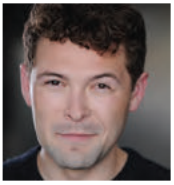
**Armando McClain**, Hannay/*The 39 Steps*, is an Actor, Teaching Artist, Writer, and Bay Area native currently based in Los Angeles. Teaching credits include Chabot College and CSU San Marcos. You may have seen him on stage at Cal Shakes, The Rep in St Louis, TFANA, Oregon Shakespeare Festival, Shakespeare Santa Cruz, and Livermore Shakespeare. Member, Actors Equity Association.

**Leyla Modirzadeh**, Dromio of Syracus/*The Comedy of Errors*, is a theater artist currently teaching acting at UC Berkeley. Besides performing at theaters such as A Contemporary Theatre, The Kennedy Center, La Mama and New York Theatre Workshop, her work includes collaborations with Obie Award winning theater artist Ping Chong for over 25 years on projects as performer, co-writer, and director. *www.leylamodirzadeh.com*

**Malcolm Rodgers**, Stage and Set Designer, Clown #1/*The 39 Steps*, is an Associate Artist last seen as Iago in the company's *Othello* and as Sir Walter Elliot in *Persuasion*. He also designed LSF's 'in-the-round' stage at Wente Vineyards where the company performed for the five years pre-pandemic and has been scenic designer for the last four seasons for LSF. He has performed with Custom Made Theatre, CCCT, Arabian Shakespeare, Napa Valley Shakespeare, and Ross Valley Players. Malcolm studied theater performance at PCPA, and stage design at San Francisco State University.

**Sydney Schwindt**, Anabella Schmidt, Pamela, & Margaret /*The 39 Steps*, is an actor, fight director, educator, and illustrator in the Bay Area. She formerly taught stage combat at American Conservatory Theater's Graduate Program. Favorite Acting credits include Livermore Shakespeare (now SPARC), SF Shakespeare Festival, Hartford Stage, Perspective Theatre Company, and Bay Area Children's Theatre. *www.sydney-schwindt.com*

**Jillian A. Smith**, Adriana/*The Comedy of Errors* and Polly/*Cabernet*, is a Bay Area actress, dancer, and singer. She studied ballet with the Bolshoi Ballet Academy and is a recent graduate of UC Berkeley. Recent credits: *Blood at the Root* (Custom Made Theatre), *Anonymous* (South Bay Musical Theatre), and *The Last Five Years* (Barestage Productions). *@jillians_1*



**Ryan Torres**, Francois/*Cabernet* and Antipholus of Syracuse/*The Comedy of Errors*, received his degree in Theatre Arts- Acting from CSU Fresno in 2020, where he specialized in Period Style performance. His favorite past roles include Cliff Bradshaw in *Cabaret*, Jack Worthing in *The Importance of Being Earnest*, Man in *Samuel Beckett's Play*, and Giuseppe Zangara in *Assassins*. He was recently seen at SPARC Studio in Jennifer Le Blanc's new play *Winter's Passage*.

## PRODUCTION TEAM:

**Laura Batti** (SPARC Graphic Designer) is a graphic designer and co-owner of Métier Marketing Communications, Inc. She has extensive experience in all forms of marketing identity and graphic design. Laura has worked with Shakespeare's Associates since its inception, designing the logos, website and LSF (now SPARC) programs. You can see more of her work at *www.metiermc.com*.

**Audrey Brooks** (Stage Manager, *Life is a Cabernet*), is a Bay Area native and received a BA in Theater from San Francisco State University (SFSU). She is a Teaching Artist with SPARC, teaching second graders Shakespeare in the So Wise So Young program. Favorite credits include acting in *Godspell* (Las Positas College), and *Across The Universe* (Brown Bag at SFSU), and assistant directing *Fools* (TVYPA), and *High School Musical Jr.* (Town Hall Theatre).

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**Cassidy Brown** (Director, *The 39 Steps)* is an actor, director, improviser, speaking coach, and game facilitator working all over the Bay Area in several venues for the last twenty years. Directing credits include Willows Theater, Traveling Lantern Theatre (both US and UK), Sonoma State University, and YES. As an actor, he has been seen at Berkeley Rep, TheatreWorks, Pacific Rep, Capital Stage, SF Playhouse, and Marin Shakes, to name a few. He teaches games and coaches techies to connect to their emotions with Feet First and Speechless. He also co-hosts a comedy and spirituality podcast called All the Answers. *www.getcassidybrown.com*

**Natalia Custodio** (Volunteer Scenic Painter) is a Bay Area native, UC Davis graduate in design and theater, and accomplished classical and mariachi violinist. She has designed multiple record wraps & liner notes for international, Grammy-winning musicians through Smithsonian Fo kways Recordings. She is currently an Assistant Vice President of a Livermore credit union, winning multiple marketing and leadership awards in recent years, and is completing her Masters in Design Management from Georgetown University.

**Callie Floor** (Costume Designer, *The Comedy of Errors*) returns after having designed LSF's productions *Othello* and *Persuasion*. She is the resident designer for the California Revels and spent many years as the Costume Rentals Supervisor for A.C.T. She has a BFA from the University of Utah and a Higher Diploma in Theater Design from the Slade School of Fine Art, University College London.

**Jocelyn Leiser Herndon** (Costume Designer, *Life is a Cabernet*) is pleased to be returning to SPARC. She has also designed for San Francisco Shakespeare Festival, The Aurora Theatre, Marin Theatre Company, Pacific Repertory Theatre and Encore Theater. Jocelyn holds an MFA in Costume Design from UCSD and has taught costume and fashion design at the middle school, high school and college levels.

**Grant Huberty** (Sound Designer), Associate Artist, is pleased to return for another great Shakespeare in the Vineyard season. In addition to sound design for theaters, schools and church groups, Grant also designed and installed the in-the-round sound system for the festival when it was at Wente Vineyards.

**Jennifer Johnson** (Assistant Costumer, *The 39 Steps*) started working as the Costume Shop Supervisor at San Joaquin Delta College in 2010. She received her BA in Theater Arts and her MA in Education from the University of the Pacific. Before her employment at Delta, she spent time in Utah as an Apprentice to a Master Tailor. Her Costume Designs include *Hansel and Gretel* (Stockton Opera), *Side By Side* (Stockton Theatre Project), and most recently *The Winter's Tale* (Livermore Shakespeare Festival). Jennifer has been nominated for several SARTA Elly Awards.

**Margarita Kuranova** (Stage Manager, *The 39 Steps*) is a Media X major with a Business minor at University of the Pacific making her debut in theater as an apprentice this summer. She comes to us from Ukraine

**Gregg Le Blanc** (Associate Artist/Festival Photographer) has helped capture Livermore Shakespeare Festival's magic over the years. You also might have seen him on stage in LSF's *Much Ado About Nothing!* Gregg has a Master's Degree Chemical Engineer from University of California Santa Barbara with a 2nd Year certificate from University of Edinburgh. For more photography follow *@CumulusLight*, and try liking *www.Facebook.com/photogregger*!

**Jennifer Le Blanc** (Director, *Life is a Cabernet*) directed SPARC's production of *Sense and Sensibility* and readings of *Kindertransport* and of *Winter's Passage*. She has acted in several SPARC productions including *Cyrano de Bergerac* and *Much Ado About Nothing*. Jennifer wrote the adaptation of Jane Austen's *Persuasion* produced by SPARC. She is also a teaching artist and received her MFA from the National Theatre Conservatory and her BA in English Literature from U.C. Berkeley. She is an associate artist with SPARC and Perspective Theatre Company, and is part of Playground's Writers Pool. *www.jenniferleblanc.com*

**Domenique Lozano** (Director, *The Comedy of Errors*) is a Bay Area-based Director, Educator and Actress. She directed *The Importance of Being Earnest* for SPARC, then Livermore Shakes at Wente Vineyards. She is a Resident Artist with the American Conservatory Theater, (ACT), where she directs the main stage production of *A Christmas Carol*, as well as having served many years as a core faculty member in the MFA Program. Acting credits include work with such theaters as California Shakespeare Theater, A.C.T., Berkeley Repertory Theatre, San Jose Repertory Theatre, San Jose Stage Company, and the Oregon Shakespeare Festival.

**Martie Muldoon** (Props Supervisor) has been involved in all areas of production throughout the Tri-Valley area. Currently she's on the board of Encore Players, music directing with Tri-Valley Rep, and acting at Broadway Rep (Brentwood). Her previous experience with Livermore Shakes includes acting, music directing and as a volunteer. Martie is delighted to provide the props for this summer's shows!

**Mitchell Ost** (Lighting Designer) is excited to be making his SPARC/LSF debut. Recent Bay Area designs include *A Gentleman's Guide To Love and Murder* (Lamplighters Music Theater) *Always*, *Patsy Cline* (Woodminster Musicals), *The Three Sisters* (Diablo Valley College), *Ragtime* (Youth Musical Theater Company). Mitchell teaches theater design and technology at The College Preparatory School in Oakland. Proud member United Scenic Artists Local 829. *www.mitchellost.com*

**Karen Riley** is an Associate Artist with SPARC who has worked with the Company since 2008 (as Livermore Shakespeare Festival) in a variety of roles including Production Manager and Technical Director. She developed technical theater skills as a student and volunteer at Las Positas College. Karen retired from LLNL in 2015.

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**Malcolm Rodgers** (Stage and Set Designer, Clown #1/ *The 39 Steps*) [see acting bio above] Malcolm was the Design Director for Hot Rod Shop, a custom scenic design company in Alameda, where he designed scenery and motion graphics for television, stage, and corporate environments. He has received three Regional Emmy Awards, two for set design, and one for Motion graphics. Some of his more recent set designs for theater include *Berlin to Broadway* at The Masquers; *Persuasion, Enchanted April* and *Night of the Iguana* at The Ross Valley Players; *Kiss Me Kate* and *Meet Me In St. Louis* at CCCT. Malcolm studied theater performance at The Pacific Conservatory for the Performing Arts, and stage design at San Francisco State University.

**Mary Ann Rodgers** (Casting Director) is a SPARC Associate Artist whose acting and directing work have been seen on the Livermore Shakespeare stage. She directed *The Complete Works of William Shakespeare Abridged* and Jennifer Le Blanc's adaptation of Jane Austen's *Persuasion*. Other directing work done at Shotgun Players and Ross Valley Players. Mary Ann taught theater at The Bay School of San Francisco where her mission was to develop empathetic advocates for arts as well as to nurture young theater artists.

**Lindsey Schmeltzer** (Musical Director, *Life is a Cabernet*) has musically directed in Dallas, Milwaukee, and throughout the Bay Area. Favorite productions include *Heathers: The Musical*, *Women on the Verge of a Nervous Breakdown*, and *Hairspray*. She has been seen on SPARC stages (formerly LSF) in *The Tempest* and *As You Like It*, among others. Lindsey is the Education Director at SPARC Theater and the co-author of the first *Life is a Cabernet-2021*.

**Laney Schwantes** (Stage Manager, *The Comedy of Errors*), is a stage manager working toward her BA in Theater Design and Production at Fordham University in Manhattan. She is happy to be back in the Bay Area where she originally discovered her passion for theater thanks to Bay Area Children's Theatre and Tri-Valley Young Performers Academy.

**Sydney Schwindt** (Fight Consultant/Fight Captain) See Actor bio above.

**Jonathan Singer** (Costume Designer, *The 39 Steps*) has designed several shows for SPARC (then Livermore Shakespeare) over the years including *The Tempest*, *Pride and Prejudice*, *Romeo & Juliet*, *Twelfth Night* and *The Complete Works of William Shakespeare Abridged* (revised). He has designed and taught at University of the Pacific, is a master tailor, and in addition to designing costumes is an interior designer. He is currently full-time Faculty at Delta College. His MFA is from University of Minnesota and his BA from CSU Stanislaus.

**Lisa Tromovitch** (Producer), Founding Artistic Director, is also a tenured professor in Media X at University of the Pacific. She began her career at The Old Globe Theater, and has directed in six states. She is a Backstage West Garland Award and Indy Award winner for her direction of Amadeus at PCPA TheatreFest. Most recently she directed The *Winter's Tale*, *The Tempest*, and her own adaptation of *Cyrano de Bergerac* for SPARC. Past President, Shakespeare Theatre Association. MFA, Southern Methodist University; BA magna cum laude, Dartmouth College; Phi Beta Kappa.

**Anastasia Wirth** (Production Coordinator) Anastasia joined Livermore Shakespeare Festival (now SPARC) on 2019's *Othello*. She has worked at various theater companies throughout the Bay Area, including being the Resident Stage Manager at Pacific Coast Repertory Theatre for 6 years. She graduated from California State University East Bay with a Bachelor of Arts in Theater. Anastasia is a proud member of AEA.

## CREW:

**Emily Ballin** (Backstage Crew) is heading into her second year at University of Utah in Salt Lake City. She's studying Video Game design with a focus on digital art, and is proud to work with a theater company that also worked with her parents in the past.

**Nicole Blair** (Dresser, *The 39 Steps*) is an East Bay native who is very excited to be working her first production with SPARC. She's previously worked with Audacity theater education and as spotlight operator for TVRT, some of her favorite productions include *Mamma Mia* and *Shrek the Musical*.

**Lundon Cruz** (Dresser, *The 39 Steps* and *The Comedy of Errors*) is an incoming sophomore at California Polytechnic University, Pomona. She is studying for a major in Apparel Merchandising and Management. At SPARC Theatre, she has been practicing her role as a dresser to prepare actors for constant changes.

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Don't be late for this very important date! Our after-school classes are starting soon, and we still have plenty of spots available. Some Have Greatness is available for 3rd - 8th grade. To register or for more information visit our website or click the link in the bio.

**SPARC**

Our after-school classes are starting soon, and we still have plenty of spots available. Some Have Greatness is available for 3rd - 8th grade. To register or for more information visit our website or click the link in the bio.

"We are such stuff as dreams are made on, and our little life is rounded with a sleep."
— William Shakespeare, The Tempest

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# Directors and Playwrights

**TIRA PALMQUIST** (Playwright) Tira is a playwright, director, and dramaturg. *Two Degrees*, her most produced play, premiered at the Denver Center and is on the Honorable Mention list for the 2016 Kilroys. Tira teaches creative writing at the Orange County School of the Arts. She is a member of the Playwrights Union, the Antaeus Theater's Playwrights Lab, and the Dramatists Guild. MFA, UC Irvine. www.tirapalmquist.com

**MARISELA TREVIÑO ORTA** (Playwright) Marisela is an award-winning playwright with an MFA in Poetry (University of San Francisco) and Playwriting (Iowa Playwrights Workshop). Her work has been presented at Arizona Theatre Company, New Jersey Repertory Company, and Oregon Shakespeare Festival among others. Her Audible commissioned play *Nightfall* is currently available online.

**LESLIE MARTINSON** (Director) Leslie has directed for SPARC with *Lend Me A Tenor* and *The Complete Works of William Shakespeare (abridged) [revised] (2008)*. She was Associate Artistic Director and Casting Director of TheatreWorks Silicon Valley for many years and has also directed for City Lights Theater Company in San Jose. She is currently the grant writer for SPARC Theater.

**MARY ANN RODGERS** (Director) Mary Ann is an Associate Artist and has been seen in *A Midsummer Night's Dream*, *Cyrano de Bergerac*, and *The Importance of Being Earnest*. She directed *Persuasion*, and *The Complete Works of William Shakespeare (abridged) [revised]*, as well as *Sapience* for last year's Science@Play reading series. Coming up: Leontine in *The Triumph of Love* (Shotgun Players) and director of *Native Gardens* (Ross Valley Players).

**LISA A. TROMOVITCH** (Producer) Lisa is the Founding Artistic Director of SPARC Theater and a tenured professor at University of the Pacific. She has directed professionally for over 30 years, most recently *The Winter's Tale*, *The Tempest*, and her own adaptation of *Cyrano de Bergerac* for Livermore Shakespeare Festival. She is a Past President of the international Shakespeare Theatre Association. MFA, SMU; BA, Dartmouth College.

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# Science@Play

## 2022 Theme: The Climate Crisis

November 4th, 5th, and 6th

November 18th, 19th, and 20th

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## TWO DEGREES *by Tira Palmquist*

**Directed by Leslie Martinson**

| | |
|---|---|
| EMMA PHELPS | **Mary Ann Rodgers** |
| CLAY SIMPSON | **Hans Probst** |
| LOUISE ALLEN | **Karen Offereins** |
| JEFFERY PHELPS/ERIC WILSON/MALIK PETERSON | **Malcolm Rodgers** |
| STAGE MANAGER | **Emily Perry** |

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## BASILOSAURUS *by Marisela Treviño Orta*

**Directed by Mary Ann Rodgers**

| | |
|---|---|
| LORENA | **Vanessa "Veve" Melendrez** |
| DAVID/PATRICK | **William H. Bryant, Jr.** |
| GRACE | **Linda González** |
| TODD | **Malcolm Rodgers** |
| SENATOR BREWSTER | **Hans Probst** |
| STAGE MANAGER | **Emily Perry** |
| ASSISTANT STAGE MANAGER | **Lisa Jost** |
| COMMUNITY ADVISORS TO THE PLAYWRIGHT | **Alan Burnham, Ph.D., Ilena Finocchi, Jennifer Little, Kyle Johnson, Larry Lagin, Ph.D., Mendal Stewart, Michael Rice, Robert Boessenecker, Ph.D. and Rudy Barnes** |

## CREW

**EMILY PERRY** (Stage Manager) Emily is a recent graduate of Southern Oregon University where she studied English and Film, as well as writing and editing for the student newspaper and running the improv team. She is super grateful to be working with SPARC and spreading this incredible message.

## SPARC TEAM

| | |
|---|---|
| ARTISTIC DIRECTOR | **Lisa A. Tromovitch** |
| EDUCATION DIRECTOR | **Lindsey Schmeltzer** |
| PROGRAM MANAGER | **Audrey Brooks** |
| MARKETING | **Laura Batti/Metier Communications** |
| GRANT WRITER | **Leslie Martinson** |

## ACTORS

**HANS PROBST** (Clay Simpson/Senator Brewster) Hans has been acting since the age of 13. Some of his credits include *A Midsummer Night's Dream*, *West Side Story*, and the independent film *X*. He also works as a teaching artist with SPARC and Berkeley Repertory Theatre.

**KAREN OFFEREINS** (Louise Allen) Karen was last seen in Ferocious Lotus Theatre Company's *Evolution*. Recent credits include: *How to Transcend a Happy Marriage* (Custom Made Theatre Company), *Elevada* (Shotgun Players, as well as *The Mousetrap*, *Top Girls*, and *Our Town*), *Two Mile Hollow* (Ferocious Lotus Theatre Company), and *Phèdre* (Cutting Ball Theater).

**LINDA GONZÁLEZ** (Grace) Linda is a speaker, author, life coach, and equity activist. She has written and shared solo performances and storytelling in numerous venues. Her memoir *The Cost of Our Lives* explores family secrets and redemption. *Breaking Through Your Own Glass Ceiling* is based on embracing a full-heated life despite inequities.

**MALCOLM RODGERS** (Jeffery Phelps, Eric Wilson, Malik Peterson/Todd) Malcolm is an actor and scenic designer and has worked with SPARC for six seasons, most recently acting in *The 39 Steps* at Darcie Kent Vineyards, where he also designed the staging and scenery. He has also performed in, and designed for, *Othello* and *The Winter's Tale* at Wente Vineyards.

**MARY ANN RODGERS** (Emma Phelps) Mary Ann is an Associate Artist and has been seen in *A Midsummer Night's Dream*, *Cyrano de Bergerac*, and *The Importance of Being Earnest*. She directed *Persuasion*, and *The Complete Works of William Shakespeare (abridged) [revised]*, as well as *Sapience* for last year's Science@Play reading series. Coming up: Leontine in *The Triumph of Love* (Shotgun Players) and director of *Native Gardens* (Ross Valley Players).

**VANESSA "VEVE" MELENDREZ** (Lorena) VeVe is a Bay Area native. Local credits include *Sprint* (National Queer Arts Festival), *Rocket Man* (Masquers Playhouse), *The Marvelous Land of Oz* (Orinda Starlight Village Players), and several shows at The Pear Theatre). Catch her in music videos like Lil Skies' "Name in the Sand", Leela James The Truth Band's "That Woman" and Fight of Ulysses' "Blackout". Keep up with her career at www.vevemelendrez.com

**WILLIAM H. BRYANT, JR.** (David, Patrick) William has performed in TV shows such as *The Young and the Restless* and *Greenleaf* on the Oprah Winfrey Network and Netflix. He's also worked on a handful of films and several stage plays such as *Anna in the Tropics* by Nilo Cruz, *Picasso at the Lapin Agile* by Steve Martin, *The Petrified Forest* by Robert Sherwood, and most recently portraying Stokely Carmichael in *All the Way*.

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# Brilliant, Laugh-Out-Loud Roller Coaster Ride

- By Carol Graham, Jul 25, 2019

People who like Shakespeare are going to love this play. People who don't like Shakespeare are going to love this play.

As for me? I'm going to have a devil of a time describing this play.

Here goes, but please know I'm understating everything.

"The Complete Works of William Shakespeare (abridged)[revised]" is a brilliant, laugh-out-loud roller coaster ride that teeters on the edge of its tracks, threatening to become completely unhinged at any moment. It is an absolutely delicious thrill ride.

Pictured are Jed Parsario*, Robyn Grahn and Sydney Schwindt in The Complete Works of William Shakespeare (abridged)[revised], 2019. *Member of Actor's Equity Photo by Gregg Le Blanc, CumulusLight.com.

"We've been describing it as Shakespeare meets Monty Python!" says Director Mary Ann Rodgers. "I knew from the start that the show would require smart, skilled actors with a lot of strength, stamina and flexibility — and who knew how to have a good time. These three actors DO come to play."

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Yes, three. Just three actors…covering all 37 of the Bard's plays in 97 minutes. I tip my hat to actors Robyn Grahn, Sydney Schwindt and Jed Parsario. Their talents are breathtaking to behold.

"As random and loose as the show appears,," says Rodgers, "it requires a tremendous amount of focus, strength, discipline, and precision in performance."

The show begins with a parody of Romeo and Juliet, followed by Titus Andronicus performed as a cooking show, then all the histories are acted out as a football game with the ball being a crown.

"The show was not like I expected," says Zachary George, a freshman at Foothill High School in Pleasanton. "I thought that it would be boring and serious, but it was neither. One of my favorite scenes was when the actors did Othello. Even though Othello is normally a serious tragedy, they made it light, interesting and funny by rapping it."

The Complete Works is the last of Livermore Shakespeare Festival's two summer productions, which take place outdoors, under the stars at Wente's Estate Winery & Tasting Room, 5565 Tesla Road in Livermore.

"Livermore Shakespeare Festival is great," says Jennifer Achtert, Zachary's mom. "I like to support regional theater, enjoy a good show, and expose my son to cultural events that might not be his first choice. We saw A Midsummer Night's Dream in 2017 and were impressed, so we'll keep coming back. I agree that the Othello rap was really well done; I thought the entire show was really funny and creative, while remaining tied to the original Shakespeare."

The Wente venue offers an in-the-round stage, which is ideal for the Complete Works. The fourth wall is nonexistent, with actors speaking directly to the audience during much of the play, while the director and stage crew become characters in the play. Additionally, it is common for the actors to make references to pop culture, or to talk about local people or events.

Some scenes even require audience participation.

"We can rehearse everything that surrounds bringing an unknown person onstage, and we can do everything we can to keep them safe, but what will actually happen when that person is on stage is unknown, a little risky, and a lot of fun," Rodgers says.

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For the second act, the characters perform an abbreviated version of Hamlet, Shakespeare's greatest work. An audience member is asked to portray Ophelia for the Nunnery Scene, while the rest of the audience makes up Ophelia's subconscious, representing her ego, superego and id. From there, the roller coaster train gathers momentum, careening down the tracks with increasing speed (literally) before it collects itself, and starts to run backwards.

For an evening of non-stop laughs, irresistible joy, and entertainment that manages to be both witty and bawdy, get your tickets now. Upcoming shows run Thursday through Sunday: July 25-28, and August 1-4. All shows begin at 7:30 p.m. Tickets typically range from $18 - $58. Wente wines are available to enjoy during the show.

This will be the last opportunity for attendees to see an in-the-round LSF production at Wente. Next year, LSF moves to traditional outdoor theater at Darcie Kent Vineyards, also on Tesla Road.

Asked if he would recommend The Complete Works of William Shakespeare (abridged)[revised] to other young people, Zachary adds, “I would say that this may not be the play to see if they want to see the more serious plays or to understand the whole story. However, if they want to see a funny play or get a basic idea of Shakespeare's plays while getting a good laugh, then they should go see it.”

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Livermore VINE

# SPARC Theater to present two new shows highlighting the climate crisis

Nicole Gonzales
Nov 1, 2022 9:10 AM

*SPARC performers during a past Shakespeare in the Vineyards show. From left: Leyla Modirzadeh, Jack Grable, Jillian Smith and Chloris Li. | Photo by Gregg Le Blanc courtesy of SPARC Theater*

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Shakespeare and Performing Arts Regional Company (SPARC) Theater has announced two brand-new feature shows as part of its second annual Science@Play reading series

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Presented through spoken word, the programs aim to highlight the environmental changes brought on by global warming in the 21st century. Both plays will be performed as live script-in-hand, semi-staged readings.

Producing artistic director Lisa Tromovitch described the play series as a combination of social justice, science outreach and the Tri-Valley community.

“The Tri-Valley includes two national labs and a lot of companies that engage in science and engineering. So by starting a reading series on science plays is a way of responding directly to our unique community.”

First of the two plays is Tira Palmquist’s "Two Degrees." The plot follows Emma Phelps, a paleoclimatologist, as she is called to a Senate Committee meeting to testify about climate and environmental legislation.

In the play, Emma focuses her work on ice caps in Greenland and conservation methods. Throughout her experience, Emma grapples with emotional and professional turmoil in her desire for advocacy.

Second of the plays performed will be "Basilosaurus" by Marisela Trevino Orta, which was recently commissioned by SPARC. Its show will be the first public reading for the piece, incorporating audience members and allowing them to give feedback as Orta continues to tweak the script for a final draft. The story was inspired by the evolution of prehistoric whales, according to Orta.

“The play isn’t just about the whale and how climate change impacted it,” said Orta in a press release from the Theater. “I very much want to set the narrative in our present time since climate change is impacting our lives regularly in the form of extreme weather, rising sea levels, and rising global temperatures.”

Orta will be present for the shows, actively taking feedback from audience members.

In addition to Orta's work, the theater has commissioned four other plays by various writers. Each piece intentionally comes from diverse playwrights.

“We chose to commission plays from BIPOC (black indigenous and people of color) artists,” Tromovitch said. “We combined our desire to keep artists working, to reach out to our scientific community and to support those artists in our community.”

“The theater communities in general in the Bay Area certainly are very engaged in social justice aspects. When we're telling stories and we're depicting people on stage, we want to reflect the whole community, not just a segment of it,” she added.

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Due to the intimate reading style of the shows, Tromovitch explained how each performance will be unique. The plays are read aloud with minimal production, then audience members will be allowed to engage and interact with actors, staff or the playwright

“What the audience will hear is something that no one else will ever hear again,” she said. “You actually become a part of the writing process. There may very well be individual line changes from day to day.”

Tromovitch shared what she feels makes the two pieces work well together

“One starting point is when the water was sucked out of the oceans to become the polar ice caps, and then the other play talks about a point in the future when those polar ice caps melt again,” she said. “They’re kind of bookends to each other with these two climate change events.”

The series will be performed at the SPARC Studio in Livermore through the month of November, with "Two Degrees" shown Nov. 4, 5 and 6, and "Basilosaurus" playing Nov. 18, 19 and 20. Shows begin at 7 p.m.

For tickets and more information about the theater company's productions, visit SparcTheater org

This story was made possible by our Community Leaders Program partner.

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THEATER

# Trans actor Skyler Cooper is a male Othello after playing the role as female

Lily Janiak July 3, 2019 Updated: July 8, 2019, 10:33 am

Skyler Cooper during a dress rehearsal of Livermore Shakespeare Festival's "Othello" at Wente Vineyards Estate Winery in Livermore. Photo: Scott Strazzante / The Chronicle

For classical actors, it's not uncommon to revisit the same role multiple times over the course of a career. For black classical actors, that's especially true with the title role in "Othello, the Moor of Venice" — the one major role in Shakespeare's canon that, at least in recent decades, has usually been played by a black performer.

For actor Skyler Cooper, a trans man, playing Othello twice has meant a much more unusual, if not one-of-a-kind, journey. He first played the part as a woman in Impact Theatre's so-called "lesbian" production of the play, in 2005. Now, he's playing the part as a man at Livermore Shakespeare Festival, where Michael Wayne Rice's production, set at the end of the American Civil War, runs through July 21.

Those two interpretations bookend Cooper's own gradual gender evolution. Cooper, a Brooklyn native and an activist and filmmaker in addition to a stage actor, adopted the "androgynous" name Skyler when he was in the Navy, where he served from 1985 to 1996 as an aircraft electrician. For years thereafter, people who didn't know him assumed he was male. Then, more than a decade ago, after a woman accused him of being in the wrong locker room, he started using men's rooms to make his life easier. To most of the world, most of the time, he was male. "I was already expressing my gender the way I wanted to. I was loving the woman that I wanted to love," he says.

But as his body aged, people started to "ma'am" him again, which felt "disjointed," "violating" in a way that it hadn't before, he says. He also felt his gender presentation limited his opportunities as an actor, so he started to make connections among the trans community, deciding he identified as a trans man after he'd already done much of his transitioning.

In Shakespeare's tragedy, gender and race circumscribe Othello's central act. Othello kills his white wife, Desdemona (Nicole Odell, at Livermore Shakespeare Festival), after the villain Iago (Malcolm Rodgers)

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convinces Othello that Desdemona has been cheating on him. He “poisons Othello’s mind,” as Cooper puts it.

In Impact’s “lesbian” production, which was directed by Melissa Hillman, Desdemona “was this validation” to Othello, Cooper recalls.

“I remember someone asked me, ‘How do you kill someone onstage night after night?’ And in that production, it wasn’t her that I was killing,” Cooper says. “It was the thought that she didn’t love me, and as long as she was alive, that thought that she didn’t love me, that I’m not worthy, would still be alive. So, that I could kill.”

Performing the role now as a man at Livermore Shakes, Cooper sees “a difference in the way Othello processes his information, the things that he’s going through, that he’s getting from Iago, the stories that he’s hearing — how it attacks his manhood.

Skyler Cooper, playing Othello at the Livermore Shakespeare Festival, made a gradual transition to male in real life.
Photo: Scott Strazzante / The Chronicle

“I don’t know that it attacked this female Othello’s womanhood. It was different. There is still that idea that she couldn’t love me,” but now it’s painful “because in the context of this world, I’m a black man who was a slave, who doesn’t have a lot to offer” apart from his military skill. This Othello “will never rise to the level of a white man. I will never have that immediate respect that someone can just have for the color of their skin.”

Cooper believes this male Othello “fell in love with the way (Desdemona) saw him. He’s never seen anyone love him in that way, and so he fell in love with himself. He saw himself beyond the slave, beyond the black man. He saw a human being. And to have that stripped away is just as painful” as when he played the part as female.

“But again, a commander is a commander,” Cooper continues, and some characteristics have persisted across his two interpretations, such as Othello’s leadership ability. There’s also “a sense of feeling my life matters, a sense of pride.”

“One of the things that people recall about the ‘Othello’ with Impact was how fiery and volcanic she was,” Cooper says. Under Hillman’s direction, he didn’t feel “pulled back” from any emotion. By contrast, “I feel that as a male, men are told a lot to control their feelings — don’t get too hot.” Rice and Cooper are bringing out how Othello doesn’t want to believe Iago’s lies.

As a female Othello, Cooper, because of who he is, could express femininity in ways society doesn’t typically allow. As a male Othello, he can do the same with masculinity. In every choice he makes as an

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actor, Cooper has options readily available to him that cisgender or gender-conforming actors might not always have.

Skyler Cooper says he can reach for a wider range of emotions because of being trans.
Photo: Scott Strazzante / The Chronicle

"I get to do things that men oftentimes are not comfortable doing, whether it be crying or losing their temper. I get to do that," Cooper says.

To be clear, Cooper also understands it's not that cisgender actors couldn't make those choices. "We all have that muscle, but you make those choices based on those things you're used to using."

"I try to look at it as an asset, the fact that I'm a trans man," Cooper continues. "I have walked in the world as a black man; people have treated me, in my outside world, as a black male, but my choices have not been pressured by society (about) what a black man should and should not do. I got to choose what I wanted to do and still be seen as a black male. … As far as a black woman, same thing. I just push back on any notion."

Skyler Cooper rehearses for Livermore Shakespeare Festival's "Othello."
Photo: Scott Strazzante / The Chronicle

**"Othello":** Written by William Shakespeare. Directed by Michael Wayne Rice. Through July 21. $18-$58. Wente Vineyards Estate Winery and Tasting Room, 5565 Tesla Road, Livermore. 925-443-2273. **www.livermoreshakes.org**

*Editor's note: A previous version of this story misstated the performance history of "Othello." Although African American actor Ira Aldridge played the part as early as 1833, it was common for white actors to play the part in blackface through the middle of the 20th century.*

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EXHIBIT C

Pleasanton Weekly.com

# Highlighting the climate crisis through interactive performances in Livermore

## SPARC Theater announces feature shows in Science@Play series

**by Nicole Gonzales / Pleasanton Weekly**
Uploaded: Tue, Nov 1, 2022, 2:50 pm

'Flatten the Curve' by Diana Barbano from SPARC Theater's 2021 Science@Play reading series. Pictured (from left to right) Heren Patel, Malcolm Rodgers, Tesia Bell, L. Duarte, and Iris Stone.

A Livermore performing arts group is kicking off its 2022 season of performances. This year's theme -- the climate crisis.

Shakespeare and Performing Arts Regional Company Theater has announced two new feature shows as part of its second annual Science@Play reading series. Presented through spoken word, the programs aim to highlight the environmental changes brought on by global warming in the 21st century. Both plays will be done as live, script-in-hand, semi-staged readings.

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SPARC performers during a Shakespeare in the Vineyards show. Left to Right: Leyla Modirzadeh, Jack Grable, Jillian Smith and Chloris Li. (Photo by Gregg Le Blanc courtesy of SPARC Theater)

Producing artistic director Lisa Tromovitch described the play series as a combination of social justice, science outreach and the Tri-Valley community.

"The Tri-Valley includes two national labs and a lot of companies that engage in science and engineering. So by starting a reading series on science plays is a way of responding directly to our unique community," Tromovitch said.

The first of the two plays is Tira Palmquist's "Two Degrees". The plot follows Emma Phelps, a paleoclimatologist, as she is called to a Senate committee meeting to testify about climate and environmental legislation.

In the play, Emma focuses her work on ice caps in Greenland and conservation methods. Throughout her experience, Emma grapples with emotional and professional turmoil in her desire for advocacy.

The second play will be "Basilosaurus" by Marisela Trevino Orta, which was recently commissioned by SPARC. Its show will be the first public reading for the piece, incorporating audience members and allowing them to give feedback as Orta continues to tweak the script for a final draft.

"The play isn't just about the whale and how climate change impacted it," Orta said in a press release from the SPARC Theater. "I very much want to set the narrative in our present time since climate change is impacting our lives regularly in the form of extreme weather, rising sea levels and rising global temperatures."
Orta will be in the house for the shows, actively taking feedback from audience members.

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Aside from Otra's commission, the theater has reserved an additional four other plays by various writers. Each piece intentionally comes from diverse playwrights.

"We chose to commission plays from BIPOC (Black, indigenous and people of color) artists," Tromovitch said. "We combined our desire to keep artists working, to reach out to our scientific community and to support those artists in our community."

"The theater communities in general in the Bay Area certainly are very engaged in social justice aspects. When we're telling stories and we're depicting people on stage, we want to reflect the whole community, not just a segment of it," she added.

Due to the intimate reading style of the shows, Tromovitch explained how each performance will be unique. The plays are read aloud with minimal production, then audience members will be allowed to engage and interact with actors, staff or the playwright themselves.

"What the audience will hear is something that no one else will ever hear again," she said. "You actually become a part of the writing process. There may very well be individual line changes from day to day."

Tromovitch shared what she feels makes the two pieces work well together, as they are from contrasting starting points scientifically.

"One starting point is when the water was sucked out of the oceans to become the polar ice caps, and then the other play talks about a point in the future when those polar ice caps melt again," Tromovitch said. "They're kind of bookends to each other with these two climate change events."

The series will be performed at the SPARC Studio in Livermore through the month of November, with "Two Degrees" shown this Friday through Sunday (Nov. 4-6) and "Basilosauraus" playing Nov. 18-20. Shows begin at 7 p.m.

To find more information about the theater and its productions, visit sparctheater.org.

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## EXHIBIT B

## INSURANCE REQUIREMENTS

**Minimum Scope and Limits of Insurance**
Consultant/Contractor shall maintain limits no less than:

Commercial General Liability, including operations, products and completed operations, as applicable: **$1,000,000/$2,000,000** aggregate per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability or other form of insurance with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

**Deductibles and Self-Insured Retention**
All self-insured retentions (SIR) must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any self-insured retention (SIR) provision shall provide, or be endorsed to provide, that the SIR may be satisfied by either the named insured or the City of Livermore. The City of Livermore reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of right to exercise later.

**Acceptability of Insurers**
Insurance is to be placed with insurers with a current A.M. Best rating of no less than A: VII and accepted to do business in the State of California, unless otherwise acceptable to the City of Livermore.

**Other Insurance Provisions**
The general liability policies are to contain, or be endorsed to contain, the following provisions:

1. The City of Livermore, its officers, officials, employees, and designated volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Consultant/Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City of Livermore, its officers, officials, employees, or volunteers.
2. The limits of insurance required in this agreement may be satisfied by a combination of primary and umbrella or excess insurance. The additional insured coverage under the Consultant's/Contractor's policy shall be primary and non-contributory and will not seek contribution from the City's insurance or self-insurance and shall be at least as broad as ISO Form CG 20 10 04 13. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City of Livermore before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.
3. Any failure to comply with reporting or other provisions of the policy,

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including breaches of warranties, shall not affect coverage provided to the City of Livermore, its officers, officials, employees, or volunteers.

4. The Consultant's/Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party before expiration of the policy unless notice is delivered in accordance with policy provisions.
6. It shall be a requirement under this agreement that any available insurance proceeds broader than, or in excess of, the specified minimum insurance coverage requirements and/or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.
7. Certificate Holder section of the insurance certificate should read: City of Livermore, 1052 S. Livermore Avenue, Livermore, CA 94550.

**Verification of Coverage**

Consultant/Contractor shall furnish certificates of insurance and endorsement(s) effecting coverage to the City of Livermore for approval. The endorsements shall be on forms acceptable to the City of Livermore. All certificates and endorsements are to be received and approved by the City of Livermore before work commences. The City of Livermore reserves the right to require complete and certified copies of all insurance policies required by this Agreement.

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.7**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Scott Lanphier, Public Works Director

**SUBJECT:** Resolution of intention to levy annual assessments for the Landscape Maintenance Districts for Fiscal Year 2023-24, preliminarily approve the Consolidated Annual Engineer's Report, and establish a public hearing date for the annual levy of assessments.

## RECOMMENDED ACTION

Staff recommends the City Council:

1. Preliminarily approve the Consolidated Annual Engineer's Report for all City Landscape Maintenance Districts.
2. Adopt a Resolution of Intention to:
    a. Levy and collect annual landscape maintenance assessments for all Districts formed under the Landscaping and Lighting Act of 1972; and
    b. Establish a Public Hearing for June 26, 2023 for the levy of assessments for Fiscal Year 2023-24.

## SUMMARY

In order to levy and collect annual assessments for Landscape Maintenance Districts (Districts) under the Landscaping and Lighting Act of 1972 (Act), the City of Livermore (City) must follow certain legal procedures. The City Council previously directed the City Engineer to prepare the Annual Engineer's Report for the Districts for Fiscal Year 2023-24 and the City Engineer has filed the report with the City Clerk. The next step consists of passing a resolution of intention to levy and collect assessments and preliminarily approving the Consolidated Annual Engineer’s Report.

## DISCUSSION

The City has adopted the Districts listed below. Under the Act, the City Council must follow certain procedures to levy annual assessments with the Districts. The City Council took initial action for Fiscal Year 2023-24 on April 10, 2023 by adopting Resolution No 2023-054. The next step under the Act is for the City Council to preliminarily approve the Consolidated Annual Engineer’s Report, declare its intent to levy and collect assessments with the Districts in Fiscal Year 2023-24, and establish a public hearing

date.

A Consolidated Annual Engineer's Report (see Attachment 3) has been prepared for the Districts for Fiscal Year 2023-24 in accordance with the requirements of the Act. The Districts are Maintenance District No. LL-1; Annexation Nos. 1989-1, 1989-2, 1989-4, 1990-1, 1990-2; Maintenance District No. LL-2; Annexation Nos. 1992-0, 1992-1, 1993-1, 1993-2, 1994-1, 1994-2, 1994-3, 1994-4, 1994-6, 1994-7, 1994-8, 1995-1, 1995-2, 1995-3, 1995-4, 1995-6, 1995-7, 1996-1, 1996-2, 1996-3, 1996-5, 1996-6, 1996-7, 1996-8, 1996-9, 1997-2, 1997-3, 1997-4,1997-5; and Maintenance District Nos. LL-801, LL-802, LL-803, LL-804, LL-805, LL-806, LL-807, LL-808, LL-809, LL-810, LL-811, LL-813, LL-814, LL-815, LL-817, LL-818, LL-819, LL-820, LL-821, LL-822, LL-823, LL-824, LL-826, LL-827, LL-828, LL-829, LL-830, LL-831, LL-832, LL-833, LL-835, LL-836, LL-837, LL-838, LL-839, LL-840, LL-841, LL-842, LL-843, LL-844, LL-845, LL-846, LL-847, LL-848, LL-849, LL-850, LL-851, LL-852, LL-853, LL-854, LL-855, LL-857, LL-858, LL-859, LL-860, LL-861 LL-862, and LL-863.

Fiscal Year 2023-24 Assessments

There are currently 92 Districts within the City. Of the 92 Districts, 58 operate under the Enduring Cap Policy including the Downtown Landscape Maintenance District (DTLMD), which allows an annual adjustment to the maximum allowable assessment based on the Consumer Price Index (CPI) plus one percent. There are also 30 Districts that operate under the Maximum Cap Policy which allows an annual adjustment to the maximum allowable assessment based on the CPI. The remaining four Districts were formed prior to Proposition 218 and their maximum allowable assessments are determined by the assessment level that was in place at the time Proposition 218 was implemented, plus an annual adjustment based on the CPI. The CPI used to determine annual adjustments is the index for the San Francisco Bay Area for all urban consumers (CPI-U) and is currently 5.30%.

| District Policy | Allowable Adjustment | Proposed Adjustment |
|---|---|---|
| Enduring Cap | CPI-U+1% | 6.30% |
| Maximum Cap | CPI-U | 5.30% |
| Pre-Prop 218 | CPI-U | 5.30% |

Staff developed cost estimates that include revenue and expenditure budgets for all Districts based on the anticipated maintenance needs for Fiscal Year 2023-24. District assessments have been proposed based on sustainability (revenues meeting expenses) and on avoidance of volatile assessment adjustments. Attachment 1 shows the comparison of proposed Fiscal Year 2023-24 assessments with Fiscal Year 2022-23 current assessments for all Districts except the DTLMD. Attachment 2 compares existing and proposed assessments for the DTLMD. The proposed assessment rates to be levied for all Districts are all equal to or less than each District's Fiscal Year 2023-24 maximum assessment rates.

Downtown Landscape Maintenance District, LL-859

Assessments for the DTLMD were originally based on estimated maintenance costs and the anticipated timing of any downtown improvements and related development. Assessments are based on actual prior year costs for maintenance services, actual development in place and actual improvements constructed, in addition to anticipated maintenance costs for any new improvements. No new maintenance improvements are proposed for Fiscal Year 2023-24. The proposed assessment rates to be levied are all equal to or less than each District's Fiscal Year 2023-24 maximum assessment rates.

**FISCAL AND ADMINISTRATIVE IMPACTS**

Property owners within each District pay assessments to cover the cost of landscape maintenance,

utilities, operation, and maintenance of equipment. Maintenance operations are performed by staff and supplemented by private contractors under the direction of staff.

The aggregate projected maintenance costs for all Districts except the DTLMD for Fiscal Year 2023-24 are estimated at approximately $3.3 million. Projected revenue for all Districts except the DTLMD is estimated at approximately $3.4 million. Any funds collected in excess of expenditures remain in each District's respective account for future needs such as asset replacement or periodic maintenance operations.

The DTLMD has projected maintenance costs of approximately $860,400 in Fiscal Year 2023-24. Projected revenue for the DTLMD is about $472,500. The total cost for maintaining the improvements in the DTLMD includes a general benefit to the public of approximately $166,400 which the City pays directly. Additionally, the City's General Fund will also make a supplemental contribution of approximately $221,500 because entitlements for certain properties have expired and the maximum allowable assessments proposed to be levied against the parcels benefitting from the various improvements are not sufficient to cover the projected costs. The City's Fiscal Year 2023-24 budget includes funding for these assessments.

**COMMUNITY PILLAR**
5: A City That Works

**GOAL**
14: Develop and maintain the City's infrastructure, facilities, and property

**ATTACHMENTS**

1. Proposed Assessments for Districts for FY 2023-24
2. Proposed Assessments for DTLMD LL-859 for FY 2023-24
3. FY 2324 Consolidated Engineer's Report
4. Resolution

Prepared by: Marisa Gan
Management Analyst II

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**Proposed Assessments for Landscape Maintenance Districts**
**Fiscal Year 2023-2024**
**Districts with Enduring Caps**

**ATTACHMENT 1**

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 801 | Mt. Day | 622.40 | 585.50 | 622.40 |
| 802 | Lomitas/Ryan | 134.55 | 126.57 | 134.55 |
| 803 | Ridgecrest | 967.22 | 909.88 | 967.22 |
| 804 | Sonterra | 836.40 | 464.57 | 493.85 |
| 806 | Saddleback | 504.94 | 475.00 | 504.94 |
| 807 | Altamar | 580.36 | 416.68 | 442.94 |
| 808 | Meadows | 699.43 | 510.05 | 542.20 |
| 810 | Contractor's Place T-7090 | 798.56 | 725.75 | 771.49 |
| 811 | Altamont #2 | 676.21 | 578.08 | 614.51 |
| 814 | Maralisa II | 223.20 | 209.97 | 223.20 |
| 823 | Dunsmuir | 1,330.88 | 710.46 | 755.24 |
| 833 | Creekside | 371.64 | 277.98 | 295.50 |
| 845 | Alden Lane Estates | 1033.51 | 869.62 | 924.43 |
| 846 | Rosegate | 502.24 | 143.45 | 152.38 |
| 847 | Creekside Villas | 174.76 | 40.99 | 43.57 |
| 848 | Scenic 7 Hills | 1,355.28 | 1078.05 | 1145.99 |
| 849 | Habitat for Humanity | 671.03 | 324.31 | 344.75 |
| 851 | L St. Traffic Calming | 288.90 | 38.08 | 40.48 |
| 852 | Vineyard Gate 2 | 3,292.28 | 1,422.92 | 1,512.60 |
| 854 | Northbrook Homes-The Grove | 1,777.83 | 1,179.10 | 1,253.41 |
| 855 | Oaks Business Park | 2,772.08 | 595.13 | 632.64 |
| 857 | Shea Center | 533.87 | 95.67 | 101.70 |
| 858 | Arroyo Crossings | 1,714.66 | 318.82 | 338.91 |
| 860 | Orchid Place | 4,603.07 | 1,685.89 | 1792.14 |
| 861 | Kohls | 2647.76 | 764.46 | 812.64 |
| 862 | Magnolia Place | 569.64 | 160.29 | 170.39 |
| 863 | The Vines | 663.95 | 354.89 | 377.26 |
| 1989-1 | Autumn Valley | 239.15 | 224.97 | 239.15 |
| 1989-2 | Stratford | 489.08 | 366.42 | 389.51 |
| 1989-4 | Amber Ridge | 527.10 | 495.85 | 527.10 |
| 1990-2 | Monticello | 540.83 | 508.77 | 540.83 |
| 1992-0 | Portola Glen | 1077.33 | 1012.13 | 1075.92 |
| 1992-1 | Scenic Arroyo Estates | 300.22 | 223.20 | 237.27 |
| 1994-1 | Danbury | 225.56 | 212.19 | 225.56 |
| 1994-2 | Portola Meadows | 305.17 | 247.23 | 262.81 |
| 1994-3 | California Promenade I | 429.34 | 352.80 | 375.03 |
| 1994-4 | Windmill Springs | 183.99 | 154.65 | 164.40 |
| 1994-6 | California Nugget I | 872.70 | 820.96 | 872.70 |
| 1994-7 | Rincon Estates | 77.98 | 62.97 | 66.94 |
| 1994-8 | Hallmark Collection | 170.77 | 142.61 | 151.60 |
| 1995-1 | Orchard Business Park | 237.99 | 216.29 | 229.92 |
| 1995-2 | Sandhurst | 264.69 | 177.07 | 188.23 |
| 1995-4 | Airport Business # 1 | 2,234.80 | 919.00 | 976.92 |

**Proposed Assessments for Landscape Maintenance Districts**
**Fiscal Year 2023-2024**
**Districts with Enduring Caps**

**ATTACHMENT 1**

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 1995-6 | Alden Estates | 640.28 | 602.32 | 640.28 |
| 1995-7 | Scenic Links | 278.67 | 137.30 | 145.95 |
| 1996-1 | Portola Collection | 491.31 | 346.80 | 368.66 |
| 1996-2 | Altamont #1 | 886.09 | 318.17 | 338.22 |
| 1996-3 | Beck - Concannon Blvd/Murdell Lane | 725.84 | 682.81 | 725.84 |
| 1996-5 | Sterling Reserve 1 | 378.49 | 306.61 | 325.93 |
| 1996-6 | Sterling Reserve 2 | 371.62 | 349.59 | 371.62 |
| 1996-7 | Devon Place T-6801 | 1,644.61 | 1252.62 | 1252.62 |
| 1996-8 | Maralisa I | 334.71 | 314.87 | 334.71 |
| 1996-9 | California Ranch | 152.75 | 143.69 | 152.75 |
| 1997-2 | California Mountain View - 1 | 122.55 | 110.75 | 117.73 |
| 1997-3 | California Mountain View - 2 | 109.42 | 89.56 | 95.20 |
| 1997-4 | National Drive | 109.82 | 70.66 | 75.11 |
| 1997-5 | Dover | 709.23 | 443.41 | 471.36 |

* See Section IV of this Report for information regarding the Downtown Landscape Maintenance District, LL-859

**Proposed Assessments for Landscape Maintenance Districts**
**Fiscal Year 2023-2024**
**Districts with Max Caps**

**ATTACHMENT 1**

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 805 | The Greens, Tournament | 1,127.15 | 504.71 | 531.47 |
| 809 | Capistrano | 488.77 | 62.68 | 66.00 |
| 813 | Vintage Collection | 1,500.17 | 1,118.32 | 1,177.62 |
| 815 | Bluffs | 611.10 | 580.33 | 611.10 |
| 817 | Lomitas/Evans | 1,587.45 | 966.11 | 1017.34 |
| 818 | Airport Business Park Site #2 | 2,379.63 | 1,665.92 | 1,754.25 |
| 819 | Vintner Place | 1,729.84 | 885.05 | 931.98 |
| 820 | Arroyo Road/Lomitas Avenue | 2,353.86 | 1,279.97 | 1,347.84 |
| 821 | Shea Business Center | 503.32 | 241.85 | 254.67 |
| 822 | Prima | 315.71 | 299.81 | 315.71 |
| 824 | Vintner Estates | 2,466.45 | 1,104.28 | 1,162.83 |
| 826 | Park Lane | 561.77 | 533.48 | 561.77 |
| 827 | Kristopher Ranch | 636.06 | 382.84 | 403.14 |
| 828 | Scenic Meadows | 276.83 | 108.42 | 114.17 |
| 829 | Larry's Place | 3,138.94 | 1,969.46 | 2,073.89 |
| 830 | Vinsanto | 551.98 | 254.04 | 267.51 |
| 831 | Sevillano | 1,094.61 | 1,039.49 | 1,094.61 |
| 832 | California Nugget II | 696.34 | 661.28 | 696.34 |
| 835 | Ashford Renaissance | 1,972.19 | 1,111.71 | 1,170.66 |
| 836 | Legacy | 3,713.82 | 1,557.45 | 1,640.03 |
| 837 | Los Olivos | 1,172.52 | 1,113.48 | 1,172.52 |
| 838 | Ponderosa - Legacy | 1,582.57 | 1,066.97 | 1,123.54 |
| 839 | Reserves | 283.38 | 269.11 | 283.38 |
| 840 | Birchwood | 495.94 | 192.26 | 202.45 |
| 841 | Vineyard Gates I | 1022.54 | 971.05 | 1022.54 |
| 842 | Lennox | 3,142.09 | 871.57 | 917.78 |
| 843 | Parkside Tiffany Collection | 2,249.24 | 2,067.61 | 2,177.24 |
| 844 | Cornerstone | 296.99 | 282.04 | 296.99 |
| 850 | Arroyo Plaza II | 1048.07 | 408.82 | 430.50 |
| 853 | Ladera Estates | 4,329.32 | 2,040.03 | 2,148.20 |

Proposed Assessments for Landscape Maintenance
Districts Fiscal Year 2022-23
Pre-Proposition 218 Districts

| District Number | District Name | Maximum Assessment FY 2023-24 ($) | Current Assessment FY 2022-23 ($) | Proposed Assessment FY 2023-24 ($) |
|---|---|---|---|---|
| 1990-1 | Silver Oaks | 359.47 | 341.37 | 359.47 |
| 1993-1 | Tapestry | 415.75 | 394.82 | 415.75 |
| 1993-2 | Walmart | 101.43 | 40.38 | 42.52 |
| 1995-3 | Jack London Place | 134.26 | 127.50 | 134.26 |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0001-009-00 | COM | A1 | 2 | 66.260 | 3,791 | $3,100.70 | $1,570.57 | $166.21 | $9.77 | $4,847.25 | $3,100.70 | $1,570.57 | $63.47 | $0.00 | $4,734.74 | 2226 1ST ST |
| 097 -0001-010-00 | COM | A1 | 2 | 17.740 | 1,998 | $830.16 | $827.75 | $87.60 | $5.15 | $1,750.66 | $830.16 | $827.75 | $33.45 | $0.00 | $1,691.36 | 2206 1ST ST |
| 097 -0001-011-00 | COM | A1 | 2 | 25.000 | 2,600 | $1,169.90 | $1,077.15 | $113.99 | $6.70 | $2,367.74 | $1,169.90 | $1,077.15 | $43.53 | $0.00 | $2,290.58 | 2200 1ST ST |
| 097 -0001-012-00 | COM | A1 | 2 | 25.860 | 2,500 | $1,210.14 | $1,035.73 | $109.61 | $6.44 | $2,361.92 | $1,210.14 | $1,035.73 | $41.85 | $0.00 | $2,287.72 | 2196 1ST ST |
| 097 -0001-013-00 | COM | A1 | 2 | 25.000 | 2,600 | $1,169.90 | $1,077.15 | $113.99 | $6.70 | $2,367.74 | $1,169.90 | $1,077.15 | $43.53 | $0.00 | $2,290.58 | 2190 1ST ST |
| 097 -0001-014-00 | COM | A1 | 2 | 60.000 | 8,120 | $2,807.76 | $3,364.03 | $356.01 | $20.92 | $6,548.72 | $2,807.76 | $3,364.03 | $135.94 | $0.00 | $6,307.72 | 2184 1ST ST |
| 097 -0001-015-00 | COM | A1 | 2 | 105.990 | 4,249 | $4,959.91 | $1,760.32 | $186.29 | $10.95 | $6,917.47 | $4,959.91 | $1,760.32 | $71.14 | $0.00 | $6,791.36 | 2136 1ST ST |
| 097 -0001-016-00 | COM | A1 | 2 | 23.300 | 1,918 | $1,090.35 | $794.61 | $84.09 | $4.94 | $1,973.99 | $1,090.35 | $794.61 | $32.11 | $0.00 | $1,917.06 | 2118 1ST ST |
| 097 -0001-017-00 | COM | A1 | 2 | 56.000 | 6,608 | $2,620.58 | $2,737.63 | $289.72 | $17.02 | $5,664.95 | $2,620.58 | $2,737.63 | $110.63 | $0.00 | $5,468.84 | 2112 1ST ST |
| 097 -0001-018-00 | COM | A1 | 2 | 27.000 | 1,300 | $1,263.49 | $538.58 | $57.00 | $3.35 | $1,862.42 | $1,263.49 | $538.58 | $21.76 | $0.00 | $1,823.82 | 2086 1ST ST |
| 097 -0001-020-00 | COM | A1 | 2 | 26.000 | 1,320 | $1,216.70 | $546.86 | $57.87 | $3.40 | $1,824.83 | $1,216.70 | $546.86 | $22.10 | $0.00 | $1,785.66 | 2080 1ST ST |
| 097 -0001-022-02 | VCOM | A1 | 2 | 20.500 | 0 | $959.32 | $0.00 | $0.00 | $0.00 | $959.32 | $959.32 | $0.00 | $0.00 | $0.00 | $959.32 | 2038 1ST ST |
| 097 -0001-023-00 | COM | A1 | 2 | 50.000 | 3,447 | $2,339.80 | $1,428.06 | $151.13 | $8.88 | $3,927.87 | $2,339.80 | $1,428.06 | $57.71 | $0.00 | $3,825.56 | 2032 1ST ST |
| 097 -0001-024-01 | COM | A1 | 2 | 100.000 | 1,620 | $4,679.60 | $671.15 | $71.03 | $4.17 | $5,425.95 | $4,679.60 | $671.15 | $27.12 | $0.00 | $5,377.86 | 2008 1ST ST |
| 097 -0001-030-02 | COM | A1 | 2 | 31.500 | 1,320 | $1,474.07 | $546.86 | $57.87 | $3.40 | $2,082.20 | $1,474.07 | $546.86 | $22.10 | $0.00 | $2,043.02 | 2044 1ST ST |
| 097 -0001-033-00 | COM | A1 | 2 | 0.000 | 21,976 | $0.00 | $9,104.44 | $963.52 | $56.61 | $10,124.57 | $0.00 | $9,104.44 | $367.92 | $0.00 | $9,472.36 | 43 S LIVERMORE AVE |
| 097 -0001-034-00 | COM | A1 | 2 | 24.000 | 2,556 | $1,123.10 | $1,058.93 | $112.07 | $6.58 | $2,300.68 | $1,123.10 | $1,058.93 | $42.79 | $0.00 | $2,224.82 | 2056 1ST ST |
| 097 -0001-035-00 | COM | A1 | 2 | 36.000 | 5,212 | $1,684.66 | $2,159.28 | $228.51 | $13.43 | $4,085.88 | $1,684.66 | $2,159.28 | $87.26 | $0.00 | $3,931.20 | 2062 1ST ST |
| 097 -0004-001-02 | COM | B1 | 2 | 175.000 | 11,700 | $984.55 | $1,455.34 | $512.97 | $30.14 | $2,983.00 | $50.29 | $74.33 | $195.88 | $0.00 | $320.50 | 1870 1ST ST |
| 097 -0004-002-02 | IND | B1 | 2 | 125.000 | 18,566 | $703.25 | $2,309.39 | $814.01 | $47.83 | $3,874.48 | $35.92 | $117.95 | $310.83 | $0.00 | $464.70 | 1814 1ST ST |
| 097 -0005-001-10 | COM | B1 | 2 | 85.000 | 7,200 | $478.21 | $895.59 | $315.68 | $18.55 | $1,708.03 | $24.42 | $45.74 | $120.54 | $0.00 | $190.70 | 1790 1ST ST |
| 097 -0005-001-11 | COM | B1 | 2 | 189.900 | 15,844 | $1,068.38 | $1,970.80 | $694.66 | $40.81 | $3,774.65 | $54.57 | $100.66 | $265.26 | $0.00 | $420.48 | 1764 1ST ST |
| 097 -0005-001-12 | COM | B1 | 2 | 25.500 | 13,058 | $143.46 | $1,624.26 | $572.51 | $33.64 | $2,373.87 | $7.33 | $82.96 | $218.62 | $0.00 | $308.90 | 1722 1ST ST |
| 097 -0008-001-00 | COM | B1 | 2 | 100.000 | 1,875 | $562.60 | $233.23 | $82.21 | $4.83 | $882.87 | $28.73 | $11.91 | $31.39 | $0.00 | $72.02 | 1593 1ST ST |
| 097 -0008-002-00 | COM | B1 | 2 | 0.000 | 1,087 | $0.00 | $135.21 | $47.66 | $2.80 | $185.67 | $0.00 | $6.91 | $18.20 | $0.00 | $25.10 | 1576 2ND ST |
| 097 -0008-003-00 | SFR | B1 | 2 | 0.000 | 832 | $0.00 | $103.49 | $209.66 | $12.32 | $325.47 | $0.00 | $5.29 | $80.06 | $0.00 | $85.34 | 1562 2ND ST |
| 097 -0008-004-00 | COM | B1 | 2 | 100.000 | 10,080 | $562.60 | $1,253.83 | $441.95 | $25.97 | $2,284.35 | $28.73 | $64.04 | $168.76 | $0.00 | $261.52 | 1548 2ND ST |
| 097 -0008-005-00 | COM | B1 | 2 | 100.000 | 2,001 | $562.60 | $248.90 | $87.73 | $5.15 | $904.38 | $28.73 | $12.71 | $33.50 | $0.00 | $74.94 | 1543 1ST ST |
| 097 -0009-001-00 | COM | B1 | 2 | 100.000 | 1,032 | $562.60 | $128.37 | $45.25 | $2.66 | $738.88 | $28.73 | $6.56 | $17.28 | $0.00 | $52.56 | 1679 1ST ST |
| 097 -0009-003-05 | MFR | B1 | 2 | 0.000 | 1,675 | $0.00 | $208.35 | $422.09 | $24.80 | $655.24 | $0.00 | $10.64 | $161.18 | $0.00 | $171.82 | 1624 2ND ST |
| 097 -0009-003-06 | MFR | B1 | 2 | 0.000 | 1,675 | $0.00 | $208.35 | $422.09 | $24.80 | $655.24 | $0.00 | $10.64 | $161.18 | $0.00 | $171.82 | 1642 2ND ST |
| 097 -0009-003-07 | COM | B1 | 2 | 100.000 | 1,050 | $562.60 | $130.61 | $46.04 | $2.70 | $741.95 | $28.73 | $6.67 | $17.58 | $0.00 | $52.98 | 1619 1ST ST |
| 097 -0009-003-08 | MFR | B1 | 2 | 0.000 | 2,052 | $0.00 | $255.24 | $517.10 | $30.38 | $802.72 | $0.00 | $13.04 | $197.45 | $0.00 | $210.48 | 1610 2ND ST |
| 097 -0009-005-01 | OFF | B1 | 2 | 100.000 | 1,350 | $562.60 | $167.92 | $84.64 | $4.97 | $820.13 | $28.73 | $8.58 | $32.32 | $0.00 | $69.62 | 1643 1ST ST |
| 097 -0009-006-01 | OFF | B1 | 2 | 0.000 | 8,470 | $0.00 | $1,053.57 | $531.05 | $31.20 | $1,615.82 | $0.00 | $53.81 | $202.78 | $0.00 | $256.58 | 1686 2ND ST |
| 097 -0010-001-01 | COM | B1 | 2 | 150.000 | 1,500 | $843.90 | $186.58 | $65.77 | $3.86 | $1,100.11 | $43.10 | $9.53 | $25.11 | $0.00 | $77.74 | 1771 1ST ST |
| 097 -0010-002-03 | COM | B1 | 2 | 0.000 | 950 | $0.00 | $118.17 | $41.65 | $2.45 | $162.27 | $0.00 | $6.04 | $15.90 | $0.00 | $21.94 | 157 S N ST |
| 097 -0010-003-01 | SFR | B1 | 2 | 0.000 | 1,554 | $0.00 | $193.30 | $391.60 | $23.01 | $607.91 | $0.00 | $9.87 | $149.53 | $0.00 | $159.40 | 1742 2ND ST |
| 097 -0010-003-02 | SFR | B1 | 2 | 0.000 | 957 | $0.00 | $119.04 | $241.16 | $14.17 | $374.37 | $0.00 | $6.08 | $92.09 | $0.00 | $98.16 | 1730 2ND ST |
| 097 -0010-004-00 | SFR | B1 | 2 | 0.000 | 1,144 | $0.00 | $142.30 | $288.28 | $16.94 | $447.52 | $0.00 | $7.27 | $110.08 | $0.00 | $117.34 | 1716 2ND ST |
| 097 -0010-007-02 | COM | B1 | 2 | 150.000 | 1,595 | $843.90 | $198.40 | $69.93 | $4.11 | $1,116.34 | $43.10 | $10.13 | $26.70 | $0.00 | $79.92 | 1737 1ST ST |
| 097 -0010-008-05 | COM | B1 | 2 | 0.000 | 4,015 | $0.00 | $499.42 | $176.03 | $10.34 | $685.79 | $0.00 | $25.51 | $67.22 | $0.00 | $92.72 | 1700 2ND ST |
| 097 -0011-001-00 | COM | B1 | 2 | 50.000 | 4,061 | $281.30 | $505.14 | $178.05 | $10.46 | $974.95 | $14.37 | $25.80 | $67.99 | $0.00 | $108.16 | 1887 1ST ST |
| 097 -0011-004-00 | COM | B1 | 2 | 54.000 | 2,015 | $303.80 | $250.64 | $88.35 | $5.19 | $647.98 | $15.52 | $12.80 | $33.74 | $0.00 | $62.06 | 1845 1ST ST |
| 097 -0011-005-03 | COM | B1 | 2 | 92.050 | 1,472 | $517.87 | $183.10 | $64.54 | $3.79 | $769.30 | $26.45 | $9.35 | $24.64 | $0.00 | $60.44 | 1817 1ST ST |
| 097 -0011-006-00 | OFF | B1 | 2 | 104.000 | 9,596 | $585.10 | $1,193.63 | $601.65 | $35.34 | $2,415.72 | $29.88 | $60.96 | $229.74 | $0.00 | $320.58 | 1859 1ST ST |
| 097 -0011-007-00 | OFF | B1 | 2 | 0.000 | 1,382 | $0.00 | $171.90 | $86.65 | $5.09 | $263.64 | $0.00 | $8.78 | $33.09 | $0.00 | $41.86 | 1859 1ST ST |
| 097 -0012-001-01 | COM | B1 | 2 | 150.000 | 10,800 | $843.90 | $1,343.39 | $473.52 | $27.82 | $2,688.63 | $43.10 | $68.61 | $180.81 | $0.00 | $292.52 | 1987 1ST ST |
| 097 -0012-001-02 | COM | B1 | 2 | 104.000 | 4,230 | $585.10 | $526.16 | $185.46 | $10.90 | $1,307.62 | $29.88 | $26.87 | $70.82 | $0.00 | $127.56 | 1931 1ST ST |
| 097 -0012-002-01 | COM | B1 | 2 | 0.000 | 5,770 | $0.00 | $717.72 | $252.98 | $14.86 | $985.56 | $0.00 | $36.66 | $96.60 | $0.00 | $133.26 | 153 S L ST |
| 097 -0012-003-03 | COM | B1 | 2 | 0.000 | 5,500 | $0.00 | $684.13 | $241.14 | $14.17 | $939.44 | $0.00 | $34.94 | $92.08 | $0.00 | $127.02 | 1986 2ND ST |
| 097 -0012-005-00 | COM | B1 | 2 | 46.000 | 6,900 | $258.80 | $858.28 | $302.52 | $17.77 | $1,437.37 | $13.22 | $43.84 | $115.52 | $0.00 | $172.58 | 1917 1ST ST |
| 097 -0013-001-00 | COM | A1 | 2 | 50.000 | 4,513 | $2,339.80 | $1,869.69 | $197.87 | $11.63 | $4,418.99 | $2,339.80 | $1,869.69 | $75.56 | $0.00 | $4,285.04 | 2083 1ST ST |
| 097 -0013-002-00 | COM | A1 | 2 | 0.000 | 3,164 | $0.00 | $1,310.81 | $138.72 | $8.15 | $1,457.68 | $0.00 | $1,310.81 | $52.97 | $0.00 | $1,363.78 | 2074 2ND ST |
| 097 -0013-003-00 | SFR | A1 | 2 | 0.000 | 3,724 | $0.00 | $1,542.82 | $938.43 | $55.13 | $2,536.38 | $0.00 | $1,542.82 | $358.34 | $0.00 | $1,901.16 | 2046 2ND ST |
| 097 -0013-005-00 | COM | A1 | 2 | 0.000 | 1,375 | $0.00 | $569.65 | $60.29 | $3.54 | $633.48 | $0.00 | $569.65 | $23.02 | $0.00 | $592.66 | 174 S L ST |
| 097 -0013-006-01 | COM | A1 | 2 | 100.080 | 4,185 | $4,683.34 | $1,733.80 | $183.49 | $10.78 | $6,611.41 | $4,683.34 | $1,733.80 | $70.07 | $0.00 | $6,487.20 | 2017 1ST ST |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0013-007-03 | COM | A1 | 2 | 49.920 | 7,150 | $2,336.06 | $2,962.17 | $313.48 | $18.42 | $5,630.13 | $2,336.06 | $2,962.17 | $119.71 | $0.00 | $5,417.94 | 2029 1ST ST |
| 097 -0013-008-00 | COM | A1 | 2 | 25.000 | 2,350 | $1,169.90 | $973.58 | $103.03 | $6.05 | $2,252.56 | $1,169.90 | $973.58 | $39.34 | $0.00 | $2,182.82 | 2041 1ST ST |
| 097 -0013-009-00 | VCOM | A1 | 2 | 25.000 | 0 | $1,169.90 | $0.00 | $0.00 | $0.00 | $1,169.90 | $1,169.90 | $0.00 | $0.00 | $0.00 | $1,169.90 | 2047 1ST ST |
| 097 -0013-010-00 | COM | A1 | 2 | 50.000 | 4,700 | $2,339.80 | $1,947.16 | $206.07 | $12.11 | $4,505.14 | $2,339.80 | $1,947.16 | $78.69 | $0.00 | $4,365.64 | 2059 1ST ST |
| 097 -0014-001-01 | COM | A1 | 2 | 50.120 | 4,550 | $2,345.42 | $1,885.02 | $199.49 | $11.72 | $4,441.65 | $2,345.42 | $1,885.02 | $76.18 | $0.00 | $4,306.62 | 2193 1ST ST |
| 097 -0014-002-00 | INST | A1 | 2 | 0.000 | 10,000 | $0.00 | $4,142.90 | $438.44 | $25.76 | $4,607.10 | $0.00 | $4,142.90 | $167.42 | $0.00 | $4,310.32 | 157 S J ST |
| 097 -0014-003-08 | COM | A1 | 2 | 49.880 | 4,650 | $2,334.18 | $1,926.45 | $203.87 | $11.98 | $4,476.48 | $2,334.18 | $1,926.45 | $77.85 | $0.00 | $4,338.48 | 2175 1ST ST |
| 097 -0014-004-03 | OFF | A1 | 2 | 69.000 | 2,072 | $3,228.92 | $858.41 | $129.91 | $7.63 | $4,224.87 | $3,228.92 | $858.41 | $49.61 | $0.00 | $4,136.94 | 2151 1ST ST |
| 097 -0014-005-02 | COM | A1 | 2 | 0.000 | 800 | $0.00 | $331.43 | $35.08 | $2.06 | $368.57 | $0.00 | $331.43 | $13.39 | $0.00 | $344.82 | 2152 2ND ST |
| 097 -0014-005-03 | COM | A1 | 2 | 31.000 | 4,512 | $1,450.68 | $1,869.28 | $197.82 | $11.62 | $3,529.40 | $1,450.68 | $1,869.28 | $75.54 | $0.00 | $3,395.50 | 2139 1ST ST |
| 097 -0014-005-05 | COM | A1 | 2 | 27.000 | 2,800 | $1,263.49 | $1,160.01 | $122.76 | $7.21 | $2,553.47 | $1,263.49 | $1,160.01 | $46.88 | $0.00 | $2,470.38 | 2133 1ST ST |
| 097 -0014-005-06 | COM | A1 | 2 | 23.000 | 3,180 | $1,076.31 | $1,317.44 | $139.42 | $8.19 | $2,541.36 | $1,076.31 | $1,317.44 | $53.24 | $0.00 | $2,446.98 | 2127 1ST ST |
| 097 -0014-006-01 | COM | A1 | 2 | 0.000 | 5,802 | $0.00 | $2,403.71 | $254.38 | $14.95 | $2,673.04 | $0.00 | $2,403.71 | $97.14 | $0.00 | $2,500.84 | 184 S K ST |
| 097 -0014-007-00 | COM | A1 | 2 | 25.000 | 1,750 | $1,169.90 | $725.01 | $76.73 | $4.51 | $1,976.15 | $1,169.90 | $725.01 | $29.30 | $0.00 | $1,924.20 | 2115 1ST ST |
| 097 -0014-008-02 | COM | A1 | 2 | 25.000 | 1,680 | $1,169.90 | $696.01 | $73.66 | $4.33 | $1,943.90 | $1,169.90 | $696.01 | $28.13 | $0.00 | $1,894.04 | 2121 1ST ST |
| 097 -0015-001-00 | INST | A1 | 2 | 40.770 | 13,772 | $1,907.87 | $5,705.60 | $603.82 | $35.48 | $8,252.77 | $1,907.87 | $5,705.60 | $230.57 | $0.00 | $7,844.04 | 2247 1ST ST |
| 097 -0015-002-00 | COM | A1 | 2 | 0.000 | 5,750 | $0.00 | $2,382.17 | $252.10 | $14.81 | $2,649.08 | $0.00 | $2,382.17 | $96.27 | $0.00 | $2,478.44 | 167 S LIVERMORE AVE |
| 097 -0015-004-01 | COM | A1 | 2 | 50.000 | 6,950 | $2,339.80 | $2,879.32 | $304.72 | $17.90 | $5,541.74 | $2,339.80 | $2,879.32 | $116.36 | $0.00 | $5,335.48 | 2235 1ST ST |
| 097 -0015-004-02 | COM | A1 | 2 | 0.000 | 11,440 | $0.00 | $4,739.48 | $501.58 | $29.47 | $5,270.53 | $0.00 | $4,739.48 | $191.53 | $0.00 | $4,931.00 | 2222 2ND ST |
| 097 -0015-005-01 | COM | A1 | 2 | 0.000 | 1,460 | $0.00 | $604.86 | $64.01 | $3.76 | $672.63 | $0.00 | $604.86 | $24.44 | $0.00 | $629.30 | 160 S J ST |
| 097 -0015-005-02 | COM | A1 | 2 | 0.000 | 3,200 | $0.00 | $1,325.73 | $140.30 | $8.24 | $1,474.27 | $0.00 | $1,325.73 | $53.57 | $0.00 | $1,379.30 | 190 S J ST |
| 097 -0015-006-00 | COM | A1 | 2 | 30.000 | 2,820 | $1,403.88 | $1,168.30 | $123.64 | $7.26 | $2,703.08 | $1,403.88 | $1,168.30 | $47.21 | $0.00 | $2,619.38 | 2205 1ST ST |
| 097 -0015-007-00 | COM | A1 | 2 | 20.000 | 1,880 | $935.92 | $778.87 | $82.43 | $4.84 | $1,802.06 | $935.92 | $778.87 | $31.47 | $0.00 | $1,746.26 | 2211 1ST ST |
| 097 -0015-009-00 | COM | A1 | 2 | 21.580 | 1,297 | $1,009.86 | $537.33 | $56.87 | $3.34 | $1,607.40 | $1,009.86 | $537.33 | $21.71 | $0.00 | $1,568.90 | 2241 1ST ST UNIT B |
| 097 -0017-001-00 | COM | A2 | 2 | 0.000 | 1,689 | $0.00 | $0.00 | $74.05 | $4.35 | $78.40 | $0.00 | $0.00 | $28.28 | $0.00 | $28.28 | 283 S LIVERMORE AVE |
| 097 -0017-002-00 | COM | A2 | 2 | 0.000 | 8,354 | $0.00 | $0.00 | $366.27 | $21.52 | $387.79 | $0.00 | $0.00 | $139.86 | $0.00 | $139.86 | 2287 2ND ST |
| 097 -0017-004-00 | COM | A2 | 2 | 0.000 | 7,108 | $0.00 | $0.00 | $311.64 | $18.31 | $329.95 | $0.00 | $0.00 | $119.00 | $0.00 | $119.00 | 2287 2ND ST |
| 097 -0017-007-00 | SFR | A2 | 2 | 0.000 | 1,128 | $0.00 | $0.00 | $284.25 | $16.70 | $300.95 | $0.00 | $0.00 | $108.54 | $0.00 | $108.54 | 2224 3RD ST |
| 097 -0017-008-00 | SFR | A2 | 2 | 0.000 | 2,231 | $0.00 | $0.00 | $562.20 | $33.03 | $595.23 | $0.00 | $0.00 | $214.68 | $0.00 | $214.68 | 282 S J ST |
| 097 -0017-009-00 | SFR | A2 | 2 | 0.000 | 937 | $0.00 | $0.00 | $236.12 | $13.87 | $249.99 | $0.00 | $0.00 | $90.16 | $0.00 | $90.16 | 266 S J ST |
| 097 -0017-010-00 | COM | A2 | 2 | 0.000 | 5,000 | $0.00 | $0.00 | $219.22 | $12.88 | $232.10 | $0.00 | $0.00 | $83.71 | $0.00 | $83.70 | 2217 2ND ST |
| 097 -0017-011-02 | COM | A2 | 2 | 0.000 | 4,210 | $0.00 | $0.00 | $184.58 | $10.84 | $195.42 | $0.00 | $0.00 | $70.48 | $0.00 | $70.48 | 2247 2ND ST |
| 097 -0017-011-03 | COM | A2 | 2 | 0.000 | 1,539 | $0.00 | $0.00 | $67.48 | $3.96 | $71.44 | $0.00 | $0.00 | $25.77 | $0.00 | $25.76 | 2240 3RD ST |
| 097 -0018-001-00 | COM | A2 | 2 | 0.000 | 2,500 | $0.00 | $0.00 | $109.61 | $6.44 | $116.05 | $0.00 | $0.00 | $41.85 | $0.00 | $41.84 | 2163 2ND ST |
| 097 -0018-002-00 | COM | A2 | 2 | 0.000 | 4,658 | $0.00 | $0.00 | $204.23 | $12.00 | $216.23 | $0.00 | $0.00 | $77.98 | $0.00 | $77.98 | 2180 3RD ST |
| 097 -0018-010-02 | COM | A2 | 2 | 0.000 | 11,523 | $0.00 | $0.00 | $505.21 | $29.68 | $534.89 | $0.00 | $0.00 | $192.92 | $0.00 | $192.92 | 2125 2ND ST |
| 097 -0019-002-01 | COM | A2 | 2 | 0.000 | 4,256 | $0.00 | $0.00 | $186.60 | $10.96 | $197.56 | $0.00 | $0.00 | $71.25 | $0.00 | $71.24 | 275 S K ST |
| 097 -0019-004-01 | COM | A2 | 2 | 0.000 | 1,184 | $0.00 | $0.00 | $51.91 | $3.05 | $54.96 | $0.00 | $0.00 | $19.82 | $0.00 | $19.82 | 282 S L ST |
| 097 -0019-005-00 | COM | A2 | 2 | 0.000 | 5,129 | $0.00 | $0.00 | $224.88 | $13.21 | $238.09 | $0.00 | $0.00 | $85.87 | $0.00 | $85.86 | 202 S L ST |
| 097 -0019-008-01 | COM | A2 | 2 | 0.000 | 7,818 | $0.00 | $0.00 | $342.77 | $20.14 | $362.91 | $0.00 | $0.00 | $130.89 | $0.00 | $130.88 | 235 S K ST |
| 097 -0020-007-04 | COM | B2 | 2 | 0.000 | 41,525 | $0.00 | $0.00 | $1,820.62 | $106.97 | $1,927.59 | $0.00 | $0.00 | $695.21 | $0.00 | $695.20 | 1951 2ND ST |
| 097 -0021-003-01 | COM | B2 | 2 | 0.000 | 10,000 | $0.00 | $0.00 | $438.44 | $25.76 | $464.20 | $0.00 | $0.00 | $167.42 | $0.00 | $167.42 | 287 S M ST |
| 097 -0021-004-01 | SFR | B2 | 2 | 0.000 | 1,234 | $0.00 | $0.00 | $310.96 | $18.27 | $329.23 | $0.00 | $0.00 | $118.74 | $0.00 | $118.74 | 1856 3RD ST |
| 097 -0021-004-02 | SFR | B2 | 2 | 0.000 | 1,024 | $0.00 | $0.00 | $258.04 | $15.16 | $273.20 | $0.00 | $0.00 | $98.54 | $0.00 | $98.54 | 1842 3RD ST |
| 097 -0021-005-00 | SFR | B2 | 2 | 0.000 | 1,040 | $0.00 | $0.00 | $262.08 | $15.40 | $277.48 | $0.00 | $0.00 | $100.07 | $0.00 | $100.06 | 1828 3RD ST |
| 097 -0021-006-00 | SFR | B2 | 2 | 0.000 | 1,316 | $0.00 | $0.00 | $331.63 | $19.48 | $351.11 | $0.00 | $0.00 | $126.63 | $0.00 | $126.62 | 1814 3RD ST |
| 097 -0021-007-00 | COM | B2 | 2 | 0.000 | 1,832 | $0.00 | $0.00 | $80.32 | $4.72 | $85.04 | $0.00 | $0.00 | $30.67 | $0.00 | $30.66 | 1817 2ND ST |
| 097 -0022-001-00 | COM | B2 | 2 | 0.000 | 6,720 | $0.00 | $0.00 | $294.63 | $17.31 | $311.94 | $0.00 | $0.00 | $112.51 | $0.00 | $112.50 | 1783 2ND ST |
| 097 -0022-004-02 | OFF | B2 | 2 | 0.000 | 1,088 | $0.00 | $0.00 | $68.22 | $4.01 | $72.23 | $0.00 | $0.00 | $26.05 | $0.00 | $26.04 | 1713 2ND ST |
| 097 -0022-004-03 | SFR | B2 | 2 | 0.000 | 824 | $0.00 | $0.00 | $207.64 | $12.20 | $219.84 | $0.00 | $0.00 | $79.29 | $0.00 | $79.28 | 1727 2ND ST |
| 097 -0022-004-04 | SFR | B2 | 2 | 0.000 | 1,083 | $0.00 | $0.00 | $272.91 | $16.03 | $288.94 | $0.00 | $0.00 | $104.21 | $0.00 | $104.20 | 1741 2ND ST |
| 097 -0023-001-00 | SFR | B2 | 2 | 0.000 | 969 | $0.00 | $0.00 | $244.18 | $14.35 | $258.53 | $0.00 | $0.00 | $93.24 | $0.00 | $93.24 | 1683 2ND ST |
| 097 -0023-006-01 | MFR | B2 | 2 | 0.000 | 1,296 | $0.00 | $0.00 | $326.59 | $19.19 | $345.78 | $0.00 | $0.00 | $124.71 | $0.00 | $124.70 | 210 S P ST |
| 097 -0023-006-05 | OFF | B2 | 2 | 0.000 | 2,904 | $0.00 | $0.00 | $182.07 | $10.70 | $192.77 | $0.00 | $0.00 | $69.53 | $0.00 | $69.52 | 1617 2ND ST |
| 097 -0023-008-00 | SFR | B2 | 2 | 0.000 | 956 | $0.00 | $0.00 | $240.91 | $14.15 | $255.06 | $0.00 | $0.00 | $91.99 | $0.00 | $91.98 | 1667 2ND ST |
| 097 -0023-009-00 | SFR | B2 | 2 | 0.000 | 1,056 | $0.00 | $0.00 | $266.11 | $15.63 | $281.74 | $0.00 | $0.00 | $101.61 | $0.00 | $101.60 | 1651 2ND ST |
| 097 -0024-003-07 | SFR | B2 | 2 | 0.000 | 1,304 | $0.00 | $0.00 | $328.60 | $19.30 | $347.90 | $0.00 | $0.00 | $125.48 | $0.00 | $125.48 | 220 S Q ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0024-003-08 | SFR | B2 | 2 | 0.000 | 1,052 | $0.00 | $0.00 | $265.10 | $15.57 | $280.67 | $0.00 | $0.00 | $101.23 | $0.00 | $101.22 | 1529 2ND ST |
| 097 -0024-005-00 | SFR | B2 | 2 | 0.000 | 1,121 | $0.00 | $0.00 | $282.49 | $16.60 | $299.09 | $0.00 | $0.00 | $107.87 | $0.00 | $107.86 | 1565 2ND ST |
| 097 -0024-006-00 | SFR | B2 | 2 | 0.000 | 1,121 | $0.00 | $0.00 | $282.49 | $16.60 | $299.09 | $0.00 | $0.00 | $107.87 | $0.00 | $107.86 | 235 S P ST |
| 097 -0024-007-00 | SFR | B2 | 2 | 0.000 | 1,348 | $0.00 | $0.00 | $339.69 | $19.96 | $359.65 | $0.00 | $0.00 | $129.71 | $0.00 | $129.70 | 1561 2ND ST |
| 097 -0024-008-00 | SFR | B2 | 2 | 0.000 | 1,392 | $0.00 | $0.00 | $350.78 | $20.61 | $371.39 | $0.00 | $0.00 | $133.95 | $0.00 | $133.94 | 1557 2ND ST |
| 097 -0024-009-00 | SFR | B2 | 2 | 0.000 | 1,349 | $0.00 | $0.00 | $339.94 | $19.97 | $359.91 | $0.00 | $0.00 | $129.81 | $0.00 | $129.80 | 1553 2ND ST |
| 097 -0024-010-00 | SFR | B2 | 2 | 0.000 | 1,349 | $0.00 | $0.00 | $339.94 | $19.97 | $359.91 | $0.00 | $0.00 | $129.81 | $0.00 | $129.80 | 1549 2ND ST |
| 097 -0024-011-00 | SFR | B2 | 2 | 0.000 | 1,339 | $0.00 | $0.00 | $337.42 | $19.82 | $357.24 | $0.00 | $0.00 | $128.85 | $0.00 | $128.84 | 1545 2ND ST |
| 097 -0024-012-00 | SFR | B2 | 2 | 0.000 | 1,369 | $0.00 | $0.00 | $344.98 | $20.27 | $365.25 | $0.00 | $0.00 | $131.73 | $0.00 | $131.72 | 1541 2ND ST |
| 097 -0028-001-00 | MFR | B3 | 2 | 0.000 | 1,807 | $0.00 | $0.00 | $455.36 | $26.75 | $482.11 | $0.00 | $0.00 | $173.88 | $0.00 | $173.88 | 325 S M ST |
| 097 -0028-002-01 | COM | B3 | 2 | 0.000 | 2,400 | $0.00 | $0.00 | $105.23 | $6.18 | $111.41 | $0.00 | $0.00 | $40.18 | $0.00 | $40.18 | 381 S M ST |
| 097 -0028-002-02 | COM | B3 | 2 | 0.000 | 1,165 | $0.00 | $0.00 | $51.08 | $3.00 | $54.08 | $0.00 | $0.00 | $19.50 | $0.00 | $19.50 | 1858 4TH ST |
| 097 -0028-003-06 | COM | B3 | 2 | 0.000 | 6,412 | $0.00 | $0.00 | $281.13 | $16.52 | $297.65 | $0.00 | $0.00 | $107.35 | $0.00 | $107.34 | 1816 4TH ST |
| 097 -0028-004-01 | COM | B3 | 2 | 0.000 | 5,431 | $0.00 | $0.00 | $238.12 | $13.99 | $252.11 | $0.00 | $0.00 | $90.93 | $0.00 | $90.92 | 1840 4TH ST |
| 097 -0028-005-00 | SFR | B3 | 2 | 0.000 | 1,001 | $0.00 | $0.00 | $252.25 | $14.82 | $267.07 | $0.00 | $0.00 | $96.32 | $0.00 | $96.32 | 1853 3RD ST |
| 097 -0028-006-00 | SFR | B3 | 2 | 0.000 | 995 | $0.00 | $0.00 | $250.74 | $14.73 | $265.47 | $0.00 | $0.00 | $95.74 | $0.00 | $95.74 | 1869 3RD ST |
| 097 -0029-001-01 | COM | B3 | 2 | 0.000 | 7,750 | $0.00 | $0.00 | $339.79 | $19.96 | $359.75 | $0.00 | $0.00 | $129.75 | $0.00 | $129.74 | 325 S L ST |
| 097 -0029-002-00 | COM | B3 | 2 | 0.000 | 6,067 | $0.00 | $0.00 | $266.00 | $15.63 | $281.63 | $0.00 | $0.00 | $101.57 | $0.00 | $101.56 | 381 S L ST |
| 097 -0029-004-00 | COM | B3 | 2 | 0.000 | 1,760 | $0.00 | $0.00 | $77.17 | $4.53 | $81.70 | $0.00 | $0.00 | $29.47 | $0.00 | $29.46 | 1919 3RD ST |
| 097 -0030-001-02 | MFR | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $296.60 | $17.42 | $314.02 | $0.00 | $0.00 | $113.26 | $0.00 | $113.26 | 2073 3RD ST |
| 097 -0030-001-03 | OFF | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $73.80 | $4.33 | $78.13 | $0.00 | $0.00 | $28.18 | $0.00 | $28.18 | 2059 3RD ST |
| 097 -0030-001-04 | MFR | A2 | 2 | 0.000 | 1,700 | $0.00 | $0.00 | $428.39 | $25.17 | $453.56 | $0.00 | $0.00 | $163.58 | $0.00 | $163.58 | 2087 3RD ST |
| 097 -0030-001-05 | SFR | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $296.60 | $17.42 | $314.02 | $0.00 | $0.00 | $113.26 | $0.00 | $113.26 | 343 S K ST |
| 097 -0030-002-01 | COM | A2 | 2 | 0.000 | 2,044 | $0.00 | $0.00 | $89.62 | $5.27 | $94.89 | $0.00 | $0.00 | $34.22 | $0.00 | $34.22 | 2084 4TH ST |
| 097 -0030-002-02 | COM | A2 | 2 | 0.000 | 1,032 | $0.00 | $0.00 | $45.25 | $2.66 | $47.91 | $0.00 | $0.00 | $17.28 | $0.00 | $17.28 | 2052 4TH ST |
| 097 -0030-003-00 | SFR | A2 | 2 | 0.000 | 1,181 | $0.00 | $0.00 | $297.61 | $17.48 | $315.09 | $0.00 | $0.00 | $113.64 | $0.00 | $113.64 | 2038 4TH ST |
| 097 -0030-004-00 | COM | A2 | 2 | 0.000 | 1,928 | $0.00 | $0.00 | $84.53 | $4.97 | $89.50 | $0.00 | $0.00 | $32.28 | $0.00 | $32.28 | 2020 4TH ST |
| 097 -0030-007-01 | COM | A2 | 2 | 0.000 | 5,744 | $0.00 | $0.00 | $251.84 | $14.80 | $266.64 | $0.00 | $0.00 | $96.17 | $0.00 | $96.16 | 314 S L ST |
| 097 -0031-001-00 | PUB | A2 | 2 | 0.000 | 5,400 | $0.00 | $0.00 | $236.76 | $13.91 | $250.67 | $0.00 | $0.00 | $90.41 | $0.00 | $90.40 | 2155 3RD ST |
| 097 -0032-002-01 | OFF | A2 | 2 | 0.000 | 9,560 | $0.00 | $0.00 | $599.39 | $35.21 | $634.60 | $0.00 | $0.00 | $228.88 | $0.00 | $228.88 | 325 S I ST |
| 097 -0032-003-00 | SFR | A2 | 2 | 0.000 | 1,717 | $0.00 | $0.00 | $432.68 | $25.42 | $458.10 | $0.00 | $0.00 | $165.22 | $0.00 | $165.22 | 2254 4TH ST |
| 097 -0032-004-01 | MFR | A2 | 2 | 0.000 | 1,392 | $0.00 | $0.00 | $350.78 | $20.61 | $371.39 | $0.00 | $0.00 | $133.95 | $0.00 | $133.94 | 2238 4TH ST |
| 097 -0032-004-02 | COM | A2 | 2 | 0.000 | 3,298 | $0.00 | $0.00 | $144.60 | $8.50 | $153.10 | $0.00 | $0.00 | $55.22 | $0.00 | $55.22 | 2210 4TH ST |
| 097 -0032-005-00 | COM | A2 | 2 | 0.000 | 1,358 | $0.00 | $0.00 | $59.54 | $3.50 | $63.04 | $0.00 | $0.00 | $22.74 | $0.00 | $22.74 | 2207 3RD ST |
| 097 -0032-006-00 | COM | A2 | 2 | 0.000 | 1,648 | $0.00 | $0.00 | $72.25 | $4.25 | $76.50 | $0.00 | $0.00 | $27.59 | $0.00 | $27.58 | 2221 3RD ST |
| 097 -0032-007-00 | SFR | A2 | 2 | 0.000 | 1,335 | $0.00 | $0.00 | $336.41 | $19.76 | $356.17 | $0.00 | $0.00 | $128.46 | $0.00 | $128.46 | 2235 3RD ST |
| 097 -0032-008-00 | OFF | A2 | 2 | 0.000 | 2,480 | $0.00 | $0.00 | $155.49 | $9.13 | $164.62 | $0.00 | $0.00 | $59.37 | $0.00 | $59.36 | 2257 3RD ST |
| 097 -0033-001-03 | COM | A3 | 2 | 0.000 | 2,541 | $0.00 | $0.00 | $111.41 | $6.55 | $117.96 | $0.00 | $0.00 | $42.54 | $0.00 | $42.54 | 323 S LIVERMORE AVE |
| 097 -0033-002-00 | COM | A3 | 2 | 0.000 | 7,616 | $0.00 | $0.00 | $333.92 | $19.62 | $353.54 | $0.00 | $0.00 | $127.51 | $0.00 | $127.50 | 357 S LIVERMORE AVE |
| 097 -0035-001-02 | OFF | A2 | 2 | 0.000 | 1,576 | $0.00 | $0.00 | $98.81 | $5.80 | $104.61 | $0.00 | $0.00 | $37.73 | $0.00 | $37.72 | 2273 4TH ST |
| 097 -0035-006-00 | COM | A2 | 2 | 0.000 | 2,173 | $0.00 | $0.00 | $95.27 | $5.60 | $100.87 | $0.00 | $0.00 | $36.38 | $0.00 | $36.38 | 2205 4TH ST |
| 097 -0035-007-00 | SFR | A2 | 2 | 0.000 | 902 | $0.00 | $0.00 | $227.30 | $13.35 | $240.65 | $0.00 | $0.00 | $86.80 | $0.00 | $86.80 | 2235 4TH ST |
| 097 -0035-008-02 | COM | A2 | 2 | 0.000 | 1,096 | $0.00 | $0.00 | $48.05 | $2.82 | $50.87 | $0.00 | $0.00 | $18.35 | $0.00 | $18.34 | 2255 4TH ST |
| 097 -0036-001-03 | COM | A2 | 2 | 0.000 | 2,576 | $0.00 | $0.00 | $112.94 | $6.64 | $119.58 | $0.00 | $0.00 | $43.13 | $0.00 | $43.12 | 2181 4TH ST |
| 097 -0036-002-02 | COM | A2 | 2 | 0.000 | 1,870 | $0.00 | $0.00 | $81.99 | $4.82 | $86.81 | $0.00 | $0.00 | $31.31 | $0.00 | $31.30 | 487 S J ST |
| 097 -0036-003-00 | OFF | A2 | 2 | 0.000 | 1,590 | $0.00 | $0.00 | $99.69 | $5.86 | $105.55 | $0.00 | $0.00 | $38.07 | $0.00 | $38.06 | 2162 5TH ST |
| 097 -0036-004-00 | MFR | A2 | 2 | 0.000 | 1,776 | $0.00 | $0.00 | $447.54 | $26.29 | $473.83 | $0.00 | $0.00 | $170.90 | $0.00 | $170.90 | 2150 5TH ST |
| 097 -0036-005-00 | SFR | A2 | 2 | 0.000 | 1,850 | $0.00 | $0.00 | $466.19 | $27.39 | $493.58 | $0.00 | $0.00 | $178.02 | $0.00 | $178.02 | 486 S K ST |
| 097 -0036-007-00 | OFF | A2 | 2 | 0.000 | 2,153 | $0.00 | $0.00 | $134.99 | $7.93 | $142.92 | $0.00 | $0.00 | $51.55 | $0.00 | $51.54 | 2109 4TH ST |
| 097 -0036-008-00 | OFF | A2 | 2 | 0.000 | 3,646 | $0.00 | $0.00 | $228.60 | $13.43 | $242.03 | $0.00 | $0.00 | $87.29 | $0.00 | $87.28 | 2117 4TH ST |
| 097 -0036-009-00 | COM | A2 | 2 | 0.000 | 1,590 | $0.00 | $0.00 | $69.71 | $4.10 | $73.81 | $0.00 | $0.00 | $26.62 | $0.00 | $26.62 | 2157 4TH ST |
| 097 -0037-003-00 | SFR | A2 | 2 | 0.000 | 1,460 | $0.00 | $0.00 | $367.91 | $21.61 | $389.52 | $0.00 | $0.00 | $140.49 | $0.00 | $140.48 | 485 S K ST |
| 097 -0037-004-02 | CHRCH | A2 | 2 | 0.000 | 30,281 | $0.00 | $0.00 | $1,327.64 | $78.00 | $1,405.64 | $0.00 | $0.00 | $506.96 | $0.00 | $506.96 | 2020 5TH ST |
| 097 -0038-001-00 | OFF | B3 | 2 | 0.000 | 2,824 | $0.00 | $0.00 | $177.06 | $10.40 | $187.46 | $0.00 | $0.00 | $67.61 | $0.00 | $67.60 | 411 S L ST |
| 097 -0038-004-00 | COM | B3 | 2 | 0.000 | 2,212 | $0.00 | $0.00 | $96.98 | $5.70 | $102.68 | $0.00 | $0.00 | $37.03 | $0.00 | $37.02 | 1915 4TH ST |
| 097 -0038-005-00 | MFR | B3 | 2 | 0.000 | 3,424 | $0.00 | $0.00 | $862.83 | $50.69 | $913.52 | $0.00 | $0.00 | $329.48 | $0.00 | $329.48 | 1937 4TH ST |
| 097 -0039-010-00 | OFF | B3 | 2 | 0.000 | 6,805 | $0.00 | $0.00 | $426.66 | $25.06 | $451.72 | $0.00 | $0.00 | $162.92 | $0.00 | $162.92 | 1841 4TH ST |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0039-011-00 | OFF | B3 | 2 | 0.000 | 2,887 | $0.00 | $0.00 | $181.01 | $10.63 | $191.64 | $0.00 | $0.00 | $69.12 | $0.00 | $69.12 | 1813 4TH ST |
| 097 -0082-001-01 | COM | B1 | 2 | 150.000 | 5,900 | $843.90 | $733.89 | $258.68 | $15.20 | $1,851.67 | $43.10 | $37.48 | $98.78 | $0.00 | $179.36 | 1485 1ST ST |
| 097 -0082-002-00 | SFR | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $287.02 | $16.86 | $445.56 | $0.00 | $7.24 | $109.60 | $0.00 | $116.84 | 1494 2ND ST |
| 097 -0082-003-00 | SFR | B1 | 2 | 0.000 | 1,153 | $0.00 | $143.42 | $290.55 | $17.07 | $451.04 | $0.00 | $7.33 | $110.95 | $0.00 | $118.28 | 1478 2ND ST |
| 097 -0082-004-00 | SFR | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $287.02 | $16.86 | $445.56 | $0.00 | $7.24 | $109.60 | $0.00 | $116.84 | 1462 2ND ST |
| 097 -0082-005-00 | SFR | B1 | 2 | 0.000 | 1,490 | $0.00 | $185.34 | $375.47 | $22.06 | $582.87 | $0.00 | $9.47 | $143.38 | $0.00 | $152.84 | 1446 2ND ST |
| 097 -0082-006-00 | OFF | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $71.41 | $4.19 | $217.28 | $0.00 | $7.24 | $27.27 | $0.00 | $34.50 | 1430 2ND ST |
| 097 -0082-007-07 | COM | B1 | 2 | 0.000 | 266 | $0.00 | $33.09 | $11.66 | $0.69 | $45.44 | $0.00 | $1.69 | $4.45 | $0.00 | $6.14 | 160 HOLMES ST |
| 097 -0082-007-08 | COM | B1 | 2 | 156.450 | 8,162 | $880.19 | $1,015.25 | $357.85 | $21.03 | $2,274.32 | $44.96 | $51.85 | $136.65 | $0.00 | $233.46 | 1421 1ST ST |
| 097 -0082-009-01 | COM | B1 | 2 | 150.120 | 3,278 | $844.58 | $407.74 | $143.72 | $8.44 | $1,404.48 | $43.14 | $20.83 | $54.88 | $0.00 | $118.84 | 1453 1ST ST |
| 097 -0107-001-00 | SFR | A3 | 2 | 0.000 | 893 | $0.00 | $0.00 | $225.03 | $13.22 | $238.25 | $0.00 | $0.00 | $85.93 | $0.00 | $85.92 | 2493 4TH ST |
| 097 -0107-008-00 | MFR | A3 | 2 | 0.000 | 4,164 | $0.00 | $0.00 | $1,049.31 | $61.64 | $1,110.95 | $0.00 | $0.00 | $400.68 | $0.00 | $400.68 | 454 S LIVERMORE AVE |
| 097 -0107-009-02 | INST | A3 | 2 | 0.000 | 778 | $0.00 | $0.00 | $34.11 | $2.00 | $36.11 | $0.00 | $0.00 | $13.03 | $0.00 | $13.02 | 2475 4TH ST |
| 097 -0107-009-03 | SFR | A3 | 2 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $12.32 | $221.98 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 2417 4TH ST |
| 097 -0107-009-04 | SFR | A3 | 2 | 0.000 | 1,014 | $0.00 | $0.00 | $255.52 | $15.01 | $270.53 | $0.00 | $0.00 | $97.57 | $0.00 | $97.56 | 2439 4TH ST |
| 097 -0107-009-05 | SFR | A3 | 2 | 0.000 | 1,131 | $0.00 | $0.00 | $285.01 | $16.74 | $301.75 | $0.00 | $0.00 | $108.83 | $0.00 | $108.82 | 2455 4TH ST |
| 097 -0108-001-00 | MFR | A3 | 2 | 0.000 | 2,943 | $0.00 | $0.00 | $741.62 | $43.57 | $785.19 | $0.00 | $0.00 | $283.19 | $0.00 | $283.18 | 2389 3RD ST |
| 097 -0108-002-00 | SFR | A3 | 2 | 0.000 | 1,246 | $0.00 | $0.00 | $313.99 | $18.45 | $332.44 | $0.00 | $0.00 | $119.90 | $0.00 | $119.90 | 333 MCLEOD ST |
| 097 -0108-003-00 | MFR | A3 | 2 | 0.000 | 3,302 | $0.00 | $0.00 | $832.09 | $48.88 | $880.97 | $0.00 | $0.00 | $317.74 | $0.00 | $317.74 | 367 MCLEOD ST |
| 097 -0108-004-00 | MFR | A3 | 2 | 0.000 | 2,337 | $0.00 | $0.00 | $588.91 | $34.60 | $623.51 | $0.00 | $0.00 | $224.88 | $0.00 | $224.88 | 389 MCLEOD ST |
| 097 -0108-005-00 | COM | A3 | 2 | 0.000 | 4,479 | $0.00 | $0.00 | $196.38 | $11.54 | $207.92 | $0.00 | $0.00 | $74.99 | $0.00 | $74.98 | 392 S LIVERMORE AVE |
| 097 -0108-006-00 | COM | A3 | 2 | 0.000 | 3,492 | $0.00 | $0.00 | $153.10 | $9.00 | $162.10 | $0.00 | $0.00 | $58.46 | $0.00 | $58.46 | 358 S LIVERMORE AVE |
| 097 -0108-008-03 | COM | A3 | 2 | 0.000 | 4,845 | $0.00 | $0.00 | $212.42 | $12.48 | $224.90 | $0.00 | $0.00 | $81.11 | $0.00 | $81.10 | 2341 3RD ST |
| 097 -0108-010-01 | SFR | A3 | 2 | 0.000 | 2,052 | $0.00 | $0.00 | $517.10 | $30.38 | $547.48 | $0.00 | $0.00 | $197.45 | $0.00 | $197.44 | 2363 3RD ST |
| 097 -0108-012-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-013-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-014-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-015-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-016-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-017-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-018-00 | CON | A2 | 2 | 0.000 | 800 | $0.00 | $0.00 | $201.60 | $11.84 | $213.44 | $0.00 | $0.00 | $76.98 | $0.00 | $76.98 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-019-00 | CON | A2 | 2 | 0.000 | 1,219 | $0.00 | $0.00 | $307.18 | $18.05 | $325.23 | $0.00 | $0.00 | $117.30 | $0.00 | $117.30 | 318 S LIVERMORE AVE UNIT 2 |
| 097 -0109-001-00 | MFR | A2 | 2 | 0.000 | 2,170 | $0.00 | $0.00 | $546.83 | $32.12 | $578.95 | $0.00 | $0.00 | $208.81 | $0.00 | $208.80 | 209 MCLEOD ST |
| 097 -0109-003-00 | SFR | A2 | 2 | 0.000 | 1,342 | $0.00 | $0.00 | $338.18 | $19.87 | $358.05 | $0.00 | $0.00 | $129.13 | $0.00 | $129.12 | 253 MCLEOD ST |
| 097 -0109-004-00 | MFR | A2 | 2 | 0.000 | 2,324 | $0.00 | $0.00 | $585.64 | $34.40 | $620.04 | $0.00 | $0.00 | $223.63 | $0.00 | $223.62 | 277 MCLEOD ST |
| 097 -0109-005-00 | COM | A2 | 2 | 0.000 | 1,301 | $0.00 | $0.00 | $57.04 | $3.35 | $60.39 | $0.00 | $0.00 | $21.78 | $0.00 | $21.78 | 291 MCLEOD ST |
| 097 -0109-006-00 | COM | A2 | 2 | 0.000 | 1,329 | $0.00 | $0.00 | $58.27 | $3.42 | $61.69 | $0.00 | $0.00 | $22.25 | $0.00 | $22.24 | 286 S LIVERMORE AVE |
| 097 -0109-007-00 | COM | A2 | 2 | 0.000 | 2,250 | $0.00 | $0.00 | $98.65 | $5.80 | $104.45 | $0.00 | $0.00 | $37.67 | $0.00 | $37.66 | 254 S LIVERMORE AVE |
| 097 -0109-008-01 | COM | A2 | 2 | 0.000 | 15,000 | $0.00 | $0.00 | $657.66 | $38.64 | $696.30 | $0.00 | $0.00 | $251.13 | $0.00 | $251.12 | 2359 2ND ST |
| 097 -0109-010-00 | MFR | A2 | 2 | 0.000 | 2,104 | $0.00 | $0.00 | $530.20 | $31.15 | $561.35 | $0.00 | $0.00 | $202.46 | $0.00 | $202.46 | 2375 2ND ST |
| 097 -0110-001-01 | COM | A1 | 2 | 56.980 | 3,900 | $2,666.44 | $1,615.73 | $170.99 | $10.05 | $4,463.21 | $2,666.44 | $1,615.73 | $65.29 | $0.00 | $4,347.46 | 2339 1ST ST |
| 097 -0110-004-00 | COM | A1 | 2 | 0.000 | 4,500 | $0.00 | $1,864.31 | $197.30 | $11.59 | $2,073.20 | $0.00 | $1,864.31 | $75.34 | $0.00 | $1,939.64 | 152 S LIVERMORE AVE |
| 097 -0110-005-03 | PUB | A1 | 2 | 88.000 | 0 | $4,118.05 | $0.00 | $0.00 | $0.00 | $4,118.05 | $4,118.05 | $0.00 | $0.00 | $0.00 | $4,118.04 | 116 S LIVERMORE AVE |
| 097 -0110-006-01 | COM | A1 | 2 | 57.050 | 2,500 | $2,669.71 | $1,035.73 | $109.61 | $6.44 | $3,821.49 | $2,669.71 | $1,035.73 | $41.85 | $0.00 | $3,747.28 | 2293 1ST ST |
| 097 -0110-009-03 | COM | A1 | 2 | 85.950 | 6,132 | $4,022.12 | $2,540.43 | $268.85 | $15.80 | $6,847.20 | $4,022.12 | $2,540.43 | $102.66 | $0.00 | $6,665.20 | 2327 1ST ST |
| 097 -0110-013-00 | COM | A1 | 2 | 0.000 | 4,691 | $0.00 | $1,943.43 | $205.67 | $12.08 | $2,161.18 | $0.00 | $1,943.43 | $78.54 | $0.00 | $2,021.96 | 2324 2ND ST |
| 097 -0110-014-00 | UTI | A1 | 2 | 0.000 | 22,680 | $0.00 | $9,396.10 | $994.38 | $58.42 | $10,448.90 | $0.00 | $9,396.10 | $379.71 | $0.00 | $9,775.80 | 2388 2ND ST |
| 097 -0112-003-00 | MFR | A1 | 2 | 0.000 | 2,104 | $0.00 | $871.67 | $530.20 | $31.15 | $1,433.02 | $0.00 | $871.67 | $202.46 | $0.00 | $1,074.12 | 2452 2ND ST |
| 097 -0112-004-00 | SFR | A1 | 2 | 0.000 | 1,288 | $0.00 | $533.61 | $324.57 | $19.07 | $877.25 | $0.00 | $533.61 | $123.94 | $0.00 | $657.54 | 2426 2ND ST |
| 097 -0112-005-00 | SFR | A1 | 2 | 0.000 | 1,403 | $0.00 | $581.25 | $353.55 | $20.77 | $955.57 | $0.00 | $581.25 | $135.00 | $0.00 | $716.24 | 2410 2ND ST |
| 097 -0112-006-01 | COM | A1 | 2 | 125.100 | 7,704 | $5,854.18 | $3,191.69 | $337.77 | $19.85 | $9,403.49 | $5,854.18 | $3,191.69 | $128.98 | $0.00 | $9,174.84 | 142 MCLEOD ST |
| 097 -0112-008-01 | COM | A1 | 2 | 50.080 | 4,250 | $2,343.54 | $1,760.73 | $186.34 | $10.95 | $4,301.56 | $2,343.54 | $1,760.73 | $71.15 | $0.00 | $4,175.42 | 2389 1ST ST |
| 097 -0112-010-01 | COM | A1 | 2 | 125.210 | 7,150 | $5,859.33 | $2,962.17 | $313.48 | $18.42 | $9,153.40 | $5,859.33 | $2,962.17 | $119.71 | $0.00 | $8,941.20 | 2491 1ST ST |
| 097 -0113-001-00 | MFR | A2 | 2 | 0.000 | 3,904 | $0.00 | $0.00 | $983.79 | $57.79 | $1,041.58 | $0.00 | $0.00 | $375.66 | $0.00 | $375.66 | 211 MAPLE ST |
| 097 -0113-006-00 | MFR | A2 | 2 | 0.000 | 2,144 | $0.00 | $0.00 | $540.28 | $31.74 | $572.02 | $0.00 | $0.00 | $206.31 | $0.00 | $206.30 | 244 MCLEOD ST |
| 097 -0113-007-03 | MFR | A2 | 2 | 0.000 | 3,008 | $0.00 | $0.00 | $758.00 | $44.53 | $802.53 | $0.00 | $0.00 | $289.45 | $0.00 | $289.44 | 222 MCLEOD ST |
| 097 -0113-008-01 | MFR | A2 | 2 | 0.000 | 2,040 | $0.00 | $0.00 | $514.07 | $30.20 | $544.27 | $0.00 | $0.00 | $196.30 | $0.00 | $196.30 | 2437 2ND ST |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0113-009-00 | MFR | A2 | 2 | 0.000 | 1,475 | $0.00 | $0.00 | $371.69 | $21.84 | $393.53 | $0.00 | $0.00 | $141.93 | $0.00 | $141.92 | 2453 2ND ST |
| 097 -0113-010-00 | SFR | A2 | 2 | 0.000 | 1,068 | $0.00 | $0.00 | $269.13 | $15.81 | $284.94 | $0.00 | $0.00 | $102.77 | $0.00 | $102.76 | 2471 2ND ST |
| 097 -0130-002-03 | OFF | C2 | 2 | 0.000 | 2,500 | $0.00 | $0.00 | $156.75 | $9.21 | $165.96 | $0.00 | $0.00 | $59.85 | $0.00 | $59.84 | 2551 2ND ST |
| 097 -0130-002-07 | SFR | C2 | 2 | 0.000 | 2,384 | $0.00 | $0.00 | $600.76 | $35.29 | $636.05 | $0.00 | $0.00 | $229.40 | $0.00 | $229.40 | 2558 3RD ST |
| 097 -0130-006-01 | SFR | C2 | 2 | 0.000 | 2,022 | $0.00 | $0.00 | $509.54 | $29.93 | $539.47 | $0.00 | $0.00 | $194.57 | $0.00 | $194.56 | 240 MAPLE ST |
| 097 -0130-006-02 | MFR | C2 | 2 | 0.000 | 4,063 | $0.00 | $0.00 | $1,023.86 | $60.15 | $1,084.01 | $0.00 | $0.00 | $390.96 | $0.00 | $390.96 | 212 MAPLE ST |
| 097 -0131-002-02 | COM | C1 | 2 | 0.000 | 600 | $0.00 | $76.49 | $26.31 | $1.55 | $104.35 | $0.00 | $8.25 | $10.05 | $0.00 | $18.30 | 2552 2ND ST |
| 097 -0131-003-03 | COM | C1 | 2 | 111.810 | 7,417 | $624.91 | $945.56 | $325.19 | $19.11 | $1,914.77 | $67.38 | $101.95 | $124.18 | $0.00 | $293.50 | 186 MAPLE ST |
| 097 -0133-001-01 | COM | C2 | 2 | 0.000 | 500 | $0.00 | $0.00 | $21.92 | $1.29 | $23.21 | $0.00 | $0.00 | $8.37 | $0.00 | $8.36 | 2778 4TH ST |
| 097 -0133-001-02 | COM | C2 | 2 | 0.000 | 900 | $0.00 | $0.00 | $39.46 | $2.32 | $41.78 | $0.00 | $0.00 | $15.07 | $0.00 | $15.06 | 2794 4TH ST |
| 097 -0133-002-02 | MFR | C2 | 2 | 0.000 | 1,644 | $0.00 | $0.00 | $414.28 | $24.34 | $438.62 | $0.00 | $0.00 | $158.19 | $0.00 | $158.18 | 2762 4TH ST |
| 097 -0133-002-03 | SFR | C2 | 2 | 0.000 | 1,088 | $0.00 | $0.00 | $274.17 | $16.11 | $290.28 | $0.00 | $0.00 | $104.69 | $0.00 | $104.68 | 392 CHURCH ST |
| 097 -0133-002-04 | SFR | C2 | 2 | 0.000 | 1,448 | $0.00 | $0.00 | $364.89 | $21.44 | $386.33 | $0.00 | $0.00 | $139.33 | $0.00 | $139.32 | 374 CHURCH ST |
| 097 -0133-002-05 | SFR | C2 | 2 | 0.000 | 1,268 | $0.00 | $0.00 | $319.53 | $18.77 | $338.30 | $0.00 | $0.00 | $122.01 | $0.00 | $122.00 | 356 CHURCH ST |
| 097 -0133-002-06 | SFR | C2 | 2 | 0.000 | 1,478 | $0.00 | $0.00 | $372.45 | $21.88 | $394.33 | $0.00 | $0.00 | $142.22 | $0.00 | $142.22 | 340 CHURCH ST |
| 097 -0133-002-07 | SFR | C2 | 2 | 0.000 | 1,318 | $0.00 | $0.00 | $332.13 | $19.51 | $351.64 | $0.00 | $0.00 | $126.83 | $0.00 | $126.82 | 2746 4TH ST |
| 097 -0133-003-01 | SFR | C2 | 2 | 0.000 | 2,188 | $0.00 | $0.00 | $551.37 | $32.39 | $583.76 | $0.00 | $0.00 | $210.54 | $0.00 | $210.54 | 2659 3RD ST |
| 097 -0133-003-03 | SFR | C2 | 2 | 0.000 | 1,038 | $0.00 | $0.00 | $261.57 | $15.37 | $276.94 | $0.00 | $0.00 | $99.88 | $0.00 | $99.88 | 2643 3RD ST |
| 097 -0133-003-04 | MFR | C2 | 2 | 0.000 | 750 | $0.00 | $0.00 | $189.00 | $11.10 | $200.10 | $0.00 | $0.00 | $72.17 | $0.00 | $72.16 | 326 CHURCH ST |
| 097 -0133-003-05 | SFR | C2 | 2 | 0.000 | 840 | $0.00 | $0.00 | $211.68 | $12.44 | $224.12 | $0.00 | $0.00 | $80.83 | $0.00 | $80.82 | 306 CHURCH ST |
| 097 -0136-001-02 | VCOM | C1 | 2 | 99.620 | 0 | $556.78 | $0.00 | $0.00 | $0.00 | $556.78 | $60.03 | $0.00 | $0.00 | $0.00 | $60.02 | 2ND ST |
| 097 -0136-002-06 | COM | C1 | 2 | 223.830 | 11,229 | $1,250.99 | $1,431.53 | $492.32 | $28.93 | $3,203.77 | $134.88 | $154.35 | $188.00 | $0.00 | $477.22 | 2256 3RD ST |
| 097 -0136-004-06 | COM | C1 | 2 | 122.000 | 2,734 | $681.86 | $348.54 | $119.87 | $7.04 | $1,157.31 | $73.52 | $37.58 | $45.77 | $0.00 | $156.86 | 3252 4TH ST |
| 097 -0136-004-12 | COM | C1 | 2 | 0.000 | 5,591 | $0.00 | $712.77 | $245.13 | $14.40 | $972.30 | $0.00 | $76.85 | $93.60 | $0.00 | $170.44 | 2954 4TH ST |
| 097 -0136-004-23 | IND | C1 | 2 | 169.000 | 10,200 | $944.54 | $1,300.35 | $447.21 | $26.28 | $2,718.38 | $101.84 | $140.21 | $170.77 | $0.00 | $412.82 | 3170 4TH ST |
| 097 -0152-006-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2800 FOURTH ST UNIT 101 |
| 097 -0152-007-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2800 FOURTH ST UNIT 102 |
| 097 -0152-008-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2800 FOURTH ST UNIT 103 |
| 097 -0152-009-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2800 FOURTH ST UNIT 104 |
| 097 -0152-011-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 350 WOOD ST UNIT 201 |
| 097 -0152-012-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 350 WOOD ST UNIT 202 |
| 097 -0152-013-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 350 WOOD ST UNIT 203 |
| 097 -0152-014-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 350 WOOD ST UNIT 204 |
| 097 -0152-015-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 350 WOOD ST UNIT 205 |
| 097 -0152-016-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 350 WOOD ST UNIT 206 |
| 097 -0152-018-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2812 FOURTH ST UNIT 301 |
| 097 -0152-019-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2812 FOURTH ST UNIT 302 |
| 097 -0152-020-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2812 FOURTH ST UNIT 303 |
| 097 -0152-021-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2812 FOURTH ST UNIT 304 |
| 097 -0152-023-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 266 WOOD ST UNIT 401 |
| 097 -0152-024-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 266 WOOD ST UNIT 402 |
| 097 -0152-025-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 266 WOOD ST UNIT 403 |
| 097 -0152-026-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 266 WOOD ST UNIT 404 |
| 097 -0152-027-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 266 WOOD ST UNIT 405 |
| 097 -0152-028-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 266 WOOD ST UNIT 406 |
| 097 -0152-030-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 274 WOOD ST UNIT 501 |
| 097 -0152-031-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 274 WOOD ST UNIT 502 |
| 097 -0152-032-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 274 WOOD ST UNIT 503 |
| 097 -0152-033-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 274 WOOD ST UNIT 504 |
| 097 -0152-034-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 274 WOOD ST UNIT 505 |
| 097 -0152-035-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 274 WOOD ST UNIT 506 |
| 097 -0152-037-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2878 FOURTH ST UNIT 1401 |
| 097 -0152-038-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2878 FOURTH ST UNIT 1402 |
| 097 -0152-039-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2878 FOURTH ST UNIT 1403 |
| 097 -0152-040-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2878 FOURTH ST UNIT 1404 |
| 097 -0152-043-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2933 FIRST ST UNIT 1001 |
| 097 -0152-044-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2933 FIRST ST UNIT 1002 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0152-045-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2933 FIRST ST UNIT 1003 |
| 097 -0152-046-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2933 FIRST ST UNIT 1004 |
| 097 -0152-048-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2834 FOURTH ST UNIT 1101 |
| 097 -0152-049-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2834 FOURTH ST UNIT 1102 |
| 097 -0152-050-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2834 FOURTH ST UNIT 1103 |
| 097 -0152-051-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2834 FOURTH ST UNIT 1104 |
| 097 -0152-053-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2985 FIRST ST UNIT 1201 |
| 097 -0152-054-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2985 FIRST ST UNIT 1202 |
| 097 -0152-055-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2985 FIRST ST UNIT 1203 |
| 097 -0152-056-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2985 FIRST ST UNIT 1204 |
| 097 -0152-057-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2985 FIRST ST UNIT 1205 |
| 097 -0152-058-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2985 FIRST ST UNIT 1206 |
| 097 -0152-060-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2856 FOURTH ST UNIT 1301 |
| 097 -0152-061-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2856 FOURTH ST UNIT 1302 |
| 097 -0152-062-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2856 FOURTH ST UNIT 1303 |
| 097 -0152-063-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2856 FOURTH ST UNIT 1304 |
| 097 -0152-066-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 220 WOOD ST UNIT 601 |
| 097 -0152-067-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 220 WOOD ST UNIT 602 |
| 097 -0152-068-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 220 WOOD ST UNIT 603 |
| 097 -0152-069-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 220 WOOD ST UNIT 604 |
| 097 -0152-071-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 238 WOOD ST UNIT 701 |
| 097 -0152-072-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 238 WOOD ST UNIT 702 |
| 097 -0152-073-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 238 WOOD ST UNIT 703 |
| 097 -0152-074-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 238 WOOD ST UNIT 704 |
| 097 -0152-076-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2827 FIRST ST UNIT 801 |
| 097 -0152-077-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2827 FIRST ST UNIT 802 |
| 097 -0152-078-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2827 FIRST ST UNIT 803 |
| 097 -0152-079-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2827 FIRST ST UNIT 804 |
| 097 -0152-080-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2827 FIRST ST UNIT 805 |
| 097 -0152-081-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2827 FIRST ST UNIT 806 |
| 097 -0152-083-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2871 FIRST ST UNIT 901 |
| 097 -0152-084-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2871 FIRST ST UNIT 902 |
| 097 -0152-085-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2871 FIRST ST UNIT 903 |
| 097 -0152-086-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2871 FIRST ST UNIT 904 |
| 097 -0152-087-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2871 FIRST ST UNIT 905 |
| 097 -0152-088-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2871 FOURTH ST UNIT 906 |
| 097 -0152-092-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2755 1ST ST |
| 097 -0152-093-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2755 1ST ST |
| 097 -0152-094-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2755 1ST ST |
| 097 -0152-095-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2755 1ST ST |
| 097 -0152-096-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2755 1ST ST |
| 097 -0152-097-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2755 1ST ST |
| 097 -0152-099-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 212 WOOD ST |
| 097 -0152-100-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 212 WOOD ST |
| 097 -0152-101-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 212 WOOD ST |
| 097 -0152-102-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 212 WOOD ST |
| 097 -0152-103-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 212 WOOD ST |
| 097 -0152-104-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 212 WOOD ST |
| 097 -0152-106-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2676 3RD ST UNIT 1701 |
| 097 -0152-107-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2676 3RD ST UNIT 1702 |
| 097 -0152-108-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2676 3RD ST UNIT 1703 |
| 097 -0152-109-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2676 3RD ST UNIT 1704 |
| 097 -0152-110-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2676 3RD ST UNIT 1705 |
| 097 -0152-111-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2676 3RD ST UNIT 1706 |
| 097 -0152-113-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2695 3RD ST |
| 097 -0152-114-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2695 3RD ST |
| 097 -0152-115-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2695 3RD ST |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0152-116-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2695 3RD ST |
| 098 -0249-002-00 | MFR | B3 | 1 | 0.000 | 62,236 | $0.00 | $0.00 | $15,683.22 | $1,842.68 | $17,525.90 | $0.00 | $0.00 | $5,988.70 | $0.00 | $5,988.70 | 1651 CHESTNUT ST |
| 098 -0249-003-00 | MFR | B3 | 1 | 0.000 | 57,658 | $0.00 | $0.00 | $14,529.59 | $1,707.14 | $16,236.73 | $0.00 | $0.00 | $5,548.18 | $0.00 | $5,548.18 | 1665 CHESTNUT ST |
| 098 -0250-001-01 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1881 CHESTNUT ST |
| 098 -0250-001-02 | SFR | B3 | 1 | 0.000 | 975 | $0.00 | $0.00 | $245.70 | $28.87 | $274.57 | $0.00 | $0.00 | $93.82 | $0.00 | $93.82 | 1867 CHESTNUT ST |
| 098 -0250-001-03 | PUB | B3 | 1 | 0.000 | 2,400 | $0.00 | $0.00 | $105.23 | $12.36 | $117.59 | $0.00 | $0.00 | $40.18 | $0.00 | $40.18 | 241 N M ST |
| 098 -0250-002-04 | COM | B3 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $61.38 | $7.21 | $68.59 | $0.00 | $0.00 | $23.44 | $0.00 | $23.44 | 242 N N ST |
| 098 -0250-002-05 | COM | B3 | 1 | 0.000 | 5,600 | $0.00 | $0.00 | $245.53 | $28.85 | $274.38 | $0.00 | $0.00 | $93.76 | $0.00 | $93.76 | 1815 CHESTNUT ST |
| 098 -0250-003-00 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1839 CHESTNUT ST |
| 098 -0250-004-00 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1853 CHESTNUT ST |
| 098 -0251-004-01 | SFR | B3 | 1 | 0.000 | 794 | $0.00 | $0.00 | $200.08 | $23.51 | $223.59 | $0.00 | $0.00 | $76.40 | $0.00 | $76.40 | 258 N M ST |
| 098 -0251-005-00 | MFR | B3 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $352.79 | $41.45 | $394.24 | $0.00 | $0.00 | $134.72 | $0.00 | $134.72 | 276 N M ST |
| 098 -0251-006-00 | SFR | B3 | 1 | 0.000 | 988 | $0.00 | $0.00 | $248.97 | $29.25 | $278.22 | $0.00 | $0.00 | $95.07 | $0.00 | $95.06 | 1917 CHESTNUT ST |
| 098 -0251-007-01 | MFR | B3 | 1 | 0.000 | 1,484 | $0.00 | $0.00 | $373.96 | $43.94 | $417.90 | $0.00 | $0.00 | $142.80 | $0.00 | $142.80 | 1949 CHESTNUT ST |
| 098 -0251-008-00 | MFR | B3 | 1 | 0.000 | 2,874 | $0.00 | $0.00 | $724.24 | $85.09 | $809.33 | $0.00 | $0.00 | $276.55 | $0.00 | $276.54 | 1963 CHESTNUT ST |
| 098 -0251-010-00 | SFR | B3 | 1 | 0.000 | 1,363 | $0.00 | $0.00 | $343.47 | $40.36 | $383.83 | $0.00 | $0.00 | $131.16 | $0.00 | $131.16 | 277 N L ST |
| 098 -0251-011-00 | SFR | B3 | 1 | 0.000 | 1,519 | $0.00 | $0.00 | $382.78 | $44.97 | $427.75 | $0.00 | $0.00 | $146.17 | $0.00 | $146.16 | 1989 CHESTNUT ST |
| 098 -0251-012-00 | SFR | B3 | 1 | 0.000 | 1,704 | $0.00 | $0.00 | $429.40 | $50.45 | $479.85 | $0.00 | $0.00 | $163.97 | $0.00 | $163.96 | 1985 CHESTNUT ST |
| 098 -0251-013-00 | SFR | B3 | 1 | 0.000 | 1,510 | $0.00 | $0.00 | $380.51 | $44.71 | $425.22 | $0.00 | $0.00 | $145.30 | $0.00 | $145.30 | 277 N L ST |
| 098 -0251-014-00 | SFR | B3 | 1 | 0.000 | 1,510 | $0.00 | $0.00 | $380.51 | $44.71 | $425.22 | $0.00 | $0.00 | $145.30 | $0.00 | $145.30 | 269 N L ST |
| 098 -0251-015-00 | SFR | B3 | 1 | 0.000 | 1,704 | $0.00 | $0.00 | $429.40 | $50.45 | $479.85 | $0.00 | $0.00 | $163.97 | $0.00 | $163.96 | 267 N L ST |
| 098 -0251-016-00 | SFR | B3 | 1 | 0.000 | 1,519 | $0.00 | $0.00 | $382.78 | $44.97 | $427.75 | $0.00 | $0.00 | $146.17 | $0.00 | $146.16 | 265 N L ST |
| 098 -0251-017-00 | SFR | B3 | 1 | 0.000 | 1,521 | $0.00 | $0.00 | $383.29 | $45.03 | $428.32 | $0.00 | $0.00 | $146.36 | $0.00 | $146.36 | 261 N L ST |
| 098 -0252-002-02 | MFR | A3 | 1 | 0.000 | 1,892 | $0.00 | $0.00 | $476.78 | $56.02 | $532.80 | $0.00 | $0.00 | $182.06 | $0.00 | $182.06 | 279 N K ST |
| 098 -0252-002-03 | SFR | A3 | 1 | 0.000 | 756 | $0.00 | $0.00 | $190.51 | $22.38 | $212.89 | $0.00 | $0.00 | $72.75 | $0.00 | $72.74 | 263 N K ST |
| 098 -0252-003-02 | MFR | A3 | 1 | 0.000 | 2,906 | $0.00 | $0.00 | $732.30 | $86.04 | $818.34 | $0.00 | $0.00 | $279.63 | $0.00 | $279.62 | 241 N K ST |
| 098 -0252-004-01 | COM | A3 | 1 | 0.000 | 3,400 | $0.00 | $0.00 | $149.07 | $17.52 | $166.59 | $0.00 | $0.00 | $56.92 | $0.00 | $56.92 | 242 N L ST |
| 098 -0252-005-01 | COM | A3 | 1 | 0.000 | 3,168 | $0.00 | $0.00 | $138.90 | $16.32 | $155.22 | $0.00 | $0.00 | $53.04 | $0.00 | $53.04 | 260 N L ST |
| 098 -0252-007-02 | COM | A3 | 1 | 0.000 | 2,688 | $0.00 | $0.00 | $117.85 | $13.85 | $131.70 | $0.00 | $0.00 | $45.00 | $0.00 | $45.00 | 220 N L ST |
| 098 -0252-008-00 | MFR | A3 | 1 | 0.000 | 3,720 | $0.00 | $0.00 | $937.43 | $110.14 | $1,047.57 | $0.00 | $0.00 | $357.96 | $0.00 | $357.96 | 231 N K ST |
| 098 -0252-010-00 | MFR | A3 | 1 | 0.000 | 24,188 | $0.00 | $0.00 | $6,095.28 | $716.16 | $6,811.44 | $0.00 | $0.00 | $2,327.51 | $0.00 | $2,327.50 | 2083 CHESTNUT ST |
| 098 -0253-001-02 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 269 N LIVERMORE AVE |
| 098 -0253-001-03 | MFR | A3 | 1 | 0.000 | 2,804 | $0.00 | $0.00 | $706.60 | $83.02 | $789.62 | $0.00 | $0.00 | $269.82 | $0.00 | $269.82 | 2155 CHESTNUT ST |
| 098 -0253-002-01 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 245 N LIVERMORE AVE |
| 098 -0253-003-01 | MFR | A3 | 1 | 0.000 | 5,616 | $0.00 | $0.00 | $1,415.21 | $166.28 | $1,581.49 | $0.00 | $0.00 | $540.40 | $0.00 | $540.40 | 207 N LIVERMORE AVE |
| 098 -0253-005-00 | SFR | A3 | 1 | 0.000 | 714 | $0.00 | $0.00 | $179.93 | $21.14 | $201.07 | $0.00 | $0.00 | $68.71 | $0.00 | $68.70 | 2152 OAK ST |
| 098 -0253-006-00 | SFR | A3 | 1 | 0.000 | 1,220 | $0.00 | $0.00 | $307.44 | $36.12 | $343.56 | $0.00 | $0.00 | $117.40 | $0.00 | $117.40 | 210 N K ST |
| 098 -0253-007-01 | SFR | A3 | 1 | 0.000 | 1,458 | $0.00 | $0.00 | $367.41 | $43.17 | $410.58 | $0.00 | $0.00 | $140.30 | $0.00 | $140.30 | 228 N K ST |
| 098 -0253-007-03 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 240 N K ST |
| 098 -0253-007-04 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 264 N K ST |
| 098 -0253-008-01 | MFR | A3 | 1 | 0.000 | 1,825 | $0.00 | $0.00 | $459.89 | $54.03 | $513.92 | $0.00 | $0.00 | $175.61 | $0.00 | $175.60 | 278 N K ST |
| 098 -0253-009-00 | MFR | A3 | 1 | 0.000 | 2,070 | $0.00 | $0.00 | $521.63 | $61.29 | $582.92 | $0.00 | $0.00 | $199.19 | $0.00 | $199.18 | 2177 CHESTNUT ST |
| 098 -0253-010-00 | MFR | A3 | 1 | 0.000 | 2,070 | $0.00 | $0.00 | $521.63 | $61.29 | $582.92 | $0.00 | $0.00 | $199.19 | $0.00 | $199.18 | 2183 CHESTNUT ST |
| 098 -0253-011-00 | MFR | A3 | 1 | 0.000 | 2,208 | $0.00 | $0.00 | $556.41 | $65.37 | $621.78 | $0.00 | $0.00 | $212.47 | $0.00 | $212.46 | 2121 CHESTNUT ST |
| 098 -0253-012-00 | MFR | A3 | 1 | 0.000 | 1,680 | $0.00 | $0.00 | $423.35 | $49.74 | $473.09 | $0.00 | $0.00 | $161.66 | $0.00 | $161.66 | 2147 CHESTNUT ST |
| 098 -0260-006-04 | COM | C2 | 1 | 0.000 | 960 | $0.00 | $0.00 | $42.09 | $4.95 | $47.04 | $0.00 | $0.00 | $16.07 | $0.00 | $16.06 | 2680 OLD 1ST ST |
| 098 -0260-008-04 | COM | C2 | 1 | 0.000 | 1,440 | $0.00 | $0.00 | $63.14 | $7.42 | $70.56 | $0.00 | $0.00 | $24.11 | $0.00 | $24.10 | 2620 OLD 1ST ST |
| 098 -0260-009-06 | COM | C1 | 1 | 0.000 | 2,967 | $0.00 | $378.25 | $130.09 | $15.29 | $523.63 | $0.00 | $40.78 | $49.67 | $0.00 | $90.44 | 2582 OLD 1ST ST |
| 098 -0260-009-08 | COM | C2 | 1 | 0.000 | 5,466 | $0.00 | $0.00 | $239.65 | $28.16 | $267.81 | $0.00 | $0.00 | $91.51 | $0.00 | $91.50 | 2602 OLD 1ST ST |
| 098 -0260-010-02 | COM | C1 | 1 | 0.000 | 2,720 | $0.00 | $346.76 | $119.26 | $14.01 | $480.03 | $0.00 | $37.39 | $45.54 | $0.00 | $82.92 | 2574 OLD 1ST ST |
| 098 -0260-014-01 | COM | C1 | 1 | 0.000 | 2,577 | $0.00 | $328.53 | $112.99 | $13.28 | $454.80 | $0.00 | $35.42 | $43.14 | $0.00 | $78.56 | 2560 OLD 1ST ST |
| 098 -0260-015-01 | COM | C1 | 1 | 0.000 | 7,655 | $0.00 | $975.90 | $335.63 | $39.44 | $1,350.97 | $0.00 | $105.22 | $128.16 | $0.00 | $233.38 | 2558 OLD 1ST ST |
| 098 -0260-016-01 | COM | C2 | 1 | 0.000 | 3,120 | $0.00 | $0.00 | $136.79 | $16.07 | $152.86 | $0.00 | $0.00 | $52.24 | $0.00 | $52.24 | 2456 RAILROAD AVE |
| 098 -0260-016-02 | COM | C2 | 1 | 0.000 | 2,699 | $0.00 | $0.00 | $118.33 | $13.91 | $132.24 | $0.00 | $0.00 | $45.19 | $0.00 | $45.18 | 2494 RAILROAD AVE |
| 098 -0264-001-01 | COM | C2 | 1 | 0.000 | 1,388 | $0.00 | $0.00 | $60.86 | $7.15 | $68.01 | $0.00 | $0.00 | $23.24 | $0.00 | $23.24 | 2730 1ST ST |
| 098 -0275-002-06 | COM | C1 | 1 | 60.000 | 1,984 | $335.34 | $252.93 | $86.99 | $10.22 | $685.48 | $36.16 | $27.27 | $33.22 | $0.00 | $96.64 | 2589 OLD 1ST ST |
| 098 -0275-002-08 | COM | C1 | 1 | 50.000 | 1,944 | $279.45 | $247.83 | $85.23 | $10.02 | $622.53 | $30.13 | $26.72 | $32.55 | $0.00 | $89.40 | 2589 OLD 1ST ST |

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0275-003-00 | COM | C1 | 1 | 82.860 | 720 | $463.10 | $91.79 | $31.57 | $3.71 | $590.17 | $49.93 | $9.90 | $12.05 | $0.00 | $71.88 | 2605 OLD 1ST ST |
| 098 -0275-004-00 | VCOM | C1 | 1 | 100.000 | 0 | $558.90 | $0.00 | $0.00 | $0.00 | $558.90 | $60.26 | $0.00 | $0.00 | $0.00 | $60.26 | 2617 OLD 1ST ST |
| 098 -0275-005-00 | COM | C1 | 1 | 60.000 | 2,100 | $335.34 | $267.72 | $92.07 | $10.82 | $705.95 | $36.16 | $28.87 | $35.16 | $0.00 | $100.18 | 2617 OLD 1ST ST |
| 098 -0275-007-03 | COM | C1 | 1 | 65.740 | 2,000 | $367.42 | $254.97 | $87.69 | $10.30 | $720.38 | $39.62 | $27.49 | $33.48 | $0.00 | $100.58 | 2677 OLD 1ST ST |
| 098 -0275-008-04 | COM | C1 | 1 | 84.630 | 10,214 | $473.00 | $1,302.13 | $447.82 | $52.62 | $2,275.57 | $51.00 | $140.40 | $171.00 | $0.00 | $362.40 | 2752 1ST ST |
| 098 -0275-011-00 | COM | C1 | 1 | 0.000 | 2,481 | $0.00 | $316.29 | $108.78 | $12.78 | $437.85 | $0.00 | $34.10 | $41.54 | $0.00 | $75.64 | 2787 OLD 1ST ST |
| 098 -0275-012-00 | COM | C1 | 1 | 0.000 | 5,262 | $0.00 | $670.83 | $230.71 | $27.11 | $928.65 | $0.00 | $72.33 | $88.10 | $0.00 | $160.42 | 2821 OLD 1ST ST |
| 098 -0275-017-00 | COM | C1 | 1 | 93.960 | 3,200 | $525.14 | $407.95 | $140.30 | $16.49 | $1,089.88 | $56.62 | $43.99 | $53.57 | $0.00 | $154.18 | 2653 OLD 1ST ST |
| 098 -0281-002-00 | COM | A2 | 1 | 0.000 | 2,000 | $0.00 | $0.00 | $87.69 | $10.30 | $97.99 | $0.00 | $0.00 | $33.48 | $0.00 | $33.48 | 183 N LIVERMORE AVE |
| 098 -0281-004-01 | COM | A2 | 1 | 0.000 | 2,176 | $0.00 | $0.00 | $95.40 | $11.21 | $106.61 | $0.00 | $0.00 | $36.43 | $0.00 | $36.42 | 145 N LIVERMORE AVE |
| 098 -0281-004-03 | COM | A2 | 1 | 0.000 | 2,816 | $0.00 | $0.00 | $123.46 | $14.51 | $137.97 | $0.00 | $0.00 | $47.15 | $0.00 | $47.14 | 145 N LIVERMORE AVE |
| 098 -0281-005-00 | COM | A2 | 1 | 0.000 | 3,200 | $0.00 | $0.00 | $140.30 | $16.49 | $156.79 | $0.00 | $0.00 | $53.57 | $0.00 | $53.56 | 101 N LIVERMORE AVE |
| 098 -0281-006-00 | COM | A2 | 1 | 0.000 | 1,560 | $0.00 | $0.00 | $68.40 | $8.04 | $76.44 | $0.00 | $0.00 | $26.12 | $0.00 | $26.12 | 2160 RAILROAD AVE |
| 098 -0281-007-00 | COM | A2 | 1 | 0.000 | 3,046 | $0.00 | $0.00 | $133.55 | $15.69 | $149.24 | $0.00 | $0.00 | $51.00 | $0.00 | $51.00 | 2136 RAILROAD AVE |
| 098 -0281-008-00 | COM | A2 | 1 | 0.000 | 5,010 | $0.00 | $0.00 | $219.66 | $25.81 | $245.47 | $0.00 | $0.00 | $83.88 | $0.00 | $83.88 | 2120 RAILROAD AVE |
| 098 -0282-002-01 | COM | A2 | 1 | 0.000 | 5,175 | $0.00 | $0.00 | $226.89 | $26.66 | $253.55 | $0.00 | $0.00 | $86.64 | $0.00 | $86.64 | 116 N L ST |
| 098 -0282-004-05 | COM | A2 | 1 | 0.000 | 9,116 | $0.00 | $0.00 | $399.68 | $46.97 | $446.65 | $0.00 | $0.00 | $152.62 | $0.00 | $152.62 | 150 N L ST |
| 098 -0282-007-00 | COM | A2 | 1 | 0.000 | 2,000 | $0.00 | $0.00 | $87.69 | $10.30 | $97.99 | $0.00 | $0.00 | $33.48 | $0.00 | $33.48 | 170 N L ST |
| 098 -0282-008-00 | COM | A2 | 1 | 0.000 | 4,760 | $0.00 | $0.00 | $208.70 | $24.52 | $233.22 | $0.00 | $0.00 | $79.69 | $0.00 | $79.68 | 181 N K ST |
| 098 -0289-001-00 | COM | A1 | 2 | 0.000 | 3,924 | $0.00 | $1,625.67 | $172.04 | $10.11 | $1,807.82 | $0.00 | $1,625.67 | $65.70 | $0.00 | $1,691.36 | 21 S LIVERMORE AVE |
| 098 -0289-028-00 | COM | A1 | 2 | 20.000 | 1,664 | $935.92 | $689.38 | $72.96 | $4.29 | $1,702.55 | $935.92 | $689.38 | $27.86 | $0.00 | $1,653.16 | 2038 1ST ST |
| 098 -0290-001-11 | COM | B2 | 1 | 0.000 | 37,912 | $0.00 | $0.00 | $1,662.21 | $195.32 | $1,857.53 | $0.00 | $0.00 | $634.72 | $0.00 | $634.72 | 1620 RAILROAD AVE |
| 098 -0290-001-16 | COM | B2 | 1 | 0.000 | 21,200 | $0.00 | $0.00 | $929.49 | $109.22 | $1,038.71 | $0.00 | $0.00 | $354.93 | $0.00 | $354.92 | 1784 RAILROAD AVE |
| 098 -0290-002-07 | COM | B2 | 1 | 0.000 | 20,100 | $0.00 | $0.00 | $881.26 | $103.56 | $984.82 | $0.00 | $0.00 | $336.51 | $0.00 | $336.50 | 1456 RAILROAD AVE |
| 098 -0290-002-11 | COM | B2 | 1 | 0.000 | 7,043 | $0.00 | $0.00 | $308.79 | $36.29 | $345.08 | $0.00 | $0.00 | $117.91 | $0.00 | $117.90 | 1344 RAILROAD AVE |
| 098 -0290-002-15 | COM | B2 | 1 | 0.000 | 66,816 | $0.00 | $0.00 | $2,929.48 | $344.24 | $3,273.72 | $0.00 | $0.00 | $1,118.63 | $0.00 | $1,118.62 | 1490 RAILROAD AVE |
| 098 -0290-021-00 | COM | B2 | 1 | 0.000 | 2,880 | $0.00 | $0.00 | $126.27 | $14.84 | $141.11 | $0.00 | $0.00 | $48.22 | $0.00 | $48.22 | 1114 E STANLEY BLVD |
| 098 -0290-022-00 | COM | B2 | 1 | 0.000 | 4,980 | $0.00 | $0.00 | $218.34 | $25.66 | $244.00 | $0.00 | $0.00 | $83.38 | $0.00 | $83.38 | 1116 E STANLEY BLVD |
| 098 -0290-024-03 | COM | B2 | 1 | 0.000 | 104,000 | $0.00 | $0.00 | $4,559.78 | $535.81 | $5,095.59 | $0.00 | $0.00 | $1,741.17 | $0.00 | $1,741.16 | 1088 E STANLEY BLVD |
| 098 -0403-003-00 | COM | B1 | 2 | 0.000 | 5,800 | $0.00 | $721.45 | $254.30 | $14.94 | $990.69 | $0.00 | $36.85 | $97.10 | $0.00 | $133.94 | 34 S P ST |
| 098 -0403-006-01 | COM | B1 | 2 | 0.000 | 3,350 | $0.00 | $416.70 | $146.88 | $8.63 | $572.21 | $0.00 | $21.28 | $56.09 | $0.00 | $77.36 | 41 S O ST |
| 098 -0403-006-02 | COM | B1 | 2 | 0.000 | 3,255 | $0.00 | $404.88 | $142.71 | $8.38 | $555.97 | $0.00 | $20.68 | $54.50 | $0.00 | $75.18 | 41 S O ST |
| 098 -0403-012-00 | COM | B1 | 2 | 140.020 | 4,200 | $787.75 | $522.43 | $184.14 | $10.82 | $1,505.14 | $40.23 | $26.68 | $70.32 | $0.00 | $137.22 | 76 S ST |
| 098 -0403-019-00 | COM | B1 | 2 | 770.050 | 144,058 | $4,332.30 | $17,919.09 | $6,316.08 | $371.09 | $28,938.56 | $221.27 | $915.21 | $2,411.82 | $0.00 | $3,548.30 | 1410 1ST ST |
| 098 -0403-020-00 | COM | B1 | 2 | 151.350 | 9,205 | $851.50 | $1,144.99 | $403.58 | $23.71 | $2,423.78 | $43.49 | $58.48 | $154.11 | $0.00 | $256.08 | 1334 1ST ST |
| 098 -0403-021-00 | COM | B1 | 2 | 236.950 | 15,580 | $1,333.08 | $1,937.97 | $683.09 | $40.13 | $3,994.27 | $68.09 | $98.98 | $260.84 | $0.00 | $427.90 | 1620 1ST ST |
| 098 -0403-022-00 | COM | B1 | 2 | 63.050 | 1,250 | $354.72 | $155.49 | $54.81 | $3.22 | $568.24 | $18.12 | $7.94 | $20.93 | $0.00 | $46.98 | 1620 1ST ST |
| 098 -0405-001-00 | COM | B1 | 2 | 0.000 | 12,640 | $0.00 | $1,572.26 | $554.19 | $32.56 | $2,159.01 | $0.00 | $80.30 | $211.62 | $0.00 | $291.92 | 1601 RAILROAD AVE |
| 098 -0405-002-00 | COM | B1 | 2 | 0.000 | 7,500 | $0.00 | $932.91 | $328.83 | $19.32 | $1,281.06 | $0.00 | $47.65 | $125.56 | $0.00 | $173.20 | 28 S P ST |
| 098 -0405-003-00 | MFR | B1 | 2 | 0.000 | 178,938 | $0.00 | $22,257.74 | $45,091.66 | $2,649.00 | $69,998.40 | $0.00 | $1,136.80 | $17,218.42 | $0.00 | $18,355.22 | 1809 RAILROAD AVE |
| 098 -0407-001-00 | COM | C1 | 1 | 128.690 | 6,521 | $719.25 | $831.33 | $285.91 | $33.60 | $1,870.09 | $77.55 | $89.64 | $109.17 | $0.00 | $276.36 | RAILROAD AVE |
| 098 -0407-011-00 | OFF | A1 | 2 | 47.620 | 2,648 | $2,228.43 | $1,097.04 | $166.02 | $9.75 | $3,501.24 | $2,228.43 | $1,097.04 | $63.40 | $0.00 | $3,388.86 | 2250 1ST ST |
| 098 -0407-012-00 | COM | A1 | 2 | 0.000 | 4,980 | $0.00 | $2,063.16 | $218.34 | $12.83 | $2,294.33 | $0.00 | $2,063.16 | $83.38 | $0.00 | $2,146.54 | 56 S LIVERMORE AVE |
| 098 -0407-023-00 | COM | A1 | 2 | 99.660 | 34,567 | $4,663.69 | $14,320.76 | $1,515.56 | $89.04 | $20,589.05 | $4,663.69 | $14,320.76 | $578.72 | $0.00 | $19,563.16 | 2490 FIRST ST |
| 098 -0407-024-00 | COM | A1 | 2 | 167.200 | 24,409 | $7,824.29 | $10,112.40 | $1,070.19 | $62.88 | $19,069.76 | $7,824.29 | $10,112.40 | $408.66 | $0.00 | $18,345.34 | 2470 1ST ST |
| 098 -0407-025-00 | COM | A1 | 2 | 0.000 | 5,775 | $0.00 | $2,392.52 | $253.20 | $14.88 | $2,660.60 | $0.00 | $2,392.52 | $96.68 | $0.00 | $2,489.20 | 2375 RAILROAD AVE |
| 098 -0407-027-00 | COM | A1 | 2 | 224.280 | 45,640 | $10,495.41 | $18,908.20 | $2,001.04 | $117.57 | $31,522.22 | $10,495.41 | $18,908.20 | $764.10 | $0.00 | $30,167.70 | 2300 1ST ST |
| 098 -0407-028-01 | PUB | A1 | 2 | 0.000 | 33,845 | $0.00 | $14,021.65 | $1,483.90 | $87.18 | $15,592.73 | $0.00 | $14,021.65 | $566.63 | $0.00 | $14,588.28 | 2400 1ST ST |
| 098 -0408-001-00 | COM | B2 | 1 | 0.000 | 1,200 | $0.00 | $0.00 | $52.61 | $6.18 | $58.79 | $0.00 | $0.00 | $20.09 | $0.00 | $20.08 | 187 N L ST |
| 098 -0408-002-00 | COM | B2 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $61.38 | $7.21 | $68.59 | $0.00 | $0.00 | $23.44 | $0.00 | $23.44 | 1984 RAILROAD AVE |
| 098 -0408-021-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1926 RAILROAD AVE UNIT 100 |
| 098 -0408-022-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1926 RAILROAD AVE UNIT 102 |
| 098 -0408-023-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1926 RAILROAD AVE UNIT 104 |
| 098 -0408-024-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1926 RAILROAD AVE UNIT 106 |
| 098 -0408-025-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1926 RAILROAD AVE UNIT 108 |
| 098 -0408-026-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1926 RAILROAD AVE UNIT 110 |
| 098 -0408-027-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1926 RAILROAD AVE UNIT 112 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0408-028-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1926 RAILROAD AVE UNIT 114 |
| 098 -0408-029-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1926 RAILROAD AVE UNIT 116 |
| 098 -0408-030-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1926 RAILROAD AVE UNIT 118 |
| 098 -0408-031-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1926 RAILROAD AVE UNIT 120 |
| 098 -0408-032-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1926 RAILROAD AVE UNIT 122 |
| 098 -0408-034-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1948 RAILROAD AVE UNIT 100 |
| 098 -0408-035-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1948 RAILROAD AVE UNIT 102 |
| 098 -0408-036-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1948 RAILROAD AVE UNIT 104 |
| 098 -0408-037-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1948 RAILROAD AVE UNIT 106 |
| 098 -0408-038-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1948 RAILROAD AVE UNIT 108 |
| 098 -0408-039-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1948 RAILROAD AVE UNIT 110 |
| 098 -0408-041-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 161 N L ST UNIT 101 |
| 098 -0408-042-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 161 N L ST UNIT 103 |
| 098 -0408-043-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 161 N L ST UNIT 105 |
| 098 -0408-044-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 161 N L ST UNIT 107 |
| 098 -0408-045-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 161 N L ST UNIT 109 |
| 098 -0408-046-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 161 N L ST UNIT 111 |
| 098 -0408-047-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 161 N L ST UNIT 113 |
| 098 -0408-048-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 161 N L ST UNIT 115 |
| 098 -0408-050-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-051-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-052-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-053-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-054-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-055-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1976 LOCOMOTIVE LN UNIT 11 |
| 098 -0408-056-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1976 LOCOMOTIVE LN UNIT 11 |
| 098 -0408-058-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1930 DEPOT DR UNIT 114 |
| 098 -0408-059-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1930 DEPOT DR UNIT 112 |
| 098 -0408-060-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1930 DEPOT DR UNIT 110 |
| 098 -0408-061-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1930 DEPOT DR UNIT 108 |
| 098 -0408-062-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1930 DEPOT DR UNIT 106 |
| 098 -0408-063-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1930 DEPOT DR UNIT 104 |
| 098 -0408-064-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1930 DEPOT DR UNIT 102 |
| 098 -0408-065-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1930 DEPOT DR UNIT 100 |
| 098 -0408-067-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1921 DEPOT DR UNIT 101 |
| 098 -0408-068-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1921 DEPOT DR UNIT 103 |
| 098 -0408-069-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1921 DEPOT DR UNIT 105 |
| 098 -0408-070-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1921 DEPOT DR UNIT 107 |
| 098 -0408-071-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1921 DEPOT DR UNIT 109 |
| 098 -0408-072-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1921 DEPOT DR UNIT 111 |
| 098 -0408-073-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1921 DEPOT DR UNIT 113 |
| 098 -0408-074-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1921 DEPOT DR UNIT 115 |
| 098 -0408-076-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 153 GILLETTE PL UNIT 114 |
| 098 -0408-077-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 153 GILLETTE PL UNIT 112 |
| 098 -0408-078-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 153 GILLETTE PL UNIT 110 |
| 098 -0408-079-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 153 GILLETTE PL UNIT 108 |
| 098 -0408-080-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 153 GILLETTE PL UNIT 106 |
| 098 -0408-081-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 153 GILLETTE PL UNIT 104 |
| 098 -0408-082-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 153 GILLETTE PL UNIT 102 |
| 098 -0408-083-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 153 GILLETTE PL UNIT 100 |
| 098 -0408-121-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1832 RAILROAD AVE UNIT 100 |
| 098 -0408-122-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1832 RAILROAD AVE UNIT 102 |
| 098 -0408-123-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1832 RAILROAD AVE UNIT 104 |
| 098 -0408-124-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1832 RAILROAD AVE UNIT 106 |
| 098 -0408-125-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 1832 RAILROAD AVE UNIT 108 |
| 098 -0408-126-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 1832 RAILROAD AVE UNIT 110 |
| 098 -0408-127-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 1832 RAILROAD AVE UNIT 112 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0408-128-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 1832 RAILROAD AVE UNIT 114 |
| 098 -0408-129-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1832 RAILROAD AVE UNIT 116 |
| 098 -0408-130-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1832 RAILROAD AVE UNIT 118 |
| 098 -0408-132-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1874 RAILROAD AVE UNIT 100 |
| 098 -0408-133-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1874 RAILROAD AVE UNIT 102 |
| 098 -0408-134-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1874 RAILROAD AVE UNIT 104 |
| 098 -0408-135-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1874 RAILROAD AVE UNIT 106 |
| 098 -0408-136-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1874 RAILROAD AVE UNIT 108 |
| 098 -0408-137-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1874 RAILROAD AVE UNIT 110 |
| 098 -0408-138-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1874 RAILROAD AVE UNIT 112 |
| 098 -0408-139-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1874 RAILROAD AVE UNIT 114 |
| 098 -0408-140-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1874 RAILROAD AVE UNIT 116 |
| 098 -0408-141-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1874 RAILROAD AVE UNIT 118 |
| 098 -0408-142-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1874 RAILROAD AVE UNIT 120 |
| 098 -0408-148-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 170 N N ST UNIT 118 |
| 098 -0408-149-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 170 N N ST UNIT 116 |
| 098 -0408-150-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 114 |
| 098 -0408-151-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 112 |
| 098 -0408-152-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 110 |
| 098 -0408-153-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 108 |
| 098 -0408-154-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 106 |
| 098 -0408-155-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 104 |
| 098 -0408-156-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 170 N N ST UNIT 102 |
| 098 -0408-157-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 170 N N ST UNIT 100 |
| 098 -0408-159-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 162 ZEPHYR PL UNIT 100 |
| 098 -0408-160-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 162 ZEPHYR PL UNIT 102 |
| 098 -0408-161-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 104 |
| 098 -0408-162-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 106 |
| 098 -0408-163-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 108 |
| 098 -0408-164-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 110 |
| 098 -0408-165-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 162 ZEPHYR PL UNIT 112 |
| 098 -0408-166-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 162 ZEPHYR PL UNIT 114 |
| 098 -0408-168-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 157 ZEPHYR PL UNIT 115 |
| 098 -0408-169-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 157 ZEPHYR PL UNIT 113 |
| 098 -0408-170-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 111 |
| 098 -0408-171-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 109 |
| 098 -0408-172-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 107 |
| 098 -0408-173-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 105 |
| 098 -0408-174-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 157 ZEPHYR PL UNIT 103 |
| 098 -0408-175-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 157 ZEPHYR PL UNIT 101 |
| 098 -0408-177-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 168 GILLETTE PL UNIT 100 |
| 098 -0408-178-00 | CON | B2 | 1 | 0.000 | 1,880 | $0.00 | $0.00 | $473.75 | $55.66 | $529.41 | $0.00 | $0.00 | $180.90 | $0.00 | $180.90 | 168 GILLETTE PL UNIT 102 |
| 098 -0408-179-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 104 |
| 098 -0408-180-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 106 |
| 098 -0408-181-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 108 |
| 098 -0408-182-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 110 |
| 098 -0408-183-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 112 |
| 098 -0408-184-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 114 |
| 098 -0408-185-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 168 GILLETTE PL UNIT 116 |
| 098 -0408-186-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 168 GILLETTE PL UNIT 118 |
| 098 -0409-001-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2704 HOLLINGBURY CMN |
| 098 -0409-002-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2712 HOLLINGBURY CMN |
| 098 -0409-003-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2718 HOLLINGBURY CMN |
| 098 -0409-004-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2707 HOLLINGBURY CMN |
| 098 -0409-005-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2713 HOLLINGBURY CMN |
| 098 -0409-006-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2719 HOLLINGBURY CMN |
| 098 -0409-007-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2776 PATCHAM CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0409-008-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2784 PATCHAM CMN |
| 098 -0409-009-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2792 PATCHAM CMN |
| 098 -0409-010-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2701 PATCHAM CMN |
| 098 -0409-011-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2709 PATCHAM CMN |
| 098 -0409-012-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2717 PATCHAM CMN |
| 098 -0409-013-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2725 PATCHAM CMN |
| 098 -0409-014-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2733 PATCHAM CMN |
| 098 -0409-015-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2741 PATCHAM CMN |
| 098 -0409-016-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2749 PATCHAM CMN |
| 098 -0409-017-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2757 PATCHAM CMN |
| 098 -0409-018-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2765 PATCHAM CMN |
| 098 -0409-019-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2773 PATCHAM CMN |
| 098 -0409-020-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2781 PATCHAM CMN |
| 098 -0409-021-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2789 PATCHAM CMN |
| 098 -0409-022-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2797 PATCHAM CMN |
| 098 -0409-023-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2805 PATCHAM CMN |
| 098 -0409-024-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2813 PATCHAM CMN |
| 098 -0409-025-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2821 PATCHAM CMN |
| 098 -0409-026-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2829 PATCHAM CMN |
| 098 -0409-027-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2837 PATCHAM CMN |
| 098 -0409-028-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2845 PATCHAM CMN |
| 098 -0409-029-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2853 PATCHAM CMN |
| 098 -0409-030-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2861 PATCHAM CMN |
| 098 -0409-031-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2869 PATCHAM CMN |
| 098 -0409-032-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2877 PATCHAM CMN |
| 098 -0409-033-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2885 PATCHAM CMN |
| 098 -0409-034-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2891 PATCHAM CMN |
| 098 -0409-035-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2895 PATCHAM CMN |
| 098 -0409-036-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2899 PATCHAM CMN |
| 098 -0409-037-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2858 PATCHAM CMN |
| 098 -0409-038-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2874 PATCHAM CMN |
| 098 -0409-039-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2880 PATCHAM CMN |
| 098 -0409-040-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2888 PATCHAM CMN |
| 098 -0409-041-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2892 PATCHAM CMN |
| 098 -0409-042-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2896 PATCHAM CMN |
| 098 -0409-057-00 | SFR | C1 | 1 | 0.000 | 1,825 | $0.00 | $232.66 | $459.89 | $54.03 | $746.58 | $0.00 | $25.09 | $175.61 | $0.00 | $200.70 | 2855 OLD 1ST ST |
| 098 -0409-058-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-059-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-060-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-061-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-062-00 | SFR | C1 | 1 | 0.000 | 1,929 | $0.00 | $245.92 | $486.10 | $57.11 | $789.13 | $0.00 | $26.52 | $185.62 | $0.00 | $212.14 | 2855 OLD 1ST ST |
| 098 -0409-063-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-064-00 | SFR | C1 | 1 | 0.000 | 1,916 | $0.00 | $244.26 | $482.82 | $56.73 | $783.81 | $0.00 | $26.34 | $184.37 | $0.00 | $210.70 | 2855 OLD 1ST ST |
| 098 -0409-065-00 | SFR | C1 | 1 | 0.000 | 1,916 | $0.00 | $244.26 | $482.82 | $56.73 | $783.81 | $0.00 | $26.34 | $184.37 | $0.00 | $210.70 | 2855 OLD 1ST ST |
| 098 -0409-066-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-067-00 | SFR | C1 | 1 | 0.000 | 1,929 | $0.00 | $245.92 | $486.10 | $57.11 | $789.13 | $0.00 | $26.52 | $185.62 | $0.00 | $212.14 | 2855 OLD 1ST ST |
| 098 -0409-068-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-069-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-070-00 | SFR | C1 | 1 | 0.000 | 1,825 | $0.00 | $232.66 | $459.89 | $54.03 | $746.58 | $0.00 | $25.09 | $175.61 | $0.00 | $200.70 | 2855 OLD 1ST ST |
| 098 -0409-071-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-072-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-073-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0410-001-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2902 WORTHING CMN |
| 098 -0410-002-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2904 WORTHING CMN |
| 098 -0410-003-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2906 WORTHING CMN |
| 098 -0410-004-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2908 WORTHING CMN |
| 098 -0410-005-00 | SFR | C1 | 1 | 8.084 | 2,013 | $45.18 | $256.63 | $507.27 | $59.60 | $868.68 | $4.87 | $27.67 | $193.70 | $0.00 | $226.24 | 2912 WORTHING CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0410-006-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2914 WORTHING CMN |
| 098 -0410-007-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2916 WORTHING CMN |
| 098 -0410-008-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2920 WORTHING CMN |
| 098 -0410-009-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2922 WORTHING CMN |
| 098 -0410-010-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2928 WORTHING CMN |
| 098 -0410-011-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2934 WORTHING CMN |
| 098 -0410-012-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2938 WORTHING CMN |
| 098 -0410-013-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2946 WORTHING CMN |
| 098 -0410-014-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2950 WORTHING CMN |
| 098 -0410-015-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2954 WORTHING CMN |
| 098 -0410-016-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2960 WORTHING CMN |
| 098 -0410-017-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2968 WORTHING CMN |
| 098 -0410-018-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2974 WORTHING CMN |
| 098 -0410-019-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2980 WORTHING CMN |
| 098 -0410-020-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2986 WORTHING CMN |
| 098 -0410-021-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2992 WORTHING CMN |
| 098 -0410-022-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2998 WORTHING CMN |
| 098 -0410-023-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2999 WORTHING CMN |
| 098 -0410-024-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2995 WORTHING CMN |
| 098 -0410-025-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2991 WORTHING CMN |
| 098 -0410-026-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2885 WORTHING CMN |
| 098 -0410-027-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2977 PATCHAM CMN |
| 098 -0410-028-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2973 PATCHAM CMN |
| 098 -0410-030-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2951 PATCHAM CMN |
| 098 -0410-031-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2945 PATCHAM CMN |
| 098 -0410-032-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2937 PATCHAM CMN |
| 098 -0410-033-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2929 PATCHAM CMN |
| 098 -0410-034-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2921 PATCHAM CMN |
| 098 -0410-035-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2915 PATCHAM CMN |
| 098 -0410-036-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2907 PATCHAM CMN |
| 098 -0410-037-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2910 PATCHAM CMN |
| 098 -0410-038-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2918 PATCHAM CMN |
| 098 -0410-039-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2924 PATCHAM CMN |
| 098 -0410-040-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2932 PATCHAM CMN |
| 098 -0410-041-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2940 PATCHAM CMN |
| 098 -0410-042-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2948 PATCHAM CMN |
| 098 -0410-043-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2956 PATCHAM CMN |
| 098 -0410-044-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2951 WORTHING CMN |
| 098 -0410-045-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2949 WORTHING CMN |
| 098 -0410-046-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2943 WORTHING CMN |
| 098 -0410-047-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2937 WORTHING CMN |
| 098 -0410-048-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2735 OLD 1ST ST |
| 098 -0410-049-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2925 WORTHING CMN |
| 098 -0410-050-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2921 WORTHING CMN |
| 098 -0410-061-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2959 PATCHAM CMN |
| 098 -0410-062-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2967 PATCHAM CMN |
| 098 -0410-063-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2961 PATCHAM CMN |
| 098 -0410-070-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3000 WORTHING CMN |
| 098 -0410-071-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3004 WORTHING CMN |
| 098 -0410-072-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3008 WORTHING CMN |
| 098 -0410-073-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 3012 WORTHING CMN |
| 098 -0410-074-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 3015 WORTHING CMN |
| 098 -0410-075-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 3009 WORTHING CMN |
| 098 -0410-076-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3007 WORTHING CMN |
| 098 -0410-077-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3005 WORTHING CMN |
| 098 -0410-078-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 3003 WORTHING CMN |
| 098 -0410-079-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3001 WORTHING CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0412-014-00 | SFR | B3 | 1 | 0.000 | 1,694 | $0.00 | $0.00 | $426.88 | $50.16 | $477.04 | $0.00 | $0.00 | $163.01 | $0.00 | $163.00 | 1681 CHESTNUT ST |
| 098 -0412-015-00 | SFR | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1683 CHESTNUT ST |
| 098 -0412-016-00 | SFR | B3 | 1 | 0.000 | 1,694 | $0.00 | $0.00 | $426.88 | $50.16 | $477.04 | $0.00 | $0.00 | $163.01 | $0.00 | $163.00 | 1687 CHESTNUT ST |
| 098 -0412-017-00 | SFR | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1685 CHESTNUT ST |
| 098 -0412-018-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1715 CHESTNUT ST |
| 098 -0412-019-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1718 PEDROZZI CMN |
| 098 -0412-020-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1716 PEDROZZI CMN |
| 098 -0412-021-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1714 PEDROZZI CMN |
| 098 -0412-022-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1727 CHESTNUT ST |
| 098 -0412-023-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1735 PEDROZZI CMN |
| 098 -0412-024-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1733 PEDROZZI CMN |
| 098 -0412-025-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1731 PEDROZZI CMN |
| 098 -0412-026-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1757 CHESTNUT ST |
| 098 -0412-027-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1758 PEDROZZI CMN |
| 098 -0412-028-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1756 PEDROZZI CMN |
| 098 -0412-029-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1754 PEDROZZI CMN |
| 098 -0412-030-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1767 CHESTNUT ST |
| 098 -0412-031-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 249 N N ST |
| 098 -0412-032-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 247 N N ST |
| 098 -0412-033-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 245 N N ST |
| 098 -0412-047-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1727 PEDROZZI CMN |
| 098 -0412-048-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1725 PEDROZZI CMN |
| 098 -0412-049-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1723 PEDROZZI CMN |
| 098 -0412-050-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1721 PEDROZZI CMN |
| 098 -0412-051-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1719 PEDROZZI CMN |
| 098 -0412-052-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1702 PEDROZZI CMN |
| 098 -0412-053-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1704 PEDROZZI CMN |
| 098 -0412-054-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1706 PEDROZZI CMN |
| 098 -0412-055-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1708 PEDROZZI CMN |
| 098 -0412-056-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1710 PEDROZZI CMN |
| 098 -0412-057-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1712 PEDROZZI CMN |
| 098 -0413-001-00 | COM | B1 | 2 | 300.000 | 11,584 | $1,687.80 | $1,440.91 | $507.89 | $29.84 | $3,666.44 | $86.20 | $73.59 | $193.94 | $0.00 | $353.72 | 1934 1ST ST |
| 098 -0413-001-00 | MFR | B1 | 2 | 0.000 | 265,499 | $0.00 | $33,024.89 | $66,904.69 | $3,930.45 | $103,860.03 | $0.00 | $1,686.73 | $25,547.80 | $0.00 | $27,234.52 | 1934 1ST ST |
| 099 -0175-021-01 | COM | B2 | 1 | 0.000 | 16,382 | $0.00 | $0.00 | $718.25 | $84.40 | $802.65 | $0.00 | $0.00 | $274.27 | $0.00 | $274.26 | 1002 E STANLEY BLVD |
| 099 -0175-022-01 | COM | B2 | 1 | 0.000 | 984 | $0.00 | $0.00 | $43.14 | $5.07 | $48.21 | $0.00 | $0.00 | $16.47 | $0.00 | $16.46 | E STANLEY BLVD |
| | | | | 9810.096 | 2,951,826 | $163,343.36 | $337,413.71 | $420,771.44 | $35,617.40 | $957,145.91 | $126,053.07 | $185,777.96 | $160,673.32 | $0.00 | $472,501.16 | |

* The FY 2023-24 Assessments have been rounded to the nearest even penny to meet the County of Alameda Auditor Controller submittal requirements.

LIVERMORE
CALIFORNIA

# CONSOLIDATED ANNUAL ENGINEER'S REPORT FOR THE CITY OF LIVERMORE'S LANDSCAPE MAINTENANCE DISTRICTS FOR FISCAL YEAR 2023-24

CITY OF LIVERMORE
ALAMEDA COUNTY, CALIFORNIA

**CONSOLIDATED ANNUAL ENGINEER'S REPORT FOR THE CITY OF LIVERMORE – SIGNATURES**

**ANNUAL ENGINEER'S REPORT COVERING ALL CITY OF LIVERMORE LANDSCAPE MAINTENANCE DISTRICTS FOR FISCAL YEAR 2023-24**

The undersigned respectfully submits the enclosed report as directed by City Council of the City of Livermore.

DATE: _____ BY: _____

ROBERT VINN, P.E., City Engineer
RCE No. 51222

I HEREBY CERTIFY that the enclosed Engineer's Report, together with the Assessment and Assessment Diagram thereto attached was filed with me on the _____ day of _____, 2023.

BY: _____

MARIE WEBER, City Clerk
City of Livermore, Alameda County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with the Assessment and Assessment Diagram thereto attached was approved and confirmed by the City Council of the City of Livermore, Alameda County, California, on the 26th day of June 2023.

BY: _____

MARIE WEBER, City Clerk
City of Livermore, Alameda County, California

LIVERMORE
CALIFORNIA

# TABLE OF CONTENTS

I. DISTRICTS WITH ENDURING CAPS

II. DISTRICTS WITH MAX CAPS

III. PRE-PROPOSITION 218 DISTRICTS

IV. DOWNTOWN LANDSCAPE MAINTENANCE DISTRICT

APPENDIX A: COST SUMMARY SHEETS FOR ALL DISTRICTS

APPENDIX B: ACCOUNTING SUMMARY SHEETS FOR ALL DISTRICTS

# SECTION I

## Districts with Enduring Caps

LIVERMORE
CALIFORNIA

# I. DISTRICTS WITH AN ENDURING CAP

ANNEXATION NO. 1989-1
ANNEXATION NO. 1989-2
ANNEXATION NO. 1989-4
ANNEXATION NO. 1990-2
ANNEXATION NO. 1992-0
ANNEXATION NO. 1992-1
ANNEXATION NO. 1994-1
ANNEXATION NO. 1994-2
ANNEXATION NO. 1994-3
ANNEXATION NO. 1994-4
ANNEXATION NO. 1994-6
ANNEXATION NO. 1994-7
ANNEXATION NO. 1994-8
ANNEXATION NO. 1995-1
ANNEXATION NO. 1995-2
ANNEXATION NO. 1995-4
ANNEXATION NO. 1995-6
ANNEXATION NO. 1995-7
ANNEXATION NO. 1996-1
ANNEXATION NO. 1996-2
ANNEXATION NO. 1996-3
ANNEXATION NO. 1996-5
ANNEXATION NO. 1996-6
ANNEXATION NO. 1996-7
ANNEXATION NO. 1996-8
ANNEXATION NO. 1996-9
ANNEXATION NO. 1997-2
ANNEXATION NO. 1997-3
ANNEXATION NO. 1997-4
ANNEXATION NO. 1997-5

MAINTENANCE DISTRICT NO. LL-801
MAINTENANCE DISTRICT NO. LL-802
MAINTENANCE DISTRICT NO. LL-803
MAINTENANCE DISTRICT NO. LL-804
MAINTENANCE DISTRICT NO. LL-806
MAINTENANCE DISTRICT NO. LL-807
MAINTENANCE DISTRICT NO. LL-808
MAINTENANCE DISTRICT NO. LL-810
MAINTENANCE DISTRICT NO. LL-811
MAINTENANCE DISTRICT NO. LL-814
MAINTENANCE DISTRICT NO. LL-823
MAINTENANCE DISTRICT NO. LL-833
MAINTENANCE DISTRICT NO. LL-845

MAINTENANCE DISTRICT NO. LL-846
MAINTENANCE DISTRICT NO. LL-847
MAINTENANCE DISTRICT NO. LL-848
MAINTENANCE DISTRICT NO. LL-849
MAINTENANCE DISTRICT NO. LL-851
MAINTENANCE DISTRICT NO. LL-852
MAINTENANCE DISTRICT NO. LL-854
MAINTENANCE DISTRICT NO. LL-855
MAINTENANCE DISTRICT NO. LL-857
MAINTENANCE DISTRICT NO. LL-858
MAINTENANCE DISTRICT NO. LL-859
MAINTENANCE DISTRICT NO. LL-860
MAINTENANCE DISTRICT NO. LL-861
MAINTENANCE DISTRICT NO. LL-862
MAINTENANCE DISTRICT NO. LL-863

# TABLE OF CONTENTS

I. OVERVIEW

A. Introduction
B. Proposition 218
C. General Description of the Improvements and Benefits
D. Changes to the Districts with an Enduring Cap

II. DESCRIPTION OF EACH ANNEXATION/DISTRICT

This section of the Report contains a description of each Annexation/District as follows: Part

A – Plans and Specifications

Part B – Definitions

Part C – Method of Apportionment

Part D – Proposed Assessments & Fiscal Year 2023-2024 Estimate of Costs Summary Sheets

Part E – Assessment Diagrams

Part F – Fiscal Year 2023-2024 Assessment Roll

Part G – Accounting summary for Fiscal Year 2022-2023

# I. OVERVIEW

## A. Introduction

The City of Livermore ("City") annually levies and collects special assessments in order to provide and maintain the improvements within the Districts with an Enduring Cap ("Districts") and all Annexations/Districts. Each Annexation/District contained within this Engineer's Report ("Report") was formed pursuant to conditions of development, to provide and continue the operation and maintenance of public improvements installed as part of the development that benefit the properties within the developments and Annexations/Districts. The Annexations/Districts have been formed, and levied annually pursuant to the *Landscape and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code* (the 1972 Act). The Annexations/Districts are designated as follows:

| *Annexation/District No.* | *Annexation/District Name* | *Tract* |
|---|---|---|
| Annexation No. 1989-1 | Autumn Valley | 5990, 6128 |
| Annexation No. 1989-2 | Stratford | 5903, 6296, 6458, 6701, 6770, 6862, 6931 |
| Annexation No. 1989-4 | Amber Ridge | 6758, 6764, 6223, 6423, 6110, 5970 |
| Annexation No. 1990-2 | Monticello | 6156 |
| Annexation No. 1992-0 | Portola Glen | 6177, 6347, 5645 (Por)n |
| Annexation No. 1992-1 | Scenic Arroyo Estates | 6202 |
| Annexation No. 1994-1 | Danbury | 6155 |
| Annexation No. 1994-2 | Portola Meadows | 6522, 6610 |
| Annexation No. 1994-3 | California Promenade I | 6652 |
| Annexation No. 1994-4 | Windmill Springs | 5958, 6628 |
| Annexation No. 1994-6 | California Nugget I* | 6741 |
| Annexation No. 1994-7 | Rincon Estates | 6426 |
| Annexation No. 1994-8 | Hallmark Collection | 6742 |
| Annexation No. 1995-1 | Orchard Business Park | 5406, 6068 |
| Annexation No. 1995-2 | Sandhurst | 5866, 6416, 6711, 6712 |
| Annexation No. 1995-4 | Airport Business Park I | 6720 |
| Annexation No. 1995-6 | Alden Estates | 6073 |
| Annexation No. 1995-7 | Scenic Links | 6687, 6757 |
| Annexation No. 1996-1 | Portola Collection | 6755 |
| Annexation No. 1996-2 | Altamont I* | 6751 |

| *Annexation/District No.* | *Annexation/District Name* | *Tract* |
|---|---|---|
| Annexation No. 1996-3 | Beck-Concannon Blvd/Murdell Lane | 6054 |
| Annexation No. 1996-5 | Sterling Reserve I | 6387 |
| Annexation No. 1996-6 | Sterling Reserve 2 | 6208 |
| Annexation No. 1996-7 | Devon Place | 6801 |
| Annexation No. 1996-8 | Maralisa I | 6433 |
| Annexation No. 1996-9 | California Ranch | 6840 |
| Annexation No. 1997-2 | California Mountain View I | 6846 |
| Annexation No. 1997-3 | California Mountain View II | 6847 |
| Annexation No. 1997-4 | National Drive | 6783 |
| Annexation No. 1997-5 | Dover | 6688 |
| Maintenance District No. LL-801 | Mt. Day | 6537 |
| Maintenance District No. LL-802 | Lomitas/Ryan | 6150, 6760 |
| Maintenance District No. LL-803 | Ridgecrest Estates | 6807 |
| Maintenance District No. LL-804 | Sonterra | 6811, 6812 |
| Maintenance District No. LL-806 | Saddleback | 6886 |
| Maintenance District No. LL-807 | Altamar | 6776 |
| Maintenance District No. LL-808 | Meadows | 6903 |
| Maintenance District No. LL-810 | Contractor's Place | 7090 |
| Maintenance District No. LL-811 | Altamont II* | 6880 |
| Maintenance District No. LL-814 | Maralisa II* | 6863, 6941, 6942, 6943, Parcel "O" of 6433 |
| Maintenance District No. LL-823 | Dunsmuir | 6989, 7116, 7280, 7331, 7333, 7375, 7404, 7443, 7444 |
| Maintenance District No. LL-833 | Creekside | 7081 |
| Maintenance District No. LL-845 | Alden Lane Estates | 7345 |
| Maintenance District No. LL-846 | Rosegate | 7330 |
| Maintenance District No. LL-847 | Creekside Villas | Parcel Map 7941 |
| Maintenance District No. LL-848 | Scenic 7 Hills | 7392 |
| Maintenance District No. LL-849 | Habitat for Humanity | 7403 |
| Maintenance District No. LL-851 | L St. Traffic Calming | L Street |

| *Annexation/District No.* | *Annexation/District Name* | *Tract* |
|---|---|---|
| Maintenance District No. LL-852 | Vineyard Gate 2 | 7167 |
| Maintenance District No. LL-854 | The Grove | 7421, 7552 |
| Maintenance District No. LL-855 | Oaks Business Park | 7300 |
| Maintenance District No. LL-857 | Shea- Montage | 7610 |
| Maintenance District No. LL-858 | Arroyo Crossing | 7561 |
| Maintenance District No. LL-859 | Downtown LMD** | First Street Streetscape |
| Maintenance District No. LL-860 | Orchid Place | Tract 7428 |
| Maintenance District No. LL-861 | Kohl's | Kohl's Commercial |
| Maintenance District No. LL-862 | Magnolia Place | Tract 8061 |
| Maintenance District No. LL-863 | The Vines | Tract 8195 |

**These Districts share costs on a pro-rata basis with other Districts. Please see counterpart for more information.*
***See Section IV for Downtown LMD Engineer's Report.*

This Report includes a description of the Annexations/Districts, improvements, diagrams, Annexation/District budgets and the proposed annual assessments for Fiscal Year 2023-2024 in accordance with *Chapter 1, Article 4, beginning with Section 22565* of the 1972 Act. The various improvements within the Annexations/Districts and the cost to provide those improvements are identified and budgeted independently. Each parcel within an Annexation/District is assessed proportionately for those improvements within the Annexation/District that provide a special benefit to that parcel.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Number (Assessor's Parcel Number—APN) by the Alameda County Assessor's Office. The Alameda County Auditor/Controller uses Assessment Numbers and specific District Fund Numbers, to identify on the tax roll, properties assessed for special district benefit assessments. *This definition does not apply to shared commercial or residential properties such as airspace condominiums. In those cases, the term parcel would refer to "units" or "acres" as is applicable to the property in a District.*

Following consideration of all public comments and any written protests at a noticed public hearing, and review of the Final Engineer's Report, the City Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Council may, by resolution, order the levy and collection of assessments for Fiscal Year 2023-2024 pursuant to the 1972 Act. In such case, the assessment information will be submitted to the County Auditor/Controller, and included on the property tax roll for each parcel in Fiscal Year 2023-2024.

## B. Proposition 218

On November 5, 1996, California voters approved Proposition 218. The provisions of Proposition 218, now Constitutional Article XIIIC and XIIID, are summarized in four general areas:

1. Strengthens the general and special tax provisions of Proposition 13 and Proposition 62.
2. Extends the initiative process to all local taxes, assessments, fees, and charges.
3. Adds substantive and procedural requirements for assessments.
4. Adds substantive and procedural requirements for property related fees and charges.

During Fiscal Year 2004/05, a Proposition 218 ballot measure was presented to all properties within the Districts. This ballot measure proposed the establishment of an Enduring Cap Assessment for all properties within the Annexations/Districts, as well as an inflationary clause of the local C.P.I. plus 1% to more accurately reflect the actual cost adjustments for the provision of maintenance services including utilities, labor, materials and equipment depreciation, to the established Enduring Cap Assessment. The ballot measure was approved by all Annexations/Districts comprising the Enduring Cap Districts. Over the next several years as additional districts voted and approved enduring caps, they were added to this group of districts.

## C. General Description of the Improvements and Benefits

The City annually levies and collects assessments in order to maintain and service the improvements within the separate Annexations/Districts that have an Enduring Cap Assessment. The Districts fund specific improvements and services that include the maintenance and operation of landscaping improvements and associated appurtenances located within the public right-of-ways and dedicated easements in each of the Annexations/Districts. The annual assessments are based on the historical and estimated costs to maintain the improvements that provide a special benefit to properties within these Annexations/Districts. The improvements within each Annexation/District and the costs of those improvements are identified and budgeted separately, including all expenditures, deficits, surpluses and revenues.

The various improvements provided and maintained within the Annexations/Districts can be categorized as follows:

The benefits associated with parkway, perimeter, entryway, and local median landscaping are erosion control, dust control, and visual aesthetics that include, but are not limited to:

1. Improved aesthetic appeal of nearby parcels.
2. Enhanced adaptation of the urban environment within the natural environment.
3. Improved dust control.
4. Improved erosion resistance.
5. Improved drainage and flood control.

6. The special enhancement to the value of property, which results from the above benefits.
7. Enhanced recreational (trails, play equipment, open lawn areas).
8. Noise buffering and sight screening.

The assessments for each Annexation/District pay for services, maintenance and materials related to the improvements installed as part of the individual developments or are directly associated with the parcels within the Annexation/District that are assessed for those improvements. These improvements may include parkway or perimeter landscaping adjacent to the developments as well as specific in-tract landscaping improvements such as entryway or median landscaping and monuments associated with the development. To this extent, local landscaping improvements are associated with the individual developments and provide special benefits to the properties within those developments.

## D. Changes to the Districts with an Enduring Cap

Changes may include:

- The cost of maintaining the improvements (Budget);
- Changes in the annual assessments;
- Legislative changes that affect the Districts with an Enduring Cap
- Modifications to the Annexation/District structure that may include, but are not limited to alterations in the existing improvements and/or services, addition of new improvements or services, addition of benefit zones, annexation of parcels or revisions in the method of apportionment.

# II. DESCRIPTION OF EACH ANNEXATION/DISTRICT

This section of the Report contains a description of each Annexation/District as follows:

Part A – Plans and Specifications

Part B – Definitions

Part C – Method of Apportionment

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Part G – Accounting Summary Fiscal Year 2022-2023

**Plans and specifications for all subdivisions (maintenance districts) are subject to periodic amendments to reflect field conditions, new technologies, revised standards, revised policies, adjustments to plants/trees and other plant materials, irrigation changes, etc.**

## A. Plans and Specifications

The plans and specifications and the assessment diagram have been filed separately with the Clerk of the legislative body and are incorporated in this report by reference.

The improvements are described as any or all of the following:

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances further described below. Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Annexation 1989-1, Autumn Valley:**

- Strip landscaping and irrigation on the north side of Shawna Street.
- Strip landscaping and irrigation on north side of Maureen Circle.
- Masonry wall along north tract boundary adjacent to railroad right of way.

**Annexation 1989-2, Stratford Park:**

- Backing Lot landscaping on Patterson Pass Road.
- Backing Lot landscaping on Vasco Road between Patterson Pass Road and Emily Way.
- Park landscaping within Parcel B of Tract 6862.
- Median landscaping and textured paving at Daphne Drive entrance.
- Median landscaping and textured paving at Arlene Way entrance.
- Wall adjacent to Vasco Road and Patterson Pass Road.
- Landscaping adjacent to the Arroyo Seco within Parcel A of Tract 6931.
- The bike path and pedestrian bridge over the Arroyo Seco.

**Annexation 1989-4, Amber Ridge:**

- Planter strip and backing lot landscaping on both the north side and the south side of North Mines Road from First Street to the northwest boundary of Tract 6423.
- Planter strip and backing lot landscaping on First Street from west boundary of Tract 5970 to Las Positas Road.
- Planter strip and backing lot landscaping on Newbury Street.
- Median landscaping and textured paving on N. Mines Road.
- Median Landscaping and textured paving on Newbury Street.

- Special entry walls, signs, lighting and landscaping at N. Mines Road and First Street intersection.
- 6-foot masonry wall adjacent to N. Mines Road and Newbury Street.
- 8-foot masonry wall adjacent to First Street.
- All front yard street trees located within the public right-of-way.
- Traffic calming device located in the vicinity of N. Mines Road.

**Annexation 1990-2, Monticello:**

- Public backing lot walls, more specifically identified as: The masonry wall along East Jack London Boulevard on Lots 1, 51-56, 92-94 and along Murrieta Boulevard on Lots 77-83.
- The special entry features at the intersections of East Jack London Boulevard at Roma and Turino Streets. These entry features include the special street paving, entry monuments, and landscaping at the entry monuments.
- One side of the wall facing Firenza Street and Firenza Court will be maintained (painted as required) by the Landscaping and Lighting Maintenance Assessment District. The opposite side is to be maintained by the adjacent homeowners. Any repairs for the common wall shall be shared equally, by both the Landscaping Assessment District, and the adjacent homeowners of the Tracts.

**Maintenance District No. LL-2, 1992-0, Portola Glen:**

*Phase I – Tract 6177 and 5645 (Portion)*

- Backing lot landscaping on Portola Avenue.
- Backing lot landscaping on Highland Street.
- Wall adjacent to Portola Avenue and Highland Street.
- Landscaping and irrigation adjacent to Edinburgh Drive, including the bike path.

*Phase II - Tract 6347*

- Mini-Park adjacent to Yorkshire Court and Edinburgh Drive.

Landscaping and irrigation adjacent to Edinburgh Street including the bike path.

**Annexation 1992-1, Scenic Arroyo Estates:**

- 4-foot high steel fence along the channel east of Arrowhead.
- Asphalt/concrete bike path east of Arrowhead.
- Special entry walls, sign, and landscaping at the Central Avenue and Woodrose Way intersection.
- Special entry walls, signs, and landscaping at the Lobelia Way and Central Avenue intersection.

- Median landscaping on Woodrose Way at Central Avenue.
- Median landscaping on Lobelia Way at Central Avenue.
- Landscaping north of the channel, east of Arrowhead.
- Landscaping south of the channel, east of Arrowhead
- Landscaping adjacent to Wildflower Drive, south of the channel.

**Annexation 1994-1, Danbury:**

Plans and specifications for the improvements are those prepared by Melvin Lee Associates for Tract 6155:

- The landscape improvements along the Central Avenue frontage including approximately 1,117 linear feet of 6-foot tall masonry wall located 8 feet in back of the sidewalk.
- The entry wall configuration at the Central Avenue and Wisteria Way intersection following the 45-degree diagonal for the street right-of-way, with the name Danbury Park in brass letters approximately 9 inches tall affixed to the wall on both sides of the entry. No special signage will be installed on the wall at the intersection of Central Avenue and Bobby Drive.
- The landscaping along the Central Avenue frontage including trees, shrubs, vines and ground cover planting covering an area of 9,100 square feet.

**Annexation 1994-2, Portola Meadows:**

Plans and specifications for the improvements are those prepared by MacKay and Somps, Civil Engineers, Inc., for Tracts 6522 & 6610 dated January 1993, and production landscape plans are those prepared by Rose Associates dated May 16, 1993:

- Public landscaping as delineated on the Landscaping and Lighting Assessment District, Maintenance District No. LL-2 and production landscape plans prepared by Rose Associates and approved by the City of Livermore. Public landscaping is defined as all natural and passive park areas, irrigation, decorative concrete, tot lot, trellis, picnic tables and benches and retaining walls located with the 4.2 acre park site (comprised of Parcel G of Final Map 6522 and Parcel B of Final Map 6610).
- Weed abatement and clearing of open space within the park site.

**Annexation 1994-3, California Promenade I:**

Plans and specifications for the improvements are those prepared by John Nicol & Associates and by Bryan and Murphy Associates for Tract 6652 dated September 1994:

- Public landscaping on the north side of Scenic Avenue and the west side of Laughlin Road.
- Public backing lot wall on Scenic Avenue and Laughlin Road (approximately 1300 linear feet).
- Any public special amenities located within the public right-of-way or easements.

- Landscaping, lighting, structure, surface paving and all other facilities within the area designated as Parcel 'A' of Tract 6652 and other facilities within the area designated as Village Green.

- All improvements in the access areas at the ends of cul-de-sacs.

**Annexation 1994-4, Windmill Springs:**

Plans and specifications for the improvements are those prepared by Associated Professions, Inc., for Tract 5958 and 6628, and the plans by Thomas E. Baak and Associates dated October 1994:

- Planter strip and backing lot landscaping on Hollice Lane.

- Masonry backing lot wall on Hollice Lane.

**Annexation 1994-6, California Nugget I:**

Plans and specifications for the improvements are those prepared by John Nicol & Associates and by Bryan and Murphy Associates for Tract 6741 dated June 1, 1994:

- 11/18 of the landscaping within Parcel "A" of Tract 6741 located on the south side of Shawna Street will be applied to Maintenance District No. LL-2, Annexation 1994-6, California Nugget I (7,100 s.f. x 11/18 = 4,339 s.f.). 7/18 of the landscaping within Parcel "A" of Tract 6741 will be applied to Maintenance District No. LL-832, California Nugget II (7,100 s.f. x 7/18 = 2,761 s.f.).

- 11/18 of 75% of the landscaping on the northerly slope of North Mines Road from the southwest corner of Lot 1 of Tract 6808 to the northwest corner of Parcel "A" of Tract 6808 will be applied to Maintenance District No. LL2, Annexation 1994-6, California Nugget I (11/18 x .75 x 25,000 s.f. = 11,458 s.f.). 7/18 of 75% of the landscaping on the northerly slope of North Mines Road will be applied to Maintenance District No. LL-832, California Nugget II (7/18 x .75 x 25,000 = 7,292 s.f.). The maintenance of the remaining 25% landscaping on the northerly slope of North Mines Road will be paid for by the City of Livermore (.25 x 25,000 s.f. = 6,250 s.f.).

- 11/18 of the masonry wall, 5-foot concrete sidewalk and entry monument on Shawna Street

- 11/18 of the masonry wall on North Mines Road

**Annexation 1994-7, Rincon Estates:**

Plans and specifications for the improvements are those prepared by Triple "E" Engineering & Surveying Company for Tract 6426 dated May 25, 1995:

- Landscaping and entry monuments at Rincon Avenue entrance to Marseille Avenue

- Median landscaping on Marseille Avenue

**Annexation 1994-8, Hallmark Collection:**

Plans and specifications for the improvements are those prepared by M.D. Fotheringham, Landscape Architect for Tract 6742 dated May 31, 1995:

- Landscaping and irrigation improvements at Parcel "B" of Tract 6742, including, but not limited to, trees, shrubs, ground cover, decorative interlocking concrete pavers, benches, lighting, masonry wall, and irrigation system components.

**Annexation 1995-1, Orchard Business Park**:

Plans and specifications for the improvements are those prepared by Singer and Hodges, dated March 18, 1988 for Tract 5406 and July 30, 1990 for Tract 6068, or improvement plans prepared by Nolte dated May 23, 1988 and Bissell & Karn dated December 28, 1990:

- A storm drain easement 80 feet wide (measured from the right of way line) along the southerly line of Las Positas Road extending a distance of 769 feet westerly of the centerline intersection of North Greenville Road and Las Positas Road; and a continuation of the same easement with a width of 90 feet southerly along the westerly line of North Greenville Road to a point 215 feet southerly of the centerline intersection of North Greenville Road and Los Positas Road.

- Decorative entry walls, four each, two located at the intersection of Las Positas Road at Greenville Road, one at the intersection of Southfront Road at the Freeway off-ramp, and one at the intersection of Southfront Road and Lawrence Drive.

- Median landscaping at the following locations:
  i) Las Positas Road from a point approximately 800 feet west of Lawrence Drive to its intersection with North Greenville Road.
  ii) Southfront Road from a point approximately 300 feet west of Longard Road to its intersection with North Greenville Road.
  iii) North Greenville Road from a point approximately 450 feet south of Los Positas Road to a point approximately 950 feet north of Southfront Road.
  iv) Mountain Vista Parkway from the intersection with Los Positas Road to the intersection with Southfront Road.
  v) Lawrence Drive at the intersection with Southfront Road to a point approximately 100 feet south of the intersection.

**Annexation 1995-2, Sandhurst:**

Plans and specifications for the improvements for Tracts 5866 and 6416 are those filed by Associated Professions, Inc., dated June, 1994, and those prepared by Robert Mitchell & Associates, dated June 26, 1995, and those prepared by Robert Gray & Associates. Improvement plans for Tracts 6711 and 6712 are those prepared by MacKay and Somps, dated July, 1994, and those prepared by Robert Mitchell & Associates, dated January 8, 1996:

- Trees, shrubs and groundcover between sidewalk and wall along the northern side of Concannon Boulevard between Isabel Avenue and Murdell Lane.

- Trees, shrubs and groundcover between existing path and wall along the eastern side of Isabel Avenue between Concannon Boulevard and the district's northern boundary.

- Approximately 2,300 square feet of turf located at the northern end of Tourmaline Court.

**Annexation 1995-4, Airport Business Park I:**

Plans and specifications for the improvements are those prepared by Greiner, Inc. and Greg Inc. & Associates, dated September, 1995:

- 8-foot high wall along East Jack London Boulevard with brick columns and brick cap.

- 6-foot high wall along both sides of Zeppelin Street.

- 2 entry monuments at corner of East Jack London Boulevard.

- Meandering concrete walkway along East Jack London Boulevard.

- Planting and irrigation between wall and face of curb on East Jack London Boulevard along Tract 6720 frontage.

- Planting and irrigation between wall and face of curb along both sides of Zeppelin Street.

**Annexation 1995-6, Alden Estates:**

Plans and specifications for the improvements are those prepared by Associated Professions Inc. for Tract 6073, and the plans by A.S. Dutchover & Associates:

- Planter strip and backing lot landscaping on Concannon Boulevard.
- Planter strip and backing lot landscaping on Murdell Lane.
- Masonry backing lot wall on Concannon Boulevard.
- Masonry backing lot wall on Murdell Lane.

**Annexation 1995-7, Scenic Links:**

Plans and specifications for the improvements are those prepared by Cunha Engineering Inc., and for landscaping are those prepared by M.D. Fotheringham Landscape Architects, for Tract 6687 dated March 20, 1996 for Tract 6757 dated June 12, 1996:

- Backing lot landscaping on Vasco Road.
- Wall adjacent to Vasco Road.
- Decorative concrete paving in Augusta Way and in Big Basin Road.

**Annexation 1996-1, Portola Collection:**

Plans and specifications for the improvements are those prepared by Nuvis, or as included in the improvement plans prepared by Associated Professions, Inc.

- Planter strip and backing lot landscaping and irrigation along Portola Avenue, adjacent to Lots 1-3 and 18-24.
- Special entry walls, signs, lighting, crosswalk and landscaping at Blackwood Common and Portola Avenue Intersection.
- 7-foot masonry backing lot wall with 18-inch high planter walls and 18-inch wide concrete mow-band along Portola Avenue, adjacent to Lots 1-3 and 18-24.

**Annexation 1996-2, Altamont #1:**

Plans and specifications for the improvements are those prepared by O'Dell Engineering dated April 5, 1996 and Baak & Associates dated July 25, 1996 for Tract 6751:

- Backing lot landscaping along the west side of Laughlin Road approximately 400 feet south of Altamont Creek Drive to approximately 200 feet north of Altamont Creek.
- Public backing lot wall along the west side of Laughlin Road from approximately 400 feet south of Altamont Creek Drive to approximately 200 feet north of Altamont Creek Drive.
- Decorative surface paving, public improvements, and all other appurtenant facilities within Lots D, E, and F of Tract 6751.
- 54/123 of the landscaping and open space within Lot B of Tract 6751 will be applied to District Altamont I (1996-2) Tract 6751 (0.82 acres x 54/123 = 0.36 acres). 69/123 of the landscaping and open space within Lot B of Tract 6751 will be applied to Maintenance District No. LL-811 Altamont II, Tract 6880 (0.82 acres x 69/123 = 0.46 acres).

- 54/123 of the landscaping and open space from north toe of slope to south toe of slope within Lot C of Tract 6751 will be applied to Altamont I, (1996-2), Tract 6751 (3.54 acres x 54/123 = 1.55 acres). 69/123 of the landscaping and open space from north toe of slope to south toe of slope within Lot C of Tract 6751 will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (3.54 acres x 69/123 = 1.99 acres).

- 54/123 of the weed abatement and clearing for open space within Lot C of Tract 6751 will be applied to Altamont I, (1996-2) Tract 6751 (4.21 acres x 54/123 = 1.85 acres). 69/123 of the weed abatement and clearing for open space within Lot C of Tract 6751 will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (4.21 acres x 69/123 = 2.36 acres).

- 54/123 of the landscaping and open space within Lot C of Tract 6751, north of Altamont Creek and north of the bike path from Edgewater Lane to Altamont Creek and near Blackhawk Court will be applied to Altamont I, (1996-2) Tract 6751 (0.67 acres x 54/123 = 0.30 acres). 69/123 of the landscaping and open space within Lot C of Tract 6751, north of Altamont Creek and north of the bike path from Edgewater Lane to Altamont Creek and near Blackhawk Court will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (0.67 acres x 69/123 = 0.37 acres).

**Annexation 1996-3, Beck-Concannon Blvd/Murdell Lane:**

Plans and specifications for the improvements are those prepared for Tract 6054 by Associated Professions, Inc. dated October 1996, and the plans by A.S. Dutchover, dated September 1990:

- Backing lot landscaping on the south side of Concannon Boulevard along the Tract 6054 frontage;

- Backing lot landscaping on the east side of Murdell Lane along the Tract 6054 frontage;

- Masonry backing lot wall on the south side of Concannon Boulevard along the Tract 6054 frontage; and,

- Masonry backing lot wall on the east side of Murdell Lane along the 6054 frontage.

**Annexation 1996-5, Sterling Reserve I:**

Plans and specifications for the improvements are those prepared for Tract 6387 by Alexander & Associates, Inc., dated April 3, 1997, landscaping plans for said tract prepared by A. S. Dutchover & Associates, dated April 3, 1997, and the Street light plans prepared by Robert Gray and Associates, dated April 3, 1997:

- Installation, maintenance, and operation, to include repair, replacement and servicing of trees, shrubs, plantings, and irrigation systems, together with earth-berms, slopes, curbs, root deflectors, masonry walls, and concrete or wood appurtenances, all as delineated on the landscape and irrigation plans for Tract 6387 prepared by A. S. Dutchover & Associates, and on the improvement plans for said tract prepared by Alexander & Associates, Inc. or as specified in the City of Livermore standards details and specifications and further described as:

- Backing lot landscaping on the west side of Murdell Lane from Alden Lane to the northerly Tract line.

- Entry median islands at South Sea Way and White Fang Way.

**Annexation 1996-6, Sterling Reserve 2:**

Plans and specifications for the improvements are those prepared for Tract 6208 by Alexander & Associates, Inc. dated April 3, 1997, and the landscaping plans for said tract prepared by A. S. Dutchover 7 Associates, dated November 28, 1995:

- Installation, maintenance, and operation, to include repair, replacement and servicing of street

trees, shrubs, plantings, and irrigation systems, together with earth-berms, slopes, curbs, root deflectors, masonry walls, and concrete or wood appurtenances, all a delineated on the landscape and irrigation plans for Tract 6208 prepared by A. S. Dutchover & Associates, and on the improvement plans for said tract prepared by Alexander & Associates Inc., or as specified in the City of Livermore standard details and specifications and further described as.

- Backing lot landscaping on the west side of Murdell Lane from the southerly tract line of Tract 6208 to the northerly tract line of Tract 6208.

**Annexation 1996-7, Devon Place:**

Plans and specifications for the improvements are those prepared by DeBolt Civil Engineering for Tract 6801, dated April 3, 1996, and the landscaping plans for said tract prepared by Borrecco-Kilian & Associates, dated July 30, 1995:

- 18-foot wide landscape strip on the south side of Devon Place from Hillcrest Avenue to west tract boundary and the west end of Devon Place.

- Stone pilaster and wrought iron fencing along the south tract boundary from Hillcrest Avenue to the west boundary of Tract 6801.

**Annexation 1996-8, Maralisa I:**

Plans and specifications for the improvements are those prepared by John Nicol & Associates and by Bryan Murphy and Associates, Inc. for Tracts 6433, 6941, 6942, 6943, and 6863 dated November 1996 through March 1998. 251/312 of the cost for the following improvements will be applied to Maintenance District No. LL-814 of Maralisa Tracts 6863, 6941, 6942, 6943, and Parcel 'O' of Tract 6433, and 61/312 of the cost for the following improvements will be applied to Maintenance District No. LL-2 of Maralisa Tract 6433:

- Backing lot landscaping and masonry wall on the south side of Garaventa Ranch Road and on the west side of Garaventa Ranch Road from the west end of Lot 55, Tract 6433, to the south end of Lot 84, Tract 6433.

- Entry median island at Garaventa Ranch Road.

- Entry monument feature and landscaping at the northeast corner of Vasco Road an Garaventa Ranch Road.

- Public landscaping for the east side of Vasco Road from Garaventa Ranch Road to the north line of Parcel 'O'.

- All improvements in the access areas at the ends of cul-de-sacs including but not limited to:
  (i) Trees, turf, shrubs and all planting and ground cover.
  (ii) Irrigation.
  (iii) 5-foot concrete walks connecting courts with Garaventa Ranch Road.
  (iv) Concrete mow band.
  (v) Wood bench.
  (vi) Masonry wall.

- Backing lot landscaping and masonry wall on the north side of Garaventa Ranch Road from the southwest corner line of Lot 8, Tract 6941, to Hawk Street.

- Backing lot landscaping and masonry wall on the east side of Garaventa Ranch Road from Altamont Creek Drive to the end of Garaventa Ranch Road also being the southwest corner of Lot 110, Tract 6943.

**Annexation 1996-9, California Ranch:**

Plans and specifications for the improvements are those prepared by Ruggeri-Jensen and Associates, dated January 7, 1997, and landscaping plans prepared by John Nichol & Associates, dated September 26, 1996.

- Landscaping and masonry walls south of Sutter Street (extension), south of Stetson Way and south and east of Stetson Court.

- Gate assembly and gravel surfacing northeast of Stetson Court (east of Lot 25 or Tract 6840).

**Annexation 1997-2, California Mountain View I:**

Plans and specifications for the improvements are those prepared by John Nichol & Associates and by Bryan & Murphy Associates for Tract 6846, dated August 1996:

- Median island at Big Basin Road from Scenic Avenue to the southerly property line of lot 78

**Annexation 1997-3, California Mountain View II:**

Plans and specifications for the improvements are those prepared by John Nichol & Associates and by Bryan & Murphy Associates for Tract 6847, dated August 1996:

- Landscaping and irrigation, lighting, and hard surfacing on Parcel 'B'.

**Annexation 1997-4, National Drive:**

Plans and specifications for the improvements are those prepared for Tract 6783 by DeBolt Civil Engineering, dated December, 1996, and the landscaping plans for said tract prepared by Aitken & Associates, dated December, 1996:

- The median island on National Drive at the intersection with Greenville Road.

- The new island and modified island at the Brisa/National Drive intersection.

- The parcel adjacent to Lot 10 of Tract 5432 created with the re-alignment of National Drive (Station 28+10± to Station 32.05±).

- The parcel west of Lot 21 created with the re-alignment of National Drive (Station 36+50± to Station 38+70±).

**Annexation 1997-5, Dover:**

Plans and specifications for the improvements are those prepared for Tract 6688 by Thompson Hysell Engineers, Inc., dated December 4, 1996, and the landscaping plans for said tract prepared by Polhemus Enterprises by Ron Polhemus, dated November 1996:

- Backing lot landscaping on the east side of Vasco Road adjacent to Tract 6688; from 130 linear feet south of Augusta Way to 350 linear feet south of Augusta Way.

- Median islands at Big Basin Way.

- Backing lot masonry wall on the east side of Vasco Road, adjacent to the project.

- Decorative paving at the intersection of Big Basin Way and Saint Andrews Way.

- Landscaping in the medians in Big Basin Way.
- Landscaping in Parcel B.
- Landscaping and sidewalk in Parcel E.
- Landscaping and sidewalk in Parcel F.

**Maintenance District No. LL-801, Mt. Day:**

Plans and specifications for the improvements are those prepared for Tract 6537 by Cunha Engineering Inc., dated January 15, 1997.

- Landscaping at the end of Mt. Day Drive

**Maintenance District No. LL-802, Lomitas Avenue/ Ryan Street:**

Plans and specifications for the improvements are those prepared by Earl E. Mason, Civil & Structural Engineer, dated August, 1997.

- Landscaping on Lomitas Avenue at the entrance to Kara Place, Ryan Street & Jeffrey Street, both sides of the streets, with approximately 800 square feet on each of the six corners;
- Landscaping in a 20-foot diameter island at the south end of Kara Place

**Maintenance District No. LL-803, Ridgecrest:**

Plans and specifications for the improvements are those prepared for Tract 6807 by Thompson- Hysell Engineers, Inc., dated June 18, 1997, and the landscaping plans for said tract prepared by Calvin E. Bright and Marjorie H. Bright, dated March 1997.

- Backing lot landscaping and sidewalk on the north side of First Street adjacent to Tract 6807; from 480 linear feet east of Scott Street to 900 linear feet west of Portola Avenue.
- Backing lot landscaping and sidewalk on the south side of Portola Avenue adjacent to Tract 6807; from 380 linear feet east of Mitchell Street to 800 linear feet west of First Street.
- Backing lot masonry walls on First Street and Portola Avenue, adjacent to project.
- Landscaping, sidewalks, and masonry walls for pedestrian access way between Ridgecrest Circle and Murphy Street.

**Maintenance District No. LL-804, Sonterra:**

Plans and specifications for the improvements are those prepared by Associated Professions, Inc., dated May, 1997, for Tract 6811 and 6812, and landscape and irrigation plans by Ralph Sherman Associates dated August 19, 1997.

- Backing lot landscaping on the west side of Vasco Road along the Tract 6811 and Tract 6812 frontage;
- Masonry backing lot wall on the west side of Vasco Road along Tract 6811 and Tract 6812 frontage;

- Public landscaping along Lobelia Way

**Maintenance District No. LL-806, Saddleback:**

Plans and specifications for the improvements are those prepared by Udi-Tetrad Consulting Engineers, Inc., dated September 1997, including the landscape plans contained therein.

- Backing Lot Landscaping on the north side of Dalton Avenue for lots 1 through 12 and 78.
- Landscaping and weed abatement at the Gelding Lane and Martingale Lane subdivision entrances along Dalton Avenue, with open space Parcels A & B.
- Wall along the rear of the lots adjacent to Dalton Avenue and Ames Street and at the Gelding Lane and Martingale Lane subdivision entrances. Wall is located within a public landscape easement as shown on the Final Map for Tract 6886.
- Maintenance of swales.

**Maintenance District No. LL-807, Altamar:**

Plans and specifications for the improvements are those prepared for Tract 6776 by Thompson- Hysell, Inc., dated September, 1997, and the landscaping plans for said tract prepared by John Nichol & Associates, dated September, 1997.

- Backing lot landscaping on the east side of Vasco Road adjacent to Tract 6776; from approximately 33 linear feet south of Garaventa Ranch Drive centerline to approximately 710 linear feet south of Garaventa Ranch Drive centerline.
- Backing lot landscaping on the south side of Garaventa Ranch Drive adjacent to Tract 6776; from approximately 90 linear feet east of Vasco Road centerline to approximately 785 feet east of Vasco Road centerline.
- Backing lot landscaping on the west side of Altamar Way from Garaventa Ranch Drive to approximately 160 linear feet south of Garaventa Ranch Drive centerline.
- Backing lot masonry wall on east side of Vasco Road, adjacent to Tract 6776 (Lots 25-32).
- Backing lot masonry wall on south side of Garaventa Ranch Drive, adjacent to Tract 6776(Lots 1, 33-38).
- Backing lot masonry wall on west side of Altamar Way adjacent to Lot 38.

**Maintenance District No. LL-808, Meadows:**

Plans and specifications for the improvements are those prepared by Associated Professions, Inc., dated July, 1997, for Tract 6903, and the landscape and irrigation plans by BAAK & Associates.

- Backing lot landscaping on the west side of Laughlin Road along the Tract 6903 frontage.
- Masonry backing lot wall on the west side of Laughlin Road along the Tract 6903 frontage.
- Post and rail fence on the west side of Laughlin Road along the Tract 6903 frontage.

- Lot 'A' open space, weed abatement.
- Multi-Use trail on Laughlin.
- Access path along the northerly property line of lot 13.
- Landscaping along back of Lots 7 thru 13 and between detention basins.

**Maintenance District No. LL-810, Contractor's Place:**

Plans and specifications for the improvements are those prepared by Kier & Wright Civil Engineers & Surveyors, Inc., Robert Gray & Associates, and Guzzardo and Associates, Inc., dated October, 1997.

- Landscaping within the 10-foot wide strip between the south side of Contractors Place and the Southern Pacific Railroad right of way. This strip is also the proposed 10-foot wide bicycle and pedestrian trail easement.

**Maintenance District No. LL-811, Altamont II:**

Plans and specifications for the improvements are those prepared by O'Dell Engineering, dated December 10, 1996, and Isaacson, Wood & Associates, dated February 18, 1997.

- Backing lot landscaping along the west side of Laughlin Road from approximately 300 feet north of Altamont Creek Drive to approximately 1200 feet north of Altamont Creek Drive.
- Public backing lot wall along the west side of Laughlin Road from approximately 300 feet north of Altamont Creek Drive to approximately 1200 feet north of Altamont Creek Drive.
- Decorative surface paving, public-improvement wood fence, and all other appurtenant facilities within Lot A of Tract 6880.
- Weed abatement and clearing of open space within Lot A of Tract 6880.
- Landscaping an open space along the rear and side property lines of Lots 27-29, 34-39, 42-52 and 67-69 within Lot A of Tract 6880.
- 69/123 of the landscaping and open space within Lot B of Tract 6751 will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (0.82 acres x 69/123 = 0.46 acres). 54/123 of the landscaping and opens space within Lot B of Tract 6751 will be applied to Altamont I, (1996-2) Tract 6751 (0.82 acres x 54/123 = 0.36 acres).
- 69/123 of the landscaping and opens space from North toe of slope to South toe of slope within Lot C of Tract 6751 will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (3.54 acres x 69/123 = 1.99 acres). 54/123 of the landscaping and opens space from north toe of slope to south toe of slope within Lot C of Tract 6751 will be applied to Altamont I, (1996-2) Tract 6751 (3.54 acres x 54/123 = 1.55 acres).
- 69/123 of weed abatement and clearing for open space within Lot C of Tract 6751 will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (4.21 acres x 69/123 =

2.36 acres). 54/123 of weed abatement and clearing for open space within Lot C of Tract 6751 will be applied to Altamont I, (1996-2) Tract 6751 (4.21 acres x 54/123 = 1.85 acres).

- 69/123 of the landscaping and opens space within Lot C of Tract 6751, north of Altamont Creek and north of the bike path from Edgewater Lane to Altamont Creek and near Blackhawk Court will be applied to Maintenance District No. LL-811, Altamont II, Tract 6880 (0.67 acres x 69/123 = 0.37 acres). 54/123 of the landscaping and opens space within Lot C of Tract 6751, north of Altamont Creek and north of the bike path from Edgewater Lane to Altamont Creek and near Blackhawk Court will be applied to Altamont I, (1996-2) Tract 6751 (0.67 acres x 54/123 = 0.30 acres).

**Maintenance District No. LL-814, Maralisa II:**

Plans and specifications for the improvements are those prepared by John Nicol & Associates, Inc. and David Evans and Associates, Inc. dated from November 1996 to March 1998.

- Backing lot landscaping and masonry wall on the south side of Garaventa Ranch Road and on the west side of Garaventa Ranch Road from the west end of Lot 55, Tract 6433, to the south end of Lot 84, Tract 6433. Entry median-island at Garaventa Ranch Road.

- Entry monument feature and landscaping at the northeast corner of Vasco Road and Garaventa Ranch Road.

- Public landscaping as follows:

- East side of Vasco Road from Garaventa Ranch Road to the north line of Parcel 'O'.

- All improvements in the access areas at the ends of cul-de-sacs including but not limited to: Trees, turf, shrubs and all planting and ground cover, irrigation, 5-foot concrete walks connecting courts with Garaventa Ranch Road, concrete mow band, wood bench and masonry wall.

- Backing lot landscaping and masonry wall on the north side of Garaventa Ranch Road from the southwest corner line of Lot 8, Tract 6941, to Hawk Street.

- Backing lot landscaping and masonry wall on the east side of Garaventa Ranch Road from Altamont Creek Drive to the end of Garaventa Ranch Road also being the southwest corner of Lot 110, Tract 6943.

**Maintenance District No. LL-823, Dunsmuir:**

Plans & specifications for the improvements are those prepared for Tract 6989, 7116 Lindenwood, 7116 South Vasco, 7280, 7331, 7333, 7375, 7404, 7443 & 7444 prepared by Carlson, Barbee & Gibson, Inc., Meridian Associates, Inc., and Guzzardo &Associates Inc. Plans and specifications and the assessment diagram have been filed separately with the legislative body and are incorporated in this Report by reference.

Improvements, which are the subject of this report, are briefly described as any or all of the following:

The installation, maintenance and operation to include repair, replacement and servicing of street

trees, shrubs, plantings and irrigation systems together with earth berms, slopes, curbs, root deflectors, decorative paving, masonry walls and concrete or wood appurtenances, all as delineated on the improvement plans for the above referenced Tracts or as specified in the City of Livermore standard details and specifications and further described as:

Subdivision 6989

- Median landscaping within public rights of way of Maintenance District No. LL-823 (Carnegie Way, Maybeck Lane, Hill Circle).

- Landscaping within Parcels A, C, and E, and H as shown on Tract Map 6989, Charlotte Way Landscaping and Median Island Landscaping within Maintenance District No. LL-823.

- Swale landscaping on the west side of Carnegie Loop adjacent to open space within Maintenance District No. LL-823.

- Landscaping on the north and south sides of Carnegie Way between the back of curb and sidewalk and swale landscaping adjacent to the northwest side of Parcel E.

- Split-rail fencing adjacent to open space along the south side of Lawson Circle and along the west side of Carnegie Loop.

- Pedestrian path within Parcels B of Tract 7116 and Parcel B of Tract 6989.

- Split-rail fencing adjacent to East Avenue (west of Charlotte Way) and Parcels A and H as shown on the Improvement Plans for Tract Map 6989 within Maintenance District No. LL-823.

Subdivision 7116 Lindenwood

- Median landscaping within public rights of way along Charlotte Way from Flagg Lane to South Vasco Road.

- Landscaping within Parcels A, B, and E as shown on Tract Map 7116, which includes Charlotte Way E. side frontage, and the East Side Trail.

- Landscaping between the sidewalk and curb on the westside of Charlotte Way from Flagg Lane south to South Vasco Road.

- Landscaping between the sidewalk and curb on the eastside of Charlotte Way from Flagg Lane south to South Vasco Road.

Subdivision 7116 South Vasco

- Landscaping within public rights of way on the West side of South Vasco Road from Tesla Road to East Avenue.

- Median landscaping within public rights of way along South Vasco Road from Tesla Road to East Avenue.

Subdivision 7280

- Swale landscaping on the south side of Lawson Circle adjacent to open space within Maintenance District No. LL-823 (continued)

Subdivision 7331

- Median landscaping within public rights of way of Maintenance District No. LL-823 (Senger Way, Elston Way).

- Landscaping within Parcels A & B as shown on Tract Map 7331, which is landscaping behind sidewalk along the north side of Charlotte Way.

- Split-rail fencing adjacent to the Vineyard (Parcel C of Tract 7331).

Subdivision 7333

- Landscaping within parcels A & B as shown on Tract Map 7333, west side of Vasco Road.

- Landscaping within Parcel C as shown on Tract Map 7333, which is a buffer between Robinson Circle and Decker Lane.

Subdivision 7375

- Median landscaping within public rights of way of Maintenance District No. LL-823 (Tilden Way).

- Swale landscaping on the north side of Moreland Way (or Tufts Way) adjacent to open space within Maintenance District No. LL-823.

- Landscaping between the sidewalk and curb on the north side of Charlotte Way (Parcel D).

- Landscaping between the sidewalk and curb on the south side of Charlotte Way (Parcels E & F).

- Landscaping within Parcels A & B as shown on Tract Map 7375, which is behind the sidewalk along the north side of Charlotte Way.

Subdivision 7404

- Median landscaping within public rights of way of Maintenance District No. LL-823 (Kellog Loop (or Tilden Way), Kellog Court, and Kellog Place).

- Landscaping within Parcels A & B as shown on Tract Map 7404, which is behind the sidewalk along the south side of Charlotte Way.

- Split-rail fencing behind Parcel B and Kellog Court.

- Future public landscaping and special amenities on Tentative Tract Map 6989 within Maintenance District No. LL-823.

Subdivision 7443

- Median landscaping within public rights of way of Maintenance District No. LL-823 (Flagg Lane, Stockton Loop).
- Landscaping within Parcel C as shown on Tract Map 7443, which is entry landscaping along Stockton Loop.

- Swale landscaping on the west side of Stockton Loop adjacent to open space within Maintenance District No. LL-823.

- Swale landscaping on the north side of Flagg Lane adjacent to open space within Maintenance District No. LL-823.

- Landscaping within Parcel & B as shown on Tract Map 7443, which is landscaping behind sidewalk along the west side of Charlotte Way.

- Split-rail fencing adjacent to Flagg Lane and Stockton Loop.

Subdivision 7444

- Median landscaping within public rights of way of Maintenance District No. LL-823 (McLarren Court and Thomas Court).

- Landscaping on the south side of Cooper Circle adjacent to lots 39 & 48.

- Landscaping on the south side of Gates Circle heading north to the east side of Gates Circle.

**Maintenance District No. LL-833, Creekside:**

Plans and specifications for the improvements are those prepared for Tract 7081 by John Nicol and Associates, Inc., dated July 7, 2000.

- Backing lot landscape on Herman Ave from Northerly tract boundary to Northfront Road.

- Entry landscaping at Rubicon Way and Herman Way.

- Masonry Wall on Herman Ave from Lot 8 to Lot 99.

- Landscaping within the full width of the Big Basin Emergency Vehicle Access.

- Landscaping within Parcel B of Tract 7081.

**Maintenance District No. LL-845, Alden Lane Estates:**

Plans and specifications for the improvements are those prepared by Carlson, Barbee & Gibson for Tract 7345.

- Backing Lot Landscaping on Holmes Street for Tract 7345 from the southerly tract boundary to the northerly tract boundary.

- Wall adjacent to Holmes Street for Tract 7345 from the southerly tract boundary to the northerly tract boundary.

- Landscaping within Parcel A of Tract 7345.

**Maintenance District No. LL-846, Rosegate:**

Plans and specifications for the improvements are those prepared by Carlson, Barbee & Gibson for Tract 7330.

- Landscaping and concrete sidewalks adjacent to Scenic Avenue, within Parcel C, as shown on Tract Map 7330 within Maintenance District No. LL-846.

- Masonry wall adjacent to Scenic Avenue.

**Maintenance District No. LL-847, Creekside Villas:**

Plans and specifications for the improvements are those prepared by John Nicol and Associates, Inc. and by David Evans and Associates, Inc for Parcel Map 7941.

- Entry landscaping at Vasco Road and Forget-Me-Not Common.

- Masonry Wall along Vasco Road adjacent to Parcel Map 7941.

- Landscaping along the east side of the Vasco Road Right of Way adjacent to Parcel Map 7941 within the landscape easement.

- Decorative crosswalk paving within the Vasco Road Right of Way at the entrance to Forget-Me-Not Common.

**Maintenance District No. LL-848, Scenic 7 Hills:**

Plans and specifications for the improvements are those prepared by Cunha Engineering, Inc. for Tract 7392.

- Backing Lot Landscaping on Vasco Road for Tract 7392 from the southerly tract boundary to the northerly tract boundary.

- Backing Lot Landscaping on Scenic Avenue for Tract 7392 from the easterly tract boundary to the westerly tract boundary.

- Wall adjacent to Vasco Road for Tract 7392 from the southerly tract boundary to the northerly tract boundary.

- Wall adjacent to Scenic Avenue for Tract 7392 from the easterly tract boundary to the westerly tract boundary

- Landscaping within the islands on Baltusrol Court, Winged Foot Court, and Riviera Court.

**Maintenance District No. LL-849, Habitat for Humanity:**

Plans and specifications for the improvements are those prepared by Luk and Associates, for Tract 7403.

- Landscaping within Parcel A of Tract 7403

- Island Median @ bulb of Freeda Court

**Maintenance District No. LL-851, L Street Traffic Calming:**

Plans and specifications for the improvements are those prepared by City Staff for the Traffic Circle at South L Street and Sixth Street intersection. These improvements generally include a traffic circle, traffic signage, lighting, and landscaping.

**Maintenance District No. LL-852, Vineyard Gate 2**

Plans and specifications for the improvements are those prepared by Carlson, Barbee & Gibson, Inc. and Anthony M. Guzzardo & Associates, Inc. for Tract 7167.

- Landscaping and sidewalks on both sides of Rutherford Lane from Vasco Road up to, and including, the emergency vehicle access adjacent to lot 20 on the north side of Rutherford Lane and up to lot 1 on the south side of Rutherford Lane as shown on Tract 7167 within Maintenance District No. LL-852.

- Median Landscaping within public rights of way of Maintenance District No. LL-852.

- Swale Landscaping on both sides of Rutherford Lane between Vasco Road and lot 20 on the north side of Rutherford Lane and between Vasco Road and lot 1 on the south side of Rutherford lane.

- Split rail fencing adjacent to open space along Rutherford Lane.

**Maintenance District No. LL-854 , The Grove**

Plans and specifications for the improvements are those prepared by Ruggeri-Jensen-Azar & Associates for Tract 7421 and Tract 7552.

Subdivision 7421

- Median landscaping within Tentative Tract 7421.

- Median landscaping at intersection of Sonia Street and North Mines Road.

- Play area and play equipment within the Parcel C park area.

- Pedestrian walkways and footbridges, benches, trash receptacles, recycling receptacles, recreation areas and decorative pedestrian lighting within Parcel B and Parcel C.

- Landscaping and irrigation within Parcels A, B, C and F.

- EVA (emergency vehicle access) road and public access road, landscaping and irrigation and decorative pedestrian lighting within Parcel D and the Hillcrest Avenue right-of-way area.

Subdivision 7552

- Landscaping and irrigation and pedestrian lighting within Lot A.

**Maintenance District No. LL-855, The Oaks Business Park**

Plans and specifications for the improvements are those prepared by Kier & Wright and Reed & Associates for Tract 7300.

Subdivision 7300

Installation, maintenance and operation to include repair, replacement and servicing of street trees, shrubs, plantings and irrigation systems together with earth berms, slopes, curbs, root deflectors, decorative paving, lighting, sidewalks and concrete or wood appurtenances, all as delineated on the improvement plans for Tract 7300 prepared by Kier & Wright and Reed & Associates or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Median landscaping within public rights of way of Maintenance District No. LL-855
- Landscaping along Isabel Avenue western buffer strip.
- Multi-use trail, swale and landscaping along the south side of Jack London Boulevard within the trail and 35 foot Landscape Easement.
- Detention basin maintenance within lot 9 as shown on the improvement plans for Tract Map 7300.
- Multi-use trail along the eastern side of lot 9 as shown on improvement plans for Tract Map 7610.
- Multi-use trail between lot 9 and lot 7 as shown on the improvement plans for Tract Map 7300.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-857, Montage – Shea Homes**

Plans and specifications for the improvements are those prepared by McKay & Somps for Tract 7610

Subdivision 7610

Installation, maintenance and operation to include repair, replacement and servicing of street trees, shrubs, plantings and irrigation systems together with earth berms, slopes, curbs, root deflectors, decorative paving, lighting, sidewalks and concrete or wood appurtenances, all as delineated on the improvement plans for Tract 7610 prepared by McKay and Somps or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Median landscaping within public right-of-way on Campus Hill Drive.
- Median landscaping within public right-of-way on Portola Avenue east of Campus Hill Dr.

- Cayetano Park area east of Campus Hill Drive (portion of the cost to maintain).
- Trail along Campus Hill Drive and adjacent to northern property line of Tract 7610.
- Future landscaping and special amenities installed with the future residential development east of future Isabel Avenue and south of Portola Avenue which includes additional medians on Portola Avenue east of Isabel Avenue and a multi-use trail from Collier Canyon Creek to just south of the Portola overcrossing.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-858, Arroyo Crossing – Tract 7561**

Plans and specifications for the improvements are those prepared by McKay & Somps for Tract 7561

Subdivision 7561

Installation, maintenance and operation to include repair, replacement and servicing of trees, shrubs, plantings and irrigation systems, and a tot lot together with median swales, AC paving pathway, concrete pathway and other appurtenances, all as delineated on the improvement plans for Tract 7561 prepared by Ruggeri-Jenson-Azar & Associates and Ripley Design Group or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- All landscaping and concrete pedestrian pathway within Parcel A and the public pedestrian access easement in Lot A within Tract 7561.
- All landscaping and swales within the medians along Rivers Bend Circle.
- All landscaping and the masonry wall with entry features along Arroyo Road within Parcels B and C of Tract 7561.
- All landscaping on the Livermore Area Recreation and Parks District (LARPD) property along the south side of Robertson Park Road and the eastern boundary of Tract 7561.
- AC pedestrian pathway and landscaping on the Livermore Area Recreation and Parks District (LARPD) property along the north side of Robertson Park Road from Arroyo Road to the Public Pedestrian Access Pathway.
- Entry features at the entrance of Robertson Park Road on the Livermore Area Recreation and Parks District (LARPD) property.
- Tot lot located on the Livermore Area Recreation and Parks District (LARPD) property.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District – LL-859, Downtown Landscape Maintenance District**

See Section IV of this report for information regarding the Downtown Landscape Maintenance District.

**Maintenance District No. LL-860, Orchid Place – Tract 7428**

Plans and specifications for the improvements are those prepared by Alexander and Associates, Civil Engineers, for Tract 7428

Subdivision 7428

Installation, maintenance and operation to include repair, replacement and servicing of trees, shrubs, plantings and irrigation systems together with AC paving, pathways and other appurtenances, all as delineated on the improvement plans for Parcel Map 9189 prepared by Alexander & Associates or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Backing lot landscaping on Vasco Road including the masonry wall, landscaping within Parcel "A" and the multi-use trail.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-861, Kohl's – Parcel Map 9189**

Plans and specifications for the improvements are those prepared by Kier and Wright, Civil Engineers, for Parcel Map 9189

Subdivision 9189

Installation, maintenance and operation to include repair, replacement and servicing of trees, shrubs, plantings and irrigation systems together with earth berms , slopes, curbs, root deflectors, decorative paving, lighting, sidewalks and concrete and wood appurtenances, all as delineated on the improvement plans for Parcel Map 9189 prepared by Kier & Wright and Reed & Associates or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Multi-Use Trail and landscaping along the north side of Parcel Map 9189 within the 20.5 foot trail and creek buffer zone as shown within the improvement plans for Parcel Map 9189.

- Wood rail fence along the southern edge of the multi-use trail and the wire mesh "view" fence along the northern edge of the multi-use trail

- Seating area including the stamped concrete path, drinking fountain, and benches.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-862, Magnolia Place – Tract Map 8061**

Plans and specifications for the improvements are those prepared by Kier and Wright, Civil Engineers, for Parcel Map 9189

Subdivision 8061

Installation, maintenance and operation to include repair, replacement and servicing of trees, shrubs, plantings and irrigation systems together with earth berms , slopes, curbs, root deflectors, masonry walls and concrete or wood appurtenances, all as delineated on the improvement plans for Tract 8061 prepared by MacKay & Somps (Civil) and Gates &

Associates (Landscape Architect) or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Backing lot landscaping on Central Avenue for Tract 8061 from the southerly tract boundary to the northerly tract boundary.

- Frontage landscaping adjacent to North Vasco Road for Tract 8061 from the southerly tract boundary to the northerly tract boundary.
- Wall adjacent to North Vasco Road for Tract 8061 from the southerly tract boundary to the northerly tract boundary.
- Concrete walkway in backing lot area adjacent to North Vasco Road for Tract 8061 from the southerly tract boundary to the northerly tract boundary.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-863, The Vines – Tract Map 8195**

Plans and specifications for the improvements are those prepared by MacKay & Somps (Civil) and Ripley Design (Landscape Architect), for Tract 8195.

Installation, maintenance and operation to include repair, replacement and servicing of trees, shrubs, plantings and irrigation systems together with earth berms , slopes, curbs, root deflectors, and concrete or wood appurtenances, all as delineated on the improvement plans for Tract 8195 prepared by MacKay & Somps (Civil) and Ripley Design (Landscape Architect) or as specified in the City of Livermore Community Development Department, Engineering Division standard details and specifications and further described as:

- Backing lot landscaping along South Vasco Road from the southerly tract boundary to the northerly tract boundary;
- Backing lot landscaping along East Avenue from the westerly tract boundary to the easterly tract boundary;
- Concrete walkway in backing lot landscaping along South Vasco Road from the southerly tract boundary to the northerly tract boundary;
- Concrete walkway in backing lot landscaping along East Avenue from the westerly tract boundary to the easterly tract boundary; and
- Monument sign, wine barrel and associated lighting at the northeasterly corner of the tract boundary.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

## B. Definitions

*Definitions of words, phrases, and abbreviations shown on the "Fiscal Year 2023-2024 Estimate of Costs Sheets". These items may or may not include all of the following:*

*Fiscal Year* – One year period of time beginning July 1st of a given year and ending June 30th of the following year.

*Personnel Costs* – The estimated cost of labor and non-labor tasks along with materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexation/District.

*Contract Services* – The estimated cost of labor and non-labor tasks necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexation/District as provided by a contractor.

*Maintenance Materials* – The estimated cost of materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexations/Districts.

*Irrigation Water* – The cost of water used for irrigating the landscaping improvements of the Annexations/Districts.

*Electrical* – The cost of electricity used to power irrigation controllers and lighting.

*Phone* – The cost of service to have phone connection to the irrigation controller from the City's central computer at the maintenance department.

*Equipment Maintenance & Operation* – The cost of materials and labor necessary for maintaining, repairing, and operating equipment/vehicles used for all aspects of maintenance in the Annexations/Districts.

*Equipment Purchase Repayment* – One eighth of each Annexation/District's share of the cost necessary to purchase and replace equipment/vehicles in the eighth year of maintenance. This dollar amount is based on the square footage of each Annexation/District.

*Program Administration* – Direct and overhead costs of the City related to the administration of the Annexations/Districts.

*Alameda County Collection Charge* – The service charge (currently 1.7294%) that Alameda County charges for collecting the assessment revenue for the City.

*Total Units* – The total number of units to be assessed within the Annexations/Districts based on the Method of Apportionment.

*Assessment Per Parcel* – The amount to be assessed on each unit within the Annexations/Districts.

FY – Fiscal Year SF – Square Foot KSF – Thousand Square Feet C.P.I. – Consumer Price Index

## C. Method of Apportionment

Pursuant to the Landscaping and Lighting Act of 1972 and Article XIII D of the Constitution of the State of California, all parcels that have special benefit conferred upon them as a result of the maintenance and operation of improvements shall be identified and the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entire cost of the maintenance and operation of the improvements. Only parcels that receive direct special benefit are assessed, and each parcel is assessed in proportion to the estimated benefit received.

The Method of Apportionment is based upon the relative special benefit derived from the improvements and conferred upon the real property within each Annexation/District over and above general benefit conferred upon the real property within The Districts or to the public at large. Particular and distinct special benefit arising from the improvements includes protection, visibility, aesthetic value, preservation of landscaping, contributions to the environment and identity shared by all parcels or units of the Annexations/Districts.

To apportion the estimated costs of an Annexation/District during any fiscal year, each of the parcels within the Annexation/District is deemed to receive equal special benefit from the improvements. The assessment per parcel within each Annexation/District is calculated by dividing the total assessment amount per Annexation/District by the total number of parcels (if residential) or acres (if commercial) within the Annexation/District to determine the annual assessment amount per parcel.

Please refer to the Fiscal Year 2023-2024 Estimate of Costs Sheets for total assessment amount and the total number of parcels within each Annexation/District.

**ATTACHMENT 3**

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 801 | Mt. Day | 622.40 | 585.50 | 622.40 |
| 802 | Lomitas/Ryan | 134.55 | 126.57 | 134.55 |
| 803 | Ridgecrest | 967.22 | 909.88 | 967.22 |
| 804 | Sonterra | 836.40 | 464.57 | 493.85 |
| 806 | Saddleback | 504.94 | 475.00 | 504.94 |
| 807 | Altamar | 580.36 | 416.68 | 442.94 |
| 808 | Meadows | 699.43 | 510.05 | 542.20 |
| 810 | Contractor's Place T-7090 | 798.56 | 725.75 | 771.49 |
| 811 | Altamont #2 | 676.21 | 578.08 | 614.51 |
| 814 | Maralisa II | 223.20 | 209.97 | 223.20 |
| 823 | Dunsmuir | 1,330.88 | 710.46 | 755.24 |
| 833 | Creekside | 371.64 | 277.98 | 295.50 |
| 845 | Alden Lane Estates | 1033.51 | 869.62 | 924.43 |
| 846 | Rosegate | 502.24 | 143.45 | 152.38 |
| 847 | Creekside Villas | 174.76 | 40.99 | 43.57 |
| 848 | Scenic 7 Hills | 1,355.28 | 1078.05 | 1145.99 |
| 849 | Habitat for Humanity | 671.03 | 324.31 | 344.75 |
| 851 | L St. Traffic Calming | 288.90 | 38.08 | 40.48 |
| 852 | Vineyard Gate 2 | 3,292.28 | 1,422.92 | 1,512.60 |
| 854 | Northbrook Homes-The Grove | 1,777.83 | 1,179.10 | 1,253.41 |
| 855 | Oaks Business Park | 2,772.08 | 595.13 | 632.64 |
| 857 | Shea Center | 533.87 | 95.67 | 101.70 |
| 858 | Arroyo Crossings | 1,714.66 | 318.82 | 338.91 |
| 860 | Orchid Place | 4,603.07 | 1,685.89 | 1792.14 |
| 861 | Kohls | 2647.76 | 764.46 | 812.64 |
| 862 | Magnolia Place | 569.64 | 160.29 | 170.39 |
| 863 | The Vines | 663.95 | 354.89 | 377.26 |
| 1989-1 | Autumn Valley | 239.15 | 224.97 | 239.15 |
| 1989-2 | Stratford | 489.08 | 366.42 | 389.51 |
| 1989-4 | Amber Ridge | 527.10 | 495.85 | 527.10 |
| 1990-2 | Monticello | 540.83 | 508.77 | 540.83 |
| 1992-0 | Portola Glen | 1077.33 | 1012.13 | 1075.92 |
| 1992-1 | Scenic Arroyo Estates | 300.22 | 223.20 | 237.27 |
| 1994-1 | Danbury | 225.56 | 212.19 | 225.56 |
| 1994-2 | Portola Meadows | 305.17 | 247.23 | 262.81 |
| 1994-3 | California Promenade I | 429.34 | 352.80 | 375.03 |
| 1994-4 | Windmill Springs | 183.99 | 154.65 | 164.40 |
| 1994-6 | California Nugget I | 872.70 | 820.96 | 872.70 |
| 1994-7 | Rincon Estates | 77.98 | 62.97 | 66.94 |
| 1994-8 | Hallmark Collection | 170.77 | 142.61 | 151.60 |
| 1995-1 | Orchard Business Park | 237.99 | 216.29 | 229.92 |
| 1995-2 | Sandhurst | 264.69 | 177.07 | 188.23 |
| 1995-4 | Airport Business # 1 | 2,234.80 | 919.00 | 976.92 |

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 1995-6 | Alden Estates | 640.28 | 602.32 | 640.28 |
| 1995-7 | Scenic Links | 278.67 | 137.30 | 145.95 |
| 1996-1 | Portola Collection | 491.31 | 346.80 | 368.66 |
| 1996-2 | Altamont #1 | 886.09 | 318.17 | 338.22 |
| 1996-3 | Beck - Concannon Blvd/Murdell Lane | 725.84 | 682.81 | 725.84 |
| 1996-5 | Sterling Reserve 1 | 378.49 | 306.61 | 325.93 |
| 1996-6 | Sterling Reserve 2 | 371.62 | 349.59 | 371.62 |
| 1996-7 | Devon Place T-6801 | 1,644.61 | 1252.62 | 1252.62 |
| 1996-8 | Maralisa I | 334.71 | 314.87 | 334.71 |
| 1996-9 | California Ranch | 152.75 | 143.69 | 152.75 |
| 1997-2 | California Mountain View - 1 | 122.55 | 110.75 | 117.73 |
| 1997-3 | California Mountain View - 2 | 109.42 | 89.56 | 95.20 |
| 1997-4 | National Drive | 109.82 | 70.66 | 75.11 |
| 1997-5 | Dover | 709.23 | 443.41 | 471.36 |

* See Section IV of this Report for information regarding the Downtown Landscape Maintenance District, LL-859.

# COST SUMMARY SHEETS FOR ENDURING CAPDISTRICTS

## FISCAL YEAR 2023-24

## PLEASE SEE APPENDIX A FOR ALL COST SUMMARY SHEETS

## E. Assessment Diagrams

The Assessment Diagrams have previously been submitted to the City Clerk in the format required under the 1972 Act and are, by reference, made part of this Report. The Assessment Diagrams are available for inspection at City Hall, during normal business hours.

## F. Assessment Rolls

The Fiscal Year 2023-24 Final Assessment Rolls will be submitted to the City Clerk upon final approval of the Report and confirmation of the proposed levy amounts, and by reference, are made part of this Report. Parcel identification, for each lot or parcel, shall be the parcel as shown on the Alameda County Assessor's map for the year in which this Report is prepared.

## G. Accounting Summaries

A summary of the Fiscal Year 2023-24 cost estimates is attached. The actual expenditures for the period beginning July 1, 2022, through December 31, 2022, were used as the basis when developing the cost estimates, and the revenue projections for Fiscal Year 2023-24 were based off the amount placed on the tax roll in the prior year and escalated as appropriate.

# ACCOUNTING SUMMARY SHEETS

# FOR FISCAL YEAR 2022-23

**PLEASE SEE APPENDIX B**
**FOR ALL ACCOUNTING SUMMARY SHEETS**

# Section II

# Districts with Max Caps

LIVERMORE
CALIFORNIA

ANNUAL ENGINEER'S REPORT
FOR THE

# II. DISTRICTS WITH A MAXIMUM CAP

MAINTENANCE DISTRICT NO. LL-805
MAINTENANCE DISTRICT NO. LL-809
MAINTENANCE DISTRICT NO. LL-813
MAINTENANCE DISTRICT NO. LL-815
MAINTENANCE DISTRICT NO. LL-817
MAINTENANCE DISTRICT NO. LL-818
MAINTENANCE DISTRICT NO. LL-819
MAINTENANCE DISTRICT NO. LL-820
MAINTENANCE DISTRICT NO. LL-821
MAINTENANCE DISTRICT NO. LL-822
MAINTENANCE DISTRICT NO. LL-824
MAINTENANCE DISTRICT NO. LL-826
MAINTENANCE DISTRICT NO. LL-827
MAINTENANCE DISTRICT NO. LL-828
MAINTENANCE DISTRICT NO. LL-829
MAINTENANCE DISTRICT NO. LL-830
MAINTENANCE DISTRICT NO. LL-831
MAINTENANCE DISTRICT NO. LL-832
MAINTENANCE DISTRICT NO. LL-835
MAINTENANCE DISTRICT NO. LL-836
MAINTENANCE DISTRICT NO. LL-837
MAINTENANCE DISTRICT NO. LL-838
MAINTENANCE DISTRICT NO. LL-839
MAINTENANCE DISTRICT NO. LL-840
MAINTENANCE DISTRICT NO. LL-841
MAINTENANCE DISTRICT NO. LL-842
MAINTENANCE DISTRICT NO. LL-843
MAINTENANCE DISTRICT NO. LL-844
MAINTENANCE DISTRICT NO. LL-850
MAINTENANCE DISTRICT NO. LL-853

AND THE
LEVY OF THE ANNUAL ASSESSMENT FOR THE
FISCAL YEAR 2023-24

CITY OF LIVERMORE
ALAMEDA COUNTY, CALIFORNIA

# TABLE OF CONTENTS

I. OVERVIEW

A. Introduction
B. Proposition 218
C. General Description of the Improvements and Benefits
D. Changes to Districts with a Maximum Cap

II. DESCRIPTION OF EACH DISTRICT

Part A – Plans and Specifications

Part B – Definitions

Part C – Method of Apportionment

Part D – Proposed Assessments & 2023-2024 Estimate of Costs Summary Sheets

Part E – Assessment Diagrams

Part F – Fiscal Year 2023-2024 Assessment Roll

Part G – Accounting Summary for Fiscal Year 2022-2023

# I. OVERVIEW

## A. Introduction

The City of Livermore ("City") annually levies and collects special assessments in order to provide and maintain the improvements within the Districts with a Maximum Cap ("Districts"). The Districts contained within this Engineer's Report ("Report") were formed pursuant to conditions of development, to provide and continue the operation and maintenance of public improvements installed as part of the development that benefit the properties within the developments and Districts. The Districts have been formed, and are levied annually pursuant to the *Landscape and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code* (the 1972 Act). The Districts are designated as follows:

| *District No.* | *District Name* | *Tract* |
|---|---|---|
| Maintenance District No. LL-805 | The Greens, Tournament | 6328 |
| Maintenance District No. LL-809 | Capistrano | 6972 |
| Maintenance District No. LL-813 | Vintage Collection | 6219 |
| Maintenance District No. LL-815 | The Bluffs | 6696 |
| Maintenance District No. LL-817 | Lomitas Avenue/Evans Street | 6986 |
| Maintenance District No. LL-818 | Airport Business Park Site #2 | 6889 |
| Maintenance District No. LL-819 | Vintner Place | 6980 |
| Maintenance District No. LL-820 | Arroyo Road/Lomitas Avenue | 7020 |
| Maintenance District No. LL-821 | Shea Business Center | Parcel Map 7341 |
| Maintenance District No. LL-822 | Prima | 7087 |
| Maintenance District No. LL-824 | Vintner Estates | 7080 |
| Maintenance District No. LL-826 | Park Lane | 7086 |
| Maintenance District No. LL-827 | Kristopher Ranch | 7088, 7089, 7101, 7121, 7122, 7123, 7234, 7165, 7247 |
| Maintenance District No. LL-828 | Scenic Meadows | 7105 |
| Maintenance District No. LL-829 | Larry's Place | Parcel Map 7210 |
| Maintenance District No. LL-830 | Vinsanto | 7038, 7384, 7412 |
| Maintenance District No. LL-831 | Sevillano | 7071, 7245 |
| Maintenance District No. LL-832 | California Nugget II | 6808 |
| Maintenance District No. LL-835 | Ashford Renaissance | 7188 |

| *District No.* | *District Name* | *Tract* |
|---|---|---|
| Maintenance District No. LL-836 | Legacy | 7189 |
| Maintenance District No. LL-837 | Los Olivos | 7171, 7082, 7202, 7291, 7343, 7506, 7507, 7508 |
| Maintenance District No. LL-838 | South Livermore Legacy | 7119, 7310, 7178 |
| Maintenance District No. LL-839 | The Reserve | 7195 |
| Maintenance District No. LL-840 | Birchwood | 7203 |
| Maintenance District No. LL-841 | Vineyard Gates I | 7164, 7294 |
| Maintenance District No. LL-842 | Lennox | 7290 |
| Maintenance District No. LL-843 | Parkside Tiffany Collection | 7289 |
| Maintenance District No. LL-844 | Cornerstone | 7125 |
| Maintenance District No. LL-850 | Arroyo Plaza II | 7914 |
| Maintenance District No. LL-853 | Ladera Estates | 7342 |

This Report includes the improvements, a diagram of the Districts, District budgets and the proposed annual assessments for Fiscal Year 2023-2024 in accordance with *Chapter 1, Article 4, beginning with Section 22565* of the 1972 Act. The various improvements within the Districts and the cost to provide those improvements are identified and budgeted independently. Each parcel within a District is assessed proportionately for only those improvements provided in that District and that each parcel receives special benefit.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Number (Assessor's Parcel Number—APN) by the Alameda County Assessor's Office. The Alameda County Auditor/Controller uses Assessment Numbers and specific District Fund Numbers, to identify on the tax roll, properties assessed for special district benefit assessments. *This definition does not apply to shared commercial or residential properties such as airspace condominiums. In those cases, the term parcel would refer to "units" or "acres" as is applicable to the property in a District.*

Following consideration of all public comments and any written protests at a noticed public hearing, and review of the Final Engineer's Report, the City Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Council may, by resolution, order the levy and collection of assessments for Fiscal Year 2023-2024 pursuant to the 1972 Act. In such case, the assessment information will be submitted to the County Auditor/Controller and included on the property tax roll for each parcel in Fiscal Year 2023-2024.

## B. Proposition 218

On November 5, 1996, California voters approved Proposition 218. The provisions of Proposition 218, now Constitutional Article XIIIC and XIIID, are summarized in four general areas:

1. Strengthens the general and special tax provisions of Proposition 13 and Proposition 62.
2. Extends the initiative process to all local taxes, assessments, fees, and charges.
3. Adds substantive and procedural requirements for assessments.
4. Adds substantive and procedural requirements for property related fees and charges.

The above districts with a Maximum Cap assessment have proposed assessments that are lower than or at the allowable assessment.

## C. General Description of the Improvements and Benefits

The City annually levies and collects assessments in order to maintain and service the improvements within those Districts with a Maximum Cap assessment. The Districts fund specific improvements and/or services that include the maintenance and operation of landscaping improvements and associated appurtenances located within the public rights-of-way and dedicated easements in each of the Districts. The annual assessments are to maintain the improvements that provide a benefit to properties within these Districts. The improvements within each District and the costs of those improvements are identified and budgeted separately, including all expenditures, deficits, surpluses, and revenues.

The various improvements provided and maintained within the Districts can be categorized as follows:

The benefits associated with parkway, perimeter, entryway, and local median landscaping are erosion control, dust control, and visual aesthetics that include, but are not limited to:

1. Improved aesthetic appeal of nearby parcels.
2. Enhanced adaptation of the urban environment within the natural environment.
3. Improved dust control.
4. Improved erosion resistance.
5. Improved drainage and flood control.
6. The special enhancement to the value of property, which results from the above benefits.
7. Enhanced recreational areas (trails, play equipment, open lawn areas).
8. Noise buffering and sight screening.

The assessments for each District pay for services, maintenance and materials related to the improvements installed as part of the individual developments or are directly associated with the parcels within each District that are assessed for those improvements. These improvements may include parkway or perimeter landscaping adjacent to the developments as well as specific in-tract landscaping improvements such as entryway or median landscaping, and monuments associated with the development. To this extent, local landscaping improvements are associated with the individual developments and provide special benefits to the properties within those developments.

## D. Changes to the Districts with a Maximum Cap

Changes may include:

- The cost of maintaining the improvements (Budget);
- Changes in the annual assessments;
- Legislative changes that affect the Districts with a Maximum Cap; or,
- Modifications to the Districts' structure that may include, but are not limited to—alterations in the existing improvements and/or services, addition of new improvements or services, addition of benefit zones, annexation of parcels into a District, or revisions in the method of apportionment.

# II. DESCRIPTION OF EACH DISTRICT

This section of the Report contains a description of each District as follows:

Part A – Plans and Specifications

Part B – Definitions

Part C – Method of Apportionment

Part D – Proposed Assessments & Fiscal Year 2023-2024 Estimate of Costs Summary Sheets

Part E – Assessment Diagrams

Part F – Fiscal Year 2023-2024 Assessment Roll

Part G – Accounting Summary for Fiscal Year 2022-2023

## A. Plans and Specifications

The plans and specifications and the assessment diagram have been filed separately with the Clerk of the legislative body and are incorporated in this report by reference.

The improvements are described as any or all of the following:

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances further described below. Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-805, The Greens/Tournament:**

Plans and specifications for the improvements are those prepared for Tract 6328 by David Evans and Associates, Inc., dated February 22, 2000.

- Landscaping on the south side of Quince Court from the back of curb to the north edge of the existing bicycle path from Heather Lane to the west end of Lot 7.

**Maintenance District No. LL-809, Capistrano;**

Plans and specifications for the improvements are those prepared for Tract 6972 by Ruggeri-Jensen-Azar & Associates, dated September 4, 1997 and Thomas Baak & Associates, dated September 3, 1997.

- Medians on Wood Hollow Drive and Trinity Hills Lane within Tract 6972.

**Maintenance District No. LL-813, Vintage Collection:**

Plans and specifications for the improvements are those prepared for Tract 6219 by Alexander & Associates, Inc., dated August 24, 1998, and the landscaping plans for said tract prepared by Ralph Sherman Associates, dated June 29, 1998.

- Backing lot landscaping on the east side of Murdell Lane from the northerly tract boundary of Tract 6219 to Alden Lane.

- Wall on the east side of Murdell Lane from the northerly tract boundary of Tract 6219 to Alden Lane.

**Maintenance District No. LL-815, The Bluffs:**

Plans and specifications as delineated on the improvement plans for Tract 6696 prepared by Carlson, Barbee & Gibson and Thomas Baak Associates or as specified in the City of Livermore.

- Backing lot landscaping on Laughlin Road for Tract 6696 from the southerly tract boundary to the northerly tract boundary.

- Median and entry landscaping at Bluffs Drive and Lake Drive.

- Wall adjacent to Laughlin Road for Tract 6696 from the southerly tract boundary to the northerly tract boundary.

- Landscaping within Parcel A of Tract 6696.

**Maintenance District No. LL-817, Lomitas Avenue/Evans Street:**

Plans and specifications for the improvements are those prepared for Tract 6986 by Earl E. Mason, Civil Engineer and Ralph Sherman, Landscape Architect, August, 1998. Backing Lot Landscaping on the north side of Dalton Avenue for lots 1 through 12 and 78.

- Landscaping on the north side of Lomitas Avenue, approximately 600 feet long, east of Evans Street.

- Masonry wall along the north side of Lomitas Avenue, from Evans Street to the eastern boundary of Tract 6986, approximately 600 feet long.

**Maintenance District No. LL-818, Airport Business Park Site #2:**

Plans and specifications for the improvements are those prepared for Tract 6889 by Robert Bein, William Frost and Associates. Landscaping:

- Within a 25-foot wide strip within Lots 3 and 15 as shown on Tract Map 6889 and labeled "25' LME".

- Between the face of curb and the 4-foot to 8-foot high wall along the eastern side of Stealth Street

- Within Parcel "A"

- Between back of walk and westerly right-of-way of Stealth Street, between the northern property line of Lot 11 and Sonic Avenue.

- Within a strip of varied width along Jack London Boulevard adjacent to Lots 1,2 and 3, as shown on Tract Map 6889 and labeled "6' LME", "16' LME" and "26' LME".

- Within a 35-foot strip of land between said 25' LME and the east wall across from Lot 15.

**Maintenance District No. LL-819, Vintner Place:**

Plans and specifications for the improvements are those prepared for Tract 6980 by Al Pascual & Associates, dated September, 1998.

- Wall along the easterly Tract boundary from College Avenue to the southerly Tract boundary

- Landscaping within Parcel A of Tract 6980.

**Maintenance District No. LL-820, Arroyo Road/Lomitas Avenue:**

Plans and specifications for the improvements are those prepared for Tract 7020 by Al Pascual & Associated dated March, 1998.

- Landscaping on Arroyo Road for Tract 7020 from the northerly tract boundary to Lomitas Avenue.

- A 15 foot wide landscaping along Lomitas Avenue frontage.

- Masonry wall adjacent to Arroyo Road for Tract 7020 from the northerly Tract boundary to Lomitas Avenue.

**Maintenance District No. LL-821, Shea Business Center:**

Plans and specifications for the improvements are those prepared for Parcel Map 7341 (Phase 1) by MacKay & Somps, dated September 1999.

- Median landscaping in Portola Avenue between Collier Canyon Road and the end of Phase One
- Median landscaping in Portola Avenue for the Phase Two area.
- Decorative paving within the Phase Two median of Portola Avenue.

**Maintenance District No. LL-822, Prima:**

Plans and specifications for the improvements are those prepared for Tract 7087 by Mel Lee Associates, dated February 28, 2000.

- Backing Lot Landscaping on Concannon Boulevard for Tract 7087 from the Westerly Tract boundary to the Easterly Tract Boundary.
- Backing Lot Landscaping on Isabel Avenue for Tract 7087 from the Southerly Tract boundary to the Northerly Tract boundary.
- Median and entry landscaping located at Concannon Boulevard and Prima Drive.
- Median landscaping located at the intersection of Prima Drive and Acorn Way.
- Median Landscaping located near the intersection of Acorn Way and Cascina Court.
- Wall and masonry rock walls adjacent to Concannon Boulevard and Isabel Avenue running from the Northeastern corner of Tract 7087 to the Southwestern corner of Tract 7087.
- Decorative paving located at the intersection of Prima Drive and Concannon Boulevard and Prima Drive and Acorn Way.
- Median entry decorative fencing, columns and low rock walls located at the intersection of Prima Drive and Concannon Boulevard.

**Maintenance District No. LL-824, Vintner Estates:**

Plans and specifications for the improvements are those prepared for Tract 7080 by Cunha Engineering, dated June 1999.

- Landscaping on the west side Almond Avenue along the
- Tract 7080 frontage.
- Pilasters, split rail fencing and entry wall on the west side of Almond Avenue along the Tract 7080 frontage.
- Landscaping within the islands on Country Lane.
- Decorative concrete paving at Country Lane entrance to Almond Avenue.

**Maintenance District No. LL-826, Park Lane:**

Plans and specifications for the improvements are those prepared for Tract 7086 by Carlson, Barbee & Gibson, Inc., dated June 1, 1999.

- Backing Lot Landscaping and wall on Vasco Road for Tract 7086 from the southerly tract boundary to the northerly tract boundary.

- Landscaping and open-rail fence/wall on Scenic Avenue for Tract 7086 from the east tract boundary to the west tract boundary.

- Landscaping, entry monument, and special amenities within Parcel A of Tract 7086.

**Maintenance District No. LL-827, Kristopher Ranch:**

Plans and specifications for the improvements are those prepared for Tracts 7088,7089, 7101, 7121, 7122, 7123, 7234, 7165, & 7247 by Carlson, Barbee & Gibson.

- Backing Lot Landscaping on Holmes Street/Vallecitos Road for Tentative Tract 7088 from the southerly tract boundary to the northerly tract boundary.

- Traffic circle, entry landscaping, entry monument, and decorative concrete paving at Lexington Way and Holmes Street.

- Wall adjacent to Holmes Street/Vallecitos Road for Tentative Tract 7088 from the southerly tract boundary to the northerly tract boundary.

- Median island landscaping on San Marco Street, Capella Road, Allegro Street, Trinity Hills Lane as shown on the Tentative Tract 7089.

- Public landscaping adjacent to the southern side of Siena Road and Traviso Circle.

**Maintenance District No. LL-828, Scenic Meadows:**

Plans and specifications for the improvements are those prepared for Tract 7105 by David Evans and Associates, Inc., dated March 1999

- East and West sides of Garaventa Ranch road from Village Drive and El Capitan Drive to Northern Tract Boundary measured from the back of sidewalk to the masonry wall.

- Northeast corner of Garaventa Ranch Road and El Capitan Drive, and the Northwest corner of Garaventa Ranch Road and Village Drive bounded by the curb, sidewalk and access ramp.

**Maintenance District No. LL-829, Larry's Place:**

Plans and specifications for the improvements are those prepared for Parcel Map 7210 by Earl E. Mason, dated 7/18/99

- Backing Lot Landscaping on the Southside of Concannon Blvd. for Parcel Map 7210 from the Easterly Tract boundary to the Westerly Tract boundary

- Wall adjacent to Concannon Blvd. for Parcel Map 7210 from the East tract boundary to the East side of Larry's Place.

- Landscaping on the west side of Larry's Place.

**Maintenance District No. LL-830, Vinsanto:**

Plans and specifications for the improvements are those prepared for Tentative Tract 7038, 7384, 7412 by Ruggeri-Jensen-Azar & Associates.

- Median and entry landscaping on San Vicente Drive.
- Median landscaping on Calibria Drive.
- Island landscaping on Montarossa Court.
- Pedestrian path between Calibria Court and Louvre Lane.
- Median and entry landscaping on Caldeira Drive
- Island landscaping on San Minete Drive, Santa Croce Drive, Mezzamonte Drive, Mezzamonte Court, Autinori Court, Francesco Court and Vernazza Drive.

**Maintenance District No. LL-831, Sevillano:**

Plans and specifications for the improvements are those prepared for Tentative Tract 7071 by Ruggeri-Jensen-Azar & Associates dated December 25, 2000.

- Entry median on Ascalano Lane off Arroyo Road for Tentative Tract 7071 from the west tract boundary to Mission Lane.
- Farm court medians for Leccino Ct., Minerva Ct., and Barouni Ct.
- Median island in Pendolino Lane.
- Public landscaping and special amenities in Tract 7071 within Maintenance District No. LL-831.

**Maintenance District No. LL-832, California Nugget II:**

Plans and specifications for the improvements are those prepared for Tract 6808 by David Evans and Associates, Inc., dated February 2000.

- 7/18 of the landscaping within Parcel "A" of Tract 6741 located on the south side of Shawna Street will be applied to Maintenance District No. LL-832, California Nugget II (7,100 s.f. x 7/18= 2,761 s.f.). 11/18 of the landscaping within Parcel "A" of Tract 6741 will be applied to Maintenance District No. LL-2, District 1994-6, California Nugget I (7,100 s.f. x 11/18= 4,339 s.f.).
- 7/18 of 75% of the landscaping on the northerly slope of North Mines Road from the southwest corner of Lot 1 of Tract 6808 to the northwest corner of Parcel "A" of Tract 6808 will be applied to Maintenance District No. LL-832, California Nugget II (7/18 x .75 x 25,000 s.f. = 7,292 s.f.). 11/18 of 75% of the landscaping on the northerly slope of North Mines Road will be applied to Maintenance District No. LL-2, District 1994-6 California Nugget I (11/18 x .75 x 25,000 s.f. = 11,458 s.f.). The maintenance of the remaining 25% of the landscaping on the northerly slope of North Mines Road will be paid for by the City of Livermore (.25 x 25,000 s.f. = 6,250 s.f.).
- 7/18 of the masonry wall 5' concrete sidewalk and entry monument on Shawna Street
- 7/18 of the masonry wall on North Mines Road.

**Maintenance District No. LL-835, Ashford Renaissance:**

Plans and specifications for the improvements are those prepared for Tract 7188 by Cunha Engineering, dated February 1, 2001.

- Backing Landscaping on the north side of Northfront Road and the east side of Central Avenue along the Tract 7188 frontage.
- Landscaping on the northwest corner of the intersection of Central Avenue and Northfront Road.
- Wall on the north side of Northfront Road and the east side of Central Avenue along the Tract 7188 frontage.

**Maintenance District No. LL-836, Legacy:**

Plans and specifications for the improvements are those prepared for Tract 7189 by Cunha Engineering, dated February 1, 2001.

- Landscaping on the north side of Patterson Pass Road and the east side of North Mines Road along the Tract 7189 frontage.
- Wall on the north side of Patterson Pass Road and the east side of North Mines Road along the Tract 7189 frontage.
- Decorative concrete paving at Patterson Pass Road entrance to Kyle Common within the public right-of-way.

**Maintenance District No. LL-837, Los Olivos:**

Improvement Plans prepared for Wetmore Road, Tracts 7171, 7202, 7082, 7291, 7343, 7506, 7507, 7508 prepared by Ruggeri-Jensen-Azar & Associates and by Gates and Associates.

<u>Wetmore Road</u>

- Median and entry landscaping on Wetmore Road Holmes Street and Vallecitos Road.

<u>Tract 7171 - Los Olivos</u>

- Median and entry landscaping on Hansen Road.
- Entry landscaping on Talinga Drive.
- Median islands on Lusitana Drive, Bertolli Drive, Talinga Drive, Verdala Drive, and d. Lerida Court.
- Earth swales and landscape strips adjacent to open space only on Hansen Road.
- Park and playground on Parcel A of Tentative Tract 7171.

<u>Tract 7082 - Twin Oak Estates</u>

- Median landscaping on Hansen Road.
- Earth swales and landscape strips adjacent to open space only on Hansen Road.
- Open space within Parcel D of Tentative Tract 7082.

<u>Tracts 7202, 7506, 7507, 7508 - The Corners</u>

- Landscaping and earth swale adjacent to open space and on Hansen Road.
- Open space within Parcel B of Tentative Tract 7202.
- Median island landscaping within Tentative Tract 7202.

Tract 7291

- Landscaping within open space adjacent to Vallecitos Road.
- Earth swales and Landscaping Strips along Wetmore Road.
- Median landscaping on Wetmore Road.
- Earth swales and landscaping outside LARPD trail easement on Holmes Street.
- Landscaping within open space between Wetmore Road and Holmes Street.

**Maintenance District No. LL-838, South Livermore Legacy:**

Plans and specifications for the improvements are those improvement plans for Tract 7119, 7310, & 7178 prepared by Ruggeri-Jensen-Azar & Associates and those landscape plans prepared by Gates & Associates.

- Entry and median landscaping on Hansen Road.

- Parkways with earth swale and landscaping, including areas adjacent to open space and park.

- All landscaping, sidewalk, benches, gazebo, decorative paving and all park appurtenances in parcel E Tentative Tract 7119.

- Public landscaping in Tract 7178, including, but not limited, to median islands, farm compound islands, parkways with earth swales and landscaping adjacent to open spaces.

**Maintenance District No. LL-839, The Reserve:**

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances all as delineated on the improvement plans for Tract 7195 – The Reserve prepared by Milani & Associates or as specified in the City of Livermore Community Development Department, Engineering Division Standard Details and Specifications and further described as:

- Backing lot landscaping on North Livermore Avenue for Tract 7195- The Reserve from the southerly tract boundary to the northerly tract boundary.

- Backing lot landscaping on Cromwell Avenue for Tract 7195- The Reserve from the westerly limits of Cromwell Way, a public Road, to the easterly tract boundary.

- Wall adjacent to North Livermore Avenue for Tract 7195 – The Reserve from the southerly tract boundary to the northerly tract boundary and Cromwell Way from the westerly end of the public street, Cromwell Way, to the easterly tract boundary.

**Maintenance District No. LL-840, Birchwood:**

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances all as delineated on the improvement plans for Tract 7203 – The Reserve prepared by Milani & Associates or as specified in the City of Livermore Community Development Department, Engineering Division Standard Details and Specifications and further described as:

- Landscaping and concrete sidewalks adjacent to East Avenue and South Vasco Road within the public right-of-way and within Parcels A and B within Tract 7203

- Masonry wall adjacent to East Avenue and South Vasco Road on Parcels A and B within Tract 7203.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-841, Vineyard Gates I:**

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances all as delineated on the improvement plans for Tract 7164 – prepared by Milani & Associates and Anthony M. Guzzardo & Associates or as specified in the City of Livermore Community Development Department, Engineering Division Standard Details and Specifications and further described as:

- Median and entry landscaping within the public right-of-way of Tentative Tract 7164.

- Swale and parkway landscaping on Oakville Lane adjacent to open space only within Tract 7164.

- Split rail fencing adjacent to open space.

- Public landscaping along the future extension of Oakville Lane within Tentative Tract 7164.

- Median landscaping within the future development within the future development areas within Tentative Tract 7164.

- Future swale and parkway landscaping within Tentative Tract 7164 (between the sidewalk and the back of the curb) which is not contiguous to a residential lot.

- Future park landscaping within Phase II of Tentative Tract 7164.

- Future landscape buffer within Phase II of Tentative Tract 7164.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-842, Lennox:**

Plans and specifications for the improvements are those prepared for Tract 7290 by Thomas S. Plummer, P.E., dated November 2001.

- Landscaping on the east side and at the southern end of Lennox Court within Parcel "A", the southeastern corner of Lot 1, and the median island in Lennox Court.

- The wrought iron fence and rock pilasters along on the east side and at the southern end of Lennox Court along the Tract 7290 boundary.

- Decorative stamped concrete on Lennox Lane at the entry to Tract 7290.

**Maintenance District No. LL-843, Parkside Tiffany Collection:**

Plans and specifications for the improvements are those prepared for Tract 7289 by Associated Professions, Inc.

- Landscaping on the east side of Parkside Court, parcels A, B, C, and D of Tract 7289.
- The concrete wall along on the eastside of Parkside Court, along the east of Tract 7289 boundary.
- The arbors in Parcels A and B and decorative concrete at the entrance to Parkside Court.

**Maintenance District No. LL-844, Cornerstone:**

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances all as delineated on the improvement plans for Tract 7125 – Cornerstone prepared by Carlson Barbee & Gibson and Bradanini & Associates or as specified in the City of Livermore Community Development Department, Engineering Division Standard Details and Specifications and further described as:

- Landscaping adjacent to Stanley Boulevard, Murdell Lane and Albert Way.
- Masonry wall adjacent to Stanley Boulevard, Murdell Lane and Albert Way.

Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

**Maintenance District No. LL-850, Arroyo Plaza II:**

Plans and specifications for the improvements are those prepared for Parcel Map 7914 by MacKay & Somps, dated August, 2002.

- Maintenance, operation, repair and replacement of the parcel map's public multi-use trail and any landscaping and irrigation within and adjacent to the twenty foot trail corridor.

**Maintenance District No. LL-853, Ladera Estates**

Plans and specifications for the improvements are those prepared by Carlson, Barbee & Gibson, Inc. and Rose & Associates, Inc. for Tract 7342.

- Median Landscaping within public rights of way of Maintenance District No. LL-853.
- Swale Landscaping on Detert Street, Gillette Street, Gillette Court and Cowan Way adjacent to open space within Maintenance District No. LL-853.
- Split-rail fencing adjacent to open space along Detert Lane.
- Concrete v-ditches within Parcel D, Parcel E and Parcel F, as shown on Tract Map 7342 within Maintenance District No. LL-853.

- Public Landscape Parcel F as shown on Tract Map 7342 within Maintenance District No. LL-853.

- Public Park Parcel D and Parcel H as shown on Tract Map 7342 within Maintenance District No. LL-853.

# B. Definitions

*Definitions of words, phrases, and abbreviations shown on the "Fiscal Year 2023-2024 Estimate of Costs Sheets". These items may or may not include all of the following:*

*Fiscal Year* – One year period of time beginning July 1st of a given year and ending June 30th of the following year.

*Personnel Costs* – The estimated cost of labor and non-labor tasks along with materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the District.

*Contract Services* – The estimated cost of labor and non-labor tasks necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexation/District as provided by a contractor.

*Maintenance Materials* – The estimated cost of materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Districts.

*Irrigation Water* – The cost of water used for irrigating the landscaping improvements of the Districts.

*Electrical* – The cost of electricity used to run irrigation controllers and lighting.

*Phone* – The cost of service to have phone connection to the irrigation controller from the City's central computer at the maintenance department.

*Equipment Maintenance & Operation* – The cost of materials and labor necessary for maintaining, repairing, and operating equipment/vehicles used for all aspects of maintenance in the Districts.

*Equipment Purchase Repayment* – One eighth of each District's share of the cost necessary to purchase and replace equipment/vehicles in the eighth year of maintenance. This dollar amount is based on the square footage of each District.

*Program Administration* – Direct and overhead costs of the City related to the administration of the Districts.

*Alameda County Collection Charge* – The service charge (currently 1.7294%) that Alameda County charges for collecting the assessment revenue for the City.

*Total Units* – The total number of units to be assessed within the Districts based on the Method of Apportionment.

*Assessment Per Parcel* – The amount to be assessed on each unit within the Annexations/Districts.

FY – Fiscal Year SF – Square Foot C.P.I. – Consumer Price Index

# C. Method of Apportionment

Pursuant to the Landscaping and Lighting Act of 1972 and Article XIII D of the Constitution of the State of California, all parcels that have special benefit conferred upon them as a result of the maintenance and operation of improvements shall be identified and the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entire cost of the maintenance and operation of the improvements. Only parcels that receive direct special benefit are assessed, and each parcel is assessed in proportion to the estimated benefit received.

The Method of Apportionment is based upon the relative special benefit derived from the improvements and conferred upon the real property within each District over and above general benefit conferred upon the real property within each District or to the public at large. Particular and distinct special benefit arising from the improvements includes protection, visibility, aesthetic value, preservation of landscaping, contributions to the environment and identity shared by all residents of the Districts.

To apportion the estimated costs of an Annexation/District during any fiscal year, each of the parcels within the Annexation/District is deemed to receive equal special benefit from the improvements. The assessment per parcel within each Annexation/District is calculated by dividing the total assessment amount per Annexation/District by the total number of parcels (if residential) or acres (if commercial) within the Annexation/District to determine the annual assessment amount per parcel or unit.

Please refer to the Fiscal Year 2023-2024 Estimate of Costs Sheets for total assessment amount and the total number of parcels within each District.

# D. Proposed Assessments For Fiscal Year 2023-2024

| District No. | District Name | Maximum Assessment FY 2023-2024 ($) | Current Assessment FY 2022-2023 ($) | Proposed Assessment FY 2023-2024 ($) |
|---|---|---|---|---|
| 805 | The Greens, Tournament | 1,127.15 | 504.71 | 531.47 |
| 809 | Capistrano | 488.77 | 62.68 | 66.00 |
| 813 | Vintage Collection | 1,500.17 | 1,118.32 | 1,177.62 |
| 815 | Bluffs | 611.10 | 580.33 | 611.10 |
| 817 | Lomitas/Evans | 1,587.45 | 966.11 | 1017.34 |
| 818 | Airport Business Park Site #2 | 2,379.63 | 1,665.92 | 1,754.25 |
| 819 | Vintner Place | 1,729.84 | 885.05 | 931.98 |
| 820 | Arroyo Road/Lomitas Avenue | 2,353.86 | 1,279.97 | 1,347.84 |
| 821 | Shea Business Center | 503.32 | 241.85 | 254.67 |
| 822 | Prima | 315.71 | 299.81 | 315.71 |
| 824 | Vintner Estates | 2,466.45 | 1,104.28 | 1,162.83 |
| 826 | Park Lane | 561.77 | 533.48 | 561.77 |
| 827 | Kristopher Ranch | 636.06 | 382.84 | 403.14 |
| 828 | Scenic Meadows | 276.83 | 108.42 | 114.17 |
| 829 | Larry's Place | 3,138.94 | 1,969.46 | 2,073.89 |
| 830 | Vinsanto | 551.98 | 254.04 | 267.51 |
| 831 | Sevillano | 1,094.61 | 1,039.49 | 1,094.61 |
| 832 | California Nugget II | 696.34 | 661.28 | 696.34 |
| 835 | Ashford Renaissance | 1,972.19 | 1,111.71 | 1,170.66 |
| 836 | Legacy | 3,713.82 | 1,557.45 | 1,640.03 |
| 837 | Los Olivos | 1,172.52 | 1,113.48 | 1,172.52 |
| 838 | Ponderosa - Legacy | 1,582.57 | 1,066.97 | 1,123.54 |
| 839 | Reserves | 283.38 | 269.11 | 283.38 |
| 840 | Birchwood | 495.94 | 192.26 | 202.45 |
| 841 | Vineyard Gates I | 1022.54 | 971.05 | 1022.54 |
| 842 | Lennox | 3,142.09 | 871.57 | 917.78 |
| 843 | Parkside Tiffany Collection | 2,249.24 | 2,067.61 | 2,177.24 |
| 844 | Cornerstone | 296.99 | 282.04 | 296.99 |
| 850 | Arroyo Plaza II | 1048.07 | 408.82 | 430.50 |
| 853 | Ladera Estates | 4,329.32 | 2,040.03 | 2,148.20 |

# COST SUMMARY SHEETS FOR MAXIMUM CAP DISTRICTS

## FISCAL YEAR 2023-2024

## PLEASE SEE APPENDIX A
## FOR ALL COST SUMMARY SHEETS

## E. Assessment Diagrams

The Assessment Diagrams have previously been submitted to the City Clerk in the format required under the 1972 Act and are, by reference, made part of this Report. The Assessment Diagrams are available for inspection at City Hall, during normal business hours.

## F. Assessment Rolls

The Fiscal Year 2023-2024 Final Assessment Rolls will be submitted to the City Clerk upon final approval of the Report and confirmation of the proposed levy amounts, and by reference, are made part of this Report. Parcel identification, for each lot or parcel, shall be the parcel as shown on the Alameda County Assessor's map for the year in which this Report is prepared.

## G. Accounting Summaries

Expenditures and Revenue for period from July 1, 2022 through June 30, 2023 is attached. The expenditures and revenue summaries include actual expenditures through December 31, 2022 with projected expenditures through June 30, 2023. Revenue projections are based on the amount that was placed on the tax rolls for Fiscal Year 2022-2023.

# ACCOUNTING SUMMARY SHEETS

# FOR FISCAL YEAR 2022–2023

**PLEASE SEE APPENDIX B**
**FOR ALL ACCOUNTING SUMMARY SHEETS**

# Section III

# Pre-Proposition 218 Districts

# ANNUAL ENGINEER'S REPORT
# FOR

# MAINTENANCE DISTRICTS FORMED PRIOR TO THE IMPLEMENTATION OF PROPOSITION 218
# FISCAL YEAR 2023-2024

## ANNEXATION NO. 1990-1

## ANNEXATION NO. 1993-1

## ANNEXATION NO. 1993-2

## ANNEXATION NO. 1995-3

## CITY OF LIVERMORE
## ALAMEDA COUNTY, CALIFORNIA

# TABLE OF CONTENTS

I. OVERVIEW

A. Introduction
B. Proposition 218
C. General Description of the Improvements and Benefits
D. Changes to the Maintenance Districts & Annexations

II. DESCRIPTION OF EACH ANNEXATION/DISTRICT

Part A – Plans and Specifications

Part B – Definitions

Part C – Method of Apportionment

Part D – Proposed Assessments & Fiscal Year 2023-2024 Estimate of Costs Summary Sheets

Part E – Assessment Diagrams

Part F – Fiscal Year 2023-2024 Assessment Roll

Part G – Accounting Summary Fiscal Year 2022-23

# I. OVERVIEW

## A. Introduction

The City of Livermore ("City") annually levies and collects special assessments in order to provide and maintain the improvements within the Maintenance Districts ("Districts") and Annexations. Each Annexation/District contained within this Engineer's Report ("Report") was formed pursuant to conditions of development, to provide and continue the operation and maintenance of public improvements installed as part of the development that benefit the properties within the developments and Annexations/Districts. The Annexations/Districts have been formed, and levied annually pursuant to the *Landscape and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code* (the 1972 Act). The Annexations/Districts are designated as follows:

| *Annexation/District No.* | *Annexation/District Name* | *Tract or Parcel Map* |
|---|---|---|
| Annexation No. 1990-1 | • Silver Oaks | 6154 |
| Annexation No. 1993-1 | • Tapestry | 6168, 6583, 6584, 6707, and 6708 |
| Annexation No. 1993-2 | • Walmart | 5812 |
| Annexation No. 1995-3 | • Jack London Place | 6527 |

This Report includes a description of the Annexations/Districts, improvements, diagrams, Annexations/Districts budgets and the proposed annual assessments for Fiscal Year 2023-2024 in accordance with *Chapter 1, Article 4, beginning with Section 22565* of the 1972 Act. The various improvements within the Annexations/Districts and the cost to provide those improvements are identified and budgeted independently. Each parcel within an Annexation/District is assessed proportionately for only those improvements provided in that Annexation/District and that each parcel receives special benefit.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Number (Assessor's Parcel Number—APN) by the Alameda County Assessor's Office. The Alameda County Auditor/Controller uses Assessment Numbers and specific District Fund Numbers, to identify on the tax roll, properties assessed for special district benefit assessments.

Following consideration of all public comments and any written protests at a noticed public hearing, and review of the Final Engineer's Report, the City Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Council may, by resolution, order the levy and collection of assessments for Fiscal Year 2023-2024 pursuant to the 1972 Act. In such case, the assessment information will be submitted to the County Auditor/Controller, and included on the property tax roll for each parcel in Fiscal Year 2023-2024.

## B. Proposition 218

On November 5, 1996, California voters approved Proposition 218. The provisions of Proposition 218, now Constitutional Article XIIIC and XIIID, are summarized in four general areas:

1. Strengthens the general and special tax provisions of Proposition 13 and Proposition 62.
2. Extends the initiative process to all local taxes, assessments, fees, and charges.
3. Adds substantive and procedural requirements for assessments.
4. Adds substantive and procedural requirements for property related fees and charges.

## C. General Description of the Improvements and Benefits

The City levies and collects assessments annually in order to maintain and service the improvements within the separate Annexations/Districts. The Maintenance Districts and Annexations fund specific improvements and services that include the maintenance and operation of landscaping improvements and associated appurtenances located within the public right-of-ways and dedicated easements in each of the Annexations/Districts. The annual assessments are based on the historical and estimated costs to maintain the improvements that provide a benefit to properties within these Annexations/Districts. The improvements within each Annexation/District and the costs of those improvements are identified and budgeted separately, including all expenditures, deficits, surpluses, and revenues.

The various improvements provided and maintained within the Annexations/Districts can be categorized as follows:

The benefits associated with parkway, perimeter, entryway, and local median landscaping are erosion control, dust control, and visual aesthetics that include, but are not limited to:

1. Improved aesthetic appeal of nearby parcels.
2. Enhanced adaptation of the urban environment within the natural environment.
3. Improved dust control.
4. Improved erosion resistance.
5. Improved drainage and flood control.
6. The special enhancement to the value of property, which results from the above benefits.
7. Enhanced recreational areas (trails, play equipment, open lawn areas).
8. Noise buffering and sight screening.

The assessments for each Annexation/District pay for services, maintenance and materials related to the improvements installed as part of the individual developments or are directly associated with the parcels within the Annexation/District that are assessed for those improvements. These improvements may include parkway or perimeter landscaping adjacent to the developments as well as specific in-tract landscaping improvements such as entryway or median landscaping and monuments associated with the development. To this extent, local landscaping improvements are associated with the individual developments and provide special benefits to the properties within those developments.

## D. Changes to the Maintenance Districts/Annexations

Changes may include:

- The cost of maintaining the improvements (Budget);
- Changes in the annual assessments;
- Legislative changes that affect the Annexations/Districts; or,
- Modifications to the Annexation/District structure that may include, but are not limited to—alterations in the existing improvements and/or services, addition of new improvements or services, addition of benefit zones, annexation of parcels or revisions in the method of apportionment.

# II. DESCRIPTION OF EACH ANNEXATION/DISTRICT

This section of the Report contains a description of each Annexation/District as follows:

Part A – Plans and Specifications

Part B - Definitions

Part C – Method of Apportionment

Part D – Proposed Assessments & Fiscal Year 2023-2024 Estimate of Costs Summary Sheets

Part E – Assessment Diagrams

Part F – Fiscal Year 2023-2024 Assessment Roll

Part G – Accounting Summary Fiscal Year 2022-23

## A. Plans and Specifications

The plans and specifications and the assessment diagram have been filed separately with the Clerk of the legislative body and are incorporated in this report by reference.

The improvements are described as any or all of the following:

Installation and maintenance, to include repair, replacement and servicing, of street trees, shrubs, plantings and irrigation systems, together with earth-berms, slopes, pathways, curbs, root deflectors, drainage systems including swales, fences, concrete or special pavement material, masonry walls, and concrete or wood appurtenances further described below. Together with any and all incidental expenses in connection therewith all as more particularly authorized pursuant to the Landscaping and Lighting Act of 1972.

Annexation 1990-1, Silver Oaks:

Plans and specifications for Tract 6154 were prepared by Associated Profession, Inc., dated October 18, 1989

- Landscaping contained in Lot "B" of Tract Map 6154.
- Landscaping in the public right-of-way and Lot "A" behind sidewalk along the easterly side of Thrasher Avenue south of Lot 1 as shown on Tract Map 6154.
- Landscaping in the public right-of-way and 20-foot landscape easement behind sidewalk along the southerly side of Olivina Avenue as shown on Tract Map 6154.
- 3-foot masonry walls along Olivina Avenue adjacent to Lots 1 and 2 of Tract Map 6154.
- 6-foot masonry wall along the easterly boundary line of Tract Map 6154 south of Lot 1.

Annexation 1993-1, Tapestry:

Landscape and irrigation plans for Tract 6583 prepared by Bissell & Karn, and on the improvement plans for said tract or as specified in the City of Livermore standard details and specifications and further described as:

- Backing lot landscaping on Arroyo Road from the southerly tract boundary to approximately 180 feet north of Latour Avenue, and from approximately 300 feet south of Concannon Boulevard to Bess Avenue.
- Backing lot landscaping on Concannon Boulevard from Arroyo Road to east Boundary of Tract 6583.
- Landscaping and textured paving at Foscalina Way entrance to Concannon Boulevard.
- Landscaping and textured paving at Normandy Circle entrance and at Normandy Way entrance to Concannon Boulevard.
- Walls adjacent to Concannon Boulevard from Arroyo Road to the easterly boundary of Tract 6583.
- Wall adjacent to Arroyo Road from the southerly tract boundary to approximately 180 feet north of Latour Avenue, from approximately 300 feet south of Concannon Boulevard to Concannon Boulevard, and from approximately 200 feet south of Bess Avenue to Bess Avenue.
- Weed abatement in planting strips along portions of Normandy Way.
- Wall on Normandy Circle (adjacent to the Tennis Club) from Concannon Boulevard to Lot 2.

Annexation 1993-2, Valhalla / Walmart:

Maintenance, servicing, and replacement of public landscaping, as delineated on the Landscape Plan of the On-Site Improvement Plans prepared for Parcel Map 5812 by Borrecco/Kilian & Associates, Inc., and further described as:

- Landscaping and maintenance of 8-foot wide asphalt bike path between top of bank of Arroyo Las Positas Channel and shopping center curb, and landscape strip varying in width from four to ten feet from North Livermore Avenue to the east line of Parcel Map 5812.

Annexation 1995-3, Jack London Place:

Plans and specifications for the improvements are those prepared by Greiner, Inc. and Manuel C. Fernandez & Associates for Tract 6527, dated May 1995:

- 7-foot high masonry wall along East Jack London Boulevard and at the corner of East Jack London Boulevard and Curlew Road; 6-foot masonry wall along the east property line and the wall and landscaping along the 15-foot walkway easement at the southeast corner of the subdivision, between Tanager Road and School District property.

- One entry monument located at the corner of East Jack London Boulevard and Curlew Road.

- Planting and irrigation at East Jack London Boulevard, between the masonry wall and the street.

# B. Definitions

*Definitions of words, phrases, and abbreviations shown on the "Fiscal Year 2023-24 Estimate of Costs Sheets". These items may or may not include all of the following:*

*Fiscal Year* – One year period of time beginning July 1st of a given year and ending June 30th of the following year.

*Personnel Costs* – The estimated cost of labor and non-labor tasks necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexation/District.

*Contract Services* – The estimated cost of labor and non-labor tasks along with materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexation/District as provided by a contractor.

*Maintenance Materials* – The estimated cost of materials necessary for maintaining and servicing the trees, shrubs, turf and ground cover areas within the Annexations/Districts.

*Irrigation Water* – The cost of water used for irrigating the landscaping improvements of the Annexations/Districts.

*Electrical* – The cost of electricity used to run the irrigation controllers and lighting.

*Phone Line* – The cost of service to have phone connection to the irrigation controller from the City's central computer at the maintenance department.

*Equipment Maintenance & Operation* – The cost of materials and labor necessary for maintaining, repairing, and operating equipment/vehicles used for all aspects of maintenance in the Annexations/Districts.

*Equipment Purchase Repayment* – One eighth of each Annexation's/District's share of the cost necessary to purchase and replace equipment/vehicles in the eighth year of maintenance. This dollar amount is based on the square footage of each Annexation/District.

*Program Administration* – Direct and overhead costs of the City related to the administration of the Annexations/Districts

*Alameda County Collection Charge* – The service charge (currently 1.7294%) that Alameda County charges for collecting the assessment revenue for the City.

*Total Units* – The total number of units to be assessed within the Annexations/Districts based on the Method of Apportionment.

*Assessment Per Parcel* – The amount to be assessed on each unit within the District.

FY – Fiscal Year SF – Square Foot C.P.I. – Consumer Price Index

## C. Method of Apportionment

Pursuant to the Landscaping and Lighting Act of 1972 and Article XIII D of the Constitution of the State of California, all parcels that have special benefit conferred upon them as a result of the maintenance and operation of improvements shall be identified and the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entire cost of the maintenance and operation of the improvements. Only parcels that receive direct special benefit are assessed, and each parcel is assessed in proportion to the estimated benefit received.

The Method of Apportionment is based upon the relative special benefit derived from the improvements and conferred upon the real property within each Annexation/District over and above general benefit conferred upon the real property within each Annexation/District, or to the public at large. Particular and distinct special benefit arising from the improvements includes protection, visibility, aesthetic value, preservation of landscaping, contributions to the environment and identity shared by all residents of the Annexations/Districts.

To apportion the estimated costs of an Annexation/District during any fiscal year, each of the parcels within the Annexation/District is deemed to receive equal special benefit from the improvements. The assessment per parcel within each Annexation/District is calculated by dividing the total assessment amount per Annexation/District by the total number of parcels (if residential) or acres (if commercial) within the Annexation/District to determine the annual assessment amount per parcel.

Refer to the Fiscal Year 2023-2024 Estimate of Costs Sheets for total assessment amount and the total number of parcels within each Annexation/District

## D. Proposed Assessments For Fiscal Year 2023-24

| District Number | District Name | Maximum Assessment FY 2023-24 ($) | Current Assessment FY 2022-23 ($) | Proposed Assessment FY 2023-24 ($) |
|---|---|---|---|---|
| 1990-1 | Silver Oaks | 359.47 | 341.37 | 359.47 |
| 1993-1 | Tapestry | 415.75 | 394.82 | 415.75 |
| 1993-2 | Walmart | 101.43 | 40.38 | 42.52 |
| 1995-3 | Jack London Place | 134.26 | 127.50 | 134.26 |

# COST SUMMARY SHEETS FOR

# FISCAL YEAR 2023–2024

**PLEASE SEE APPENDIX A**
**FOR ALL COST SUMMARY SHEETS**

## E. Assessment Diagrams

The Assessment Diagrams have previously been submitted to the City Clerk in the format required under the 1972 Act and are, by reference, made part of this Report. The Assessment Diagrams are available for inspection at City Hall, during normal business hours.

## F. Assessment Rolls

The Fiscal Year 2023-2024 Final Assessment Rolls will be submitted to the City Clerk upon final approval of the Report and confirmation of the proposed levy amounts, and by reference, are made part of this Report. Parcel identification, for each lot or parcel, shall be the parcel as shown on the Alameda County Assessor's map for the year in which this Report is prepared.

## G. Accounting Summaries

Expenditures and Revenue for period from July 1, 2022 through June 30, 2023 is attached. The expenditures and revenue summaries include actual expenditures through December 31, 2022 with projected expenditures through June 30, 2023. Revenue projections are based on the amount that was placed on the tax rolls for Fiscal Year 2022-2023.

# ACCOUNTING SUMMARY SHEETS FOR

# FISCAL YEAR 2022–2023

**PLEASE SEE APPENDIX B**
**FOR ALL ACCOUNTING SUMMARY SHEETS**

# PRELIMINARY ENGINEER'S REPORT FOR

# CITY OF LIVERMORE

# MAINTENANCE DISTRICT NO. LL-859

# Fiscal Year 2023-24

**City of Livermore**
**Alameda County, California**

**May 22, 2023**

## TABLE OF CONTENTS

Page No.

Section I – Introduction ..... 1

Section II – Engineer's Report ..... 3

Part A – Plans and Specifications ..... 5

Part B – Estimate of Cost ..... 6
Table No. 1A: FY 2023-24 Estimate of Cost Summary ..... 6
Table No. 1B: FY 2023-24 Estimate of Cost Summary (Continued) ..... 7

Part C – Assessment District Diagram ..... 8

Part D – Method of Apportionment of Assessments ..... 9
Table No. 2: Streetscape Maintenance Cost Allocations ..... 11
Table No. 3: Benefit Zone "A-1" – Total Streetscape Allocation of Costs ..... 12
Table No. 4: Benefit Zone "B-1" – Total Streetscape Allocation of Costs ..... 12
Table No. 5: Benefit Zone "C-1" – Total Streetscape Allocation of Costs ..... 13
Table No. 6: Parks, Plazas, and Trails Maintenance Cost Allocations ..... 14
Table No. 7: Service Population ..... 15
Table No. 8: Adjusted Service Population ..... 15
Table No. 9: Parks and Plazas Allocation of Costs ..... 16
Table No. 10: Trails Allocation of Costs ..... 16
Table No. 11: Streetscape Imp. – Maximum & FY 2023-24 Assessments ..... 17
Table No. 12: Park and Plaza Imp. – Maximum & FY 2023-24 Assessments ..... 18
Table No. 13: Trail Imp. – Maximum & FY 2023-24 Assessments ..... 18

Part E – Property Owner List & Assessment Roll ..... 20

Appendix A – Improvement Location Map ..... A-1

Appendix B – Assessment District Diagram ..... B-1

Appendix C – Assessment Roll & Maximum Assessment per Parcel ..... C-1

# SECTION 1

## INTRODUCTION

### *Background*

On February 12, 2007, the Livermore City Council adopted a Resolution of Intention which indicated their intent to start the process to form Maintenance District LL-859 ("District"). On February 14 and February 15, 2007, assessment notices and ballots were mailed to all affected property owners located with the proposed District. On April 9, 2007, a public hearing was held to allow public testimony regarding the formation of the District. On April 10, 2007, the assessment ballots were tabulated by the City Clerk and it was determined that 66% of the ballots received were in favor of forming the District. On April 23, 2007, the Livermore City Council formed Maintenance District LL-859 and authorized the levy of assessments for Fiscal Year (FY) 2006-07.

### *Proposition 218 Information*

On November 5, 1996, California voters approved Proposition 218, entitled "Right to Vote on Taxes Act", which added Articles XIIIC and XIIID to the California Constitution. While its title refers only to taxes, Proposition 218 established procedural requirements for the formation and administration of assessment districts. Proposition 218 also required that with certain specified exceptions, beginning July 1, 1997, all existing, new, or increased assessments shall comply with Article XIIID.

In order to comply with the requirements of Proposition 218, the City of Livermore implemented the following procedures:

1. Every property owner subject to the proposed assessment was mailed a ballot allowing the property owner(s) the opportunity to vote on whether to form the District. The ballots were accompanied by a public notice describing their total estimated assessment, the individual property owner's estimated assessment, the reason for the proposed assessment and the general basis upon which the assessment was calculated.

2. Publicly owned properties (generally those which are developed similar to residential, commercial, and industrial use, as opposed to open space, parks, right-of-way, etc.) were assessed.

3. Assessment ballots returned before the close of the public input portion of the public hearing were tabulated to determine whether a majority protest against the proposed assessment existed. Ballots were weighted by each property owner's estimated assessment amount.

4. The City of Livermore held a Public Hearing on April 9, 2007, to provide an opportunity for any interested person to be heard. At the conclusion of the public input portion of the Public Hearing, the City Council continued the public hearing to April 23, 2007 to allow time for the City Clerk to tabulate the assessment ballots.

5. The results of the assessment balloting process were presented to the City Council at their April 23, 2007 Council meeting. It was found that the valid "YES" votes (weighted by assessment amount) represented 66% of the total valid votes (weighted by assessment amount), therefore City Council formed Maintenance District LL-859 and authorized the levy of assessments for Fiscal Year 2006-07.

***Current Annual Administration***

As required by the 1972 Act, this Engineer's Report describes the improvements to be operated, maintained and serviced by the District, provides a cost estimate for the District, describes the properties and zones of benefit within the District, describes the method used to allocate the costs to the benefiting properties within the District, and lists the proposed assessments to be levied upon each assessable lot or parcel within the District.

Payment of the assessment for each parcel may be either manually billed by the City or placed on each property owner's secured property tax bill. All funds collected through the assessment must be placed in a special fund and can only be used for the purposes stated within this Report.

# SECTION II

## ENGINEER'S REPORT PREPARED PURSUANT TO THE PROVISIONS OF LANDSCAPING AND LIGHTING ACT OF 1972 SECTION 22500 THROUGH 22679 OF THE CALIFORNIA STREETS AND HIGHWAYS CODE

## MAINTENANCE DISTRICT NO. LL-859

## FISCAL YEAR 2023-24

Pursuant to the Landscaping and Lighting Act of 1972 (Part 2 Division 15 of the Streets and Highways Code of the State of California, commencing with Section 22500), and in accordance with the Resolution Directing The City Engineer To File An Annual Report, adopted by the City of Livermore on April 10, 2023, I, Bob Vinn, the duly appointed Engineer of Work, Assessment Engineer for Maintenance District LL-859 ("District") submit the following Report, consisting of Section I (Introduction), and this Section II, which consists of the following five (5) parts:

## PART A: PLANS AND SPECIFICATIONS

This part describes the improvements in the District. Plans and specifications for the improvements are as set forth on the list thereof, attached hereto, and are on file in the Office of the City Engineer of the City of Livermore, and are incorporated herein by reference.

## PART B: ESTIMATE OF COST

This part contains an estimate of the cost of the proposed improvements for Fiscal Year 2023-24, including incidental costs and expenses in connection therewith. The estimate is as set forth on the lists thereof, attached hereto, and is on file in the Office of the City Clerk of the City of Livermore.

## PART C: ASSESSMENT DISTRICT DIAGRAM

This part incorporates a Diagram of the District showing the exterior boundaries of the District, the boundaries of any zones within the District and the lines and dimensions of each lot or parcel of land within the District. This Diagram has been prepared by the Engineer of Work and is on file in the Office of the City Clerk of the City of Livermore.

The lines and dimensions of each lot or parcel within the District are those lines and dimensions shown on the maps of the Alameda County Assessor for the year when this Report was prepared. The Assessor's maps and records are incorporated by reference herein and made a part of this Report.

## PART D: METHOD OF APPORTIONMENT OF ASSESSMENTS

This part describes the method of apportionment of assessments, based upon parcel classification of land within the District in proportion to the estimated special benefits to be received.

## PART E: PROPERTY OWNER LIST & ASSESSMENT ROLL

This part contains an assessment of the estimated cost of the improvements on each benefited lot or parcel of land within the District. The Assessment Roll is filed in the Office of the City Clerk of the City of Livermore and is incorporated in this Report. The list is keyed to the records of the Alameda County Assessor, which are incorporated herein by reference.

# PART A

# PLANS AND SPECIFICATIONS

The streetscape, park, plaza, and trail improvements that will be operated, maintained, and serviced by Maintenance District No. LL-859 are generally described below:

1. **Streetscapes:**
   The streetscape improvements which are generally located along 1st Street consist of landscaping, irrigation and irrigation systems, electricity and electrical systems, trees, bushes, shrubs, planters, urns, pots, landscape lighting, landscape trellises, fountains, sidewalks, bluestone pavers, flex zones, benches, bicycle racks, kiosks, drinking fountains, trash receptacles, tree and vine grates and other ancillary improvements identified in the First Street Streetscape Improvement Plans.

2. **Parks:**
   The park improvements consist of landscaping, irrigation and irrigation systems, electricity and electrical systems, trees, bushes, shrubs, landscape lighting, irrigation systems, sidewalks and trails, benches, bicycle racks, drinking fountains, trash receptacles, playground equipment and other ancillary improvements which are included in Carnegie Park, Hansen Park, Brickyard Park, Livermorium Park, Stockmen's Park, and various neighborhood pocket parks.

3. **Plazas:**
   The plaza improvements consist of landscaping, irrigation and irrigation systems, electricity and electrical systems, trees, bushes, shrubs, planters, urns, pots, landscape lighting, landscape trellises, fountains, sidewalks, bluestone pavers, flex zones, benches, bicycle racks, kiosks, drinking fountains, trash receptacles, flagpoles, flagpole lighting, memorial plaques, tree and vine grates and other ancillary improvements identified in the First Street Streetscape Flag Pole Plaza and LVC Park Plaza Improvement Plans.

4. **Trails:**
   The trails which are generally located along Railroad Avenue consist of decomposed granite, pedestrian bridges, fencing, signage and adjacent landscaping and irrigation and irrigation systems, electricity and electrical systems and other ancillary improvements that are typically constructed within City trail systems.

The location of the improvements described above are shown on the Improvement Location Map in Appendix A. The plans and specifications for the improvements are on file in the Office of the City Clerk of the City of Livermore.

# PART B

# ESTIMATE OF COST

The 1972 Act provides that the total cost for the operation, maintenance and servicing of the streetscape, park, plaza, and trail facilities can be recovered by the District. Maintenance can include the repair, removal, and capital replacement of the existing facilities; providing for the life, growth, health, and beauty of the landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, and treating for disease or injury; and the removal of trimmings, rubbish, debris, and other solid waste, etc. Servicing can include electrical, water, gas, and associated costs from a public utility, etc. Incidental expenses, including administration of the District, engineering fees, legal fees, printing, posting, and mailing of notices and all other costs associated with the annual collection of assessments, etc. are included within the annual costs shown in Table 1A below.

The estimated capital replacement costs and estimated annual maintenance costs upon completion of all facilities (in Fiscal Year 2023-24 dollars) are shown below in Table No. 1A. In addition, the table shows the proposed Fiscal Year 2023-24 annual maintenance costs based upon facilities currently or proposed to be constructed in Fiscal Year 2023-24 along with the percentages of special benefit and general benefit for each facility.

**Table No. 1A - FY 2023-24 Estimate of Cost Summary (in FY 2023-24 dollars)**

| Improvement Description | Estimated Annual Capital Replacement Costs [1] | Estimated Maximum Annual Maintenance Costs [2] | Estimated FY 2023-24 Actual Maintenance Costs | Special Benefit Percentage of FY 2023-24 Maint. Costs | Special Benefit Allocation of FY 2023-24 Maint. Costs | General Benefit Percentage of FY 2023-24 Maint. Costs | General Benefit Allocation of FY 2023-24 Maint. Costs |
|---|---|---|---|---|---|---|---|
| 1st Street Streetscape (L to Maple) | $198,803 | $548,762 | $576,359 | 90.00% | $518,723 | 10.00% | $57,636 |
| 1st Street Streetscape (Stanley to L St.) | $42,409 | $105,544 | $7,344 | 90.00% | $6,609 | 10.00% | $734 |
| 1st Street Streetscape (Maple to Inman) | $32,033 | $78,326 | $8,880 | 90.00% | $7,992 | 10.00% | $888 |
| Flag Pole Plaza & Lizzy Fountain | $45,922 | $176,387 | $72,026 | 60.00% | $43,216 | 40.00% | $28,810 |
| Shea, Stockmen's & Livermorium Parks | $34,447 | $269,597 | $84,998 | 60.00% | $50,999 | 40.00% | $33,999 |
| Carnegie, Brickyard & Hansen Parks | $16,271 | $180,662 | $110,764 | 60.00% | $66,459 | 40.00% | $44,306 |
| Pocket Parks [3] | $47,851 | $445,463 | $0 | 90.00% | $0 | 10.00% | $0 |
| Trails | $186,974 | $65,587 | $0 | 47.00% | $0 | 53.00% | $0 |
| **Total Estimated Annual Cost** | **$604,709** | **$1,870,326** | **$860,371** | | **$693,997** | | **$166,374** |

[1] City will complete necessary capital improvements, whose costs shall be a portion of the City's contributions to the Downtown LMD.
[2] The Estimated Maximum Annual Maintenance Cost is in FY 2023-24 dollars and assumes all improvements have been installed.
[3] 85% of the benefit of the pocket parks will be directly attributable to the developments which install them, 5% shall be considered a special benefit to the Downtown LMD, and 10% shall be considered a General Benefit. The cost of maintaining said pocket parks shall be distributed in line with these benefit percentages.

Table No. 1B below shows the allocation of revenue from the various funding sources (assessment revenue and City contributions) to fund the Fiscal Year 2023-24 estimated maintenance costs.

**Table No. 1B - FY 2023-24 Estimate of Cost Summary (Continued)**
**(in FY 2023-24 dollars)**

| Improvement Description | Max. FY 2023-24 Assessment Revenue That Can Be Assessed [1] | FY 2023-24 Assessment Revenue [2] | FY 2023-24 General Benefit Required Contribution [3] | FY 2023-24 Supplemental Contribution by the City [4] | FY 2023-24 Estimated Annual Maintenance Costs |
|---|---|---|---|---|---|
| | | | | | |
| 1st Street Streetscape (L to Maple) | $297,230 | $297,230 | $57,636 | $221,493 | $576,359 |
| 1st Street Streetscape (Stanley to L St.) | $129,402 | $6,609 | $734 | $0 | $7,344 |
| 1st Street Streetscape (Maple to Inman) | $74,125 | $7,992 | $888 | $0 | $8,880 |
| Flag Pole Plaza & Lizzy Fountain | $111,814 | $43,216 | $28,810 | $0 | $72,026 |
| Shea, Stockmen's & Livermorium Parks | $170,901 | $50,999 | $33,999 | $0 | $84,998 |
| Carnegie, Brickyard & Hansen Parks | $114,524 | $66,459 | $44,306 | $0 | $110,764 |
| Pocket Parks | $23,532 | $0 | $0 | $0 | $0 |
| Trails | $35,617 | $0 | $0 | $0 | $0 |
| **Total Estimated Annual Cost** | **$957,146** | **$472,505** | **$166,374** | **$221,493** | **$860,371** |

[1] This is the maximum assessment revenue that can be collected from the parcels within the boundaries of the Assessment District for the maintenance of each improvement type. The maximum assessment revenue is based upon the maximum assessment rates established when the Assessment District was formed.

[2] The Assessment Revenue above may not foot to the total amount shown in the roll due to County rounding adjustments.

[3] The City's required contribution is $166,374 which covers the estimated general benefits received by properties inside or outside the boundaries of the district.

[4] The City's supplemental contribution of $221,493 is needed because entitlements for certain properties expired and the maximum allowable assessments have already been levied against the parcels benefitting from the various improvements.

The 1972 Act requires that a special fund be set up for the revenues and expenditures of the District. Funds raised by the assessments shall be used only for the purpose as stated herein. Any balance remaining on July 1 must be carried over to the next fiscal year unless the funds are being accumulated for capital or operating reserves.

# PART C

# ASSESSMENT DISTRICT DIAGRAM

The boundaries and benefit zones of the City of Livermore's Maintenance District No. LL-859 are shown on the Assessment Diagram in Appendix B. The lines and dimensions of each lot or parcel within the District are those lines and dimensions shown on the maps of the Alameda County Assessor for the year in which this Report was prepared and are incorporated by reference herein and made part of this Report.

# PART D

# METHOD OF APPORTIONMENT OF ASSESSMENT

## GENERAL

Part 2 of Division 15 of the Streets and Highways Code, the Landscaping and Lighting Act of 1972, permits the establishment of assessment districts by Agencies for the purpose of providing certain public improvements, which includes the operation, maintenance and servicing of streetscapes, parks, plazas, and trails.

Section 22573 of the Landscape and Lighting Act of 1972 requires that assessments must be levied according to special benefit, rather than according to assessed valuations. This Section states:

> "The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefit to be received by each such lot or parcel from the improvements."

In addition, Article XIIID, Section 4(a) of the California Constitution limits the amount of any assessment to the proportional special benefit conferred on the property.

The Act permits the designation of zones of benefit within any individual assessment district if "by reasons or variations in the nature, location, and extent of the improvements, the various areas will receive different degrees of benefit from the improvement" (Sec. 22574). Thus, the 1972 Act requires the levy of a true "assessment" rather than a "special tax".

Article XIIID provides that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment. Exempted from the assessment would be the areas of public streets, public avenues, public lanes, public roads, public drives, public courts, public alleys, public easements and rights-of-ways, public greenbelts, public parkways and parks, and that portion of public property that is not developed and used for business purposes similar to private residential, commercial, industrial, and institutional activities.

## ASSESSMENT METHODOLOGY

The total operation, maintenance and servicing costs for the streetscape, park, plaza, and trail improvements are apportioned in accordance with the benefit spread methodology described below.

### General Versus Special Benefit

The City may only assess property owners for that portion of the improvements which provide a special and direct benefit to the properties located within the boundaries of the District. General benefits are not assessable and the City must fund that portion of the improvements which provides a general benefit to the public at large with some other funding source, such as the general fund. The 1972 Act does not specify a formula or method to use when determining the amount of general versus special benefit. The Engineer of Work is responsible for conducting the general versus special benefit analysis and then making a recommendation to the City Council, which makes the final determination.

### Streetscape Benefit Spread Methodology

Because the construction of the streetscape improvements occurred in three (3) distinct phases and because the types of improvements within each phase vary substantially from one phase to another, special benefit zones have been developed. These benefit zones are illustrated on the Assessment Diagram located in Appendix B.

Parcels located within Benefit Zone A-1 will benefit from the streetscape improvements located generally along 1st Street from South L Street to Maple Street. Parcels located within Benefit Zone B-1 will benefit from the streetscape improvements located generally along 1st Street from Stanley Blvd. to South L Street. Parcels located within Benefit Zone C-1 will benefit from the streetscape improvements located generally along 1st Street from Maple Street to Inman Street.

Because most of the streetscape improvements are being constructed to help promote and develop an aesthetically pleasing and vibrant downtown that will attract residents to live and patrons to shop, most of the benefits received from the streetscape improvements will be special and direct benefits to the property owners located adjacent to those improvements. It is estimated that 10% of the costs to operate, maintain and service the streetscape improvements will be a benefit to the general public (“General Benefit”) and 90% of the costs to maintain the streetscape improvements will be a special and direct benefit to the property owners located within the District (“Special Benefit”). Table No. 2 on the following page shows the streetscape maintenance costs associated with each construction phase anticipated at buildout at the time of formation and their proportionate general and special benefit cost allocations.

| Table No. 2 - Streetscape Maintenance Cost Allocations | | | | |
|---|---|---|---|---|
| **Improvement Phase** | **Estimated Total Annual Maintenance Costs** | **General Benefit Percentage of Total Annual Costs** | **General Benefit Portion of Total Annual Costs** | **Special Benefit Portion of Total Annual Costs** |
| | | | | |
| Streetscape (Zone "A-1") | $548,762 | 10.00% | $54,876 | $493,885 |
| Streetscape (Zone "B-1") | $105,544 | 10.00% | $10,554 | $94,990 |
| Streetscape (Zone "C-1") | $78,326 | 10.00% | $7,833 | $70,493 |
| **Total** | **$732,631** | | **$73,263** | **$659,368** |

The proposed annual streetscape maintenance costs for each benefit zone will be spread to the parcels located within that benefit zone based upon parcel front footage and improved building square footage.

Twenty five percent (25%) of the assessable maintenance cost within each benefit zone will be spread to the parcels fronting the streetscape improvements on 1st Street, based upon their proportionate share of parcel frontage fronting the streetscape improvements. The remaining seventy-five (75%) of the assessable maintenance costs within each benefit zone will be spread to the parcels within that benefit zone based on their proportionate share of improved building square footage. The improved building square footage used for assessment calculation purposes is based upon the actual improved building square footage, or if the property owner has received entitlements to develop the parcel to a more intense use, then the entitlement building square footage was used.

Table No. 3 on the following page shows the streetscape cost allocations by frontage and improved building square footage within Benefit Zone “A-1” at the time of formation, along with the maximum annual rates for the upcoming fiscal year.

| Table No. 3 - Benefit Zone "A-1" Total Streetscape Allocation of Costs | | | |
|---|---|---|---|
| | **Total Estimated Frontage (Ft.) & Improved Sq. Ft.** | **Total Estimate of Maximum Annual Assessment** | **Maximum Annual Rate per Front Foot/ Imp. Sq. Ft.** |
| | | | |
| Frontage | 2,639 | $123,471 | $46.80 |
| | | | |
| Area A-1 (Res) | 407,789 | $168,943 | $0.414290 |
| Area A-1 (Commercial) | 467,173 | $193,545 | $0.414290 |
| Area A-1 (Office) | 19,133 | $7,927 | $0.414290 |
| Subtotal | 894,095 | $370,414 | |
| | | | |
| **Total Revenue** | | **$493,885** | |

Table No. 4 below shows the streetscape cost allocations by frontage and improved building square footage within Benefit Zone “B-1” at the time of formation, along with the maximum annual rates for the upcoming fiscal year.

| Table No. 4 - Benefit Zone "B-1" Total Streetscape Allocation of Costs | | | |
|---|---|---|---|
| | **Total Estimated Frontage (Ft.) & Improved Sq. Ft.** | **Total Estimate of Maximum Annual Assessment** | **Maximum Annual Rate per Front Foot/ Imp. Sq. Ft.** |
| | | | |
| Frontage | 4,218 | $23,747 | $5.63 |
| | | | |
| Area B-1 (Res) | 193,778 | $24,104 | $0.124388 |
| Area B-1 (Commercial) | 370,598 | $46,098 | $0.124388 |
| Area B-1 (Office) | 8,368 | $1,041 | $0.124388 |
| Subtotal | 572,744 | $71,242 | |
| | | | |
| **Total Revenue** | | **$94,990** | |

Table No. 5 below shows the streetscape cost allocations by frontage and improved building square footage within Benefit Zone "C-1" at the time of formation, along with the maximum annual rates for the upcoming fiscal year.

**Table No. 5 - Benefit Zone "C-1"**
**Total Streetscape Allocation of Costs**

| | Total Estimated Frontage (Ft.) & Improved Sq. Ft. | Total Estimate of Maximum Annual Assessment | Maximum Annual Rate per Front Foot/ Imp. Sq. Ft. |
|---|---|---|---|
| | | | |
| Frontage | 3,155 | $17,623 | $5.59 |
| | | | |
| Area C-1 (Res) | 323,991 | $41,304 | $0.127485 |
| Area C-1 (Commercial) | 90,723 | $11,566 | $0.127485 |
| Area C-1 (Office) | 0 | $0 | $0.127485 |
| Subtotal | 414,714 | $52,870 | |
| | | | |
| **Total Revenue** | | **$70,493** | |

For example, if a property owner were to construct a 2,500 sq. ft. commercial building which had 50 feet of frontage along 1st Street and was located within Benefit Zone No. A-1 their maximum assessment for the streetscape improvement would be calculated as follows:

| | | |
|---|---|---|
| Frontage Assmt. = | 50 feet x $46.80/ft. | = $2,339.50 |
| Improved Sq. Ft Assmt. = | 2,500 sq. ft. x $.414290/sq. ft. | = $1,035.73 |
| | Total: | $3,375.23 |

**Park, Plaza, and Trail Improvements**

Because most of the park and plaza improvements are similar to the streetscape improvements in that they were constructed to help promote and develop an aesthetically pleasing and vibrant downtown that will attract residents to live and patrons to shop, most of the benefits received from the park and plaza improvements will be special and direct benefits to the property owners within the District. It is estimated that 40% of the costs to maintain the Flagpole Plaza/Lizzy Fountain, Shea Plaza, Stockmen's Park, Livermorium Park, Carnegie Park, Hansen Park, and Brickyard Park will be a benefit to the general public ("General Benefit") and the remaining 60% of the costs will be a special and direct benefit to the property owners located within the District ("Special Benefit").

In addition, it is estimated that 85% of the costs to maintain future pocket parks will directly benefit the developments which install the pocket parks because of their close proximity to the parks, 10% of the pocket park costs will be a benefit to the general public and 5% will be a special and direct benefit to the property owners located within the District (excluding developments which installed the pocket parks).

The trail improvements are part of a regional trail system which will be utilized by residents throughout the entire City, not just the downtown area; therefore, it is estimated that 53% of the costs to maintain the trail improvements will be a benefit to the general public ("General Benefit") and the remaining 47% of the costs will be a special and direct benefit to the property owners located within the District ("Special Benefit").

Table No. 6 below shows the maintenance cost allocation anticipated at buildout for each improvement item based upon their general and special benefit percentages.

**Table No. 6 - Parks, Plazas & Trail Maintenance Cost Allocations**

| Improvement Phase | Estimated Total Annual Maintenance Costs | General Benefit Percentage of Total Annual Costs | General Benefit Portion of Total Annual Costs | Special Benefit Percentage of Total Annual Costs | Special Benefit Portion of Total Annual Costs |
|---|---|---|---|---|---|
| | | | | | |
| Flag Pole Plaza & Lizzy Fountain | $176,387 | 40.00% | $70,555 | 60.00% | $105,832 |
| Shea, Stockmen's, & Livermorium Parks | $269,597 | 40.00% | $107,839 | 60.00% | $161,758 |
| Carnegie, Brickyard & Hansen Parks | $180,662 | 40.00% | $72,265 | 60.00% | $108,397 |
| Pocket Parks [1] | $445,463 | 10.00% | $44,546 | 90.00% | $400,917 |
| Trails | $65,587 | 53.00% | $34,761 | 47.00% | $30,826 |
| **Total** | **$1,137,695** | | **$329,965** | | **$807,730** |

[1] 85% of the benefit of the pocket parks will be directly attributable to the developments which install them, 5% shall be considered a special benefit to the Downtown LMD, and 10% shall be considered a General Benefit. The cost of maintaining said pocket parks shall be distributed in line with these benefit percentages.

The proposed methodology to be used to allocate the assessable costs of the parks, plazas and trails will be based upon service population. Service population is divided into two broad classes:

- Residents living within the Maintenance District; and
- Employees of businesses located within the Maintenance District.

The assessable costs associated with the park, plaza and trail improvements will be spread to each assessable parcel within the District based upon their proportionate share of service population, adjusted for use, as described below. Total estimated service population is based upon the density assumptions used in the City of Livermore's Park Facilities Fee Study, dated November 14, 2004 (Table No. 2, Page No. 10). The estimated service population is 2.61 residents per residential dwelling unit and 2.00 employees per 1,000 sq. ft. of commercial space and 2.86 employees per 1,000 sq. ft. of office space. The improved building square footage used for assessment calculation purposes is based upon the actual improved building square footage, or if the property owner has received entitlements to develop the parcel to a more intense use, then the

entitlement building square footage was used. The estimated service population within the District at the time of formation is shown in Table No. 7 below.

**Table No. 7 - Service Population**

| Land Use Category | Total Asmt. Dist. Imp. Sq. Ft. | Service Population Rates | Total Service Population |
|---|---|---|---|
| | | | |
| Residential (1,076 units) | 1,285,841 | 2.61 Residents/Unit | 2,808 |
| Commercial | 1,593,363 | 2.00 employees/1,000 sq. ft. | 3,187 |
| Office | 69,747 | 2.86 employees/1,000 sq. ft. | 199 |
| **Total** | **2,948,951** | | **6,195** |

Based upon the results of the City of Livermore's Park Facilities Fee Study, dated November 14, 2004, the service population associated with non-residential uses have limited hours to utilize the park, plaza, and trail improvements. Employees of these non-residential properties typically use these facilities before or after work hours, during lunch or during organized employee functions. Residential property owners have the ability to utilize these improvements throughout each workday and on weekends. Therefore, an adjustment or reduction in assessment must be made to the non-residential service population. The proposed adjusted service population factor is based upon the adjusted service population assumptions used in the City of Livermore's Park Facilities Fee Study, dated November 14, 2004 (Table No. 1, Page No. 8). The adjusted service population at the time of formation, for non-residential is decreased by 81% as shown in Table No. 8 below.

**Table No. 8 - Adjusted Service Population**

| Land Use Category | Total Asmt. Dist. Imp. Sq. Ft. | Total Service Population | Total Adjusted Service Population |
|---|---|---|---|
| | | | |
| Residential (1,076 units) | 1,285,841 | 2,808 | 2,808 |
| Commercial | 1,593,363 | 3,187 | 605 |
| Office | 69,747 | 199 | 38 |
| **Total Service Population** | **2,948,951** | **6,195** | **3,452** |

The maximum assessment rates for operating, maintaining and servicing the park and plaza improvements are then determined by spreading the projected annual costs proportionately to the adjusted service population for each land use category and then dividing by the total estimated improved square footage for each land use category as shown on the following page in Table No. 9 at the time of formation, along with the annual maximum rates for the upcoming fiscal year.

| Table No. 9 - Parks and Plazas Allocation of Costs | | | | | |
|---|---|---|---|---|---|
| **Land Use Category** | **Total Asmt. Dist. Imp. Sq. Ft.** | **Total Service Population** | **Total Adjusted Service Population** | **Total Maintenance Cost Allocation** | **Maximum Assessment per Imp. Sq. Ft.** |
| | | | | | |
| Residential (1,076 units) | 1,285,841 | 2,808 | 2,808 | $324,028 | $0.251996 |
| Commercial | 1,593,363 | 3,187 | 605 | $69,860 | $0.043844 |
| Office | 69,747 | 199 | 38 | $4,373 | $0.062698 |
| **Total** | **2,948,951** | **6,195** | **3,452** | **$398,260** | |

For example, if a property owner were to construct a 2,500 sq. ft. commercial building which had 50 feet of frontage along 1st Street and was located within Benefit Zone No. A-1, their maximum assessment for the park and plaza improvement would be calculated as follows:

Improved Sq. Ft. Assmt. = 2,500 sq. ft. x $.043844/sq. ft. = $109.61
Total: $109.61

Since the trail system is not located in the central part of the Maintenance District special benefit zones have been created. Parcels located within Benefit Zone No. 1 are located within close proximity to the trail system and parcels located within Benefit Zone No. 2 are located farther away from the trail system. Therefore, parcels located within Benefit Zone No. 2 will receive a 50% discount on their assessment. The maximum assessment rates for operating, maintaining, and servicing the trail improvements are determined by spreading the projected annual costs proportionately to the adjusted service population (with a 50% discount given to Benefit Zone No. 2) for each land use category and then dividing by the total estimated improved square footage for each land use category as shown in Table No. 10 below at the time of formation, along with the annual maximum rates for the upcoming fiscal year.

| Table No. 10 - Trail Allocation of Costs | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Land Use Category** | **Total Asmt. Dist. Actual Imp. Sq. Ft.** | **Total Service Population** | **Total Adjusted Service Population** | **Benefit Factor** | **Benefit Factor Adjusted Service Population** | **Total Maintenance Cost Allocation** | **Maximum Assessment per Imp. Sq. Ft.** |
| Residential (352 units) - Zone 1 | 419,485 | 916 | 916 | 1.00 | 916 | $12,420 | $0.029608 |
| Commercial - Zone 1 | 473,374 | 947 | 180 | 1.00 | 180 | $2,439 | $0.005152 |
| Office Zone - 1 | 0 | 0 | 0 | 1.00 | 0 | $0 | $0.007366 |
| Residential (724 units) - Zone 2 | 866,356 | 1,892 | 1,892 | 0.50 | 946 | $12,825 | $0.014804 |
| Commercial - Zone 2 | 1,119,989 | 2,240 | 426 | 0.50 | 213 | $2,885 | $0.002576 |
| Office Zone - 2 | 69,747 | 199 | 38 | 0.50 | 19 | $257 | $0.003683 |
| **Total** | **2,948,951** | **6,195** | **3,452** | | **2,274** | **$30,826** | |

For example, if a property owner were to construct a 2,500 sq. ft. commercial building which had 50 feet of frontage along 1st Street and was located within Benefit Zone No. 1, their maximum assessment for the trail improvement would be calculated as follows:

| | | |
|---|---|---|
| Improved Sq. Ft. Assmt. = | 2,500 sq. ft. x $.005152/sq. ft. | = $12.88 |
| | Total: | $12.88 |

**Maximum Fiscal Year 2023-24 Assessment Rates and Actual Fiscal Year 2023-24 Assessment Rates**

The maximum Fiscal Year 2023-24 and proposed Fiscal Year 2023-24 assessment rates shown below for each improvement type are in Fiscal Year 2023-24 dollars. Each fiscal year the maximum assessment rates shown may be increased based upon the prior year's change in the Consumer Price Index (CPI) - Urban Wage Earners and Clerical Workers – All Items – San Francisco, Oakland, San Jose Area plus 1%. The base CPI Index that is used for the annual future CPI increase calculations is the February 2006 CPI Index of 202.500. The February 2023 CPI Index is 331.875 which equates to an 80.89% increase in rates since February 2006.

The Maximum and Fiscal Year 2023-24 assessment rates for the streetscape improvements are shown below in Table No. 11:

**Table No. 11 - Streetscape Improvements**
**Maximum & FY 2023-24 Assessments (in FY 2023-24 Dollars)**
**Based on Actual/Current Sq. Ft.**

| Benefit Zone | Maximum Assessment per Front Foot | FY 2023-24 Assessment per Front Foot | Maximum Assessment per Imp. Sq. Ft. | FY 2023-24 Assessment per Imp. Sq. Ft. |
|---|---|---|---|---|
| A-1 | $46.796 | $46.796 | $0.414290 | $0.414290 |
| B-1 | $5.626 | $0.287 | $0.124388 | $0.006353 |
| C-1 | $5.589 | $0.603 | $0.127485 | $0.013746 |

The Maximum and Fiscal Year 2023-24 assessment rates for the park and plaza improvements are shown below in Table No. 12:

**Table No. 12 - Park and Plaza Improvements**
**Maximum & FY 2023-24 Assessments (in FY 2023-24 Dollars)**
**Based on Actual/Current Sq. Ft.**

| Property Classification | Maximum Assessment per Imp. Sq. Ft. | FY 2023-24 Assessment per Imp. Sq. Ft. |
|---|---|---|
| Residential | $0.251996 | $0.096226 |
| Commercial | $0.043844 | $0.016742 |
| Office | $0.062698 | $0.023941 |

The Maximum and Fiscal Year 2023-24 assessment rates for the trail improvements are shown below in Table No. 13:

**Table No. 13 - Trail Improvements**
**Maximum & FY 2023-24 Assessments (in FY 2023-24 Dollars)**
**Based on Actual/Current Sq. Ft.**

| Property Classification | Maximum Assessment per Imp. Sq. Ft. | FY 2023-24 Assessment per Imp. Sq. Ft. |
|---|---|---|
| Residential - Zone 1 | $0.029608 | $0.000000 |
| Commercial - Zone 1 | $0.005152 | $0.000000 |
| Office - Zone 1 | $0.007366 | $0.000000 |
| Residential - Zone 2 | $0.014804 | $0.000000 |
| Commercial - Zone 2 | $0.002576 | $0.000000 |
| Office - Zone 2 | $0.003683 | $0.000000 |

## PROPERTY OWNER APPEALS OF SPECIAL ASSESSMENT LEVIES

Any Property Owner claiming that the amount or application of the Special Assessment is not correct and requesting a refund, may file a written notice of appeal and refund to that effect with the City Engineer not later than one calendar year after having paid the Special Assessment that is disputed. The City Engineer shall promptly review the appeal, and if necessary, meet with the Property Owner, consider written and oral evidence regarding the amount of the Special Assessment, and decide the appeal. If the City Engineer's decision requires that the Special Assessment be modified or changed in favor of the Property Owner, a refund shall be made or an adjustment may be made to the next Annual Special Assessment levy. Any dispute over the decision of the City Engineer shall be referred to the City Council and the decision of the City Council shall be final. This

procedure shall be exclusive and its exhaustion by any Property Owner shall be a condition precedent to any legal action by such owner.

# PART E

# PROPERTY OWNER LIST & ASSESSMENT ROLL

A list of names and addresses of the owners of all parcels, and the description of each lot or parcel within the Maintenance District No. LL-859 is shown on the last Equalized Secured Property Tax Roll of the Alameda County Assessor, which by reference is hereby made a part of this Report.

This list is keyed to the Assessor's Parcel Numbers as shown on the Fiscal Year 2023-24 Assessment Roll in Appendix C of this report.

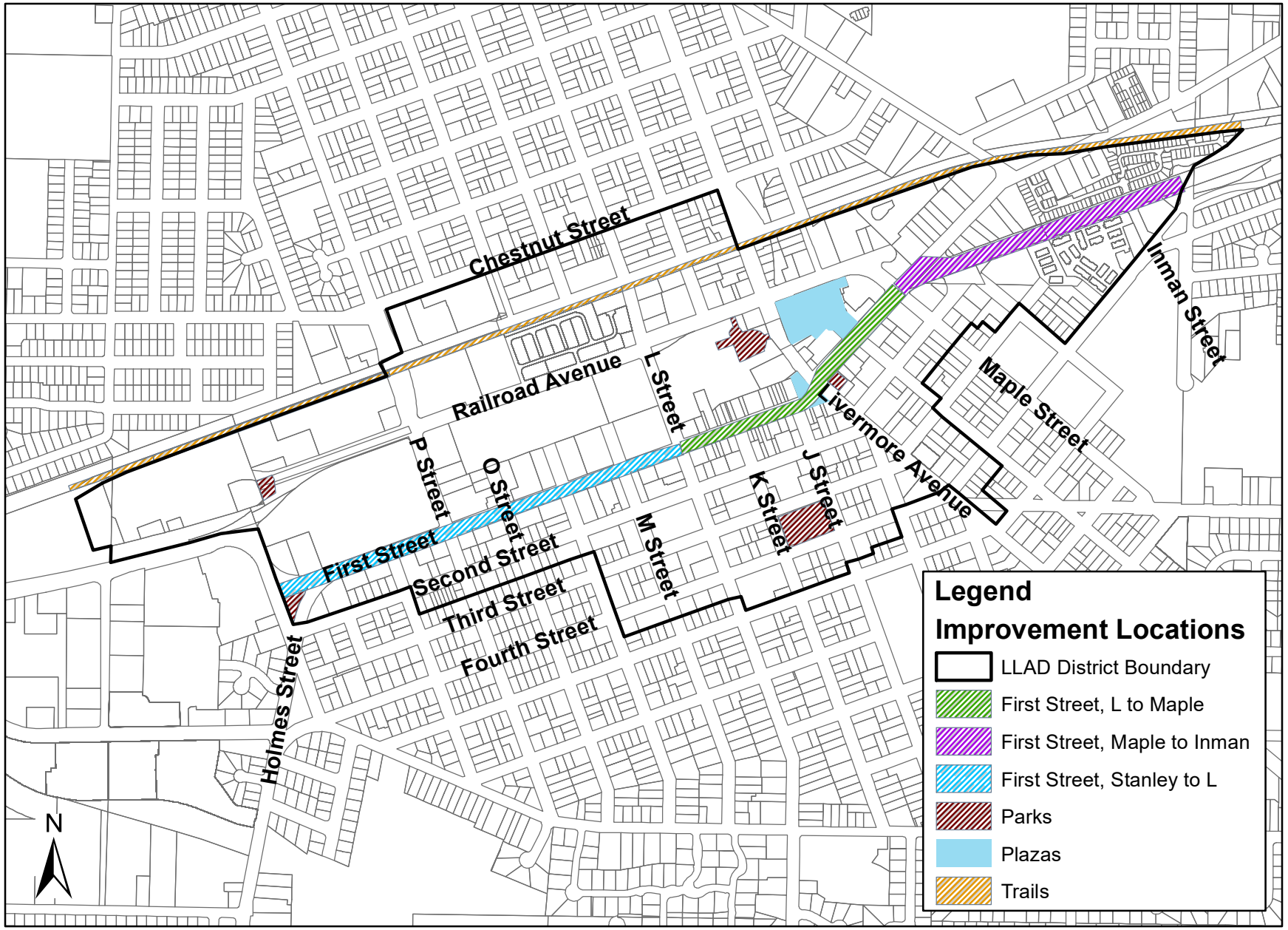
The total proposed assessment for Fiscal Year 2023-24 is $472,501.16. This amount differs slightly from the assessment revenue amount shown in Table 1 because the County only accepts assessment levies in even pennies so that the property tax bill can be split equally into two (2) installments.

# APPENDIX A

# IMPROVEMENT LOCATION MAP

# City of Livermore
# Maintenance District No. LL-859
# Improvement Location Map

**ATTACHMENT 3**

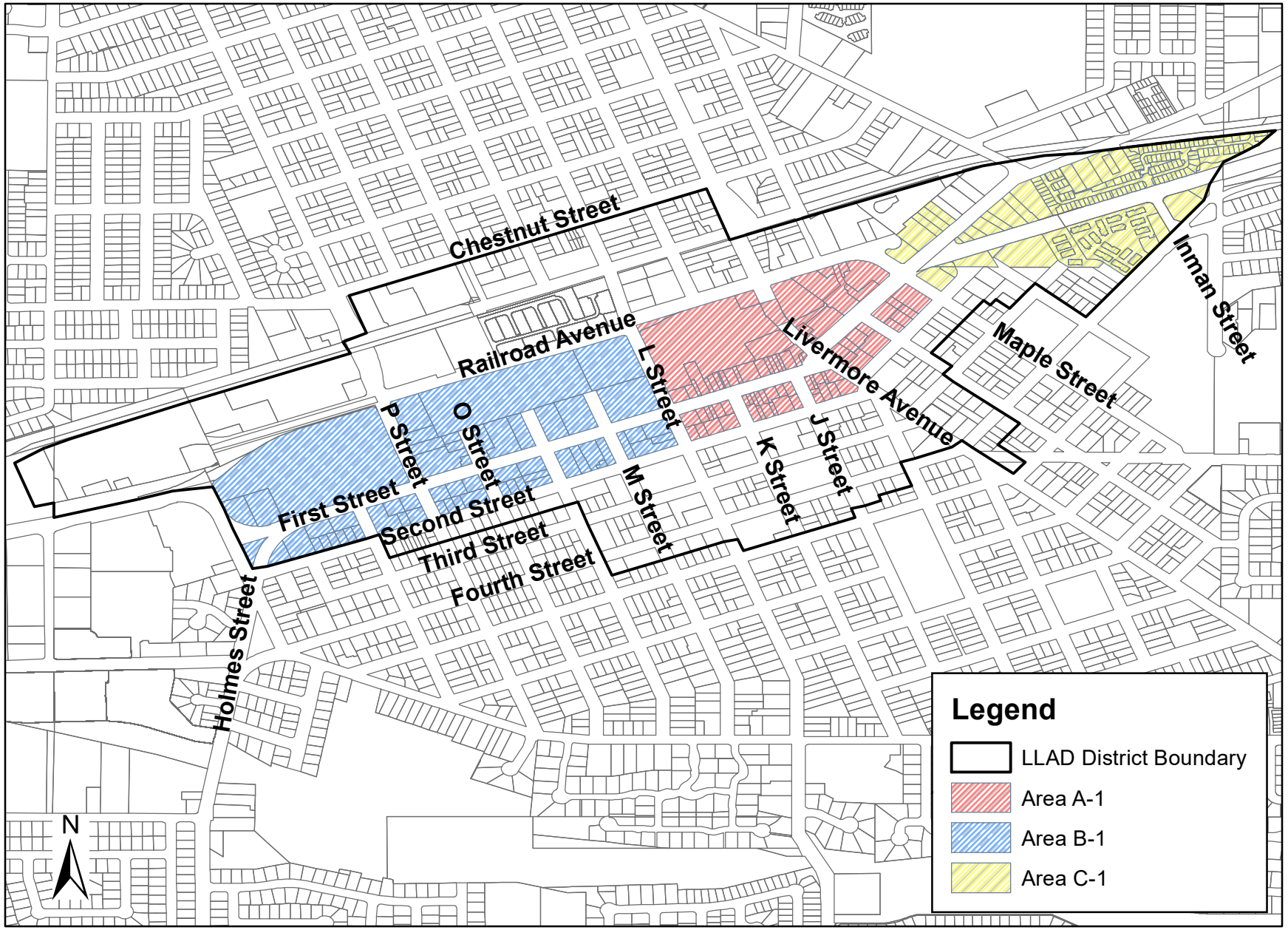


# APPENDIX B

# ASSESSMENT DISTRICT DIAGRAM

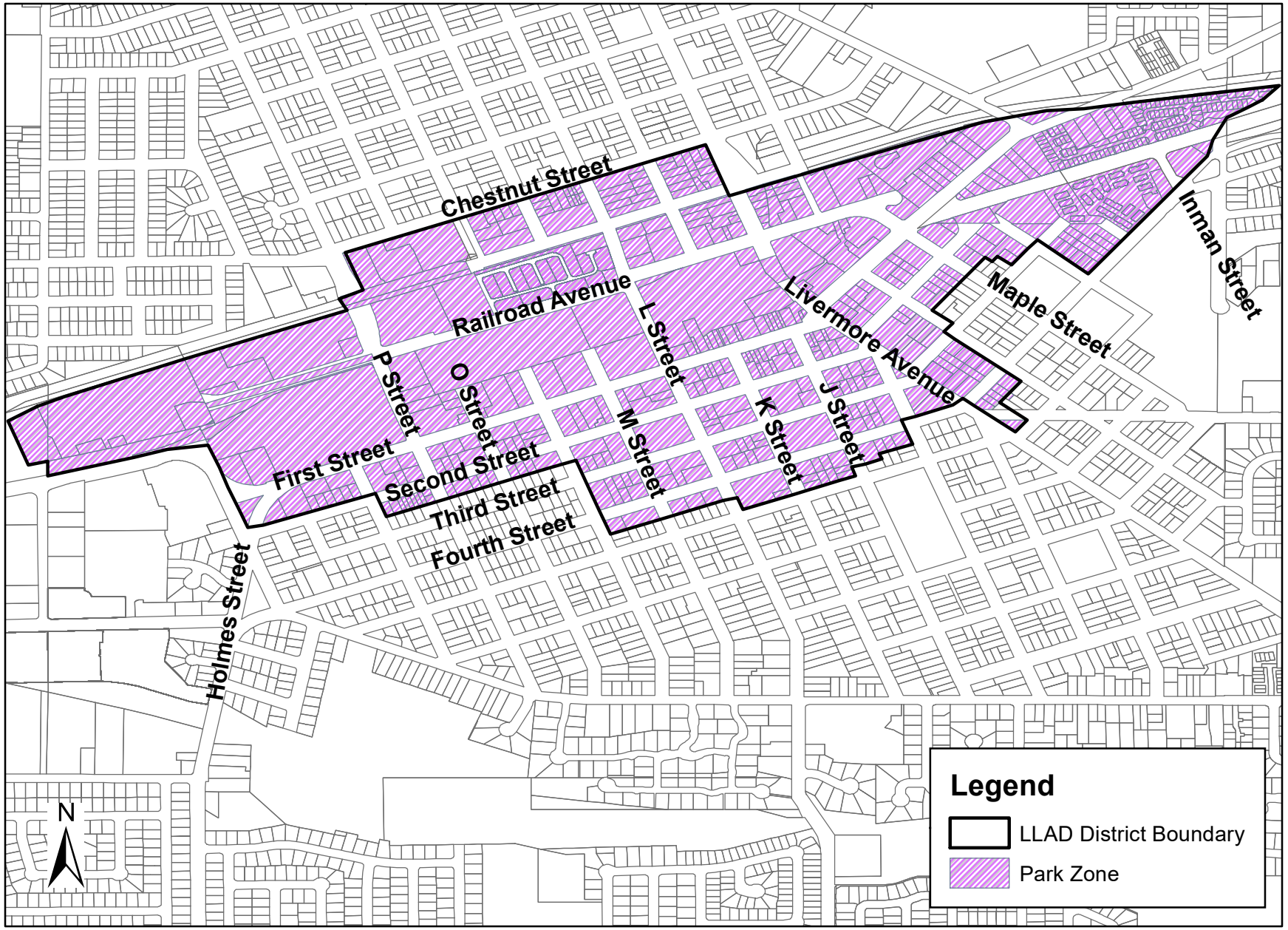
# City of Livermore
# Maintenance District No. LL-859
# Streetscape Improvement Benefit Zones

**ATTACHMENT 3**



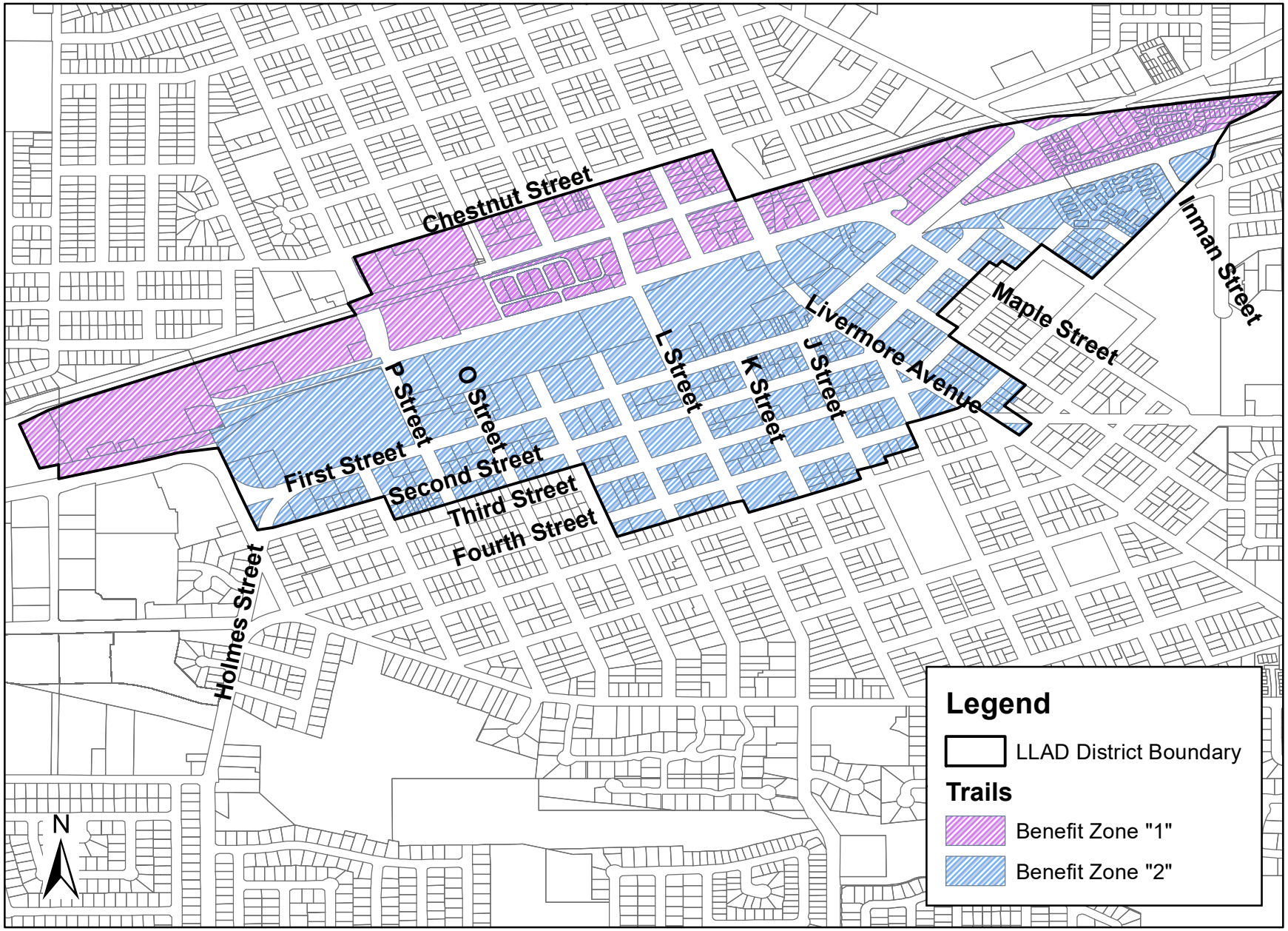
# City of Livermore
# Maintenance District No. LL-859
# Park Improvement Benefit Zone

**ATTACHMENT 3**



# City of Livermore
# Maintenance District No. LL-859
# Trail Improvement Benefit Zones

**ATTACHMENT 3**



# APPENDIX C

# ASSESSMENT ROLL &
# MAXIMUM ASSESSMENT PER PARCEL
# (IN FISCAL YEAR 2023-24 DOLLARS)

# City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0001-009-00 | COM | A1 | 2 | 66.260 | 3,791 | $3,100.70 | $1,570.57 | $166.21 | $9.77 | $4,847.25 | $3,100.70 | $1,570.57 | $63.47 | $0.00 | $4,734.74 | 2226 1ST ST |
| 097 -0001-010-00 | COM | A1 | 2 | 17.740 | 1,998 | $830.16 | $827.75 | $87.60 | $5.15 | $1,750.66 | $830.16 | $827.75 | $33.45 | $0.00 | $1,691.36 | 2206 1ST ST |
| 097 -0001-011-00 | COM | A1 | 2 | 25.000 | 2,600 | $1,169.90 | $1,077.15 | $113.99 | $6.70 | $2,367.74 | $1,169.90 | $1,077.15 | $43.53 | $0.00 | $2,290.58 | 2200 1ST ST |
| 097 -0001-012-00 | COM | A1 | 2 | 25.860 | 2,500 | $1,210.14 | $1,035.73 | $109.61 | $6.44 | $2,361.92 | $1,210.14 | $1,035.73 | $41.85 | $0.00 | $2,287.72 | 2196 1ST ST |
| 097 -0001-013-00 | COM | A1 | 2 | 25.000 | 2,600 | $1,169.90 | $1,077.15 | $113.99 | $6.70 | $2,367.74 | $1,169.90 | $1,077.15 | $43.53 | $0.00 | $2,290.58 | 2190 1ST ST |
| 097 -0001-014-00 | COM | A1 | 2 | 60.000 | 8,120 | $2,807.76 | $3,364.03 | $356.01 | $20.92 | $6,548.72 | $2,807.76 | $3,364.03 | $135.94 | $0.00 | $6,307.72 | 2184 1ST ST |
| 097 -0001-015-00 | COM | A1 | 2 | 105.990 | 4,249 | $4,959.91 | $1,760.32 | $186.29 | $10.95 | $6,917.47 | $4,959.91 | $1,760.32 | $71.14 | $0.00 | $6,791.36 | 2136 1ST ST |
| 097 -0001-016-00 | COM | A1 | 2 | 23.300 | 1,918 | $1,090.35 | $794.61 | $84.09 | $4.94 | $1,973.99 | $1,090.35 | $794.61 | $32.11 | $0.00 | $1,917.06 | 2118 1ST ST |
| 097 -0001-017-00 | COM | A1 | 2 | 56.000 | 6,608 | $2,620.58 | $2,737.63 | $289.72 | $17.02 | $5,664.95 | $2,620.58 | $2,737.63 | $110.63 | $0.00 | $5,468.84 | 2112 1ST ST |
| 097 -0001-018-00 | COM | A1 | 2 | 27.000 | 1,300 | $1,263.49 | $538.58 | $57.00 | $3.35 | $1,862.42 | $1,263.49 | $538.58 | $21.76 | $0.00 | $1,823.82 | 2086 1ST ST |
| 097 -0001-020-00 | COM | A1 | 2 | 26.000 | 1,320 | $1,216.70 | $546.86 | $57.87 | $3.40 | $1,824.83 | $1,216.70 | $546.86 | $22.10 | $0.00 | $1,785.66 | 2080 1ST ST |
| 097 -0001-022-02 | VCOM | A1 | 2 | 20.500 | 0 | $959.32 | $0.00 | $0.00 | $0.00 | $959.32 | $959.32 | $0.00 | $0.00 | $0.00 | $959.32 | 2038 1ST ST |
| 097 -0001-023-00 | COM | A1 | 2 | 50.000 | 3,447 | $2,339.80 | $1,428.06 | $151.13 | $8.88 | $3,927.87 | $2,339.80 | $1,428.06 | $57.71 | $0.00 | $3,825.56 | 2032 1ST ST |
| 097 -0001-024-01 | COM | A1 | 2 | 100.000 | 1,620 | $4,679.60 | $671.15 | $71.03 | $4.17 | $5,425.95 | $4,679.60 | $671.15 | $27.12 | $0.00 | $5,377.86 | 2008 1ST ST |
| 097 -0001-030-02 | COM | A1 | 2 | 31.500 | 1,320 | $1,474.07 | $546.86 | $57.87 | $3.40 | $2,082.20 | $1,474.07 | $546.86 | $22.10 | $0.00 | $2,043.02 | 2044 1ST ST |
| 097 -0001-033-00 | COM | A1 | 2 | 0.000 | 21,976 | $0.00 | $9,104.44 | $963.52 | $56.61 | $10,124.57 | $0.00 | $9,104.44 | $367.92 | $0.00 | $9,472.36 | 43 S LIVERMORE AVE |
| 097 -0001-034-00 | COM | A1 | 2 | 24.000 | 2,556 | $1,123.10 | $1,058.93 | $112.07 | $6.58 | $2,300.68 | $1,123.10 | $1,058.93 | $42.79 | $0.00 | $2,224.82 | 2056 1ST ST |
| 097 -0001-035-00 | COM | A1 | 2 | 36.000 | 5,212 | $1,684.66 | $2,159.28 | $228.51 | $13.43 | $4,085.88 | $1,684.66 | $2,159.28 | $87.26 | $0.00 | $3,931.20 | 2062 1ST ST |
| 097 -0004-001-02 | COM | B1 | 2 | 175.000 | 11,700 | $984.55 | $1,455.34 | $512.97 | $30.14 | $2,983.00 | $50.29 | $74.33 | $195.88 | $0.00 | $320.50 | 1870 1ST ST |
| 097 -0004-002-02 | IND | B1 | 2 | 125.000 | 18,566 | $703.25 | $2,309.39 | $814.01 | $47.83 | $3,874.48 | $35.92 | $117.95 | $310.83 | $0.00 | $464.70 | 1814 1ST ST |
| 097 -0005-001-10 | COM | B1 | 2 | 85.000 | 7,200 | $478.21 | $895.59 | $315.68 | $18.55 | $1,708.03 | $24.42 | $45.74 | $120.54 | $0.00 | $190.70 | 1790 1ST ST |
| 097 -0005-001-11 | COM | B1 | 2 | 189.900 | 15,844 | $1,068.38 | $1,970.80 | $694.66 | $40.81 | $3,774.65 | $54.57 | $100.66 | $265.26 | $0.00 | $420.48 | 1764 1ST ST |
| 097 -0005-001-12 | COM | B1 | 2 | 25.500 | 13,058 | $143.46 | $1,624.26 | $572.51 | $33.64 | $2,373.87 | $7.33 | $82.96 | $218.62 | $0.00 | $308.90 | 1722 1ST ST |
| 097 -0008-001-00 | COM | B1 | 2 | 100.000 | 1,875 | $562.60 | $233.23 | $82.21 | $4.83 | $882.87 | $28.73 | $11.91 | $31.39 | $0.00 | $72.02 | 1593 1ST ST |
| 097 -0008-002-00 | COM | B1 | 2 | 0.000 | 1,087 | $0.00 | $135.21 | $47.66 | $2.80 | $185.67 | $0.00 | $6.91 | $18.20 | $0.00 | $25.10 | 1576 2ND ST |
| 097 -0008-003-00 | SFR | B1 | 2 | 0.000 | 832 | $0.00 | $103.49 | $209.66 | $12.32 | $325.47 | $0.00 | $5.29 | $80.06 | $0.00 | $85.34 | 1562 2ND ST |
| 097 -0008-004-00 | COM | B1 | 2 | 100.000 | 10,080 | $562.60 | $1,253.83 | $441.95 | $25.97 | $2,284.35 | $28.73 | $64.04 | $168.76 | $0.00 | $261.52 | 1548 2ND ST |
| 097 -0008-005-00 | COM | B1 | 2 | 100.000 | 2,001 | $562.60 | $248.90 | $87.73 | $5.15 | $904.38 | $28.73 | $12.71 | $33.50 | $0.00 | $74.94 | 1543 1ST ST |
| 097 -0009-001-00 | COM | B1 | 2 | 100.000 | 1,032 | $562.60 | $128.37 | $45.25 | $2.66 | $738.88 | $28.73 | $6.56 | $17.28 | $0.00 | $52.56 | 1679 1ST ST |
| 097 -0009-003-05 | MFR | B1 | 2 | 0.000 | 1,675 | $0.00 | $208.35 | $422.09 | $24.80 | $655.24 | $0.00 | $10.64 | $161.18 | $0.00 | $171.82 | 1624 2ND ST |
| 097 -0009-003-06 | MFR | B1 | 2 | 0.000 | 1,675 | $0.00 | $208.35 | $422.09 | $24.80 | $655.24 | $0.00 | $10.64 | $161.18 | $0.00 | $171.82 | 1642 2ND ST |
| 097 -0009-003-07 | COM | B1 | 2 | 100.000 | 1,050 | $562.60 | $130.61 | $46.04 | $2.70 | $741.95 | $28.73 | $6.67 | $17.58 | $0.00 | $52.98 | 1619 1ST ST |
| 097 -0009-003-08 | MFR | B1 | 2 | 0.000 | 2,052 | $0.00 | $255.24 | $517.10 | $30.38 | $802.72 | $0.00 | $13.04 | $197.45 | $0.00 | $210.48 | 1610 2ND ST |
| 097 -0009-005-01 | OFF | B1 | 2 | 100.000 | 1,350 | $562.60 | $167.92 | $84.64 | $4.97 | $820.13 | $28.73 | $8.58 | $32.32 | $0.00 | $69.62 | 1643 1ST ST |
| 097 -0009-006-01 | OFF | B1 | 2 | 0.000 | 8,470 | $0.00 | $1,053.57 | $531.05 | $31.20 | $1,615.82 | $0.00 | $53.81 | $202.78 | $0.00 | $256.58 | 1686 2ND ST |
| 097 -0010-001-01 | COM | B1 | 2 | 150.000 | 1,500 | $843.90 | $186.58 | $65.77 | $3.86 | $1,100.11 | $43.10 | $9.53 | $25.11 | $0.00 | $77.74 | 1771 1ST ST |
| 097 -0010-002-03 | COM | B1 | 2 | 0.000 | 950 | $0.00 | $118.17 | $41.65 | $2.45 | $162.27 | $0.00 | $6.04 | $15.90 | $0.00 | $21.94 | 157 S N ST |
| 097 -0010-003-01 | SFR | B1 | 2 | 0.000 | 1,554 | $0.00 | $193.30 | $391.60 | $23.01 | $607.91 | $0.00 | $9.87 | $149.53 | $0.00 | $159.40 | 1742 2ND ST |
| 097 -0010-003-02 | SFR | B1 | 2 | 0.000 | 957 | $0.00 | $119.04 | $241.16 | $14.17 | $374.37 | $0.00 | $6.08 | $92.09 | $0.00 | $98.16 | 1730 2ND ST |
| 097 -0010-004-00 | SFR | B1 | 2 | 0.000 | 1,144 | $0.00 | $142.30 | $288.28 | $16.94 | $447.52 | $0.00 | $7.27 | $110.08 | $0.00 | $117.34 | 1716 2ND ST |
| 097 -0010-007-02 | COM | B1 | 2 | 150.000 | 1,595 | $843.90 | $198.40 | $69.93 | $4.11 | $1,116.34 | $43.10 | $10.13 | $26.70 | $0.00 | $79.92 | 1737 1ST ST |
| 097 -0010-008-05 | COM | B1 | 2 | 0.000 | 4,015 | $0.00 | $499.42 | $176.03 | $10.34 | $685.79 | $0.00 | $25.51 | $67.22 | $0.00 | $92.72 | 1700 2ND ST |
| 097 -0011-001-00 | COM | B1 | 2 | 50.000 | 4,061 | $281.30 | $505.14 | $178.05 | $10.46 | $974.95 | $14.37 | $25.80 | $67.99 | $0.00 | $108.16 | 1887 1ST ST |
| 097 -0011-004-00 | COM | B1 | 2 | 54.000 | 2,015 | $303.80 | $250.64 | $88.35 | $5.19 | $647.98 | $15.52 | $12.80 | $33.74 | $0.00 | $62.06 | 1845 1ST ST |
| 097 -0011-005-03 | COM | B1 | 2 | 92.050 | 1,472 | $517.87 | $183.10 | $64.54 | $3.79 | $769.30 | $26.45 | $9.35 | $24.64 | $0.00 | $60.44 | 1817 1ST ST |
| 097 -0011-006-00 | OFF | B1 | 2 | 104.000 | 9,596 | $585.10 | $1,193.63 | $601.65 | $35.34 | $2,415.72 | $29.88 | $60.96 | $229.74 | $0.00 | $320.58 | 1859 1ST ST |
| 097 -0011-007-00 | OFF | B1 | 2 | 0.000 | 1,382 | $0.00 | $171.90 | $86.65 | $5.09 | $263.64 | $0.00 | $8.78 | $33.09 | $0.00 | $41.86 | 1859 1ST ST |
| 097 -0012-001-01 | COM | B1 | 2 | 150.000 | 10,800 | $843.90 | $1,343.39 | $473.52 | $27.82 | $2,688.63 | $43.10 | $68.61 | $180.81 | $0.00 | $292.52 | 1987 1ST ST |
| 097 -0012-001-02 | COM | B1 | 2 | 104.000 | 4,230 | $585.10 | $526.16 | $185.46 | $10.90 | $1,307.62 | $29.88 | $26.87 | $70.82 | $0.00 | $127.56 | 1931 1ST ST |
| 097 -0012-002-01 | COM | B1 | 2 | 0.000 | 5,770 | $0.00 | $717.72 | $252.98 | $14.86 | $985.56 | $0.00 | $36.66 | $96.60 | $0.00 | $133.26 | 153 S L ST |
| 097 -0012-003-03 | COM | B1 | 2 | 0.000 | 5,500 | $0.00 | $684.13 | $241.14 | $14.17 | $939.44 | $0.00 | $34.94 | $92.08 | $0.00 | $127.02 | 1986 2ND ST |
| 097 -0012-005-00 | COM | B1 | 2 | 46.000 | 6,900 | $258.80 | $858.28 | $302.52 | $17.77 | $1,437.37 | $13.22 | $43.84 | $115.52 | $0.00 | $172.58 | 1917 1ST ST |
| 097 -0013-001-00 | COM | A1 | 2 | 50.000 | 4,513 | $2,339.80 | $1,869.69 | $197.87 | $11.63 | $4,418.99 | $2,339.80 | $1,869.69 | $75.56 | $0.00 | $4,285.04 | 2083 1ST ST |
| 097 -0013-002-00 | COM | A1 | 2 | 0.000 | 3,164 | $0.00 | $1,310.81 | $138.72 | $8.15 | $1,457.68 | $0.00 | $1,310.81 | $52.97 | $0.00 | $1,363.78 | 2074 2ND ST |
| 097 -0013-003-00 | SFR | A1 | 2 | 0.000 | 3,724 | $0.00 | $1,542.82 | $938.43 | $55.13 | $2,536.38 | $0.00 | $1,542.82 | $358.34 | $0.00 | $1,901.16 | 2046 2ND ST |
| 097 -0013-005-00 | COM | A1 | 2 | 0.000 | 1,375 | $0.00 | $569.65 | $60.29 | $3.54 | $633.48 | $0.00 | $569.65 | $23.02 | $0.00 | $592.66 | 174 S L ST |
| 097 -0013-006-01 | COM | A1 | 2 | 100.080 | 4,185 | $4,683.34 | $1,733.80 | $183.49 | $10.78 | $6,611.41 | $4,683.34 | $1,733.80 | $70.07 | $0.00 | $6,487.20 | 2017 1ST ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0013-007-03 | COM | A1 | 2 | 49.920 | 7,150 | $2,336.06 | $2,962.17 | $313.48 | $18.42 | $5,630.13 | $2,336.06 | $2,962.17 | $119.71 | $0.00 | $5,417.94 | 2029 1ST ST |
| 097 -0013-008-00 | COM | A1 | 2 | 25.000 | 2,350 | $1,169.90 | $973.58 | $103.03 | $6.05 | $2,252.56 | $1,169.90 | $973.58 | $39.34 | $0.00 | $2,182.82 | 2041 1ST ST |
| 097 -0013-009-00 | VCOM | A1 | 2 | 25.000 | 0 | $1,169.90 | $0.00 | $0.00 | $0.00 | $1,169.90 | $1,169.90 | $0.00 | $0.00 | $0.00 | $1,169.90 | 2047 1ST ST |
| 097 -0013-010-00 | COM | A1 | 2 | 50.000 | 4,700 | $2,339.80 | $1,947.16 | $206.07 | $12.11 | $4,505.14 | $2,339.80 | $1,947.16 | $78.69 | $0.00 | $4,365.64 | 2059 1ST ST |
| 097 -0014-001-01 | COM | A1 | 2 | 50.120 | 4,550 | $2,345.42 | $1,885.02 | $199.49 | $11.72 | $4,441.65 | $2,345.42 | $1,885.02 | $76.18 | $0.00 | $4,306.62 | 2193 1ST ST |
| 097 -0014-002-00 | INST | A1 | 2 | 0.000 | 10,000 | $0.00 | $4,142.90 | $438.44 | $25.76 | $4,607.10 | $0.00 | $4,142.90 | $167.42 | $0.00 | $4,310.32 | 157 S J ST |
| 097 -0014-003-08 | COM | A1 | 2 | 49.880 | 4,650 | $2,334.18 | $1,926.45 | $203.87 | $11.98 | $4,476.48 | $2,334.18 | $1,926.45 | $77.85 | $0.00 | $4,338.48 | 2175 1ST ST |
| 097 -0014-004-03 | OFF | A1 | 2 | 69.000 | 2,072 | $3,228.92 | $858.41 | $129.91 | $7.63 | $4,224.87 | $3,228.92 | $858.41 | $49.61 | $0.00 | $4,136.94 | 2151 1ST ST |
| 097 -0014-005-02 | COM | A1 | 2 | 0.000 | 800 | $0.00 | $331.43 | $35.08 | $2.06 | $368.57 | $0.00 | $331.43 | $13.39 | $0.00 | $344.82 | 2152 2ND ST |
| 097 -0014-005-03 | COM | A1 | 2 | 31.000 | 4,512 | $1,450.68 | $1,869.28 | $197.82 | $11.62 | $3,529.40 | $1,450.68 | $1,869.28 | $75.54 | $0.00 | $3,395.50 | 2139 1ST ST |
| 097 -0014-005-05 | COM | A1 | 2 | 27.000 | 2,800 | $1,263.49 | $1,160.01 | $122.76 | $7.21 | $2,553.47 | $1,263.49 | $1,160.01 | $46.88 | $0.00 | $2,470.38 | 2133 1ST ST |
| 097 -0014-005-06 | COM | A1 | 2 | 23.000 | 3,180 | $1,076.31 | $1,317.44 | $139.42 | $8.19 | $2,541.36 | $1,076.31 | $1,317.44 | $53.24 | $0.00 | $2,446.98 | 2127 1ST ST |
| 097 -0014-006-01 | COM | A1 | 2 | 0.000 | 5,802 | $0.00 | $2,403.71 | $254.38 | $14.95 | $2,673.04 | $0.00 | $2,403.71 | $97.14 | $0.00 | $2,500.84 | 184 S K ST |
| 097 -0014-007-00 | COM | A1 | 2 | 25.000 | 1,750 | $1,169.90 | $725.01 | $76.73 | $4.51 | $1,976.15 | $1,169.90 | $725.01 | $29.30 | $0.00 | $1,924.20 | 2115 1ST ST |
| 097 -0014-008-02 | COM | A1 | 2 | 25.000 | 1,680 | $1,169.90 | $696.01 | $73.66 | $4.33 | $1,943.90 | $1,169.90 | $696.01 | $28.13 | $0.00 | $1,894.04 | 2121 1ST ST |
| 097 -0015-001-00 | INST | A1 | 2 | 40.770 | 13,772 | $1,907.87 | $5,705.60 | $603.82 | $35.48 | $8,252.77 | $1,907.87 | $5,705.60 | $230.57 | $0.00 | $7,844.04 | 2247 1ST ST |
| 097 -0015-002-00 | COM | A1 | 2 | 0.000 | 5,750 | $0.00 | $2,382.17 | $252.10 | $14.81 | $2,649.08 | $0.00 | $2,382.17 | $96.27 | $0.00 | $2,478.44 | 167 S LIVERMORE AVE |
| 097 -0015-004-01 | COM | A1 | 2 | 50.000 | 6,950 | $2,339.80 | $2,879.32 | $304.72 | $17.90 | $5,541.74 | $2,339.80 | $2,879.32 | $116.36 | $0.00 | $5,335.48 | 2235 1ST ST |
| 097 -0015-004-02 | COM | A1 | 2 | 0.000 | 11,440 | $0.00 | $4,739.48 | $501.58 | $29.47 | $5,270.53 | $0.00 | $4,739.48 | $191.53 | $0.00 | $4,931.00 | 2222 2ND ST |
| 097 -0015-005-01 | COM | A1 | 2 | 0.000 | 1,460 | $0.00 | $604.86 | $64.01 | $3.76 | $672.63 | $0.00 | $604.86 | $24.44 | $0.00 | $629.30 | 160 S J ST |
| 097 -0015-005-02 | COM | A1 | 2 | 0.000 | 3,200 | $0.00 | $1,325.73 | $140.30 | $8.24 | $1,474.27 | $0.00 | $1,325.73 | $53.57 | $0.00 | $1,379.30 | 190 S J ST |
| 097 -0015-006-00 | COM | A1 | 2 | 30.000 | 2,820 | $1,403.88 | $1,168.30 | $123.64 | $7.26 | $2,703.08 | $1,403.88 | $1,168.30 | $47.21 | $0.00 | $2,619.38 | 2205 1ST ST |
| 097 -0015-007-00 | COM | A1 | 2 | 20.000 | 1,880 | $935.92 | $778.87 | $82.43 | $4.84 | $1,802.06 | $935.92 | $778.87 | $31.47 | $0.00 | $1,746.26 | 2211 1ST ST |
| 097 -0015-009-00 | COM | A1 | 2 | 21.580 | 1,297 | $1,009.86 | $537.33 | $56.87 | $3.34 | $1,607.40 | $1,009.86 | $537.33 | $21.71 | $0.00 | $1,568.90 | 2241 1ST ST UNIT B |
| 097 -0017-001-00 | COM | A2 | 2 | 0.000 | 1,689 | $0.00 | $0.00 | $74.05 | $4.35 | $78.40 | $0.00 | $0.00 | $28.28 | $0.00 | $28.28 | 283 S LIVERMORE AVE |
| 097 -0017-002-00 | COM | A2 | 2 | 0.000 | 8,354 | $0.00 | $0.00 | $366.27 | $21.52 | $387.79 | $0.00 | $0.00 | $139.86 | $0.00 | $139.86 | 2287 2ND ST |
| 097 -0017-004-00 | COM | A2 | 2 | 0.000 | 7,108 | $0.00 | $0.00 | $311.64 | $18.31 | $329.95 | $0.00 | $0.00 | $119.00 | $0.00 | $119.00 | 2287 2ND ST |
| 097 -0017-007-00 | SFR | A2 | 2 | 0.000 | 1,128 | $0.00 | $0.00 | $284.25 | $16.70 | $300.95 | $0.00 | $0.00 | $108.54 | $0.00 | $108.54 | 2224 3RD ST |
| 097 -0017-008-00 | SFR | A2 | 2 | 0.000 | 2,231 | $0.00 | $0.00 | $562.20 | $33.03 | $595.23 | $0.00 | $0.00 | $214.68 | $0.00 | $214.68 | 282 S J ST |
| 097 -0017-009-00 | SFR | A2 | 2 | 0.000 | 937 | $0.00 | $0.00 | $236.12 | $13.87 | $249.99 | $0.00 | $0.00 | $90.16 | $0.00 | $90.16 | 266 S J ST |
| 097 -0017-010-00 | COM | A2 | 2 | 0.000 | 5,000 | $0.00 | $0.00 | $219.22 | $12.88 | $232.10 | $0.00 | $0.00 | $83.71 | $0.00 | $83.70 | 2217 2ND ST |
| 097 -0017-011-02 | COM | A2 | 2 | 0.000 | 4,210 | $0.00 | $0.00 | $184.58 | $10.84 | $195.42 | $0.00 | $0.00 | $70.48 | $0.00 | $70.48 | 2247 2ND ST |
| 097 -0017-011-03 | COM | A2 | 2 | 0.000 | 1,539 | $0.00 | $0.00 | $67.48 | $3.96 | $71.44 | $0.00 | $0.00 | $25.77 | $0.00 | $25.76 | 2240 3RD ST |
| 097 -0018-001-00 | COM | A2 | 2 | 0.000 | 2,500 | $0.00 | $0.00 | $109.61 | $6.44 | $116.05 | $0.00 | $0.00 | $41.85 | $0.00 | $41.84 | 2163 2ND ST |
| 097 -0018-002-00 | COM | A2 | 2 | 0.000 | 4,658 | $0.00 | $0.00 | $204.23 | $12.00 | $216.23 | $0.00 | $0.00 | $77.98 | $0.00 | $77.98 | 2180 3RD ST |
| 097 -0018-010-02 | COM | A2 | 2 | 0.000 | 11,523 | $0.00 | $0.00 | $505.21 | $29.68 | $534.89 | $0.00 | $0.00 | $192.92 | $0.00 | $192.92 | 2125 2ND ST |
| 097 -0019-002-01 | COM | A2 | 2 | 0.000 | 4,256 | $0.00 | $0.00 | $186.60 | $10.96 | $197.56 | $0.00 | $0.00 | $71.25 | $0.00 | $71.24 | 275 S K ST |
| 097 -0019-004-01 | COM | A2 | 2 | 0.000 | 1,184 | $0.00 | $0.00 | $51.91 | $3.05 | $54.96 | $0.00 | $0.00 | $19.82 | $0.00 | $19.82 | 282 S L ST |
| 097 -0019-005-00 | COM | A2 | 2 | 0.000 | 5,129 | $0.00 | $0.00 | $224.88 | $13.21 | $238.09 | $0.00 | $0.00 | $85.87 | $0.00 | $85.86 | 202 S L ST |
| 097 -0019-008-01 | COM | A2 | 2 | 0.000 | 7,818 | $0.00 | $0.00 | $342.77 | $20.14 | $362.91 | $0.00 | $0.00 | $130.89 | $0.00 | $130.88 | 235 S K ST |
| 097 -0020-007-04 | COM | B2 | 2 | 0.000 | 41,525 | $0.00 | $0.00 | $1,820.62 | $106.97 | $1,927.59 | $0.00 | $0.00 | $695.21 | $0.00 | $695.20 | 1951 2ND ST |
| 097 -0021-003-01 | COM | B2 | 2 | 0.000 | 10,000 | $0.00 | $0.00 | $438.44 | $25.76 | $464.20 | $0.00 | $0.00 | $167.42 | $0.00 | $167.42 | 287 S M ST |
| 097 -0021-004-01 | SFR | B2 | 2 | 0.000 | 1,234 | $0.00 | $0.00 | $310.96 | $18.27 | $329.23 | $0.00 | $0.00 | $118.74 | $0.00 | $118.74 | 1856 3RD ST |
| 097 -0021-004-02 | SFR | B2 | 2 | 0.000 | 1,024 | $0.00 | $0.00 | $258.04 | $15.16 | $273.20 | $0.00 | $0.00 | $98.54 | $0.00 | $98.54 | 1842 3RD ST |
| 097 -0021-005-00 | SFR | B2 | 2 | 0.000 | 1,040 | $0.00 | $0.00 | $262.08 | $15.40 | $277.48 | $0.00 | $0.00 | $100.07 | $0.00 | $100.06 | 1828 3RD ST |
| 097 -0021-006-00 | SFR | B2 | 2 | 0.000 | 1,316 | $0.00 | $0.00 | $331.63 | $19.48 | $351.11 | $0.00 | $0.00 | $126.63 | $0.00 | $126.62 | 1814 3RD ST |
| 097 -0021-007-00 | COM | B2 | 2 | 0.000 | 1,832 | $0.00 | $0.00 | $80.32 | $4.72 | $85.04 | $0.00 | $0.00 | $30.67 | $0.00 | $30.66 | 1817 2ND ST |
| 097 -0022-001-00 | COM | B2 | 2 | 0.000 | 6,720 | $0.00 | $0.00 | $294.63 | $17.31 | $311.94 | $0.00 | $0.00 | $112.51 | $0.00 | $112.50 | 1783 2ND ST |
| 097 -0022-004-02 | OFF | B2 | 2 | 0.000 | 1,088 | $0.00 | $0.00 | $68.22 | $4.01 | $72.23 | $0.00 | $0.00 | $26.05 | $0.00 | $26.04 | 1713 2ND ST |
| 097 -0022-004-03 | SFR | B2 | 2 | 0.000 | 824 | $0.00 | $0.00 | $207.64 | $12.20 | $219.84 | $0.00 | $0.00 | $79.29 | $0.00 | $79.28 | 1727 2ND ST |
| 097 -0022-004-04 | SFR | B2 | 2 | 0.000 | 1,083 | $0.00 | $0.00 | $272.91 | $16.03 | $288.94 | $0.00 | $0.00 | $104.21 | $0.00 | $104.20 | 1741 2ND ST |
| 097 -0023-001-00 | SFR | B2 | 2 | 0.000 | 969 | $0.00 | $0.00 | $244.18 | $14.35 | $258.53 | $0.00 | $0.00 | $93.24 | $0.00 | $93.24 | 1683 2ND ST |
| 097 -0023-006-01 | MFR | B2 | 2 | 0.000 | 1,296 | $0.00 | $0.00 | $326.59 | $19.19 | $345.78 | $0.00 | $0.00 | $124.71 | $0.00 | $124.70 | 210 S P ST |
| 097 -0023-006-05 | OFF | B2 | 2 | 0.000 | 2,904 | $0.00 | $0.00 | $182.07 | $10.70 | $192.77 | $0.00 | $0.00 | $69.53 | $0.00 | $69.52 | 1617 2ND ST |
| 097 -0023-008-00 | SFR | B2 | 2 | 0.000 | 956 | $0.00 | $0.00 | $240.91 | $14.15 | $255.06 | $0.00 | $0.00 | $91.99 | $0.00 | $91.98 | 1667 2ND ST |
| 097 -0023-009-00 | SFR | B2 | 2 | 0.000 | 1,056 | $0.00 | $0.00 | $266.11 | $15.63 | $281.74 | $0.00 | $0.00 | $101.61 | $0.00 | $101.60 | 1651 2ND ST |
| 097 -0024-003-07 | SFR | B2 | 2 | 0.000 | 1,304 | $0.00 | $0.00 | $328.60 | $19.30 | $347.90 | $0.00 | $0.00 | $125.48 | $0.00 | $125.48 | 220 S Q ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0024-003-08 | SFR | B2 | 2 | 0.000 | 1,052 | $0.00 | $0.00 | $265.10 | $15.57 | $280.67 | $0.00 | $0.00 | $101.23 | $0.00 | $101.22 | 1529 2ND ST |
| 097 -0024-005-00 | SFR | B2 | 2 | 0.000 | 1,121 | $0.00 | $0.00 | $282.49 | $16.60 | $299.09 | $0.00 | $0.00 | $107.87 | $0.00 | $107.86 | 1565 2ND ST |
| 097 -0024-006-00 | SFR | B2 | 2 | 0.000 | 1,121 | $0.00 | $0.00 | $282.49 | $16.60 | $299.09 | $0.00 | $0.00 | $107.87 | $0.00 | $107.86 | 235 S P ST |
| 097 -0024-007-00 | SFR | B2 | 2 | 0.000 | 1,348 | $0.00 | $0.00 | $339.69 | $19.96 | $359.65 | $0.00 | $0.00 | $129.71 | $0.00 | $129.70 | 1561 2ND ST |
| 097 -0024-008-00 | SFR | B2 | 2 | 0.000 | 1,392 | $0.00 | $0.00 | $350.78 | $20.61 | $371.39 | $0.00 | $0.00 | $133.95 | $0.00 | $133.94 | 1557 2ND ST |
| 097 -0024-009-00 | SFR | B2 | 2 | 0.000 | 1,349 | $0.00 | $0.00 | $339.94 | $19.97 | $359.91 | $0.00 | $0.00 | $129.81 | $0.00 | $129.80 | 1553 2ND ST |
| 097 -0024-010-00 | SFR | B2 | 2 | 0.000 | 1,349 | $0.00 | $0.00 | $339.94 | $19.97 | $359.91 | $0.00 | $0.00 | $129.81 | $0.00 | $129.80 | 1549 2ND ST |
| 097 -0024-011-00 | SFR | B2 | 2 | 0.000 | 1,339 | $0.00 | $0.00 | $337.42 | $19.82 | $357.24 | $0.00 | $0.00 | $128.85 | $0.00 | $128.84 | 1545 2ND ST |
| 097 -0024-012-00 | SFR | B2 | 2 | 0.000 | 1,369 | $0.00 | $0.00 | $344.98 | $20.27 | $365.25 | $0.00 | $0.00 | $131.73 | $0.00 | $131.72 | 1541 2ND ST |
| 097 -0028-001-00 | MFR | B3 | 2 | 0.000 | 1,807 | $0.00 | $0.00 | $455.36 | $26.75 | $482.11 | $0.00 | $0.00 | $173.88 | $0.00 | $173.88 | 325 S M ST |
| 097 -0028-002-01 | COM | B3 | 2 | 0.000 | 2,400 | $0.00 | $0.00 | $105.23 | $6.18 | $111.41 | $0.00 | $0.00 | $40.18 | $0.00 | $40.18 | 381 S M ST |
| 097 -0028-002-02 | COM | B3 | 2 | 0.000 | 1,165 | $0.00 | $0.00 | $51.08 | $3.00 | $54.08 | $0.00 | $0.00 | $19.50 | $0.00 | $19.50 | 1858 4TH ST |
| 097 -0028-003-06 | COM | B3 | 2 | 0.000 | 6,412 | $0.00 | $0.00 | $281.13 | $16.52 | $297.65 | $0.00 | $0.00 | $107.35 | $0.00 | $107.34 | 1816 4TH ST |
| 097 -0028-004-01 | COM | B3 | 2 | 0.000 | 5,431 | $0.00 | $0.00 | $238.12 | $13.99 | $252.11 | $0.00 | $0.00 | $90.93 | $0.00 | $90.92 | 1840 4TH ST |
| 097 -0028-005-00 | SFR | B3 | 2 | 0.000 | 1,001 | $0.00 | $0.00 | $252.25 | $14.82 | $267.07 | $0.00 | $0.00 | $96.32 | $0.00 | $96.32 | 1853 3RD ST |
| 097 -0028-006-00 | SFR | B3 | 2 | 0.000 | 995 | $0.00 | $0.00 | $250.74 | $14.73 | $265.47 | $0.00 | $0.00 | $95.74 | $0.00 | $95.74 | 1869 3RD ST |
| 097 -0029-001-01 | COM | B3 | 2 | 0.000 | 7,750 | $0.00 | $0.00 | $339.79 | $19.96 | $359.75 | $0.00 | $0.00 | $129.75 | $0.00 | $129.74 | 325 S L ST |
| 097 -0029-002-00 | COM | B3 | 2 | 0.000 | 6,067 | $0.00 | $0.00 | $266.00 | $15.63 | $281.63 | $0.00 | $0.00 | $101.57 | $0.00 | $101.56 | 381 S L ST |
| 097 -0029-004-00 | COM | B3 | 2 | 0.000 | 1,760 | $0.00 | $0.00 | $77.17 | $4.53 | $81.70 | $0.00 | $0.00 | $29.47 | $0.00 | $29.46 | 1919 3RD ST |
| 097 -0030-001-02 | MFR | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $296.60 | $17.42 | $314.02 | $0.00 | $0.00 | $113.26 | $0.00 | $113.26 | 2073 3RD ST |
| 097 -0030-001-03 | OFF | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $73.80 | $4.33 | $78.13 | $0.00 | $0.00 | $28.18 | $0.00 | $28.18 | 2059 3RD ST |
| 097 -0030-001-04 | MFR | A2 | 2 | 0.000 | 1,700 | $0.00 | $0.00 | $428.39 | $25.17 | $453.56 | $0.00 | $0.00 | $163.58 | $0.00 | $163.58 | 2087 3RD ST |
| 097 -0030-001-05 | SFR | A2 | 2 | 0.000 | 1,177 | $0.00 | $0.00 | $296.60 | $17.42 | $314.02 | $0.00 | $0.00 | $113.26 | $0.00 | $113.26 | 343 S K ST |
| 097 -0030-002-01 | COM | A2 | 2 | 0.000 | 2,044 | $0.00 | $0.00 | $89.62 | $5.27 | $94.89 | $0.00 | $0.00 | $34.22 | $0.00 | $34.22 | 2084 4TH ST |
| 097 -0030-002-02 | COM | A2 | 2 | 0.000 | 1,032 | $0.00 | $0.00 | $45.25 | $2.66 | $47.91 | $0.00 | $0.00 | $17.28 | $0.00 | $17.28 | 2052 4TH ST |
| 097 -0030-003-00 | SFR | A2 | 2 | 0.000 | 1,181 | $0.00 | $0.00 | $297.61 | $17.48 | $315.09 | $0.00 | $0.00 | $113.64 | $0.00 | $113.64 | 2038 4TH ST |
| 097 -0030-004-00 | COM | A2 | 2 | 0.000 | 1,928 | $0.00 | $0.00 | $84.53 | $4.97 | $89.50 | $0.00 | $0.00 | $32.28 | $0.00 | $32.28 | 2020 4TH ST |
| 097 -0030-007-01 | COM | A2 | 2 | 0.000 | 5,744 | $0.00 | $0.00 | $251.84 | $14.80 | $266.64 | $0.00 | $0.00 | $96.17 | $0.00 | $96.16 | 314 S L ST |
| 097 -0031-001-00 | PUB | A2 | 2 | 0.000 | 5,400 | $0.00 | $0.00 | $236.76 | $13.91 | $250.67 | $0.00 | $0.00 | $90.41 | $0.00 | $90.40 | 2155 3RD ST |
| 097 -0032-002-01 | OFF | A2 | 2 | 0.000 | 9,560 | $0.00 | $0.00 | $599.39 | $35.21 | $634.60 | $0.00 | $0.00 | $228.88 | $0.00 | $228.88 | 325 S I ST |
| 097 -0032-003-00 | SFR | A2 | 2 | 0.000 | 1,717 | $0.00 | $0.00 | $432.68 | $25.42 | $458.10 | $0.00 | $0.00 | $165.22 | $0.00 | $165.22 | 2254 4TH ST |
| 097 -0032-004-01 | MFR | A2 | 2 | 0.000 | 1,392 | $0.00 | $0.00 | $350.78 | $20.61 | $371.39 | $0.00 | $0.00 | $133.95 | $0.00 | $133.94 | 2238 4TH ST |
| 097 -0032-004-02 | COM | A2 | 2 | 0.000 | 3,298 | $0.00 | $0.00 | $144.60 | $8.50 | $153.10 | $0.00 | $0.00 | $55.22 | $0.00 | $55.22 | 2210 4TH ST |
| 097 -0032-005-00 | COM | A2 | 2 | 0.000 | 1,358 | $0.00 | $0.00 | $59.54 | $3.50 | $63.04 | $0.00 | $0.00 | $22.74 | $0.00 | $22.74 | 2207 3RD ST |
| 097 -0032-006-00 | COM | A2 | 2 | 0.000 | 1,648 | $0.00 | $0.00 | $72.25 | $4.25 | $76.50 | $0.00 | $0.00 | $27.59 | $0.00 | $27.58 | 2221 3RD ST |
| 097 -0032-007-00 | SFR | A2 | 2 | 0.000 | 1,335 | $0.00 | $0.00 | $336.41 | $19.76 | $356.17 | $0.00 | $0.00 | $128.46 | $0.00 | $128.46 | 2235 3RD ST |
| 097 -0032-008-00 | OFF | A2 | 2 | 0.000 | 2,480 | $0.00 | $0.00 | $155.49 | $9.13 | $164.62 | $0.00 | $0.00 | $59.37 | $0.00 | $59.36 | 2257 3RD ST |
| 097 -0033-001-03 | COM | A3 | 2 | 0.000 | 2,541 | $0.00 | $0.00 | $111.41 | $6.55 | $117.96 | $0.00 | $0.00 | $42.54 | $0.00 | $42.54 | 323 S LIVERMORE AVE |
| 097 -0033-002-00 | COM | A3 | 2 | 0.000 | 7,616 | $0.00 | $0.00 | $333.92 | $19.62 | $353.54 | $0.00 | $0.00 | $127.51 | $0.00 | $127.50 | 357 S LIVERMORE AVE |
| 097 -0035-001-02 | OFF | A2 | 2 | 0.000 | 1,576 | $0.00 | $0.00 | $98.81 | $5.80 | $104.61 | $0.00 | $0.00 | $37.73 | $0.00 | $37.72 | 2273 4TH ST |
| 097 -0035-006-00 | COM | A2 | 2 | 0.000 | 2,173 | $0.00 | $0.00 | $95.27 | $5.60 | $100.87 | $0.00 | $0.00 | $36.38 | $0.00 | $36.38 | 2205 4TH ST |
| 097 -0035-007-00 | SFR | A2 | 2 | 0.000 | 902 | $0.00 | $0.00 | $227.30 | $13.35 | $240.65 | $0.00 | $0.00 | $86.80 | $0.00 | $86.80 | 2235 4TH ST |
| 097 -0035-008-02 | COM | A2 | 2 | 0.000 | 1,096 | $0.00 | $0.00 | $48.05 | $2.82 | $50.87 | $0.00 | $0.00 | $18.35 | $0.00 | $18.34 | 2255 4TH ST |
| 097 -0036-001-03 | COM | A2 | 2 | 0.000 | 2,576 | $0.00 | $0.00 | $112.94 | $6.64 | $119.58 | $0.00 | $0.00 | $43.13 | $0.00 | $43.12 | 2181 4TH ST |
| 097 -0036-002-02 | COM | A2 | 2 | 0.000 | 1,870 | $0.00 | $0.00 | $81.99 | $4.82 | $86.81 | $0.00 | $0.00 | $31.31 | $0.00 | $31.30 | 487 S J ST |
| 097 -0036-003-00 | OFF | A2 | 2 | 0.000 | 1,590 | $0.00 | $0.00 | $99.69 | $5.86 | $105.55 | $0.00 | $0.00 | $38.07 | $0.00 | $38.06 | 2162 5TH ST |
| 097 -0036-004-00 | MFR | A2 | 2 | 0.000 | 1,776 | $0.00 | $0.00 | $447.54 | $26.29 | $473.83 | $0.00 | $0.00 | $170.90 | $0.00 | $170.90 | 2150 5TH ST |
| 097 -0036-005-00 | SFR | A2 | 2 | 0.000 | 1,850 | $0.00 | $0.00 | $466.19 | $27.39 | $493.58 | $0.00 | $0.00 | $178.02 | $0.00 | $178.02 | 486 S K ST |
| 097 -0036-007-00 | OFF | A2 | 2 | 0.000 | 2,153 | $0.00 | $0.00 | $134.99 | $7.93 | $142.92 | $0.00 | $0.00 | $51.55 | $0.00 | $51.54 | 2109 4TH ST |
| 097 -0036-008-00 | OFF | A2 | 2 | 0.000 | 3,646 | $0.00 | $0.00 | $228.60 | $13.43 | $242.03 | $0.00 | $0.00 | $87.29 | $0.00 | $87.28 | 2117 4TH ST |
| 097 -0036-009-00 | COM | A2 | 2 | 0.000 | 1,590 | $0.00 | $0.00 | $69.71 | $4.10 | $73.81 | $0.00 | $0.00 | $26.62 | $0.00 | $26.62 | 2157 4TH ST |
| 097 -0037-003-00 | SFR | A2 | 2 | 0.000 | 1,460 | $0.00 | $0.00 | $367.91 | $21.61 | $389.52 | $0.00 | $0.00 | $140.49 | $0.00 | $140.48 | 485 S K ST |
| 097 -0037-004-02 | CHRCH | A2 | 2 | 0.000 | 30,281 | $0.00 | $0.00 | $1,327.64 | $78.00 | $1,405.64 | $0.00 | $0.00 | $506.96 | $0.00 | $506.96 | 2020 5TH ST |
| 097 -0038-001-00 | OFF | B3 | 2 | 0.000 | 2,824 | $0.00 | $0.00 | $177.06 | $10.40 | $187.46 | $0.00 | $0.00 | $67.61 | $0.00 | $67.60 | 411 S L ST |
| 097 -0038-004-00 | COM | B3 | 2 | 0.000 | 2,212 | $0.00 | $0.00 | $96.98 | $5.70 | $102.68 | $0.00 | $0.00 | $37.03 | $0.00 | $37.02 | 1915 4TH ST |
| 097 -0038-005-00 | MFR | B3 | 2 | 0.000 | 3,424 | $0.00 | $0.00 | $862.83 | $50.69 | $913.52 | $0.00 | $0.00 | $329.48 | $0.00 | $329.48 | 1937 4TH ST |
| 097 -0039-010-00 | OFF | B3 | 2 | 0.000 | 6,805 | $0.00 | $0.00 | $426.66 | $25.06 | $451.72 | $0.00 | $0.00 | $162.92 | $0.00 | $162.92 | 1841 4TH ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0039-011-00 | OFF | B3 | 2 | 0.000 | 2,887 | $0.00 | $0.00 | $181.01 | $10.63 | $191.64 | $0.00 | $0.00 | $69.12 | $0.00 | $69.12 | 1813 4TH ST |
| 097 -0082-001-01 | COM | B1 | 2 | 150.000 | 5,900 | $843.90 | $733.89 | $258.68 | $15.20 | $1,851.67 | $43.10 | $37.48 | $98.78 | $0.00 | $179.36 | 1485 1ST ST |
| 097 -0082-002-00 | SFR | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $287.02 | $16.86 | $445.56 | $0.00 | $7.24 | $109.60 | $0.00 | $116.84 | 1494 2ND ST |
| 097 -0082-003-00 | SFR | B1 | 2 | 0.000 | 1,153 | $0.00 | $143.42 | $290.55 | $17.07 | $451.04 | $0.00 | $7.33 | $110.95 | $0.00 | $118.28 | 1478 2ND ST |
| 097 -0082-004-00 | SFR | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $287.02 | $16.86 | $445.56 | $0.00 | $7.24 | $109.60 | $0.00 | $116.84 | 1462 2ND ST |
| 097 -0082-005-00 | SFR | B1 | 2 | 0.000 | 1,490 | $0.00 | $185.34 | $375.47 | $22.06 | $582.87 | $0.00 | $9.47 | $143.38 | $0.00 | $152.84 | 1446 2ND ST |
| 097 -0082-006-00 | OFF | B1 | 2 | 0.000 | 1,139 | $0.00 | $141.68 | $71.41 | $4.19 | $217.28 | $0.00 | $7.24 | $27.27 | $0.00 | $34.50 | 1430 2ND ST |
| 097 -0082-007-07 | COM | B1 | 2 | 0.000 | 266 | $0.00 | $33.09 | $11.66 | $0.69 | $45.44 | $0.00 | $1.69 | $4.45 | $0.00 | $6.14 | 160 HOLMES ST |
| 097 -0082-007-08 | COM | B1 | 2 | 156.450 | 8,162 | $880.19 | $1,015.25 | $357.85 | $21.03 | $2,274.32 | $44.96 | $51.85 | $136.65 | $0.00 | $233.46 | 1421 1ST ST |
| 097 -0082-009-01 | COM | B1 | 2 | 150.120 | 3,278 | $844.58 | $407.74 | $143.72 | $8.44 | $1,404.48 | $43.14 | $20.83 | $54.88 | $0.00 | $118.84 | 1453 1ST ST |
| 097 -0107-001-00 | SFR | A3 | 2 | 0.000 | 893 | $0.00 | $0.00 | $225.03 | $13.22 | $238.25 | $0.00 | $0.00 | $85.93 | $0.00 | $85.92 | 2493 4TH ST |
| 097 -0107-008-00 | MFR | A3 | 2 | 0.000 | 4,164 | $0.00 | $0.00 | $1,049.31 | $61.64 | $1,110.95 | $0.00 | $0.00 | $400.68 | $0.00 | $400.68 | 454 S LIVERMORE AVE |
| 097 -0107-009-02 | INST | A3 | 2 | 0.000 | 778 | $0.00 | $0.00 | $34.11 | $2.00 | $36.11 | $0.00 | $0.00 | $13.03 | $0.00 | $13.02 | 2475 4TH ST |
| 097 -0107-009-03 | SFR | A3 | 2 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $12.32 | $221.98 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 2417 4TH ST |
| 097 -0107-009-04 | SFR | A3 | 2 | 0.000 | 1,014 | $0.00 | $0.00 | $255.52 | $15.01 | $270.53 | $0.00 | $0.00 | $97.57 | $0.00 | $97.56 | 2439 4TH ST |
| 097 -0107-009-05 | SFR | A3 | 2 | 0.000 | 1,131 | $0.00 | $0.00 | $285.01 | $16.74 | $301.75 | $0.00 | $0.00 | $108.83 | $0.00 | $108.82 | 2455 4TH ST |
| 097 -0108-001-00 | MFR | A3 | 2 | 0.000 | 2,943 | $0.00 | $0.00 | $741.62 | $43.57 | $785.19 | $0.00 | $0.00 | $283.19 | $0.00 | $283.18 | 2389 3RD ST |
| 097 -0108-002-00 | SFR | A3 | 2 | 0.000 | 1,246 | $0.00 | $0.00 | $313.99 | $18.45 | $332.44 | $0.00 | $0.00 | $119.90 | $0.00 | $119.90 | 333 MCLEOD ST |
| 097 -0108-003-00 | MFR | A3 | 2 | 0.000 | 3,302 | $0.00 | $0.00 | $832.09 | $48.88 | $880.97 | $0.00 | $0.00 | $317.74 | $0.00 | $317.74 | 367 MCLEOD ST |
| 097 -0108-004-00 | MFR | A3 | 2 | 0.000 | 2,337 | $0.00 | $0.00 | $588.91 | $34.60 | $623.51 | $0.00 | $0.00 | $224.88 | $0.00 | $224.88 | 389 MCLEOD ST |
| 097 -0108-005-00 | COM | A3 | 2 | 0.000 | 4,479 | $0.00 | $0.00 | $196.38 | $11.54 | $207.92 | $0.00 | $0.00 | $74.99 | $0.00 | $74.98 | 392 S LIVERMORE AVE |
| 097 -0108-006-00 | COM | A3 | 2 | 0.000 | 3,492 | $0.00 | $0.00 | $153.10 | $9.00 | $162.10 | $0.00 | $0.00 | $58.46 | $0.00 | $58.46 | 358 S LIVERMORE AVE |
| 097 -0108-008-03 | COM | A3 | 2 | 0.000 | 4,845 | $0.00 | $0.00 | $212.42 | $12.48 | $224.90 | $0.00 | $0.00 | $81.11 | $0.00 | $81.10 | 2341 3RD ST |
| 097 -0108-010-01 | SFR | A3 | 2 | 0.000 | 2,052 | $0.00 | $0.00 | $517.10 | $30.38 | $547.48 | $0.00 | $0.00 | $197.45 | $0.00 | $197.44 | 2363 3RD ST |
| 097 -0108-012-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-013-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-014-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-015-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-016-00 | CON | A2 | 2 | 0.000 | 2,115 | $0.00 | $0.00 | $532.97 | $31.31 | $564.28 | $0.00 | $0.00 | $203.52 | $0.00 | $203.52 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-017-00 | CON | A2 | 2 | 0.000 | 1,727 | $0.00 | $0.00 | $435.20 | $25.57 | $460.77 | $0.00 | $0.00 | $166.18 | $0.00 | $166.18 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-018-00 | CON | A2 | 2 | 0.000 | 800 | $0.00 | $0.00 | $201.60 | $11.84 | $213.44 | $0.00 | $0.00 | $76.98 | $0.00 | $76.98 | 318 S LIVERMORE AVE UNIT 1 |
| 097 -0108-019-00 | CON | A2 | 2 | 0.000 | 1,219 | $0.00 | $0.00 | $307.18 | $18.05 | $325.23 | $0.00 | $0.00 | $117.30 | $0.00 | $117.30 | 318 S LIVERMORE AVE UNIT 2 |
| 097 -0109-001-00 | MFR | A2 | 2 | 0.000 | 2,170 | $0.00 | $0.00 | $546.83 | $32.12 | $578.95 | $0.00 | $0.00 | $208.81 | $0.00 | $208.80 | 209 MCLEOD ST |
| 097 -0109-003-00 | SFR | A2 | 2 | 0.000 | 1,342 | $0.00 | $0.00 | $338.18 | $19.87 | $358.05 | $0.00 | $0.00 | $129.13 | $0.00 | $129.12 | 253 MCLEOD ST |
| 097 -0109-004-00 | MFR | A2 | 2 | 0.000 | 2,324 | $0.00 | $0.00 | $585.64 | $34.40 | $620.04 | $0.00 | $0.00 | $223.63 | $0.00 | $223.62 | 277 MCLEOD ST |
| 097 -0109-005-00 | COM | A2 | 2 | 0.000 | 1,301 | $0.00 | $0.00 | $57.04 | $3.35 | $60.39 | $0.00 | $0.00 | $21.78 | $0.00 | $21.78 | 291 MCLEOD ST |
| 097 -0109-006-00 | COM | A2 | 2 | 0.000 | 1,329 | $0.00 | $0.00 | $58.27 | $3.42 | $61.69 | $0.00 | $0.00 | $22.25 | $0.00 | $22.24 | 286 S LIVERMORE AVE |
| 097 -0109-007-00 | COM | A2 | 2 | 0.000 | 2,250 | $0.00 | $0.00 | $98.65 | $5.80 | $104.45 | $0.00 | $0.00 | $37.67 | $0.00 | $37.66 | 254 S LIVERMORE AVE |
| 097 -0109-008-01 | COM | A2 | 2 | 0.000 | 15,000 | $0.00 | $0.00 | $657.66 | $38.64 | $696.30 | $0.00 | $0.00 | $251.13 | $0.00 | $251.12 | 2359 2ND ST |
| 097 -0109-010-00 | MFR | A2 | 2 | 0.000 | 2,104 | $0.00 | $0.00 | $530.20 | $31.15 | $561.35 | $0.00 | $0.00 | $202.46 | $0.00 | $202.46 | 2375 2ND ST |
| 097 -0110-001-01 | COM | A1 | 2 | 56.980 | 3,900 | $2,666.44 | $1,615.73 | $170.99 | $10.05 | $4,463.21 | $2,666.44 | $1,615.73 | $65.29 | $0.00 | $4,347.46 | 2339 1ST ST |
| 097 -0110-004-00 | COM | A1 | 2 | 0.000 | 4,500 | $0.00 | $1,864.31 | $197.30 | $11.59 | $2,073.20 | $0.00 | $1,864.31 | $75.34 | $0.00 | $1,939.64 | 152 S LIVERMORE AVE |
| 097 -0110-005-03 | PUB | A1 | 2 | 88.000 | 0 | $4,118.05 | $0.00 | $0.00 | $0.00 | $4,118.05 | $4,118.05 | $0.00 | $0.00 | $0.00 | $4,118.04 | 116 S LIVERMORE AVE |
| 097 -0110-006-01 | COM | A1 | 2 | 57.050 | 2,500 | $2,669.71 | $1,035.73 | $109.61 | $6.44 | $3,821.49 | $2,669.71 | $1,035.73 | $41.85 | $0.00 | $3,747.28 | 2293 1ST ST |
| 097 -0110-009-03 | COM | A1 | 2 | 85.950 | 6,132 | $4,022.12 | $2,540.43 | $268.85 | $15.80 | $6,847.20 | $4,022.12 | $2,540.43 | $102.66 | $0.00 | $6,665.20 | 2327 1ST ST |
| 097 -0110-013-00 | COM | A1 | 2 | 0.000 | 4,691 | $0.00 | $1,943.43 | $205.67 | $12.08 | $2,161.18 | $0.00 | $1,943.43 | $78.54 | $0.00 | $2,021.96 | 2324 2ND ST |
| 097 -0110-014-00 | UTI | A1 | 2 | 0.000 | 22,680 | $0.00 | $9,396.10 | $994.38 | $58.42 | $10,448.90 | $0.00 | $9,396.10 | $379.71 | $0.00 | $9,775.80 | 2388 2ND ST |
| 097 -0112-003-00 | MFR | A1 | 2 | 0.000 | 2,104 | $0.00 | $871.67 | $530.20 | $31.15 | $1,433.02 | $0.00 | $871.67 | $202.46 | $0.00 | $1,074.12 | 2452 2ND ST |
| 097 -0112-004-00 | SFR | A1 | 2 | 0.000 | 1,288 | $0.00 | $533.61 | $324.57 | $19.07 | $877.25 | $0.00 | $533.61 | $123.94 | $0.00 | $657.54 | 2426 2ND ST |
| 097 -0112-005-00 | SFR | A1 | 2 | 0.000 | 1,403 | $0.00 | $581.25 | $353.55 | $20.77 | $955.57 | $0.00 | $581.25 | $135.00 | $0.00 | $716.24 | 2410 2ND ST |
| 097 -0112-006-01 | COM | A1 | 2 | 125.100 | 7,704 | $5,854.18 | $3,191.69 | $337.77 | $19.85 | $9,403.49 | $5,854.18 | $3,191.69 | $128.98 | $0.00 | $9,174.84 | 142 MCLEOD ST |
| 097 -0112-008-01 | COM | A1 | 2 | 50.080 | 4,250 | $2,343.54 | $1,760.73 | $186.34 | $10.95 | $4,301.56 | $2,343.54 | $1,760.73 | $71.15 | $0.00 | $4,175.42 | 2389 1ST ST |
| 097 -0112-010-01 | COM | A1 | 2 | 125.210 | 7,150 | $5,859.33 | $2,962.17 | $313.48 | $18.42 | $9,153.40 | $5,859.33 | $2,962.17 | $119.71 | $0.00 | $8,941.20 | 2491 1ST ST |
| 097 -0113-001-00 | MFR | A2 | 2 | 0.000 | 3,904 | $0.00 | $0.00 | $983.79 | $57.79 | $1,041.58 | $0.00 | $0.00 | $375.66 | $0.00 | $375.66 | 211 MAPLE ST |
| 097 -0113-006-00 | MFR | A2 | 2 | 0.000 | 2,144 | $0.00 | $0.00 | $540.28 | $31.74 | $572.02 | $0.00 | $0.00 | $206.31 | $0.00 | $206.30 | 244 MCLEOD ST |
| 097 -0113-007-03 | MFR | A2 | 2 | 0.000 | 3,008 | $0.00 | $0.00 | $758.00 | $44.53 | $802.53 | $0.00 | $0.00 | $289.45 | $0.00 | $289.44 | 222 MCLEOD ST |
| 097 -0113-008-01 | MFR | A2 | 2 | 0.000 | 2,040 | $0.00 | $0.00 | $514.07 | $30.20 | $544.27 | $0.00 | $0.00 | $196.30 | $0.00 | $196.30 | 2437 2ND ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0113-009-00 | MFR | A2 | 2 | 0.000 | 1,475 | $0.00 | $0.00 | $371.69 | $21.84 | $393.53 | $0.00 | $0.00 | $141.93 | $0.00 | $141.92 | 2453 2ND ST |
| 097 -0113-010-00 | SFR | A2 | 2 | 0.000 | 1,068 | $0.00 | $0.00 | $269.13 | $15.81 | $284.94 | $0.00 | $0.00 | $102.77 | $0.00 | $102.76 | 2471 2ND ST |
| 097 -0130-002-03 | OFF | C2 | 2 | 0.000 | 2,500 | $0.00 | $0.00 | $156.75 | $9.21 | $165.96 | $0.00 | $0.00 | $59.85 | $0.00 | $59.84 | 2551 2ND ST |
| 097 -0130-002-07 | SFR | C2 | 2 | 0.000 | 2,384 | $0.00 | $0.00 | $600.76 | $35.29 | $636.05 | $0.00 | $0.00 | $229.40 | $0.00 | $229.40 | 2558 3RD ST |
| 097 -0130-006-01 | SFR | C2 | 2 | 0.000 | 2,022 | $0.00 | $0.00 | $509.54 | $29.93 | $539.47 | $0.00 | $0.00 | $194.57 | $0.00 | $194.56 | 240 MAPLE ST |
| 097 -0130-006-02 | MFR | C2 | 2 | 0.000 | 4,063 | $0.00 | $0.00 | $1,023.86 | $60.15 | $1,084.01 | $0.00 | $0.00 | $390.96 | $0.00 | $390.96 | 212 MAPLE ST |
| 097 -0131-002-02 | COM | C1 | 2 | 0.000 | 600 | $0.00 | $76.49 | $26.31 | $1.55 | $104.35 | $0.00 | $8.25 | $10.05 | $0.00 | $18.30 | 2552 2ND ST |
| 097 -0131-003-03 | COM | C1 | 2 | 111.810 | 7,417 | $624.91 | $945.56 | $325.19 | $19.11 | $1,914.77 | $67.38 | $101.95 | $124.18 | $0.00 | $293.50 | 186 MAPLE ST |
| 097 -0133-001-01 | COM | C2 | 2 | 0.000 | 500 | $0.00 | $0.00 | $21.92 | $1.29 | $23.21 | $0.00 | $0.00 | $8.37 | $0.00 | $8.36 | 2778 4TH ST |
| 097 -0133-001-02 | COM | C2 | 2 | 0.000 | 900 | $0.00 | $0.00 | $39.46 | $2.32 | $41.78 | $0.00 | $0.00 | $15.07 | $0.00 | $15.06 | 2794 4TH ST |
| 097 -0133-002-02 | MFR | C2 | 2 | 0.000 | 1,644 | $0.00 | $0.00 | $414.28 | $24.34 | $438.62 | $0.00 | $0.00 | $158.19 | $0.00 | $158.18 | 2762 4TH ST |
| 097 -0133-002-03 | SFR | C2 | 2 | 0.000 | 1,088 | $0.00 | $0.00 | $274.17 | $16.11 | $290.28 | $0.00 | $0.00 | $104.69 | $0.00 | $104.68 | 392 CHURCH ST |
| 097 -0133-002-04 | SFR | C2 | 2 | 0.000 | 1,448 | $0.00 | $0.00 | $364.89 | $21.44 | $386.33 | $0.00 | $0.00 | $139.33 | $0.00 | $139.32 | 374 CHURCH ST |
| 097 -0133-002-05 | SFR | C2 | 2 | 0.000 | 1,268 | $0.00 | $0.00 | $319.53 | $18.77 | $338.30 | $0.00 | $0.00 | $122.01 | $0.00 | $122.00 | 356 CHURCH ST |
| 097 -0133-002-06 | SFR | C2 | 2 | 0.000 | 1,478 | $0.00 | $0.00 | $372.45 | $21.88 | $394.33 | $0.00 | $0.00 | $142.22 | $0.00 | $142.22 | 340 CHURCH ST |
| 097 -0133-002-07 | SFR | C2 | 2 | 0.000 | 1,318 | $0.00 | $0.00 | $332.13 | $19.51 | $351.64 | $0.00 | $0.00 | $126.83 | $0.00 | $126.82 | 2746 4TH ST |
| 097 -0133-003-01 | SFR | C2 | 2 | 0.000 | 2,188 | $0.00 | $0.00 | $551.37 | $32.39 | $583.76 | $0.00 | $0.00 | $210.54 | $0.00 | $210.54 | 2659 3RD ST |
| 097 -0133-003-03 | SFR | C2 | 2 | 0.000 | 1,038 | $0.00 | $0.00 | $261.57 | $15.37 | $276.94 | $0.00 | $0.00 | $99.88 | $0.00 | $99.88 | 2643 3RD ST |
| 097 -0133-003-04 | MFR | C2 | 2 | 0.000 | 750 | $0.00 | $0.00 | $189.00 | $11.10 | $200.10 | $0.00 | $0.00 | $72.17 | $0.00 | $72.16 | 326 CHURCH ST |
| 097 -0133-003-05 | SFR | C2 | 2 | 0.000 | 840 | $0.00 | $0.00 | $211.68 | $12.44 | $224.12 | $0.00 | $0.00 | $80.83 | $0.00 | $80.82 | 306 CHURCH ST |
| 097 -0136-001-02 | VCOM | C1 | 2 | 99.620 | 0 | $556.78 | $0.00 | $0.00 | $0.00 | $556.78 | $60.03 | $0.00 | $0.00 | $0.00 | $60.02 | 2ND ST |
| 097 -0136-002-06 | COM | C1 | 2 | 223.830 | 11,229 | $1,250.99 | $1,431.53 | $492.32 | $28.93 | $3,203.77 | $134.88 | $154.35 | $188.00 | $0.00 | $477.22 | 2256 3RD ST |
| 097 -0136-004-06 | COM | C1 | 2 | 122.000 | 2,734 | $681.86 | $348.54 | $119.87 | $7.04 | $1,157.31 | $73.52 | $37.58 | $45.77 | $0.00 | $156.86 | 3252 4TH ST |
| 097 -0136-004-12 | COM | C1 | 2 | 0.000 | 5,591 | $0.00 | $712.77 | $245.13 | $14.40 | $972.30 | $0.00 | $76.85 | $93.60 | $0.00 | $170.44 | 2954 4TH ST |
| 097 -0136-004-23 | IND | C1 | 2 | 169.000 | 10,200 | $944.54 | $1,300.35 | $447.21 | $26.28 | $2,718.38 | $101.84 | $140.21 | $170.77 | $0.00 | $412.82 | 3170 4TH ST |
| 097 -0152-006-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2800 FOURTH ST UNIT 101 |
| 097 -0152-007-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2800 FOURTH ST UNIT 102 |
| 097 -0152-008-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2800 FOURTH ST UNIT 103 |
| 097 -0152-009-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2800 FOURTH ST UNIT 104 |
| 097 -0152-011-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 350 WOOD ST UNIT 201 |
| 097 -0152-012-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 350 WOOD ST UNIT 202 |
| 097 -0152-013-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 350 WOOD ST UNIT 203 |
| 097 -0152-014-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 350 WOOD ST UNIT 204 |
| 097 -0152-015-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 350 WOOD ST UNIT 205 |
| 097 -0152-016-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 350 WOOD ST UNIT 206 |
| 097 -0152-018-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2812 FOURTH ST UNIT 301 |
| 097 -0152-019-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2812 FOURTH ST UNIT 302 |
| 097 -0152-020-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2812 FOURTH ST UNIT 303 |
| 097 -0152-021-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2812 FOURTH ST UNIT 304 |
| 097 -0152-023-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 266 WOOD ST UNIT 401 |
| 097 -0152-024-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 266 WOOD ST UNIT 402 |
| 097 -0152-025-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 266 WOOD ST UNIT 403 |
| 097 -0152-026-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 266 WOOD ST UNIT 404 |
| 097 -0152-027-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 266 WOOD ST UNIT 405 |
| 097 -0152-028-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 266 WOOD ST UNIT 406 |
| 097 -0152-030-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 274 WOOD ST UNIT 501 |
| 097 -0152-031-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 274 WOOD ST UNIT 502 |
| 097 -0152-032-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 274 WOOD ST UNIT 503 |
| 097 -0152-033-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 274 WOOD ST UNIT 504 |
| 097 -0152-034-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 274 WOOD ST UNIT 505 |
| 097 -0152-035-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 274 WOOD ST UNIT 506 |
| 097 -0152-037-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2878 FOURTH ST UNIT 1401 |
| 097 -0152-038-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2878 FOURTH ST UNIT 1402 |
| 097 -0152-039-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2878 FOURTH ST UNIT 1403 |
| 097 -0152-040-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2878 FOURTH ST UNIT 1404 |
| 097 -0152-043-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2933 FIRST ST UNIT 1001 |
| 097 -0152-044-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2933 FIRST ST UNIT 1002 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0152-045-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2933 FIRST ST UNIT 1003 |
| 097 -0152-046-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2933 FIRST ST UNIT 1004 |
| 097 -0152-048-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2834 FOURTH ST UNIT 1101 |
| 097 -0152-049-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2834 FOURTH ST UNIT 1102 |
| 097 -0152-050-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2834 FOURTH ST UNIT 1103 |
| 097 -0152-051-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2834 FOURTH ST UNIT 1104 |
| 097 -0152-053-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2985 FIRST ST UNIT 1201 |
| 097 -0152-054-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2985 FIRST ST UNIT 1202 |
| 097 -0152-055-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2985 FIRST ST UNIT 1203 |
| 097 -0152-056-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2985 FIRST ST UNIT 1204 |
| 097 -0152-057-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2985 FIRST ST UNIT 1205 |
| 097 -0152-058-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2985 FIRST ST UNIT 1206 |
| 097 -0152-060-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2856 FOURTH ST UNIT 1301 |
| 097 -0152-061-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2856 FOURTH ST UNIT 1302 |
| 097 -0152-062-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2856 FOURTH ST UNIT 1303 |
| 097 -0152-063-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2856 FOURTH ST UNIT 1304 |
| 097 -0152-066-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 220 WOOD ST UNIT 601 |
| 097 -0152-067-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 220 WOOD ST UNIT 602 |
| 097 -0152-068-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 220 WOOD ST UNIT 603 |
| 097 -0152-069-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 220 WOOD ST UNIT 604 |
| 097 -0152-071-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 238 WOOD ST UNIT 701 |
| 097 -0152-072-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 238 WOOD ST UNIT 702 |
| 097 -0152-073-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 238 WOOD ST UNIT 703 |
| 097 -0152-074-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 238 WOOD ST UNIT 704 |
| 097 -0152-076-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2827 FIRST ST UNIT 801 |
| 097 -0152-077-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2827 FIRST ST UNIT 802 |
| 097 -0152-078-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2827 FIRST ST UNIT 803 |
| 097 -0152-079-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2827 FIRST ST UNIT 804 |
| 097 -0152-080-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2827 FIRST ST UNIT 805 |
| 097 -0152-081-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2827 FIRST ST UNIT 806 |
| 097 -0152-083-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2871 FIRST ST UNIT 901 |
| 097 -0152-084-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2871 FIRST ST UNIT 902 |
| 097 -0152-085-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2871 FIRST ST UNIT 903 |
| 097 -0152-086-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2871 FIRST ST UNIT 904 |
| 097 -0152-087-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2871 FIRST ST UNIT 905 |
| 097 -0152-088-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2871 FOURTH ST UNIT 906 |
| 097 -0152-092-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2755 1ST ST |
| 097 -0152-093-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2755 1ST ST |
| 097 -0152-094-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2755 1ST ST |
| 097 -0152-095-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2755 1ST ST |
| 097 -0152-096-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2755 1ST ST |
| 097 -0152-097-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2755 1ST ST |
| 097 -0152-099-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 212 WOOD ST |
| 097 -0152-100-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 212 WOOD ST |
| 097 -0152-101-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 212 WOOD ST |
| 097 -0152-102-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 212 WOOD ST |
| 097 -0152-103-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 212 WOOD ST |
| 097 -0152-104-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 212 WOOD ST |
| 097 -0152-106-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2676 3RD ST UNIT 1701 |
| 097 -0152-107-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2676 3RD ST UNIT 1702 |
| 097 -0152-108-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2676 3RD ST UNIT 1703 |
| 097 -0152-109-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2676 3RD ST UNIT 1704 |
| 097 -0152-110-00 | CON | C1 | 2 | 7.435 | 1,117 | $41.55 | $142.40 | $281.48 | $16.54 | $481.97 | $4.48 | $15.35 | $107.48 | $0.00 | $127.30 | 2676 3RD ST UNIT 1705 |
| 097 -0152-111-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2676 3RD ST UNIT 1706 |
| 097 -0152-113-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2695 3RD ST |
| 097 -0152-114-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2695 3RD ST |
| 097 -0152-115-00 | CON | C1 | 2 | 7.435 | 1,420 | $41.55 | $181.03 | $357.83 | $21.02 | $601.43 | $4.48 | $19.52 | $136.64 | $0.00 | $160.64 | 2695 3RD ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 097 -0152-116-00 | CON | C1 | 2 | 7.435 | 1,744 | $41.55 | $222.33 | $439.48 | $25.82 | $729.18 | $4.48 | $23.97 | $167.82 | $0.00 | $196.26 | 2695 3RD ST |
| 098 -0249-002-00 | MFR | B3 | 1 | 0.000 | 62,236 | $0.00 | $0.00 | $15,683.22 | $1,842.68 | $17,525.90 | $0.00 | $0.00 | $5,988.70 | $0.00 | $5,988.70 | 1651 CHESTNUT ST |
| 098 -0249-003-00 | MFR | B3 | 1 | 0.000 | 57,658 | $0.00 | $0.00 | $14,529.59 | $1,707.14 | $16,236.73 | $0.00 | $0.00 | $5,548.18 | $0.00 | $5,548.18 | 1665 CHESTNUT ST |
| 098 -0250-001-01 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1881 CHESTNUT ST |
| 098 -0250-001-02 | SFR | B3 | 1 | 0.000 | 975 | $0.00 | $0.00 | $245.70 | $28.87 | $274.57 | $0.00 | $0.00 | $93.82 | $0.00 | $93.82 | 1867 CHESTNUT ST |
| 098 -0250-001-03 | PUB | B3 | 1 | 0.000 | 2,400 | $0.00 | $0.00 | $105.23 | $12.36 | $117.59 | $0.00 | $0.00 | $40.18 | $0.00 | $40.18 | 241 N M ST |
| 098 -0250-002-04 | COM | B3 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $61.38 | $7.21 | $68.59 | $0.00 | $0.00 | $23.44 | $0.00 | $23.44 | 242 N N ST |
| 098 -0250-002-05 | COM | B3 | 1 | 0.000 | 5,600 | $0.00 | $0.00 | $245.53 | $28.85 | $274.38 | $0.00 | $0.00 | $93.76 | $0.00 | $93.76 | 1815 CHESTNUT ST |
| 098 -0250-003-00 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1839 CHESTNUT ST |
| 098 -0250-004-00 | SFR | B3 | 1 | 0.000 | 832 | $0.00 | $0.00 | $209.66 | $24.63 | $234.29 | $0.00 | $0.00 | $80.06 | $0.00 | $80.06 | 1853 CHESTNUT ST |
| 098 -0251-004-01 | SFR | B3 | 1 | 0.000 | 794 | $0.00 | $0.00 | $200.08 | $23.51 | $223.59 | $0.00 | $0.00 | $76.40 | $0.00 | $76.40 | 258 N M ST |
| 098 -0251-005-00 | MFR | B3 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $352.79 | $41.45 | $394.24 | $0.00 | $0.00 | $134.72 | $0.00 | $134.72 | 276 N M ST |
| 098 -0251-006-00 | SFR | B3 | 1 | 0.000 | 988 | $0.00 | $0.00 | $248.97 | $29.25 | $278.22 | $0.00 | $0.00 | $95.07 | $0.00 | $95.06 | 1917 CHESTNUT ST |
| 098 -0251-007-01 | MFR | B3 | 1 | 0.000 | 1,484 | $0.00 | $0.00 | $373.96 | $43.94 | $417.90 | $0.00 | $0.00 | $142.80 | $0.00 | $142.80 | 1949 CHESTNUT ST |
| 098 -0251-008-00 | MFR | B3 | 1 | 0.000 | 2,874 | $0.00 | $0.00 | $724.24 | $85.09 | $809.33 | $0.00 | $0.00 | $276.55 | $0.00 | $276.54 | 1963 CHESTNUT ST |
| 098 -0251-010-00 | SFR | B3 | 1 | 0.000 | 1,363 | $0.00 | $0.00 | $343.47 | $40.36 | $383.83 | $0.00 | $0.00 | $131.16 | $0.00 | $131.16 | 277 N L ST |
| 098 -0251-011-00 | SFR | B3 | 1 | 0.000 | 1,519 | $0.00 | $0.00 | $382.78 | $44.97 | $427.75 | $0.00 | $0.00 | $146.17 | $0.00 | $146.16 | 1989 CHESTNUT ST |
| 098 -0251-012-00 | SFR | B3 | 1 | 0.000 | 1,704 | $0.00 | $0.00 | $429.40 | $50.45 | $479.85 | $0.00 | $0.00 | $163.97 | $0.00 | $163.96 | 1985 CHESTNUT ST |
| 098 -0251-013-00 | SFR | B3 | 1 | 0.000 | 1,510 | $0.00 | $0.00 | $380.51 | $44.71 | $425.22 | $0.00 | $0.00 | $145.30 | $0.00 | $145.30 | 277 N L ST |
| 098 -0251-014-00 | SFR | B3 | 1 | 0.000 | 1,510 | $0.00 | $0.00 | $380.51 | $44.71 | $425.22 | $0.00 | $0.00 | $145.30 | $0.00 | $145.30 | 269 N L ST |
| 098 -0251-015-00 | SFR | B3 | 1 | 0.000 | 1,704 | $0.00 | $0.00 | $429.40 | $50.45 | $479.85 | $0.00 | $0.00 | $163.97 | $0.00 | $163.96 | 267 N L ST |
| 098 -0251-016-00 | SFR | B3 | 1 | 0.000 | 1,519 | $0.00 | $0.00 | $382.78 | $44.97 | $427.75 | $0.00 | $0.00 | $146.17 | $0.00 | $146.16 | 265 N L ST |
| 098 -0251-017-00 | SFR | B3 | 1 | 0.000 | 1,521 | $0.00 | $0.00 | $383.29 | $45.03 | $428.32 | $0.00 | $0.00 | $146.36 | $0.00 | $146.36 | 261 N L ST |
| 098 -0252-002-02 | MFR | A3 | 1 | 0.000 | 1,892 | $0.00 | $0.00 | $476.78 | $56.02 | $532.80 | $0.00 | $0.00 | $182.06 | $0.00 | $182.06 | 279 N K ST |
| 098 -0252-002-03 | SFR | A3 | 1 | 0.000 | 756 | $0.00 | $0.00 | $190.51 | $22.38 | $212.89 | $0.00 | $0.00 | $72.75 | $0.00 | $72.74 | 263 N K ST |
| 098 -0252-003-02 | MFR | A3 | 1 | 0.000 | 2,906 | $0.00 | $0.00 | $732.30 | $86.04 | $818.34 | $0.00 | $0.00 | $279.63 | $0.00 | $279.62 | 241 N K ST |
| 098 -0252-004-01 | COM | A3 | 1 | 0.000 | 3,400 | $0.00 | $0.00 | $149.07 | $17.52 | $166.59 | $0.00 | $0.00 | $56.92 | $0.00 | $56.92 | 242 N L ST |
| 098 -0252-005-01 | COM | A3 | 1 | 0.000 | 3,168 | $0.00 | $0.00 | $138.90 | $16.32 | $155.22 | $0.00 | $0.00 | $53.04 | $0.00 | $53.04 | 260 N L ST |
| 098 -0252-007-02 | COM | A3 | 1 | 0.000 | 2,688 | $0.00 | $0.00 | $117.85 | $13.85 | $131.70 | $0.00 | $0.00 | $45.00 | $0.00 | $45.00 | 220 N L ST |
| 098 -0252-008-00 | MFR | A3 | 1 | 0.000 | 3,720 | $0.00 | $0.00 | $937.43 | $110.14 | $1,047.57 | $0.00 | $0.00 | $357.96 | $0.00 | $357.96 | 231 N K ST |
| 098 -0252-010-00 | MFR | A3 | 1 | 0.000 | 24,188 | $0.00 | $0.00 | $6,095.28 | $716.16 | $6,811.44 | $0.00 | $0.00 | $2,327.51 | $0.00 | $2,327.50 | 2083 CHESTNUT ST |
| 098 -0253-001-02 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 269 N LIVERMORE AVE |
| 098 -0253-001-03 | MFR | A3 | 1 | 0.000 | 2,804 | $0.00 | $0.00 | $706.60 | $83.02 | $789.62 | $0.00 | $0.00 | $269.82 | $0.00 | $269.82 | 2155 CHESTNUT ST |
| 098 -0253-002-01 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 245 N LIVERMORE AVE |
| 098 -0253-003-01 | MFR | A3 | 1 | 0.000 | 5,616 | $0.00 | $0.00 | $1,415.21 | $166.28 | $1,581.49 | $0.00 | $0.00 | $540.40 | $0.00 | $540.40 | 207 N LIVERMORE AVE |
| 098 -0253-005-00 | SFR | A3 | 1 | 0.000 | 714 | $0.00 | $0.00 | $179.93 | $21.14 | $201.07 | $0.00 | $0.00 | $68.71 | $0.00 | $68.70 | 2152 OAK ST |
| 098 -0253-006-00 | SFR | A3 | 1 | 0.000 | 1,220 | $0.00 | $0.00 | $307.44 | $36.12 | $343.56 | $0.00 | $0.00 | $117.40 | $0.00 | $117.40 | 210 N K ST |
| 098 -0253-007-01 | SFR | A3 | 1 | 0.000 | 1,458 | $0.00 | $0.00 | $367.41 | $43.17 | $410.58 | $0.00 | $0.00 | $140.30 | $0.00 | $140.30 | 228 N K ST |
| 098 -0253-007-03 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 240 N K ST |
| 098 -0253-007-04 | MFR | A3 | 1 | 0.000 | 1,698 | $0.00 | $0.00 | $427.89 | $50.27 | $478.16 | $0.00 | $0.00 | $163.39 | $0.00 | $163.38 | 264 N K ST |
| 098 -0253-008-01 | MFR | A3 | 1 | 0.000 | 1,825 | $0.00 | $0.00 | $459.89 | $54.03 | $513.92 | $0.00 | $0.00 | $175.61 | $0.00 | $175.60 | 278 N K ST |
| 098 -0253-009-00 | MFR | A3 | 1 | 0.000 | 2,070 | $0.00 | $0.00 | $521.63 | $61.29 | $582.92 | $0.00 | $0.00 | $199.19 | $0.00 | $199.18 | 2177 CHESTNUT ST |
| 098 -0253-010-00 | MFR | A3 | 1 | 0.000 | 2,070 | $0.00 | $0.00 | $521.63 | $61.29 | $582.92 | $0.00 | $0.00 | $199.19 | $0.00 | $199.18 | 2183 CHESTNUT ST |
| 098 -0253-011-00 | MFR | A3 | 1 | 0.000 | 2,208 | $0.00 | $0.00 | $556.41 | $65.37 | $621.78 | $0.00 | $0.00 | $212.47 | $0.00 | $212.46 | 2121 CHESTNUT ST |
| 098 -0253-012-00 | MFR | A3 | 1 | 0.000 | 1,680 | $0.00 | $0.00 | $423.35 | $49.74 | $473.09 | $0.00 | $0.00 | $161.66 | $0.00 | $161.66 | 2147 CHESTNUT ST |
| 098 -0260-006-04 | COM | C2 | 1 | 0.000 | 960 | $0.00 | $0.00 | $42.09 | $4.95 | $47.04 | $0.00 | $0.00 | $16.07 | $0.00 | $16.06 | 2680 OLD 1ST ST |
| 098 -0260-008-04 | COM | C2 | 1 | 0.000 | 1,440 | $0.00 | $0.00 | $63.14 | $7.42 | $70.56 | $0.00 | $0.00 | $24.11 | $0.00 | $24.10 | 2620 OLD 1ST ST |
| 098 -0260-009-06 | COM | C1 | 1 | 0.000 | 2,967 | $0.00 | $378.25 | $130.09 | $15.29 | $523.63 | $0.00 | $40.78 | $49.67 | $0.00 | $90.44 | 2582 OLD 1ST ST |
| 098 -0260-009-08 | COM | C2 | 1 | 0.000 | 5,466 | $0.00 | $0.00 | $239.65 | $28.16 | $267.81 | $0.00 | $0.00 | $91.51 | $0.00 | $91.50 | 2602 OLD 1ST ST |
| 098 -0260-010-02 | COM | C1 | 1 | 0.000 | 2,720 | $0.00 | $346.76 | $119.26 | $14.01 | $480.03 | $0.00 | $37.39 | $45.54 | $0.00 | $82.92 | 2574 OLD 1ST ST |
| 098 -0260-014-01 | COM | C1 | 1 | 0.000 | 2,577 | $0.00 | $328.53 | $112.99 | $13.28 | $454.80 | $0.00 | $35.42 | $43.14 | $0.00 | $78.56 | 2560 OLD 1ST ST |
| 098 -0260-015-01 | COM | C1 | 1 | 0.000 | 7,655 | $0.00 | $975.90 | $335.63 | $39.44 | $1,350.97 | $0.00 | $105.22 | $128.16 | $0.00 | $233.38 | 2558 OLD 1ST ST |
| 098 -0260-016-01 | COM | C2 | 1 | 0.000 | 3,120 | $0.00 | $0.00 | $136.79 | $16.07 | $152.86 | $0.00 | $0.00 | $52.24 | $0.00 | $52.24 | 2456 RAILROAD AVE |
| 098 -0260-016-02 | COM | C2 | 1 | 0.000 | 2,699 | $0.00 | $0.00 | $118.33 | $13.91 | $132.24 | $0.00 | $0.00 | $45.19 | $0.00 | $45.18 | 2494 RAILROAD AVE |
| 098 -0264-001-01 | COM | C2 | 1 | 0.000 | 1,388 | $0.00 | $0.00 | $60.86 | $7.15 | $68.01 | $0.00 | $0.00 | $23.24 | $0.00 | $23.24 | 2730 1ST ST |
| 098 -0275-002-06 | COM | C1 | 1 | 60.000 | 1,984 | $335.34 | $252.93 | $86.99 | $10.22 | $685.48 | $36.16 | $27.27 | $33.22 | $0.00 | $96.64 | 2589 OLD 1ST ST |
| 098 -0275-002-08 | COM | C1 | 1 | 50.000 | 1,944 | $279.45 | $247.83 | $85.23 | $10.02 | $622.53 | $30.13 | $26.72 | $32.55 | $0.00 | $89.40 | 2589 OLD 1ST ST |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0275-003-00 | COM | C1 | 1 | 82.860 | 720 | $463.10 | $91.79 | $31.57 | $3.71 | $590.17 | $49.93 | $9.90 | $12.05 | $0.00 | $71.88 | 2605 OLD 1ST ST |
| 098 -0275-004-00 | VCOM | C1 | 1 | 100.000 | 0 | $558.90 | $0.00 | $0.00 | $0.00 | $558.90 | $60.26 | $0.00 | $0.00 | $0.00 | $60.26 | 2617 OLD 1ST ST |
| 098 -0275-005-00 | COM | C1 | 1 | 60.000 | 2,100 | $335.34 | $267.72 | $92.07 | $10.82 | $705.95 | $36.16 | $28.87 | $35.16 | $0.00 | $100.18 | 2617 OLD 1ST ST |
| 098 -0275-007-03 | COM | C1 | 1 | 65.740 | 2,000 | $367.42 | $254.97 | $87.69 | $10.30 | $720.38 | $39.62 | $27.49 | $33.48 | $0.00 | $100.58 | 2677 OLD 1ST ST |
| 098 -0275-008-04 | COM | C1 | 1 | 84.630 | 10,214 | $473.00 | $1,302.13 | $447.82 | $52.62 | $2,275.57 | $51.00 | $140.40 | $171.00 | $0.00 | $362.40 | 2752 1ST ST |
| 098 -0275-011-00 | COM | C1 | 1 | 0.000 | 2,481 | $0.00 | $316.29 | $108.78 | $12.78 | $437.85 | $0.00 | $34.10 | $41.54 | $0.00 | $75.64 | 2787 OLD 1ST ST |
| 098 -0275-012-00 | COM | C1 | 1 | 0.000 | 5,262 | $0.00 | $670.83 | $230.71 | $27.11 | $928.65 | $0.00 | $72.33 | $88.10 | $0.00 | $160.42 | 2821 OLD 1ST ST |
| 098 -0275-017-00 | COM | C1 | 1 | 93.960 | 3,200 | $525.14 | $407.95 | $140.30 | $16.49 | $1,089.88 | $56.62 | $43.99 | $53.57 | $0.00 | $154.18 | 2653 OLD 1ST ST |
| 098 -0281-002-00 | COM | A2 | 1 | 0.000 | 2,000 | $0.00 | $0.00 | $87.69 | $10.30 | $97.99 | $0.00 | $0.00 | $33.48 | $0.00 | $33.48 | 183 N LIVERMORE AVE |
| 098 -0281-004-01 | COM | A2 | 1 | 0.000 | 2,176 | $0.00 | $0.00 | $95.40 | $11.21 | $106.61 | $0.00 | $0.00 | $36.43 | $0.00 | $36.42 | 145 N LIVERMORE AVE |
| 098 -0281-004-03 | COM | A2 | 1 | 0.000 | 2,816 | $0.00 | $0.00 | $123.46 | $14.51 | $137.97 | $0.00 | $0.00 | $47.15 | $0.00 | $47.14 | 145 N LIVERMORE AVE |
| 098 -0281-005-00 | COM | A2 | 1 | 0.000 | 3,200 | $0.00 | $0.00 | $140.30 | $16.49 | $156.79 | $0.00 | $0.00 | $53.57 | $0.00 | $53.56 | 101 N LIVERMORE AVE |
| 098 -0281-006-00 | COM | A2 | 1 | 0.000 | 1,560 | $0.00 | $0.00 | $68.40 | $8.04 | $76.44 | $0.00 | $0.00 | $26.12 | $0.00 | $26.12 | 2160 RAILROAD AVE |
| 098 -0281-007-00 | COM | A2 | 1 | 0.000 | 3,046 | $0.00 | $0.00 | $133.55 | $15.69 | $149.24 | $0.00 | $0.00 | $51.00 | $0.00 | $51.00 | 2136 RAILROAD AVE |
| 098 -0281-008-00 | COM | A2 | 1 | 0.000 | 5,010 | $0.00 | $0.00 | $219.66 | $25.81 | $245.47 | $0.00 | $0.00 | $83.88 | $0.00 | $83.88 | 2120 RAILROAD AVE |
| 098 -0282-002-01 | COM | A2 | 1 | 0.000 | 5,175 | $0.00 | $0.00 | $226.89 | $26.66 | $253.55 | $0.00 | $0.00 | $86.64 | $0.00 | $86.64 | 116 N L ST |
| 098 -0282-004-05 | COM | A2 | 1 | 0.000 | 9,116 | $0.00 | $0.00 | $399.68 | $46.97 | $446.65 | $0.00 | $0.00 | $152.62 | $0.00 | $152.62 | 150 N L ST |
| 098 -0282-007-00 | COM | A2 | 1 | 0.000 | 2,000 | $0.00 | $0.00 | $87.69 | $10.30 | $97.99 | $0.00 | $0.00 | $33.48 | $0.00 | $33.48 | 170 N L ST |
| 098 -0282-008-00 | COM | A2 | 1 | 0.000 | 4,760 | $0.00 | $0.00 | $208.70 | $24.52 | $233.22 | $0.00 | $0.00 | $79.69 | $0.00 | $79.68 | 181 N K ST |
| 098 -0289-001-00 | COM | A1 | 2 | 0.000 | 3,924 | $0.00 | $1,625.67 | $172.04 | $10.11 | $1,807.82 | $0.00 | $1,625.67 | $65.70 | $0.00 | $1,691.36 | 21 S LIVERMORE AVE |
| 098 -0289-028-00 | COM | A1 | 2 | 20.000 | 1,664 | $935.92 | $689.38 | $72.96 | $4.29 | $1,702.55 | $935.92 | $689.38 | $27.86 | $0.00 | $1,653.16 | 2038 1ST ST |
| 098 -0290-001-11 | COM | B2 | 1 | 0.000 | 37,912 | $0.00 | $0.00 | $1,662.21 | $195.32 | $1,857.53 | $0.00 | $0.00 | $634.72 | $0.00 | $634.72 | 1620 RAILROAD AVE |
| 098 -0290-001-16 | COM | B2 | 1 | 0.000 | 21,200 | $0.00 | $0.00 | $929.49 | $109.22 | $1,038.71 | $0.00 | $0.00 | $354.93 | $0.00 | $354.92 | 1784 RAILROAD AVE |
| 098 -0290-002-07 | COM | B2 | 1 | 0.000 | 20,100 | $0.00 | $0.00 | $881.26 | $103.56 | $984.82 | $0.00 | $0.00 | $336.51 | $0.00 | $336.50 | 1456 RAILROAD AVE |
| 098 -0290-002-11 | COM | B2 | 1 | 0.000 | 7,043 | $0.00 | $0.00 | $308.79 | $36.29 | $345.08 | $0.00 | $0.00 | $117.91 | $0.00 | $117.90 | 1344 RAILROAD AVE |
| 098 -0290-002-15 | COM | B2 | 1 | 0.000 | 66,816 | $0.00 | $0.00 | $2,929.48 | $344.24 | $3,273.72 | $0.00 | $0.00 | $1,118.63 | $0.00 | $1,118.62 | 1490 RAILROAD AVE |
| 098 -0290-021-00 | COM | B2 | 1 | 0.000 | 2,880 | $0.00 | $0.00 | $126.27 | $14.84 | $141.11 | $0.00 | $0.00 | $48.22 | $0.00 | $48.22 | 1114 E STANLEY BLVD |
| 098 -0290-022-00 | COM | B2 | 1 | 0.000 | 4,980 | $0.00 | $0.00 | $218.34 | $25.66 | $244.00 | $0.00 | $0.00 | $83.38 | $0.00 | $83.38 | 1116 E STANLEY BLVD |
| 098 -0290-024-03 | COM | B2 | 1 | 0.000 | 104,000 | $0.00 | $0.00 | $4,559.78 | $535.81 | $5,095.59 | $0.00 | $0.00 | $1,741.17 | $0.00 | $1,741.16 | 1088 E STANLEY BLVD |
| 098 -0403-003-00 | COM | B1 | 2 | 0.000 | 5,800 | $0.00 | $721.45 | $254.30 | $14.94 | $990.69 | $0.00 | $36.85 | $97.10 | $0.00 | $133.94 | 34 S P ST |
| 098 -0403-006-01 | COM | B1 | 2 | 0.000 | 3,350 | $0.00 | $416.70 | $146.88 | $8.63 | $572.21 | $0.00 | $21.28 | $56.09 | $0.00 | $77.36 | 41 S O ST |
| 098 -0403-006-02 | COM | B1 | 2 | 0.000 | 3,255 | $0.00 | $404.88 | $142.71 | $8.38 | $555.97 | $0.00 | $20.68 | $54.50 | $0.00 | $75.18 | 41 S O ST |
| 098 -0403-012-00 | COM | B1 | 2 | 140.020 | 4,200 | $787.75 | $522.43 | $184.14 | $10.82 | $1,505.14 | $40.23 | $26.68 | $70.32 | $0.00 | $137.22 | 76 S ST |
| 098 -0403-019-00 | COM | B1 | 2 | 770.050 | 144,058 | $4,332.30 | $17,919.09 | $6,316.08 | $371.09 | $28,938.56 | $221.27 | $915.21 | $2,411.82 | $0.00 | $3,548.30 | 1410 1ST ST |
| 098 -0403-020-00 | COM | B1 | 2 | 151.350 | 9,205 | $851.50 | $1,144.99 | $403.58 | $23.71 | $2,423.78 | $43.49 | $58.48 | $154.11 | $0.00 | $256.08 | 1334 1ST ST |
| 098 -0403-021-00 | COM | B1 | 2 | 236.950 | 15,580 | $1,333.08 | $1,937.97 | $683.09 | $40.13 | $3,994.27 | $68.09 | $98.98 | $260.84 | $0.00 | $427.90 | 1620 1ST ST |
| 098 -0403-022-00 | COM | B1 | 2 | 63.050 | 1,250 | $354.72 | $155.49 | $54.81 | $3.22 | $568.24 | $18.12 | $7.94 | $20.93 | $0.00 | $46.98 | 1620 1ST ST |
| 098 -0405-001-00 | COM | B1 | 2 | 0.000 | 12,640 | $0.00 | $1,572.26 | $554.19 | $32.56 | $2,159.01 | $0.00 | $80.30 | $211.62 | $0.00 | $291.92 | 1601 RAILROAD AVE |
| 098 -0405-002-00 | COM | B1 | 2 | 0.000 | 7,500 | $0.00 | $932.91 | $328.83 | $19.32 | $1,281.06 | $0.00 | $47.65 | $125.56 | $0.00 | $173.20 | 28 S P ST |
| 098 -0405-003-00 | MFR | B1 | 2 | 0.000 | 178,938 | $0.00 | $22,257.74 | $45,091.66 | $2,649.00 | $69,998.40 | $0.00 | $1,136.80 | $17,218.42 | $0.00 | $18,355.22 | 1809 RAILROAD AVE |
| 098 -0407-001-00 | COM | C1 | 1 | 128.690 | 6,521 | $719.25 | $831.33 | $285.91 | $33.60 | $1,870.09 | $77.55 | $89.64 | $109.17 | $0.00 | $276.36 | RAILROAD AVE |
| 098 -0407-011-00 | OFF | A1 | 2 | 47.620 | 2,648 | $2,228.43 | $1,097.04 | $166.02 | $9.75 | $3,501.24 | $2,228.43 | $1,097.04 | $63.40 | $0.00 | $3,388.86 | 2250 1ST ST |
| 098 -0407-012-00 | COM | A1 | 2 | 0.000 | 4,980 | $0.00 | $2,063.16 | $218.34 | $12.83 | $2,294.33 | $0.00 | $2,063.16 | $83.38 | $0.00 | $2,146.54 | 56 S LIVERMORE AVE |
| 098 -0407-023-00 | COM | A1 | 2 | 99.660 | 34,567 | $4,663.69 | $14,320.76 | $1,515.56 | $89.04 | $20,589.05 | $4,663.69 | $14,320.76 | $578.72 | $0.00 | $19,563.16 | 2490 FIRST ST |
| 098 -0407-024-00 | COM | A1 | 2 | 167.200 | 24,409 | $7,824.29 | $10,112.40 | $1,070.19 | $62.88 | $19,069.76 | $7,824.29 | $10,112.40 | $408.66 | $0.00 | $18,345.34 | 2470 1ST ST |
| 098 -0407-025-00 | COM | A1 | 2 | 0.000 | 5,775 | $0.00 | $2,392.52 | $253.20 | $14.88 | $2,660.60 | $0.00 | $2,392.52 | $96.68 | $0.00 | $2,489.20 | 2375 RAILROAD AVE |
| 098 -0407-027-00 | COM | A1 | 2 | 224.280 | 45,640 | $10,495.41 | $18,908.20 | $2,001.04 | $117.57 | $31,522.22 | $10,495.41 | $18,908.20 | $764.10 | $0.00 | $30,167.70 | 2300 1ST ST |
| 098 -0407-028-01 | PUB | A1 | 2 | 0.000 | 33,845 | $0.00 | $14,021.65 | $1,483.90 | $87.18 | $15,592.73 | $0.00 | $14,021.65 | $566.63 | $0.00 | $14,588.28 | 2400 1ST ST |
| 098 -0408-001-00 | COM | B2 | 1 | 0.000 | 1,200 | $0.00 | $0.00 | $52.61 | $6.18 | $58.79 | $0.00 | $0.00 | $20.09 | $0.00 | $20.08 | 187 N L ST |
| 098 -0408-002-00 | COM | B2 | 1 | 0.000 | 1,400 | $0.00 | $0.00 | $61.38 | $7.21 | $68.59 | $0.00 | $0.00 | $23.44 | $0.00 | $23.44 | 1984 RAILROAD AVE |
| 098 -0408-021-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1926 RAILROAD AVE UNIT 100 |
| 098 -0408-022-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1926 RAILROAD AVE UNIT 102 |
| 098 -0408-023-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1926 RAILROAD AVE UNIT 104 |
| 098 -0408-024-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1926 RAILROAD AVE UNIT 106 |
| 098 -0408-025-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1926 RAILROAD AVE UNIT 108 |
| 098 -0408-026-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1926 RAILROAD AVE UNIT 110 |
| 098 -0408-027-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1926 RAILROAD AVE UNIT 112 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0408-028-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1926 RAILROAD AVE UNIT 114 |
| 098 -0408-029-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1926 RAILROAD AVE UNIT 116 |
| 098 -0408-030-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1926 RAILROAD AVE UNIT 118 |
| 098 -0408-031-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1926 RAILROAD AVE UNIT 120 |
| 098 -0408-032-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1926 RAILROAD AVE UNIT 122 |
| 098 -0408-034-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1948 RAILROAD AVE UNIT 100 |
| 098 -0408-035-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1948 RAILROAD AVE UNIT 102 |
| 098 -0408-036-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1948 RAILROAD AVE UNIT 104 |
| 098 -0408-037-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1948 RAILROAD AVE UNIT 106 |
| 098 -0408-038-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1948 RAILROAD AVE UNIT 108 |
| 098 -0408-039-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1948 RAILROAD AVE UNIT 110 |
| 098 -0408-041-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 161 N L ST UNIT 101 |
| 098 -0408-042-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 161 N L ST UNIT 103 |
| 098 -0408-043-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 161 N L ST UNIT 105 |
| 098 -0408-044-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 161 N L ST UNIT 107 |
| 098 -0408-045-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 161 N L ST UNIT 109 |
| 098 -0408-046-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 161 N L ST UNIT 111 |
| 098 -0408-047-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 161 N L ST UNIT 113 |
| 098 -0408-048-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 161 N L ST UNIT 115 |
| 098 -0408-050-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-051-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-052-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-053-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-054-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1976 LOCOMOTIVE LN UNIT 10 |
| 098 -0408-055-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1976 LOCOMOTIVE LN UNIT 11 |
| 098 -0408-056-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1976 LOCOMOTIVE LN UNIT 11 |
| 098 -0408-058-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1930 DEPOT DR UNIT 114 |
| 098 -0408-059-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1930 DEPOT DR UNIT 112 |
| 098 -0408-060-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1930 DEPOT DR UNIT 110 |
| 098 -0408-061-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1930 DEPOT DR UNIT 108 |
| 098 -0408-062-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1930 DEPOT DR UNIT 106 |
| 098 -0408-063-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1930 DEPOT DR UNIT 104 |
| 098 -0408-064-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1930 DEPOT DR UNIT 102 |
| 098 -0408-065-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1930 DEPOT DR UNIT 100 |
| 098 -0408-067-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1921 DEPOT DR UNIT 101 |
| 098 -0408-068-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1921 DEPOT DR UNIT 103 |
| 098 -0408-069-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1921 DEPOT DR UNIT 105 |
| 098 -0408-070-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1921 DEPOT DR UNIT 107 |
| 098 -0408-071-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 1921 DEPOT DR UNIT 109 |
| 098 -0408-072-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1921 DEPOT DR UNIT 111 |
| 098 -0408-073-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1921 DEPOT DR UNIT 113 |
| 098 -0408-074-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1921 DEPOT DR UNIT 115 |
| 098 -0408-076-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 153 GILLETTE PL UNIT 114 |
| 098 -0408-077-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 153 GILLETTE PL UNIT 112 |
| 098 -0408-078-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 153 GILLETTE PL UNIT 110 |
| 098 -0408-079-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 153 GILLETTE PL UNIT 108 |
| 098 -0408-080-00 | CON | B2 | 1 | 0.000 | 2,001 | $0.00 | $0.00 | $504.24 | $59.25 | $563.49 | $0.00 | $0.00 | $192.55 | $0.00 | $192.54 | 153 GILLETTE PL UNIT 106 |
| 098 -0408-081-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 153 GILLETTE PL UNIT 104 |
| 098 -0408-082-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 153 GILLETTE PL UNIT 102 |
| 098 -0408-083-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 153 GILLETTE PL UNIT 100 |
| 098 -0408-121-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1832 RAILROAD AVE UNIT 100 |
| 098 -0408-122-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1832 RAILROAD AVE UNIT 102 |
| 098 -0408-123-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1832 RAILROAD AVE UNIT 104 |
| 098 -0408-124-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1832 RAILROAD AVE UNIT 106 |
| 098 -0408-125-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 1832 RAILROAD AVE UNIT 108 |
| 098 -0408-126-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 1832 RAILROAD AVE UNIT 110 |
| 098 -0408-127-00 | CON | B2 | 1 | 0.000 | 1,402 | $0.00 | $0.00 | $353.30 | $41.51 | $394.81 | $0.00 | $0.00 | $134.91 | $0.00 | $134.90 | 1832 RAILROAD AVE UNIT 112 |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0408-128-00 | CON | B2 | 1 | 0.000 | 1,166 | $0.00 | $0.00 | $293.83 | $34.52 | $328.35 | $0.00 | $0.00 | $112.20 | $0.00 | $112.20 | 1832 RAILROAD AVE UNIT 114 |
| 098 -0408-129-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1832 RAILROAD AVE UNIT 116 |
| 098 -0408-130-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1832 RAILROAD AVE UNIT 118 |
| 098 -0408-132-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1874 RAILROAD AVE UNIT 100 |
| 098 -0408-133-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1874 RAILROAD AVE UNIT 102 |
| 098 -0408-134-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1874 RAILROAD AVE UNIT 104 |
| 098 -0408-135-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1874 RAILROAD AVE UNIT 106 |
| 098 -0408-136-00 | CON | B2 | 1 | 0.000 | 1,976 | $0.00 | $0.00 | $497.94 | $58.51 | $556.45 | $0.00 | $0.00 | $190.14 | $0.00 | $190.14 | 1874 RAILROAD AVE UNIT 108 |
| 098 -0408-137-00 | CON | B2 | 1 | 0.000 | 1,399 | $0.00 | $0.00 | $352.54 | $41.42 | $393.96 | $0.00 | $0.00 | $134.62 | $0.00 | $134.62 | 1874 RAILROAD AVE UNIT 110 |
| 098 -0408-138-00 | CON | B2 | 1 | 0.000 | 1,163 | $0.00 | $0.00 | $293.07 | $34.43 | $327.50 | $0.00 | $0.00 | $111.91 | $0.00 | $111.90 | 1874 RAILROAD AVE UNIT 112 |
| 098 -0408-139-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 1874 RAILROAD AVE UNIT 114 |
| 098 -0408-140-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 1874 RAILROAD AVE UNIT 116 |
| 098 -0408-141-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 1874 RAILROAD AVE UNIT 118 |
| 098 -0408-142-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 1874 RAILROAD AVE UNIT 120 |
| 098 -0408-148-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 170 N N ST UNIT 118 |
| 098 -0408-149-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 170 N N ST UNIT 116 |
| 098 -0408-150-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 114 |
| 098 -0408-151-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 112 |
| 098 -0408-152-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 110 |
| 098 -0408-153-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 108 |
| 098 -0408-154-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 170 N N ST UNIT 106 |
| 098 -0408-155-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 170 N N ST UNIT 104 |
| 098 -0408-156-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 170 N N ST UNIT 102 |
| 098 -0408-157-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 170 N N ST UNIT 100 |
| 098 -0408-159-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 162 ZEPHYR PL UNIT 100 |
| 098 -0408-160-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 162 ZEPHYR PL UNIT 102 |
| 098 -0408-161-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 104 |
| 098 -0408-162-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 106 |
| 098 -0408-163-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 108 |
| 098 -0408-164-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 162 ZEPHYR PL UNIT 110 |
| 098 -0408-165-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 162 ZEPHYR PL UNIT 112 |
| 098 -0408-166-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 162 ZEPHYR PL UNIT 114 |
| 098 -0408-168-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 157 ZEPHYR PL UNIT 115 |
| 098 -0408-169-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 157 ZEPHYR PL UNIT 113 |
| 098 -0408-170-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 111 |
| 098 -0408-171-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 109 |
| 098 -0408-172-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 107 |
| 098 -0408-173-00 | CON | B2 | 1 | 0.000 | 1,734 | $0.00 | $0.00 | $436.96 | $51.34 | $488.30 | $0.00 | $0.00 | $166.86 | $0.00 | $166.86 | 157 ZEPHYR PL UNIT 105 |
| 098 -0408-174-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 157 ZEPHYR PL UNIT 103 |
| 098 -0408-175-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 157 ZEPHYR PL UNIT 101 |
| 098 -0408-177-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 168 GILLETTE PL UNIT 100 |
| 098 -0408-178-00 | CON | B2 | 1 | 0.000 | 1,880 | $0.00 | $0.00 | $473.75 | $55.66 | $529.41 | $0.00 | $0.00 | $180.90 | $0.00 | $180.90 | 168 GILLETTE PL UNIT 102 |
| 098 -0408-179-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 104 |
| 098 -0408-180-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 106 |
| 098 -0408-181-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 108 |
| 098 -0408-182-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 110 |
| 098 -0408-183-00 | CON | B2 | 1 | 0.000 | 1,381 | $0.00 | $0.00 | $348.01 | $40.89 | $388.90 | $0.00 | $0.00 | $132.89 | $0.00 | $132.88 | 168 GILLETTE PL UNIT 112 |
| 098 -0408-184-00 | CON | B2 | 1 | 0.000 | 1,145 | $0.00 | $0.00 | $288.54 | $33.90 | $322.44 | $0.00 | $0.00 | $110.18 | $0.00 | $110.18 | 168 GILLETTE PL UNIT 114 |
| 098 -0408-185-00 | CON | B2 | 1 | 0.000 | 1,780 | $0.00 | $0.00 | $448.55 | $52.70 | $501.25 | $0.00 | $0.00 | $171.28 | $0.00 | $171.28 | 168 GILLETTE PL UNIT 116 |
| 098 -0408-186-00 | CON | B2 | 1 | 0.000 | 1,287 | $0.00 | $0.00 | $324.32 | $38.11 | $362.43 | $0.00 | $0.00 | $123.84 | $0.00 | $123.84 | 168 GILLETTE PL UNIT 118 |
| 098 -0409-001-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2704 HOLLINGBURY CMN |
| 098 -0409-002-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2712 HOLLINGBURY CMN |
| 098 -0409-003-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2718 HOLLINGBURY CMN |
| 098 -0409-004-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2707 HOLLINGBURY CMN |
| 098 -0409-005-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2713 HOLLINGBURY CMN |
| 098 -0409-006-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2719 HOLLINGBURY CMN |
| 098 -0409-007-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2776 PATCHAM CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0409-008-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2784 PATCHAM CMN |
| 098 -0409-009-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2792 PATCHAM CMN |
| 098 -0409-010-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2701 PATCHAM CMN |
| 098 -0409-011-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2709 PATCHAM CMN |
| 098 -0409-012-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2717 PATCHAM CMN |
| 098 -0409-013-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2725 PATCHAM CMN |
| 098 -0409-014-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2733 PATCHAM CMN |
| 098 -0409-015-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2741 PATCHAM CMN |
| 098 -0409-016-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2749 PATCHAM CMN |
| 098 -0409-017-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2757 PATCHAM CMN |
| 098 -0409-018-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2765 PATCHAM CMN |
| 098 -0409-019-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2773 PATCHAM CMN |
| 098 -0409-020-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2781 PATCHAM CMN |
| 098 -0409-021-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2789 PATCHAM CMN |
| 098 -0409-022-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2797 PATCHAM CMN |
| 098 -0409-023-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2805 PATCHAM CMN |
| 098 -0409-024-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2813 PATCHAM CMN |
| 098 -0409-025-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2821 PATCHAM CMN |
| 098 -0409-026-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2829 PATCHAM CMN |
| 098 -0409-027-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2837 PATCHAM CMN |
| 098 -0409-028-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2845 PATCHAM CMN |
| 098 -0409-029-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2853 PATCHAM CMN |
| 098 -0409-030-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2861 PATCHAM CMN |
| 098 -0409-031-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2869 PATCHAM CMN |
| 098 -0409-032-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2877 PATCHAM CMN |
| 098 -0409-033-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2885 PATCHAM CMN |
| 098 -0409-034-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2891 PATCHAM CMN |
| 098 -0409-035-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2895 PATCHAM CMN |
| 098 -0409-036-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2899 PATCHAM CMN |
| 098 -0409-037-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2858 PATCHAM CMN |
| 098 -0409-038-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2874 PATCHAM CMN |
| 098 -0409-039-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2880 PATCHAM CMN |
| 098 -0409-040-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2888 PATCHAM CMN |
| 098 -0409-041-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2892 PATCHAM CMN |
| 098 -0409-042-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2896 PATCHAM CMN |
| 098 -0409-057-00 | SFR | C1 | 1 | 0.000 | 1,825 | $0.00 | $232.66 | $459.89 | $54.03 | $746.58 | $0.00 | $25.09 | $175.61 | $0.00 | $200.70 | 2855 OLD 1ST ST |
| 098 -0409-058-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-059-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-060-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-061-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-062-00 | SFR | C1 | 1 | 0.000 | 1,929 | $0.00 | $245.92 | $486.10 | $57.11 | $789.13 | $0.00 | $26.52 | $185.62 | $0.00 | $212.14 | 2855 OLD 1ST ST |
| 098 -0409-063-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-064-00 | SFR | C1 | 1 | 0.000 | 1,916 | $0.00 | $244.26 | $482.82 | $56.73 | $783.81 | $0.00 | $26.34 | $184.37 | $0.00 | $210.70 | 2855 OLD 1ST ST |
| 098 -0409-065-00 | SFR | C1 | 1 | 0.000 | 1,916 | $0.00 | $244.26 | $482.82 | $56.73 | $783.81 | $0.00 | $26.34 | $184.37 | $0.00 | $210.70 | 2855 OLD 1ST ST |
| 098 -0409-066-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-067-00 | SFR | C1 | 1 | 0.000 | 1,929 | $0.00 | $245.92 | $486.10 | $57.11 | $789.13 | $0.00 | $26.52 | $185.62 | $0.00 | $212.14 | 2855 OLD 1ST ST |
| 098 -0409-068-00 | SFR | C1 | 1 | 0.000 | 1,821 | $0.00 | $232.15 | $458.88 | $53.92 | $744.95 | $0.00 | $25.03 | $175.23 | $0.00 | $200.26 | 2855 OLD 1ST ST |
| 098 -0409-069-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-070-00 | SFR | C1 | 1 | 0.000 | 1,825 | $0.00 | $232.66 | $459.89 | $54.03 | $746.58 | $0.00 | $25.09 | $175.61 | $0.00 | $200.70 | 2855 OLD 1ST ST |
| 098 -0409-071-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0409-072-00 | SFR | C1 | 1 | 0.000 | 1,993 | $0.00 | $254.08 | $502.23 | $59.01 | $815.32 | $0.00 | $27.40 | $191.78 | $0.00 | $219.18 | 2855 OLD 1ST ST |
| 098 -0409-073-00 | SFR | C1 | 1 | 0.000 | 1,843 | $0.00 | $234.95 | $464.43 | $54.57 | $753.95 | $0.00 | $25.33 | $177.34 | $0.00 | $202.66 | 2855 OLD 1ST ST |
| 098 -0410-001-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2902 WORTHING CMN |
| 098 -0410-002-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2904 WORTHING CMN |
| 098 -0410-003-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2906 WORTHING CMN |
| 098 -0410-004-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2908 WORTHING CMN |
| 098 -0410-005-00 | SFR | C1 | 1 | 8.084 | 2,013 | $45.18 | $256.63 | $507.27 | $59.60 | $868.68 | $4.87 | $27.67 | $193.70 | $0.00 | $226.24 | 2912 WORTHING CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0410-006-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 2914 WORTHING CMN |
| 098 -0410-007-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2916 WORTHING CMN |
| 098 -0410-008-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2920 WORTHING CMN |
| 098 -0410-009-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2922 WORTHING CMN |
| 098 -0410-010-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2928 WORTHING CMN |
| 098 -0410-011-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2934 WORTHING CMN |
| 098 -0410-012-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2938 WORTHING CMN |
| 098 -0410-013-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2946 WORTHING CMN |
| 098 -0410-014-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2950 WORTHING CMN |
| 098 -0410-015-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2954 WORTHING CMN |
| 098 -0410-016-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2960 WORTHING CMN |
| 098 -0410-017-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2968 WORTHING CMN |
| 098 -0410-018-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2974 WORTHING CMN |
| 098 -0410-019-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2980 WORTHING CMN |
| 098 -0410-020-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2986 WORTHING CMN |
| 098 -0410-021-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2992 WORTHING CMN |
| 098 -0410-022-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2998 WORTHING CMN |
| 098 -0410-023-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2999 WORTHING CMN |
| 098 -0410-024-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2995 WORTHING CMN |
| 098 -0410-025-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2991 WORTHING CMN |
| 098 -0410-026-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2885 WORTHING CMN |
| 098 -0410-027-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2977 PATCHAM CMN |
| 098 -0410-028-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2973 PATCHAM CMN |
| 098 -0410-030-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2951 PATCHAM CMN |
| 098 -0410-031-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2945 PATCHAM CMN |
| 098 -0410-032-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2937 PATCHAM CMN |
| 098 -0410-033-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2929 PATCHAM CMN |
| 098 -0410-034-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2921 PATCHAM CMN |
| 098 -0410-035-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2915 PATCHAM CMN |
| 098 -0410-036-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2907 PATCHAM CMN |
| 098 -0410-037-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2910 PATCHAM CMN |
| 098 -0410-038-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2918 PATCHAM CMN |
| 098 -0410-039-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2924 PATCHAM CMN |
| 098 -0410-040-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2932 PATCHAM CMN |
| 098 -0410-041-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2940 PATCHAM CMN |
| 098 -0410-042-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2948 PATCHAM CMN |
| 098 -0410-043-00 | SFR | C1 | 1 | 8.084 | 1,802 | $45.18 | $229.73 | $454.10 | $53.35 | $782.36 | $4.87 | $24.77 | $173.40 | $0.00 | $203.04 | 2956 PATCHAM CMN |
| 098 -0410-044-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2951 WORTHING CMN |
| 098 -0410-045-00 | SFR | C1 | 1 | 8.084 | 1,843 | $45.18 | $234.95 | $464.43 | $54.57 | $799.13 | $4.87 | $25.33 | $177.34 | $0.00 | $207.54 | 2949 WORTHING CMN |
| 098 -0410-046-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2943 WORTHING CMN |
| 098 -0410-047-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2937 WORTHING CMN |
| 098 -0410-048-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 2735 OLD 1ST ST |
| 098 -0410-049-00 | SFR | C1 | 1 | 8.084 | 1,830 | $45.18 | $233.30 | $461.15 | $54.18 | $793.81 | $4.87 | $25.15 | $176.09 | $0.00 | $206.10 | 2925 WORTHING CMN |
| 098 -0410-050-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 2921 WORTHING CMN |
| 098 -0410-061-00 | SFR | C1 | 1 | 8.084 | 1,948 | $45.18 | $248.34 | $490.89 | $57.68 | $842.09 | $4.87 | $26.78 | $187.45 | $0.00 | $219.10 | 2959 PATCHAM CMN |
| 098 -0410-062-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 2967 PATCHAM CMN |
| 098 -0410-063-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 2961 PATCHAM CMN |
| 098 -0410-070-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3000 WORTHING CMN |
| 098 -0410-071-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3004 WORTHING CMN |
| 098 -0410-072-00 | SFR | C1 | 1 | 8.084 | 1,806 | $45.18 | $230.24 | $455.10 | $53.47 | $783.99 | $4.87 | $24.82 | $173.78 | $0.00 | $203.46 | 3008 WORTHING CMN |
| 098 -0410-073-00 | SFR | C1 | 1 | 8.084 | 1,955 | $45.18 | $249.23 | $492.65 | $57.88 | $844.94 | $4.87 | $26.87 | $188.12 | $0.00 | $219.86 | 3012 WORTHING CMN |
| 098 -0410-074-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 3015 WORTHING CMN |
| 098 -0410-075-00 | SFR | C1 | 1 | 8.084 | 1,786 | $45.18 | $227.69 | $450.06 | $52.88 | $775.81 | $4.87 | $24.55 | $171.86 | $0.00 | $201.28 | 3009 WORTHING CMN |
| 098 -0410-076-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3007 WORTHING CMN |
| 098 -0410-077-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3005 WORTHING CMN |
| 098 -0410-078-00 | SFR | C1 | 1 | 8.084 | 1,915 | $45.18 | $244.13 | $482.57 | $56.70 | $828.58 | $4.87 | $26.32 | $184.27 | $0.00 | $215.46 | 3003 WORTHING CMN |
| 098 -0410-079-00 | SFR | C1 | 1 | 8.084 | 1,927 | $45.18 | $245.66 | $485.60 | $57.05 | $833.49 | $4.87 | $26.49 | $185.43 | $0.00 | $216.78 | 3001 WORTHING CMN |

## City of Livermore - Maintenance District No. LL-859
## Maximum & FY 2023-24 Assessment Roll
## (Maximum Assessments may be Increased by the Prior Year's Change in the CPI plus 1% each Fiscal Year)

| Parcel No. | Class | Streetscape Zone | Trail Zone | Frontage | Imp Sq Ft | Maximum Frontage Assessment | Maximum Area Assessment | Maximum Park/Plaza Assessment | Maximum Trail Assessment | Maximum Assessment | FY 2023-24 Frontage Assessment | FY 2023-24 Area Assessment | FY 2023-24 Park/Plaza Assessment | FY 2023-24 Trail Assessment | FY 2023-24 Assessment* | Property Address |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 098 -0412-014-00 | SFR | B3 | 1 | 0.000 | 1,694 | $0.00 | $0.00 | $426.88 | $50.16 | $477.04 | $0.00 | $0.00 | $163.01 | $0.00 | $163.00 | 1681 CHESTNUT ST |
| 098 -0412-015-00 | SFR | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1683 CHESTNUT ST |
| 098 -0412-016-00 | SFR | B3 | 1 | 0.000 | 1,694 | $0.00 | $0.00 | $426.88 | $50.16 | $477.04 | $0.00 | $0.00 | $163.01 | $0.00 | $163.00 | 1687 CHESTNUT ST |
| 098 -0412-017-00 | SFR | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1685 CHESTNUT ST |
| 098 -0412-018-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1715 CHESTNUT ST |
| 098 -0412-019-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1718 PEDROZZI CMN |
| 098 -0412-020-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1716 PEDROZZI CMN |
| 098 -0412-021-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1714 PEDROZZI CMN |
| 098 -0412-022-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1727 CHESTNUT ST |
| 098 -0412-023-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1735 PEDROZZI CMN |
| 098 -0412-024-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1733 PEDROZZI CMN |
| 098 -0412-025-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1731 PEDROZZI CMN |
| 098 -0412-026-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1757 CHESTNUT ST |
| 098 -0412-027-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1758 PEDROZZI CMN |
| 098 -0412-028-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1756 PEDROZZI CMN |
| 098 -0412-029-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1754 PEDROZZI CMN |
| 098 -0412-030-00 | CON | B3 | 1 | 0.000 | 1,674 | $0.00 | $0.00 | $421.84 | $49.56 | $471.40 | $0.00 | $0.00 | $161.08 | $0.00 | $161.08 | 1767 CHESTNUT ST |
| 098 -0412-031-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 249 N N ST |
| 098 -0412-032-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 247 N N ST |
| 098 -0412-033-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 245 N N ST |
| 098 -0412-047-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1727 PEDROZZI CMN |
| 098 -0412-048-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1725 PEDROZZI CMN |
| 098 -0412-049-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1723 PEDROZZI CMN |
| 098 -0412-050-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1721 PEDROZZI CMN |
| 098 -0412-051-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1719 PEDROZZI CMN |
| 098 -0412-052-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1702 PEDROZZI CMN |
| 098 -0412-053-00 | CON | B3 | 1 | 0.000 | 2,150 | $0.00 | $0.00 | $541.79 | $63.66 | $605.45 | $0.00 | $0.00 | $206.89 | $0.00 | $206.88 | 1704 PEDROZZI CMN |
| 098 -0412-054-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1706 PEDROZZI CMN |
| 098 -0412-055-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1708 PEDROZZI CMN |
| 098 -0412-056-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1710 PEDROZZI CMN |
| 098 -0412-057-00 | CON | B3 | 1 | 0.000 | 1,929 | $0.00 | $0.00 | $486.10 | $57.11 | $543.21 | $0.00 | $0.00 | $185.62 | $0.00 | $185.62 | 1712 PEDROZZI CMN |
| 098 -0413-001-00 | COM | B1 | 2 | 300.000 | 11,584 | $1,687.80 | $1,440.91 | $507.89 | $29.84 | $3,666.44 | $86.20 | $73.59 | $193.94 | $0.00 | $353.72 | 1934 1ST ST |
| 098 -0413-001-00 | MFR | B1 | 2 | 0.000 | 265,499 | $0.00 | $33,024.89 | $66,904.69 | $3,930.45 | $103,860.03 | $0.00 | $1,686.73 | $25,547.80 | $0.00 | $27,234.52 | 1934 1ST ST |
| 099 -0175-021-01 | COM | B2 | 1 | 0.000 | 16,382 | $0.00 | $0.00 | $718.25 | $84.40 | $802.65 | $0.00 | $0.00 | $274.27 | $0.00 | $274.26 | 1002 E STANLEY BLVD |
| 099 -0175-022-01 | COM | B2 | 1 | 0.000 | 984 | $0.00 | $0.00 | $43.14 | $5.07 | $48.21 | $0.00 | $0.00 | $16.47 | $0.00 | $16.46 | E STANLEY BLVD |
| | | | | 9810.096 | 2,951,826 | $163,343.36 | $337,413.71 | $420,771.44 | $35,617.40 | $957,145.91 | $126,053.07 | $185,777.96 | $160,673.32 | $0.00 | $472,501.16 | |

* The FY 2023-24 Assessments have been rounded to the nearest even penny to meet the County of Alameda Auditor Controller submittal requirements.

# Appendix A

## Cost Summary Sheets for all Districts

# CITY OF LIVERMORE

**District Name: The Greens, Tournament**
**Number: 805**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**4,853 SF comprised of 7.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,022.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,759.12 |
| Maintenance Materials | | | $220.00 |
| Equipment Maintenance & Operations | | | $64.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $4,065.12 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $407.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $63.00 |
| **Subtotal:** | | | $470.00 |
| **Total cost of maintenance** | | | $4,535.12 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $3,720.30 |
| Assessment Net Change | | | $26.76 |
| Estimated fund balance as of June 30, 2023 | | | $19,331.57 |
| Estimated fund balance as of June 30, 2024 | | | $18,516.75 |

# CITY OF LIVERMORE

**District Name: Capistrano**
**Number: 809**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,038 SF comprised of 38.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,810.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $781.42 |
| Maintenance Materials | | | $118.00 |
| Equipment Maintenance & Operations | | | $56.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $119.52 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,884.94 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $288.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $43.00 |
| **Subtotal:** | | | $331.00 |
| **Total cost of maintenance** | | | $3,215.94 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $2,508.13 |
| Assessment Net Change | | | $3.32 |
| Estimated fund balance as of June 30, 2023 | | | $30,522.59 |
| Estimated fund balance as of June 30, 2024 | | | $29,814.78 |

# CITY OF LIVERMORE

**District Name: Vintage**
**Collection Number: 813**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**11,294 SF comprised of**
**10.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $5,535.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,216.64 |
| Maintenance Materials | | | $55.00 |
| Equipment Maintenance & Operations | | | $174.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $170.16 |
| **Subtotal:** | | | $8,150.80 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $815.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $200.00 |
| **Subtotal:** | | | $1,015.00 |
| **Total cost of maintenance** | | | $9,165.80 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $11,776.18 |
| Assessment Net Change | | | $59.30 |
| Estimated fund balance as of June 30, 2023 | | | $37,733.28 |
| Estimated fund balance as of June 30, 2024 | | | $40,343.66 |

# CITY OF LIVERMORE

**District Name: Bluffs**
**Number: 815**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**37,731 SF comprised of**
**51.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $22,670.00 |
| Contractor Services | | | $6,814.10 |
| Irrigation Water | | | $4,750.38 |
| Maintenance Materials | | | $227.00 |
| Equipment Maintenance & Operations | | | $711.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $112.24 |
| Phone Costs | | | $187.52 |
| **Subtotal:** | | | $35,472.24 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,547.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $530.00 |
| **Subtotal:** | | | $4,077.00 |
| **Total cost of maintenance** | | | $39,549.24 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $31,166.17 |
| Assessment Net Change | | | $30.77 |
| Estimated fund balance as of June 30, 2023 | | | $74,511.49 |
| Estimated fund balance as of June 30, 2024 | | | $66,128.42 |

# CITY OF LIVERMORE

**District Name:**
**Lomitas/Evans Number:**
**817**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**7,002 SF comprised of 8.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,767.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,123.74 |
| Maintenance Materials | | | $28.00 |
| Equipment Maintenance & Operations | | | $86.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $180.72 |
| **Subtotal:** | | | $4,185.46 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $419.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $138.00 |
| **Subtotal:** | | | $557.00 |
| **Total cost of maintenance** | | | $4,742.46 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $8,138.70 |
| Assessment Net Change | | | $51.23 |
| Estimated fund balance as of June 30, 2023 | | | $43,219.45 |
| Estimated fund balance as of June 30, 2024 | | | $46,615.69 |

# CITY OF LIVERMORE

**District Name: Airport**
**Business Park Site #2**
**Number: 818**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**80,000 SF comprised of**
**19.54 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $25,544.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $3,325.24 |
| Maintenance Materials | | | $257.00 |
| Equipment Maintenance & Operations | | | $801.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $29,927.24 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,993.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $583.00 |
| **Subtotal:** | | | $3,576.00 |
| **Total cost of maintenance** | | | $33,503.24 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $34,278.12 |
| Assessment Net Change | | | $88.33 |
| Estimated fund balance as of June 30, 2023 | | | $51,627.62 |
| Estimated fund balance as of June 30, 2024 | | | $52,402.50 |

# CITY OF LIVERMORE

**District Name: Vintner**
**Place Number: 819**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**2,162 SF comprised of 7.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,277.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $856.14 |
| Maintenance Materials | | | $563.00 |
| Equipment Maintenance & Operations | | | $41.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $74.52 |
| Phone Costs | | | $93.36 |
| **Subtotal:** | | | $2,905.02 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $291.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $111.00 |
| **Subtotal:** | | | $402.00 |
| **Total cost of maintenance** | | | $3,307.02 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $6,523.85 |
| Assessment Net Change | | | $46.93 |
| Estimated fund balance as of June 30, 2023 | | | $30,353.08 |
| Estimated fund balance as of June 30, 2024 | | | $33,569.91 |

# CITY OF LIVERMORE

**District Name: Arroyo Road/Lomitas Avenue Number: 820**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**6,937 SF comprised of 5.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,087.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,281.76 |
| Maintenance Materials | | | $1,835.96 |
| Equipment Maintenance & Operations | | | $97.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $6,301.72 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $630.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $115.00 |
| **Subtotal:** | | | $745.00 |
| **Total cost of maintenance** | | | $7,046.72 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $6,739.20 |
| Assessment Net Change | | | $67.87 |
| Estimated fund balance as of June 30, 2023 | | | $30,645.14 |
| Estimated fund balance as of June 30, 2024 | | | $30,337.62 |

# CITY OF LIVERMORE

**District Name: Shea**
**Business Center Number:**
**821**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**21,330 SF comprised of**
**89.55 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $13,304.00 |
| Contractor Services | | | $17,208.00 |
| Irrigation Water | | | $804.70 |
| Maintenance Materials | | | $134.00 |
| Equipment Maintenance & Operations | | | $418.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $31,868.70 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,187.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $388.00 |
| **Subtotal:** | | | $3,575.00 |
| **Total cost of maintenance** | | | $35,443.70 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $22,806.81 |
| Assessment Net Change | | | $12.82 |
| Estimated fund balance as of June 30, 2023 | | | $14,140.96 |
| Estimated fund balance as of June 30, 2024 | | | $1,504.07 |

# CITY OF LIVERMORE

**District Name: Prima**
**Number: 822**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**54,040 SF comprised of**
**149.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $6,386.00 |
| Contractor Services | | | $2,861.20 |
| Irrigation Water | | | $8,292.16 |
| Maintenance Materials | | | $264.00 |
| Equipment Maintenance & Operations | | | $200.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $98.10 |
| Phone Costs | | | $180.92 |
| **Subtotal:** | | | $18,282.38 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,828.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $800.00 |
| **Subtotal:** | | | $2,628.00 |
| **Total cost of maintenance** | | | $20,910.38 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $47,040.36 |
| Assessment Net Change | | | $15.90 |
| Estimated fund balance as of June 30, 2023 | | | $209,036.78 |
| Estimated fund balance as of June 30, 2024 | | | $235,166.76 |

# CITY OF LIVERMORE

**District Name: Vintner**
**Estates Number: 824**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**10,000 SF comprised of 8.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $4,257.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,811.74 |
| Maintenance Materials | | | $143.00 |
| Equipment Maintenance & Operations | | | $133.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $66.40 |
| Phone Costs | | | $60.22 |
| **Subtotal:** | | | $7,471.36 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $747.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $158.00 |
| **Subtotal:** | | | $905.00 |
| **Total cost of maintenance** | | | $8,376.36 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,302.67 |
| Assessment Net Change | | | $58.55 |
| Estimated fund balance as of June 30, 2023 | | | $26,462.92 |
| Estimated fund balance as of June 30, 2024 | | | $27,389.23 |

# CITY OF LIVERMORE

**District Name: Park Lane**
**Number: 826**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**36,842 SF comprised of**
**62.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $18,626.00 |
| Contractor Services | | | $4,176.10 |
| Irrigation Water | | | $5,817.60 |
| Maintenance Materials | | | $288.00 |
| Equipment Maintenance & Operations | | | $583.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $346.14 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $29,836.84 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,984.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $592.00 |
| **Subtotal:** | | | $3,576.00 |
| **Total cost of maintenance** | | | $33,412.84 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $34,829.57 |
| Assessment Net Change | | | $28.29 |
| Estimated fund balance as of June 30, 2023 | | | $87,777.80 |
| Estimated fund balance as of June 30, 2024 | | | $89,194.53 |

# CITY OF LIVERMORE

**District Name: Kristopher**
**Ranch Number: 827**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**231,815 SF comprised of**
**324.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $56,835.00 |
| Contractor Services | | | $16,119.80 |
| Irrigation Water | | | $30,611.62 |
| Maintenance Materials | | | $770.00 |
| Equipment Maintenance & Operations | | | $1,781.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $77.48 |
| Phone Costs | | | $361.84 |
| **Subtotal:** | | | $106,556.74 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $10,656.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $2,220.00 |
| **Subtotal:** | | | $12,876.00 |
| **Total cost of maintenance** | | | $119,432.74 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $130,617.26 |
| Assessment Net Change | | | $20.30 |
| Estimated fund balance as of June 30, 2023 | | | $539,005.05 |
| Estimated fund balance as of June 30, 2024 | | | $550,189.57 |

# CITY OF LIVERMORE

**District Name: Scenic**
**Meadows Number: 828**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,474 SF comprised of 44.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,810.00 |
| Contractor Services | | | $1,147.70 |
| Irrigation Water | | | $2,028.16 |
| Maintenance Materials | | | $118.00 |
| Equipment Maintenance & Operations | | | $56.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $5,159.86 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $516.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $85.00 |
| **Subtotal:** | | | $601.00 |
| **Total cost of maintenance** | | | $5,760.86 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $5,023.43 |
| Assessment Net Change | | | $5.75 |
| Estimated fund balance as of June 30, 2023 | | | $22,646.94 |
| Estimated fund balance as of June 30, 2024 | | | $21,909.51 |

# CITY OF LIVERMORE

**District Name: Larry's**
**Place Number: 829**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**8,275 SF comprised of 4.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $852.00 |
| Contractor Services | | | $1,950.00 |
| Irrigation Water | | | $1,940.14 |
| Maintenance Materials | | | $8.00 |
| Equipment Maintenance & Operations | | | $26.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $524.44 |
| Phone Costs | | | $152.84 |
| **Subtotal:** | | | $5,453.42 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $545.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $141.00 |
| **Subtotal:** | | | $686.00 |
| **Total cost of maintenance** | | | $6,139.42 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $8,295.55 |
| Assessment Net Change | | | $104.43 |
| Estimated fund balance as of June 30, 2023 | | | $27,315.17 |
| Estimated fund balance as of June 30, 2024 | | | $29,471.30 |

# CITY OF LIVERMORE

**District Name: Vinsanto**
**Number: 830**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**176,050 SF comprised of**
**243.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $31,185.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $14,832.82 |
| Maintenance Materials | | | $1,113.00 |
| Equipment Maintenance & Operations | | | $977.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $399.78 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $48,507.60 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $4,851.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,105.00 |
| **Subtotal:** | | | $5,956.00 |
| **Total cost of maintenance** | | | $54,463.60 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $65,004.98 |
| Assessment Net Change | | | $13.47 |
| Estimated fund balance as of June 30, 2023 | | | $188,244.74 |
| Estimated fund balance as of June 30, 2024 | | | $198,786.12 |

# CITY OF LIVERMORE

**District Name: Sevillano**
**Number: 831**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**78,710 SF comprised of**
**50.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $30,440.00 |
| Contractor Services | | | $12,391.60 |
| Irrigation Water | | | $14,708.14 |
| Maintenance Materials | | | $33,955.08 |
| Equipment Maintenance & Operations | | | $954.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $92,448.82 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $9,245.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $930.00 |
| **Subtotal:** | | | $10,175.00 |
| **Total cost of maintenance** | | | $102,623.82 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $54,730.39 |
| Assessment Net Change | | | $55.12 |
| Estimated fund balance as of June 30, 2023 | | | $36,107.33 |
| Estimated fund balance as of June 30, 2024 | | | $(11,786.10) |

# CITY OF LIVERMORE

**District Name: California**
**Nugget II Number: 832**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**10,053 SF comprised of 7.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,342.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $24.00 |
| Equipment Maintenance & Operations | | | $73.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $167.72 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,606.72 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $261.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $83.00 |
| **Subtotal:** | | | $344.00 |
| **Total cost of maintenance** | | | $2,950.72 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $4,874.41 |
| Assessment Net Change | | | $35.06 |
| Estimated fund balance as of June 30, 2023 | | | $36,807.85 |
| Estimated fund balance as of June 30, 2024 | | | $38,731.54 |

# CITY OF LIVERMORE

**District Name: Ashford**
**Renaissance Number: 835**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**13,100 SF comprised of**
**13.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $7,876.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,021.80 |
| Maintenance Materials | | | $180.00 |
| Equipment Maintenance & Operations | | | $247.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $81.42 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $10,406.22 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,041.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $259.00 |
| **Subtotal:** | | | $1,300.00 |
| **Total cost of maintenance** | | | $11,706.22 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $15,218.54 |
| Assessment Net Change | | | $58.95 |
| Estimated fund balance as of June 30, 2023 | | | $52,736.34 |
| Estimated fund balance as of June 30, 2024 | | | $56,248.66 |

# CITY OF LIVERMORE

**District Name: Legacy**
**Number: 836**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**13,700 SF comprised of 6.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,277.00 |
| Contractor Services | | | $1,789.60 |
| Irrigation Water | | | $1,289.48 |
| Maintenance Materials | | | $13.00 |
| Equipment Maintenance & Operations | | | $41.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $718.90 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $5,128.98 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $513.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $167.00 |
| **Subtotal:** | | | $680.00 |
| **Total cost of maintenance** | | | $5,808.98 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,840.19 |
| Assessment Net Change | | | $82.58 |
| Estimated fund balance as of June 30, 2023 | | | $23,884.65 |
| Estimated fund balance as of June 30, 2024 | | | $27,915.86 |

# CITY OF LIVERMORE

**District Name: Los Olivos**
**Number: 837**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**457,702 SF comprised of**
**177.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $101,111.00 |
| Contractor Services | | | $6,828.90 |
| Irrigation Water | | | $86,768.14 |
| Maintenance Materials | | | $2,235.14 |
| Equipment Maintenance & Operations | | | $3,170.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $389.14 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $200,502.32 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $20,050.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $3,528.00 |
| **Subtotal:** | | | $23,578.00 |
| **Total cost of maintenance** | | | $224,080.32 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $207,536.23 |
| Assessment Net Change | | | $59.04 |
| Estimated fund balance as of June 30, 2023 | | | $26,516.80 |
| Estimated fund balance as of June 30, 2024 | | | $9,972.71 |

# CITY OF LIVERMORE

**District Name: Ponderosa**
**- Legacy Number: 838**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**150,357 SF comprised of**
**82.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $12,772.00 |
| Contractor Services | | | $39,962.40 |
| Irrigation Water | | | $20,756.24 |
| Maintenance Materials | | | $3,155.82 |
| Equipment Maintenance & Operations | | | $401.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $77,047.46 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $7,705.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,566.00 |
| **Subtotal:** | | | $9,271.00 |
| **Total cost of maintenance** | | | $86,318.46 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $92,130.69 |
| Assessment Net Change | | | $56.57 |
| Estimated fund balance as of June 30, 2023 | | | $285,359.05 |
| Estimated fund balance as of June 30, 2024 | | | $291,171.28 |

# CITY OF LIVERMORE

**District Name: Reserves**
**Number: 839**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**6,623 SF comprised of 50.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,409.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $84.00 |
| Equipment Maintenance & Operations | | | $264.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $180.92 |
| **Subtotal:** | | | $8,937.92 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $894.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $241.00 |
| **Subtotal:** | | | $1,135.00 |
| **Total cost of maintenance** | | | $10,072.92 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $14,168.96 |
| Assessment Net Change | | | $14.27 |
| Estimated fund balance as of June 30, 2023 | | | $57,694.36 |
| Estimated fund balance as of June 30, 2024 | | | $61,790.40 |

# CITY OF LIVERMORE

**District Name: Birchwood**
**Number: 840**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**57,675 SF comprised of**
**66.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,235.00 |
| Contractor Services | | | $2,228.90 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $613.00 |
| Equipment Maintenance & Operations | | | $71.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $613.92 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $5,761.82 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $576.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $227.00 |
| **Subtotal:** | | | $803.00 |
| **Total cost of maintenance** | | | $6,564.82 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $13,361.99 |
| Assessment Net Change | | | $10.19 |
| Estimated fund balance as of June 30, 2023 | | | $99,211.30 |
| Estimated fund balance as of June 30, 2024 | | | $106,008.47 |

# CITY OF LIVERMORE

**District Name: Vineyard**
**Gates I Number: 841**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**149,839 SF comprised of**
**69.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $29,269.00 |
| Contractor Services | | | $11,806.30 |
| Irrigation Water | | | $30,865.00 |
| Maintenance Materials | | | $494.00 |
| Equipment Maintenance & Operations | | | $918.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $84.14 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $73,436.44 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $7,344.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,199.00 |
| **Subtotal:** | | | $8,543.00 |
| **Total cost of maintenance** | | | $81,979.44 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $70,555.18 |
| Assessment Net Change | | | $51.49 |
| Estimated fund balance as of June 30, 2023 | | | $22,135.11 |
| Estimated fund balance as of June 30, 2024 | | | $10,710.85 |

# CITY OF LIVERMORE

**District Name: Lennox**
**Number: 842**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**11,960 SF comprised of 6.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,405.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,863.66 |
| Maintenance Materials | | | $134.00 |
| Equipment Maintenance & Operations | | | $107.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $81.18 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $5,590.84 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $559.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $94.00 |
| **Subtotal:** | | | $653.00 |
| **Total cost of maintenance** | | | $6,243.84 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $5,506.70 |
| Assessment Net Change | | | $46.21 |
| Estimated fund balance as of June 30, 2023 | | | $31,365.70 |
| Estimated fund balance as of June 30, 2024 | | | $30,628.56 |

# CITY OF LIVERMORE

**District Name: Parkside**
**Tiffany Collection**
**Number: 843**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**11,722 SF comprised of 8.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $7,770.00 |
| Contractor Services | | | $2,634.50 |
| Irrigation Water | | | $2,526.18 |
| Maintenance Materials | | | $177.00 |
| Equipment Maintenance & Operations | | | $244.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $88.40 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $13,440.08 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,344.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $296.00 |
| **Subtotal:** | | | $1,640.00 |
| **Total cost of maintenance** | | | $15,080.08 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $17,417.94 |
| Assessment Net Change | | | $109.63 |
| Estimated fund balance as of June 30, 2023 | | | $35,620.41 |
| Estimated fund balance as of June 30, 2024 | | | $37,958.27 |

# CITY OF LIVERMORE

**District Name:**
**Cornerstone Number: 844**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**15,970 SF comprised of**
**51.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $11,389.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $4,969.36 |
| Maintenance Materials | | | $215.00 |
| Equipment Maintenance & Operations | | | $357.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $91.24 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $17,021.60 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,702.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $257.00 |
| **Subtotal:** | | | $1,959.00 |
| **Total cost of maintenance** | | | $18,980.60 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $15,146.74 |
| Assessment Net Change | | | $14.95 |
| Estimated fund balance as of June 30, 2023 | | | $(25,056.88) |
| Estimated fund balance as of June 30, 2024 | | | $(28,890.74) |

# CITY OF LIVERMORE

**District Name: Arroyo**
**Plaza II Number: 850**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**8,805 SF comprised of 22.72 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $7,131.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $71.00 |
| Equipment Maintenance & Operations | | | $223.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $89.64 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $7,514.64 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $751.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $166.00 |
| **Subtotal:** | | | $917.00 |
| **Total cost of maintenance** | | | $8,431.64 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,780.90 |
| Assessment Net Change | | | $21.68 |
| Estimated fund balance as of June 30, 2023 | | | $22,445.07 |
| Estimated fund balance as of June 30, 2024 | | | $23,794.33 |

# CITY OF LIVERMORE

**District Name: Ladera**
**Estates Number: 853**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**148,477 SF comprised of 44.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $43,957.00 |
| Contractor Services | | | $12,439.20 |
| Irrigation Water | | | $34,024.52 |
| Maintenance Materials | | | $840.00 |
| Equipment Maintenance & Operations | | | $1,378.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $472.34 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $93,111.06 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $9,311.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,607.00 |
| **Subtotal:** | | | $10,918.00 |
| **Total cost of maintenance** | | | $104,029.06 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $94,520.82 |
| Assessment Net Change | | | $108.17 |
| Estimated fund balance as of June 30, 2023 | | | $260,462.88 |
| Estimated fund balance as of June 30, 2024 | | | $250,954.64 |

# CITY OF LIVERMORE

**District Name: Mt. Day**
**Number: 801**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,492 SF comprised of 6.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $852.00 |
| Contractor Services | | | $1,339.50 |
| Irrigation Water | | | $804.72 |
| Maintenance Materials | | | $8.00 |
| Equipment Maintenance & Operations | | | $26.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $81.94 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $3,112.16 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $311.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $63.00 |
| **Subtotal:** | | | $374.00 |
| **Total cost of maintenance** | | | $3,486.16 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $3,734.40 |
| Assessment Net Change | | | $36.90 |
| Estimated fund balance as of June 30, 2023 | | | $2,753.08 |
| Estimated fund balance as of June 30, 2024 | | | $3,001.32 |

# CITY OF LIVERMORE

**District Name:**
**Lomitas/Ryan Number:**
**802**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**7,986 SF comprised of 29.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,342.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $823.46 |
| Maintenance Materials | | | $124.00 |
| Equipment Maintenance & Operations | | | $73.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $215.64 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $3,578.10 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $358.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $66.00 |
| **Subtotal:** | | | $424.00 |
| **Total cost of maintenance** | | | $4,002.10 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $3,901.86 |
| Assessment Net Change | | | $7.98 |
| Estimated fund balance as of June 30, 2023 | | | $(1,929.98) |
| Estimated fund balance as of June 30, 2024 | | | $(2,030.22) |

# CITY OF LIVERMORE

**District Name: Ridgecrest**
**Number: 803**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**30,547 SF comprised of**
**39.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $20,116.00 |
| Contractor Services | | | $6,213.30 |
| Irrigation Water | | | $17,826.72 |
| Maintenance Materials | | | $502.00 |
| Equipment Maintenance & Operations | | | $630.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $112.24 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $45,400.26 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $4,540.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $641.00 |
| **Subtotal:** | | | $5,181.00 |
| **Total cost of maintenance** | | | $50,581.26 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $37,721.74 |
| Assessment Net Change | | | $57.34 |
| Estimated fund balance as of June 30, 2023 | | | $51,932.50 |
| Estimated fund balance as of June 30, 2024 | | | $39,072.98 |

# CITY OF LIVERMORE

**District Name: Sonterra**
**Number: 804**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**19,559 SF comprised of**
**35.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $4,045.00 |
| Contractor Services | | | $1,961.00 |
| Irrigation Water | | | $4,334.32 |
| Maintenance Materials | | | $39.00 |
| Equipment Maintenance & Operations | | | $127.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $278.82 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $10,785.14 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,079.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $294.00 |
| **Subtotal:** | | | $1,373.00 |
| **Total cost of maintenance** | | | $12,158.14 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $17,284.72 |
| Assessment Net Change | | | $29.28 |
| Estimated fund balance as of June 30, 2023 | | | $64,024.48 |
| Estimated fund balance as of June 30, 2024 | | | $69,151.06 |

# CITY OF LIVERMORE

**District Name:**
**Saddleback Number: 806**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**41,941 SF comprised of**
**78.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $14,901.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $5,772.78 |
| Maintenance Materials | | | $150.00 |
| Equipment Maintenance & Operations | | | $467.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $142.34 |
| Phone Costs | | | $420.50 |
| **Subtotal:** | | | $21,853.62 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,185.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $670.00 |
| **Subtotal:** | | | $2,855.00 |
| **Total cost of maintenance** | | | $24,708.62 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $39,385.04 |
| Assessment Net Change | | | $29.94 |
| Estimated fund balance as of June 30, 2023 | | | $95,902.20 |
| Estimated fund balance as of June 30, 2024 | | | $110,578.62 |

# CITY OF LIVERMORE

**District Name: Altamar**
**Number: 807**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**27,093 SF comprised of**
**55.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $5,322.00 |
| Contractor Services | | | $3,000.50 |
| Irrigation Water | | | $5,427.08 |
| Maintenance Materials | | | $153.00 |
| Equipment Maintenance & Operations | | | $167.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $224.48 |
| Phone Costs | | | $431.56 |
| **Subtotal:** | | | $14,725.62 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,473.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $414.00 |
| **Subtotal:** | | | $1,887.00 |
| **Total cost of maintenance** | | | $16,612.62 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $24,361.74 |
| Assessment Net Change | | | $26.26 |
| Estimated fund balance as of June 30, 2023 | | | $85,806.97 |
| Estimated fund balance as of June 30, 2024 | | | $93,556.09 |

# CITY OF LIVERMORE

**District Name: Meadows**
**Number: 808**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**12,255 SF comprised of**
**21.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,087.00 |
| Contractor Services | | | $1,738.50 |
| Irrigation Water | | | $958.20 |
| Maintenance Materials | | | $31.00 |
| Equipment Maintenance & Operations | | | $97.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $5,911.70 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $591.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $194.00 |
| **Subtotal:** | | | $785.00 |
| **Total cost of maintenance** | | | $6,696.70 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $11,386.10 |
| Assessment Net Change | | | $32.15 |
| Estimated fund balance as of June 30, 2023 | | | $52,073.10 |
| Estimated fund balance as of June 30, 2024 | | | $56,762.50 |

# CITY OF LIVERMORE

**District Name:**
**Contractor's Place T-7090**
**Number: 810**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**16,915 SF comprised of**
**17.78 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,515.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,602.88 |
| Maintenance Materials | | | $86.00 |
| Equipment Maintenance & Operations | | | $268.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $179.92 |
| **Subtotal:** | | | $11,651.80 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,165.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $233.00 |
| **Subtotal:** | | | $1,398.00 |
| **Total cost of maintenance** | | | $13,049.80 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $13,716.31 |
| Assessment Net Change | | | $45.74 |
| Estimated fund balance as of June 30, 2023 | | | $68,374.78 |
| Estimated fund balance as of June 30, 2024 | | | $69,041.29 |

# CITY OF LIVERMORE

**District Name: Altamont**
**#2 Number: 811**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**48,375 SF comprised of**
**69.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $6,386.00 |
| Contractor Services | | | $16,092.60 |
| Irrigation Water | | | $10,026.94 |
| Maintenance Materials | | | $64.00 |
| Equipment Maintenance & Operations | | | $200.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $112.24 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $32,881.78 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,288.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $721.00 |
| **Subtotal:** | | | $4,009.00 |
| **Total cost of maintenance** | | | $36,890.78 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $42,401.39 |
| Assessment Net Change | | | $36.43 |
| Estimated fund balance as of June 30, 2023 | | | $85,922.83 |
| Estimated fund balance as of June 30, 2024 | | | $91,433.44 |

# CITY OF LIVERMORE

**District Name: Maralisa II**
**Number: 814**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**37,994 SF comprised of**
**251.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $32,782.00 |
| Contractor Services | | | $8,543.40 |
| Irrigation Water | | | $14,730.68 |
| Maintenance Materials | | | $329.00 |
| Equipment Maintenance & Operations | | | $1,027.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $469.30 |
| Phone Costs | | | $547.52 |
| **Subtotal:** | | | $58,428.90 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $5,843.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $952.00 |
| **Subtotal:** | | | $6,795.00 |
| **Total cost of maintenance** | | | $65,223.90 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $56,023.99 |
| Assessment Net Change | | | $13.23 |
| Estimated fund balance as of June 30, 2023 | | | $114,834.32 |
| Estimated fund balance as of June 30, 2024 | | | $105,634.41 |

# CITY OF LIVERMORE

**District Name: Dunsmuir**
**Number: 823**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**843,364 SF comprised of**
**530.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $61,093.00 |
| Contractor Services | | | $91,369.00 |
| Irrigation Water | | | $190,709.72 |
| Maintenance Materials | | | $5,089.92 |
| Equipment Maintenance & Operations | | | $1,915.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $4,781.12 |
| Phone Costs | | | $625.36 |
| **Subtotal:** | | | $355,583.12 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $35,558.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $6,805.00 |
| **Subtotal:** | | | $42,363.00 |
| **Total cost of maintenance** | | | $397,946.12 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $400,275.07 |
| Assessment Net Change | | | $44.78 |
| Estimated fund balance as of June 30, 2023 | | | $1,024,897.02 |
| Estimated fund balance as of June 30, 2024 | | | $1,027,225.97 |

# CITY OF LIVERMORE

**District Name: Creekside**
**Number: 833**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**14,874 SF comprised of**
**112.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $17,881.00 |
| Contractor Services | | | $3,391.10 |
| Irrigation Water | | | $8,474.60 |
| Maintenance Materials | | | $178.00 |
| Equipment Maintenance & Operations | | | $561.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $87.20 |
| Phone Costs | | | $180.92 |
| **Subtotal:** | | | $30,753.82 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,075.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $563.00 |
| **Subtotal:** | | | $3,638.00 |
| **Total cost of maintenance** | | | $34,391.82 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $33,095.93 |
| Assessment Net Change | | | $17.52 |
| Estimated fund balance as of June 30, 2023 | | | $88,410.06 |
| Estimated fund balance as of June 30, 2024 | | | $87,114.17 |

# CITY OF LIVERMORE

**District Name: Alden Lane**
**Estates Number: 845**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**18,825 SF comprised of**
**25.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $10,111.00 |
| Contractor Services | | | $2,671.30 |
| Irrigation Water | | | $4,795.58 |
| Maintenance Materials | | | $101.00 |
| Equipment Maintenance & Operations | | | $317.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $253.28 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $18,249.16 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,825.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $393.00 |
| **Subtotal:** | | | $2,218.00 |
| **Total cost of maintenance** | | | $20,467.16 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $23,110.67 |
| Assessment Net Change | | | $54.81 |
| Estimated fund balance as of June 30, 2023 | | | $73,739.08 |
| Estimated fund balance as of June 30, 2024 | | | $76,382.59 |

# CITY OF LIVERMORE

**District Name: Rosegate**
**Number: 846**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**2,552 SF comprised of 37.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,512.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $35.00 |
| Equipment Maintenance & Operations | | | $109.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $3,656.00 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $366.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $96.00 |
| **Subtotal:** | | | $462.00 |
| **Total cost of maintenance** | | | $4,118.00 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $5,638.23 |
| Assessment Net Change | | | $9.03 |
| Estimated fund balance as of June 30, 2023 | | | $54,907.39 |
| Estimated fund balance as of June 30, 2024 | | | $56,427.62 |

# CITY OF LIVERMORE

**District Name: Creekside**
**Villas Number: 847**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**9,155 SF comprised of**
**116.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $958.00 |
| Contractor Services | | | $1,071.60 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $111.00 |
| Equipment Maintenance & Operations | | | $30.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,170.60 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $217.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $86.00 |
| **Subtotal:** | | | $303.00 |
| **Total cost of maintenance** | | | $2,473.60 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $5,054.51 |
| Assessment Net Change | | | $2.58 |
| Estimated fund balance as of June 30, 2023 | | | $61,867.42 |
| Estimated fund balance as of June 30, 2024 | | | $64,448.33 |

# CITY OF LIVERMORE

**District Name: Scenic 7**
**Hills Number: 848**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**17,630 SF comprised of**
**21.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,621.00 |
| Contractor Services | | | $4,078.70 |
| Irrigation Water | | | $7,106.64 |
| Maintenance Materials | | | $87.00 |
| Equipment Maintenance & Operations | | | $270.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $88.66 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $20,252.00 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,025.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $409.00 |
| **Subtotal:** | | | $2,434.00 |
| **Total cost of maintenance** | | | $22,686.00 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $24,065.85 |
| Assessment Net Change | | | $67.94 |
| Estimated fund balance as of June 30, 2023 | | | $56,472.95 |
| Estimated fund balance as of June 30, 2024 | | | $57,852.80 |

# CITY OF LIVERMORE

**District Name: Habitat for Humanity Number: 849**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**6,450 SF comprised of 22.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $5,428.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,955.50 |
| Maintenance Materials | | | $154.00 |
| Equipment Maintenance & Operations | | | $170.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $90.20 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $7,797.70 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $780.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $129.00 |
| **Subtotal:** | | | $909.00 |
| **Total cost of maintenance** | | | $8,706.70 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $7,584.48 |
| Assessment Net Change | | | $20.44 |
| Estimated fund balance as of June 30, 2023 | | | $38,153.38 |
| Estimated fund balance as of June 30, 2024 | | | $37,031.16 |

# CITY OF LIVERMORE

**District Name: L St.**
**Traffic Calming Number:**
**851**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**255 SF comprised of 38.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $425.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $230.48 |
| Maintenance Materials | | | $104.00 |
| Equipment Maintenance & Operations | | | $14.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $773.48 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $77.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $26.00 |
| **Subtotal:** | | | $103.00 |
| **Total cost of maintenance** | | | $876.48 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $1,538.24 |
| Assessment Net Change | | | $2.40 |
| Estimated fund balance as of June 30, 2023 | | | $21,346.93 |
| Estimated fund balance as of June 30, 2024 | | | $22,008.69 |

# CITY OF LIVERMORE

**District Name: Vineyard**
**Gate 2 Number: 852**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**45,866 SF comprised of**
**20.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $13,943.00 |
| Contractor Services | | | $2,681.50 |
| Irrigation Water | | | $9,961.00 |
| Maintenance Materials | | | $540.00 |
| Equipment Maintenance & Operations | | | $437.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $270.52 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $27,833.02 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,783.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $514.00 |
| **Subtotal:** | | | $3,297.00 |
| **Total cost of maintenance** | | | $31,130.02 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $30,251.96 |
| Assessment Net Change | | | $89.68 |
| Estimated fund balance as of June 30, 2023 | | | $90,070.34 |
| Estimated fund balance as of June 30, 2024 | | | $89,192.28 |

# CITY OF LIVERMORE

**District Name:**
**Northbrook Homes-The**
**Grove Number: 854**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**211,994 SF comprised of**
**118.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $53,430.00 |
| Contractor Services | | | $31,118.30 |
| Irrigation Water | | | $45,223.44 |
| Maintenance Materials | | | $1,107.30 |
| Equipment Maintenance & Operations | | | $1,674.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $2,027.46 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $134,580.50 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $13,458.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $2,514.00 |
| **Subtotal:** | | | $15,972.00 |
| **Total cost of maintenance** | | | $150,552.50 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $147,902.56 |
| Assessment Net Change | | | $74.31 |
| Estimated fund balance as of June 30, 2023 | | | $494,313.54 |
| Estimated fund balance as of June 30, 2024 | | | $491,663.60 |

# CITY OF LIVERMORE

**District Name: Oaks**
**Business Park Number:**
**855**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**238,307 SF comprised of**
**131.90 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $30,865.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $15,647.50 |
| Maintenance Materials | | | $1,889.00 |
| Equipment Maintenance & Operations | | | $967.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $402.98 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $49,771.48 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $4,977.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,419.00 |
| **Subtotal:** | | | $6,396.00 |
| **Total cost of maintenance** | | | $56,167.48 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $83,446.78 |
| Assessment Net Change | | | $37.51 |
| Estimated fund balance as of June 30, 2023 | | | $524,767.48 |
| Estimated fund balance as of June 30, 2024 | | | $552,046.78 |

# CITY OF LIVERMORE

**District Name: Shea**
**Center Number: 857**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**28,417 SF comprised of**
**1,040.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $25,546.00 |
| Contractor Services | | | $61,044.00 |
| Irrigation Water | | | $6,597.70 |
| Maintenance Materials | | | $790.68 |
| Equipment Maintenance & Operations | | | $801.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $268.70 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $95,048.08 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $9,505.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $69,238.00 |
| **Subtotal:** | | | $78,743.00 |
| **Total cost of maintenance** | | | $173,791.08 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $105,767.48 |
| Assessment Net Change | | | $6.03 |
| Estimated fund balance as of June 30, 2023 | | | $297,889.15 |
| Estimated fund balance as of June 30, 2024 | | | $229,865.55 |

# CITY OF LIVERMORE

**District Name: Arroyo**
**Crossings Number: 858**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**125,559 SF comprised of**
**155.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $6,387.00 |
| Contractor Services | | | $24,457.20 |
| Irrigation Water | | | $18,061.64 |
| Maintenance Materials | | | $68.00 |
| Equipment Maintenance & Operations | | | $200.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $178.94 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $49,352.78 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $4,935.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $893.00 |
| **Subtotal:** | | | $5,828.00 |
| **Total cost of maintenance** | | | $55,180.78 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $52,531.56 |
| Assessment Net Change | | | $20.09 |
| Estimated fund balance as of June 30, 2023 | | | $377,466.27 |
| Estimated fund balance as of June 30, 2024 | | | $374,817.05 |

# CITY OF LIVERMORE

**District Name: Orchid**
**Place Number: 860**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**20,369 SF comprised of 5.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,022.00 |
| Contractor Services | | | $2,389.70 |
| Irrigation Water | | | $1,539.14 |
| Maintenance Materials | | | $20.00 |
| Equipment Maintenance & Operations | | | $64.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $90.90 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $6,125.74 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $613.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $152.00 |
| **Subtotal:** | | | $765.00 |
| **Total cost of maintenance** | | | $6,890.74 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $8,960.71 |
| Assessment Net Change | | | $106.25 |
| Estimated fund balance as of June 30, 2023 | | | $52,379.47 |
| Estimated fund balance as of June 30, 2024 | | | $54,449.44 |

# CITY OF LIVERMORE

**District Name: Kohls**
**Number: 861**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**13,393 SF comprised of 9.54 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,555.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $676.08 |
| Maintenance Materials | | | $25.00 |
| Equipment Maintenance & Operations | | | $80.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $83.08 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $3,419.16 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $342.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $132.00 |
| **Subtotal:** | | | $474.00 |
| **Total cost of maintenance** | | | $3,893.16 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $7,752.58 |
| Assessment Net Change | | | $48.18 |
| Estimated fund balance as of June 30, 2023 | | | $71,560.80 |
| Estimated fund balance as of June 30, 2024 | | | $75,420.22 |

# CITY OF LIVERMORE

**District Name: Magnolia**
**Place Number: 862**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**10,860 SF comprised of**
**50.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,193.00 |
| Contractor Services | | | $1,328.80 |
| Irrigation Water | | | $5,261.52 |
| Maintenance Materials | | | $32.00 |
| Equipment Maintenance & Operations | | | $100.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $85.70 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $10,001.02 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,000.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $145.00 |
| **Subtotal:** | | | $1,145.00 |
| **Total cost of maintenance** | | | $11,146.02 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $8,519.61 |
| Assessment Net Change | | | $10.10 |
| Estimated fund balance as of June 30, 2023 | | | $92,710.10 |
| Estimated fund balance as of June 30, 2024 | | | $90,083.69 |

# CITY OF LIVERMORE

**District Name: The Vines**
**Number: 863**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**12,746 SF comprised of**
**49.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,300.00 |
| Contractor Services | | | $4,480.00 |
| Irrigation Water | | | $5,686.66 |
| Maintenance Materials | | | $33.00 |
| Equipment Maintenance & Operations | | | $103.00 |
| Equipment Purchase and Repayment | | | $119.81 |
| Electric Costs | | | $57.18 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $13,779.65 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,378.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $314.00 |
| **Subtotal:** | | | $1,692.00 |
| **Total cost of maintenance** | | | $15,471.65 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $18,485.57 |
| Assessment Net Change | | | $22.37 |
| Estimated fund balance as of June 30, 2023 | | | $18,700.35 |
| Estimated fund balance as of June 30, 2024 | | | $21,714.27 |

# CITY OF LIVERMORE

**District Name: Autumn**
**Valley Number: 1989-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**33,000 SF comprised of**
**127.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,195.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $6,130.88 |
| Maintenance Materials | | | $82.00 |
| Equipment Maintenance & Operations | | | $257.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $14,664.88 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,466.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $516.00 |
| **Subtotal:** | | | $1,982.00 |
| **Total cost of maintenance** | | | $16,646.88 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $30,371.86 |
| Assessment Net Change | | | $14.18 |
| Estimated fund balance as of June 30, 2023 | | | $81,859.17 |
| Estimated fund balance as of June 30, 2024 | | | $95,584.15 |

# CITY OF LIVERMORE

**District Name: Stratford**
**Number: 1989-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**308,207 SF comprised of**
**475.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $44,276.00 |
| Contractor Services | | | $35,472.10 |
| Irrigation Water | | | $40,849.18 |
| Maintenance Materials | | | $646.22 |
| Equipment Maintenance & Operations | | | $1,388.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $230.50 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $122,862.00 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $12,286.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $3,145.00 |
| **Subtotal:** | | | $15,431.00 |
| **Total cost of maintenance** | | | $138,293.00 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $185,018.78 |
| Assessment Net Change | | | $23.09 |
| Estimated fund balance as of June 30, 2023 | | | $344,234.34 |
| Estimated fund balance as of June 30, 2024 | | | $390,960.12 |

# CITY OF LIVERMORE

**District Name: Amber**
**Ridge Number: 1989-4**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**140,697 SF comprised of**
**353.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $110,052.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $96,619.92 |
| Maintenance Materials | | | $2,511.40 |
| Equipment Maintenance & Operations | | | $3,449.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $597.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $213,229.32 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $21,323.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $3,163.00 |
| **Subtotal:** | | | $24,486.00 |
| **Total cost of maintenance** | | | $237,715.32 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $186,066.45 |
| Assessment Net Change | | | $31.25 |
| Estimated fund balance as of June 30, 2023 | | | $61,452.12 |
| Estimated fund balance as of June 30, 2024 | | | $9,803.25 |

# CITY OF LIVERMORE

**District Name: Monticello**
**Number: 1990-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**45,476 SF comprised of**
**94.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $19,158.00 |
| Contractor Services | | | $4,675.20 |
| Irrigation Water | | | $14,343.78 |
| Maintenance Materials | | | $392.00 |
| Equipment Maintenance & Operations | | | $600.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $39,168.98 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,917.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $864.00 |
| **Subtotal:** | | | $4,781.00 |
| **Total cost of maintenance** | | | $43,949.98 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $50,838.46 |
| Assessment Net Change | | | $32.06 |
| Estimated fund balance as of June 30, 2023 | | | $35,214.83 |
| Estimated fund balance as of June 30, 2024 | | | $42,103.31 |

# CITY OF LIVERMORE

**District Name: Portola**
**Glen Number: 1992-0**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**125,000 SF comprised of**
**147.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $61,625.00 |
| Contractor Services | | | $31,432.50 |
| Irrigation Water | | | $39,483.78 |
| Maintenance Materials | | | $818.00 |
| Equipment Maintenance & Operations | | | $1,931.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $135,290.28 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $13,529.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $2,689.00 |
| **Subtotal:** | | | $16,218.00 |
| **Total cost of maintenance** | | | $151,508.28 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $158,160.01 |
| Assessment Net Change | | | $63.79 |
| Estimated fund balance as of June 30, 2023 | | | $300,675.72 |
| Estimated fund balance as of June 30, 2024 | | | $307,327.45 |

# CITY OF LIVERMORE

**District Name: Scenic**
**Arroyo Estates Number:**
**1992-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**27,000 SF comprised of**
**86.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,621.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $6,709.60 |
| Maintenance Materials | | | $187.00 |
| Equipment Maintenance & Operations | | | $270.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $292.80 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $16,080.40 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,608.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $347.00 |
| **Subtotal:** | | | $1,955.00 |
| **Total cost of maintenance** | | | $18,035.40 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $20,404.96 |
| Assessment Net Change | | | $14.07 |
| Estimated fund balance as of June 30, 2023 | | | $48,058.44 |
| Estimated fund balance as of June 30, 2024 | | | $50,428.00 |

# CITY OF LIVERMORE

**District Name: Danbury**
**Number: 1994-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**9,100 SF comprised of 67.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $9,899.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,372.04 |
| Maintenance Materials | | | $200.00 |
| Equipment Maintenance & Operations | | | $310.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $12,781.04 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,278.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $257.00 |
| **Subtotal:** | | | $1,535.00 |
| **Total cost of maintenance** | | | $14,316.04 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $15,112.72 |
| Assessment Net Change | | | $13.37 |
| Estimated fund balance as of June 30, 2023 | | | $14,584.94 |
| Estimated fund balance as of June 30, 2024 | | | $15,381.62 |

# CITY OF LIVERMORE

**District Name: Portola**
**Meadows Number: 1994-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**26,660 SF comprised of**
**132.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $15,007.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $12,149.20 |
| Maintenance Materials | | | $251.00 |
| Equipment Maintenance & Operations | | | $470.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $27,877.20 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,788.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $590.00 |
| **Subtotal:** | | | $3,378.00 |
| **Total cost of maintenance** | | | $31,255.20 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $34,691.11 |
| Assessment Net Change | | | $15.58 |
| Estimated fund balance as of June 30, 2023 | | | $91,187.10 |
| Estimated fund balance as of June 30, 2024 | | | $94,623.01 |

# CITY OF LIVERMORE

**District Name: California Promenade I Number: 1994-3**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**55,836 SF comprised of 152.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $31,078.00 |
| Contractor Services | | | $6,078.00 |
| Irrigation Water | | | $4,996.96 |
| Maintenance Materials | | | $648.40 |
| Equipment Maintenance & Operations | | | $975.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $61.78 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $43,838.14 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $4,384.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $969.00 |
| **Subtotal:** | | | $5,353.00 |
| **Total cost of maintenance** | | | $49,191.14 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $57,005.30 |
| Assessment Net Change | | | $22.23 |
| Estimated fund balance as of June 30, 2023 | | | $145,114.41 |
| Estimated fund balance as of June 30, 2024 | | | $152,928.57 |

# CITY OF LIVERMORE

**District Name: Windmill**
**Springs Number: 1994-4**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**16,250 SF comprised of**
**113.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $7,664.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $3,238.08 |
| Maintenance Materials | | | $76.00 |
| Equipment Maintenance & Operations | | | $241.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $11,219.08 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,122.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $316.00 |
| **Subtotal:** | | | $1,438.00 |
| **Total cost of maintenance** | | | $12,657.08 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $18,576.82 |
| Assessment Net Change | | | $9.75 |
| Estimated fund balance as of June 30, 2023 | | | $63,043.02 |
| Estimated fund balance as of June 30, 2024 | | | $68,962.76 |

# CITY OF LIVERMORE

**District Name: California**
**Nugget I Number: 1994-6**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**15,797 SF comprised of**
**11.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,938.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $4,639.52 |
| Maintenance Materials | | | $39.00 |
| Equipment Maintenance & Operations | | | $124.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $8,740.52 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $874.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $163.00 |
| **Subtotal:** | | | $1,037.00 |
| **Total cost of maintenance** | | | $9,777.52 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,599.70 |
| Assessment Net Change | | | $51.74 |
| Estimated fund balance as of June 30, 2023 | | | $19,134.16 |
| Estimated fund balance as of June 30, 2024 | | | $18,956.34 |

# CITY OF LIVERMORE

**District Name: Rincon**
**Estates Number: 1994-7**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,893 SF comprised of 42.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,597.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $862.92 |
| Maintenance Materials | | | $116.00 |
| Equipment Maintenance & Operations | | | $50.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,625.92 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $263.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $48.00 |
| **Subtotal:** | | | $311.00 |
| **Total cost of maintenance** | | | $2,936.92 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $2,811.42 |
| Assessment Net Change | | | $3.97 |
| Estimated fund balance as of June 30, 2023 | | | $20,869.27 |
| Estimated fund balance as of June 30, 2024 | | | $20,743.77 |

# CITY OF LIVERMORE

**District Name: Hallmark**
**Collection Number: 1994-8**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,893 SF comprised of 17.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,277.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $726.20 |
| Maintenance Materials | | | $13.00 |
| Equipment Maintenance & Operations | | | $41.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $71.88 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,129.08 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $213.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $44.00 |
| **Subtotal:** | | | $257.00 |
| **Total cost of maintenance** | | | $2,386.08 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $2,577.16 |
| Assessment Net Change | | | $8.99 |
| Estimated fund balance as of June 30, 2023 | | | $12,151.33 |
| Estimated fund balance as of June 30, 2024 | | | $12,342.41 |

# CITY OF LIVERMORE

**District Name: Orchard**
**Business Park Number:**
**1995-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**148,200 SF comprised of**
**185.60 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $13,624.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $6,263.36 |
| Maintenance Materials | | | $237.00 |
| Equipment Maintenance & Operations | | | $427.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $20,551.36 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,055.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $725.00 |
| **Subtotal:** | | | $2,780.00 |
| **Total cost of maintenance** | | | $23,331.36 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $42,673.65 |
| Assessment Net Change | | | $13.63 |
| Estimated fund balance as of June 30, 2023 | | | $83,608.87 |
| Estimated fund balance as of June 30, 2024 | | | $102,951.16 |

# CITY OF LIVERMORE

**District Name: Sandhurst**
**Number: 1995-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**50,700 SF comprised of**
**168.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,725.00 |
| Contractor Services | | | $16,110.90 |
| Irrigation Water | | | $16,454.44 |
| Maintenance Materials | | | $38.00 |
| Equipment Maintenance & Operations | | | $117.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $36,445.34 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $3,645.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $538.00 |
| **Subtotal:** | | | $4,183.00 |
| **Total cost of maintenance** | | | $40,628.34 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $31,622.58 |
| Assessment Net Change | | | $11.16 |
| Estimated fund balance as of June 30, 2023 | | | $31,753.29 |
| Estimated fund balance as of June 30, 2024 | | | $22,747.53 |

# CITY OF LIVERMORE

**District Name: Airport**
**Business # 1 Number:**
**1995-4**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**76,842 SF comprised of**
**33.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,170.00 |
| Contractor Services | | | $8,250.00 |
| Irrigation Water | | | $13,250.86 |
| Maintenance Materials | | | $12.00 |
| Equipment Maintenance & Operations | | | $36.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $22,718.86 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,272.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $548.00 |
| **Subtotal:** | | | $2,820.00 |
| **Total cost of maintenance** | | | $25,538.86 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $32,238.33 |
| Assessment Net Change | | | $57.92 |
| Estimated fund balance as of June 30, 2023 | | | $65,245.98 |
| Estimated fund balance as of June 30, 2024 | | | $71,945.45 |

# CITY OF LIVERMORE

**District Name: Alden**
**Estates Number: 1995-6**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**20,361 SF comprised of**
**20.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,065.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $7,180.78 |
| Maintenance Materials | | | $11.00 |
| Equipment Maintenance & Operations | | | $33.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $8,289.78 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $829.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $218.00 |
| **Subtotal:** | | | $1,047.00 |
| **Total cost of maintenance** | | | $9,336.78 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $12,805.61 |
| Assessment Net Change | | | $37.96 |
| Estimated fund balance as of June 30, 2023 | | | $41,025.40 |
| Estimated fund balance as of June 30, 2024 | | | $44,494.23 |

# CITY OF LIVERMORE

**District Name: Scenic**
**Links Number: 1995-7**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**9,680 SF comprised of 51.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $852.00 |
| Contractor Services | | | $5,731.00 |
| Irrigation Water | | | $2,251.04 |
| Maintenance Materials | | | $108.00 |
| Equipment Maintenance & Operations | | | $26.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $8,968.04 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $897.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $127.00 |
| **Subtotal:** | | | $1,024.00 |
| **Total cost of maintenance** | | | $9,992.04 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $7,443.61 |
| Assessment Net Change | | | $8.65 |
| Estimated fund balance as of June 30, 2023 | | | $30,512.92 |
| Estimated fund balance as of June 30, 2024 | | | $27,964.49 |

# CITY OF LIVERMORE

**District Name: Portola**
**Collection Number: 1996-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**5,740 SF comprised of 29.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $4,470.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,479.88 |
| Maintenance Materials | | | $490.52 |
| Equipment Maintenance & Operations | | | $140.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $7,580.40 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $758.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $182.00 |
| **Subtotal:** | | | $940.00 |
| **Total cost of maintenance** | | | $8,520.40 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $10,691.04 |
| Assessment Net Change | | | $21.86 |
| Estimated fund balance as of June 30, 2023 | | | $25,037.51 |
| Estimated fund balance as of June 30, 2024 | | | $27,208.15 |

# CITY OF LIVERMORE

**District Name: Altamont**
**#1 Number: 1996-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**56,192 SF comprised of**
**54.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $4,790.00 |
| Contractor Services | | | $1,577.50 |
| Irrigation Water | | | $12,247.64 |
| Maintenance Materials | | | $149.00 |
| Equipment Maintenance & Operations | | | $150.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $18,914.14 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,891.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $310.00 |
| **Subtotal:** | | | $2,201.00 |
| **Total cost of maintenance** | | | $21,115.14 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $18,264.01 |
| Assessment Net Change | | | $20.05 |
| Estimated fund balance as of June 30, 2023 | | | $89,289.96 |
| Estimated fund balance as of June 30, 2024 | | | $86,438.83 |

# CITY OF LIVERMORE

**District Name: Beck - Concannon Blvd/Murdell**
**Lane Number: 1996-3**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**29,532 SF comprised of 39.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $9,259.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $8,804.82 |
| Maintenance Materials | | | $93.00 |
| Equipment Maintenance & Operations | | | $290.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $18,446.82 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,845.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $481.00 |
| **Subtotal:** | | | $2,326.00 |
| **Total cost of maintenance** | | | $20,772.82 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $28,307.89 |
| Assessment Net Change | | | $43.03 |
| Estimated fund balance as of June 30, 2023 | | | $96,092.26 |
| Estimated fund balance as of June 30, 2024 | | | $103,627.33 |

# CITY OF LIVERMORE

**District Name: Sterling**
**Reserve 1 Number: 1996-5**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**9,930 SF comprised of 30.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $4,683.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $47.00 |
| Equipment Maintenance & Operations | | | $146.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $37.50 |
| **Subtotal:** | | | $4,913.50 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $491.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $166.00 |
| **Subtotal:** | | | $657.00 |
| **Total cost of maintenance** | | | $5,570.50 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,778.01 |
| Assessment Net Change | | | $19.32 |
| Estimated fund balance as of June 30, 2023 | | | $56,094.11 |
| Estimated fund balance as of June 30, 2024 | | | $60,301.62 |

# CITY OF LIVERMORE

**District Name: Sterling**
**Reserve 2 Number: 1996-6**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**3,860 SF comprised of 10.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,915.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $19.00 |
| Equipment Maintenance & Operations | | | $60.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $150.02 |
| **Subtotal:** | | | $2,144.02 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $214.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $63.00 |
| **Subtotal:** | | | $277.00 |
| **Total cost of maintenance** | | | $2,421.02 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $3,716.23 |
| Assessment Net Change | | | $22.03 |
| Estimated fund balance as of June 30, 2023 | | | $17,974.97 |
| Estimated fund balance as of June 30, 2024 | | | $19,270.18 |

# CITY OF LIVERMORE

**District Name: Devon**
**Place T-6801 Number:**
**1996-7**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**12,420 SF comprised of 9.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $5,428.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,861.44 |
| Maintenance Materials | | | $154.00 |
| Equipment Maintenance & Operations | | | $170.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $8,613.44 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $861.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $192.00 |
| **Subtotal:** | | | $1,053.00 |
| **Total cost of maintenance** | | | $9,666.44 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $11,273.58 |
| Assessment Net Change | | | $0.00 |
| Estimated fund balance as of June 30, 2023 | | | $3,229.93 |
| Estimated fund balance as of June 30, 2024 | | | $4,837.07 |

# CITY OF LIVERMORE

**District Name: Maralisa I**
**Number: 1996-8**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**9,499 SF comprised of 61.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $8,834.00 |
| Contractor Services | | | $7,824.40 |
| Irrigation Water | | | $3,682.68 |
| Maintenance Materials | | | $88.00 |
| Equipment Maintenance & Operations | | | $277.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $117.30 |
| Phone Costs | | | $125.12 |
| **Subtotal:** | | | $20,948.50 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $2,095.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $347.00 |
| **Subtotal:** | | | $2,442.00 |
| **Total cost of maintenance** | | | $23,390.50 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $20,417.58 |
| Assessment Net Change | | | $19.84 |
| Estimated fund balance as of June 30, 2023 | | | $53,320.01 |
| Estimated fund balance as of June 30, 2024 | | | $50,347.09 |

# CITY OF LIVERMORE

**District Name: California**
**Ranch Number: 1996-9**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**24,600 SF comprised of**
**90.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $10,644.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $2,918.64 |
| Maintenance Materials | | | $1,047.00 |
| Equipment Maintenance & Operations | | | $334.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $237.18 |
| Phone Costs | | | $134.72 |
| **Subtotal:** | | | $15,315.54 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,532.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $234.00 |
| **Subtotal:** | | | $1,766.00 |
| **Total cost of maintenance** | | | $17,081.54 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $13,747.13 |
| Assessment Net Change | | | $9.06 |
| Estimated fund balance as of June 30, 2023 | | | $(16,407.42) |
| Estimated fund balance as of June 30, 2024 | | | $(19,741.83) |

# CITY OF LIVERMORE

**District Name: California Mountain View - 1 Number: 1997-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**4,320 SF comprised of 83.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,087.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $4,642.36 |
| Maintenance Materials | | | $31.00 |
| Equipment Maintenance & Operations | | | $97.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $237.18 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $8,094.54 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $809.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $166.00 |
| **Subtotal:** | | | $975.00 |
| **Total cost of maintenance** | | | $9,069.54 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $9,771.58 |
| Assessment Net Change | | | $6.98 |
| Estimated fund balance as of June 30, 2023 | | | $13,576.93 |
| Estimated fund balance as of June 30, 2024 | | | $14,278.97 |

# CITY OF LIVERMORE

**District Name: California Mountain View - 2 Number: 1997-3**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**1,145 SF comprised of 60.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $1,384.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $1,455.04 |
| Maintenance Materials | | | $14.00 |
| Equipment Maintenance & Operations | | | $43.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $65.90 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $2,961.94 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $296.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $97.00 |
| **Subtotal:** | | | $393.00 |
| **Total cost of maintenance** | | | $3,354.94 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $5,712.27 |
| Assessment Net Change | | | $5.64 |
| Estimated fund balance as of June 30, 2023 | | | $17,599.30 |
| Estimated fund balance as of June 30, 2024 | | | $19,956.63 |

# CITY OF LIVERMORE

**District Name: National**
**Drive Number: 1997-4**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**12,200 SF comprised of**
**169.90 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $6,386.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $3,620.78 |
| Maintenance Materials | | | $164.00 |
| Equipment Maintenance & Operations | | | $200.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $10,370.78 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,037.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $217.00 |
| **Subtotal:** | | | $1,254.00 |
| **Total cost of maintenance** | | | $11,624.78 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $12,761.44 |
| Assessment Net Change | | | $4.45 |
| Estimated fund balance as of June 30, 2023 | | | $50,162.29 |
| Estimated fund balance as of June 30, 2024 | | | $51,298.95 |

# CITY OF LIVERMORE

**District Name: Dover**
**Number: 1997-5**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**13,680 SF comprised of**
**44.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $9,047.00 |
| Contractor Services | | | $2,494.40 |
| Irrigation Water | | | $5,447.68 |
| Maintenance Materials | | | $190.00 |
| Equipment Maintenance & Operations | | | $283.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $17,462.08 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $1,746.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $353.00 |
| **Subtotal:** | | | $2,099.00 |
| **Total cost of maintenance** | | | $19,561.08 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $20,739.64 |
| Assessment Net Change | | | $27.95 |
| Estimated fund balance as of June 30, 2023 | | | $59,129.60 |
| Estimated fund balance as of June 30, 2024 | | | $60,308.16 |

# CITY OF LIVERMORE

**District Name: Silver**
**Oaks Number: 1990-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**8,700 SF comprised of 10.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $3,405.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $3,270.02 |
| Maintenance Materials | | | $134.00 |
| Equipment Maintenance & Operations | | | $107.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $6,916.02 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $692.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $61.00 |
| **Subtotal:** | | | $753.00 |
| **Total cost of maintenance** | | | $7,669.02 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $3,594.71 |
| Assessment Net Change | | | $18.10 |
| Estimated fund balance as of June 30, 2023 | | | $(26,063.37) |
| Estimated fund balance as of June 30, 2024 | | | $(30,137.68) |

# CITY OF LIVERMORE

**District Name: Tapestry**
**Number: 1993-1**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**153,900 SF comprised of**
**164.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $15,965.00 |
| Contractor Services | | | $9,030.00 |
| Irrigation Water | | | $54,774.72 |
| Maintenance Materials | | | $159.00 |
| Equipment Maintenance & Operations | | | $500.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $577.52 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $81,006.24 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $8,101.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $1,159.00 |
| **Subtotal:** | | | $9,260.00 |
| **Total cost of maintenance** | | | $90,266.24 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $68,183.81 |
| Assessment Net Change | | | $20.93 |
| Estimated fund balance as of June 30, 2023 | | | $78,407.54 |
| Estimated fund balance as of June 30, 2024 | | | $56,325.11 |

# CITY OF LIVERMORE

**District Name: Walmart**
**Number: 1993-2**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**34,500 SF comprised of**
**44.69 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $0.00 |
| Contractor Services | | | $0.00 |
| Irrigation Water | | | $0.00 |
| Maintenance Materials | | | $0.00 |
| Equipment Maintenance & Operations | | | $0.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $587.78 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $587.78 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $59.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $32.00 |
| **Subtotal:** | | | $91.00 |
| **Total cost of maintenance** | | | $678.78 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $1,900.27 |
| Assessment Net Change | | | $2.14 |
| Estimated fund balance as of June 30, 2023 | | | $47,076.99 |
| Estimated fund balance as of June 30, 2024 | | | $48,298.48 |

# CITY OF LIVERMORE

**District Name: Jack**
**London Place Number:**
**1995-3**

**FISCAL YEAR 2023-24 ESTIMATE OF COSTS**

**8,680 SF comprised of 21.00 units or acres**

| Budget Categories | | | Annual Cost Estimate |
|---|---|---|---|
| **DIRECT COSTS** | | | |
| Personnel Costs | | | $2,767.00 |
| Contractor Services | | | $1,404.10 |
| Irrigation Water | | | $2,150.76 |
| Maintenance Materials | | | $128.00 |
| Equipment Maintenance & Operations | | | $86.00 |
| Equipment Purchase and Repayment | | | $0.00 |
| Electric Costs | | | $0.00 |
| Phone Costs | | | $0.00 |
| **Subtotal:** | | | $6,535.86 |
| **INDIRECT COSTS** | | | |
| Program Administration | 10% of Direct Costs | | $654.00 |
| Alameda County Charge | 1.7% of Assessment Revenue | | $48.00 |
| **Subtotal:** | | | $702.00 |
| **Total cost of maintenance** | | | $7,237.86 |
| Total Revenue (FY2023-24 Assessment x No. of Units) | | | $2,819.47 |
| Assessment Net Change | | | $6.76 |
| Estimated fund balance as of June 30, 2023 | | | $(27,717.16) |
| Estimated fund balance as of June 30, 2024 | | | $(32,135.55) |

# Appendix B

## Accounting Summary Sheets for all Districts

| LMD # | LMD Name | Short Key | Beg FY23/24 Fund Balance | Revenue | Expenses | Estimated FY 23/24 Ending Fund Bal |
|---|---|---|---|---|---|---|
| 801 | Mt Day | 900752 | 2,753.08 | 3,734.40 | 3,486.16 | 3,001.32 |
| 802 | Lomitas/Ryans | 900753 | (1,929.98) | 3,901.86 | 4,002.10 | (2,030.22) |
| 803 | Ridgecrest | 900754 | 51,932.50 | 37,721.74 | 50,581.26 | 39,072.98 |
| 804 | Sonterra | 900755 | 64,024.48 | 17,284.72 | 12,158.14 | 69,151.06 |
| 805 | The Greens, Tourn | 900748 | 19,331.57 | 3,720.30 | 4,535.12 | 18,516.75 |
| 806 | Saddleback | 900756 | 95,902.20 | 39,385.04 | 24,708.62 | 110,578.62 |
| 807 | Altamar | 900757 | 85,806.97 | 24,361.74 | 16,612.62 | 93,556.09 |
| 808 | Meadows | 900758 | 52,073.10 | 11,386.10 | 6,696.70 | 56,762.50 |
| 809 | Capistrano | 900759 | 30,522.59 | 2,508.13 | 3,215.94 | 29,814.78 |
| 810 | Contractors Pl | 900797 | 68,374.78 | 13,716.31 | 13,049.80 | 69,041.29 |
| 811 | Altamont #2 | 900798 | 85,922.83 | 42,401.39 | 36,890.78 | 91,433.44 |
| 813 | Vintage Collection | 900749 | 37,733.28 | 11,776.18 | 9,165.80 | 40,343.66 |
| 814 | Maralisa #2 | 900800 | 114,834.32 | 56,023.99 | 65,223.90 | 105,634.41 |
| 815 | Bluffs | 900766 | 74,511.49 | 31,166.17 | 39,549.24 | 66,128.42 |
| 817 | Lomitas/Evans | 900767 | 43,219.45 | 8,138.70 | 4,742.46 | 46,615.69 |
| 818 | Airport Bus #2 | 900723 | 51,627.62 | 34,278.12 | 33,503.24 | 52,402.50 |
| 819 | Vintner | 900724 | 30,353.08 | 6,523.85 | 3,307.02 | 33,569.91 |
| 820 | Arroyo/Lomitas | 900725 | 30,645.14 | 6,739.20 | 7,046.72 | 30,337.62 |
| 821 | Shea Business | 900726 | 14,140.96 | 22,806.81 | 35,443.70 | 1,504.07 |
| 822 | Prima | 900727 | 209,036.78 | 47,040.36 | 20,910.38 | 235,166.76 |
| 823 | Dunsmuir | 900728 | 1,024,897.02 | 400,275.07 | 397,946.12 | 1,027,225.97 |
| 824 | Vintner Estates | 900729 | 26,462.92 | 9,302.67 | 8,376.36 | 27,389.23 |
| 826 | Park Lane | 900730 | 87,777.80 | 34,829.57 | 33,412.84 | 89,194.53 |
| 827 | Kristopher Ranch | 900731 | 539,005.05 | 130,617.26 | 119,432.74 | 550,189.57 |
| 828 | Scenic Meadows | 900732 | 22,646.94 | 5,023.43 | 5,760.86 | 21,909.51 |
| 829 | Larry's Place | 900733 | 27,315.17 | 8,295.55 | 6,139.42 | 29,471.30 |
| 830 | Visanto | 900734 | 188,244.74 | 65,004.98 | 54,463.60 | 198,786.12 |
| 831 | Sevillano | 900735 | 36,107.33 | 54,730.39 | 102,623.82 | (11,786.10) |
| 832 | Cal Nugget#2 | 900736 | 36,807.85 | 4,874.41 | 2,950.72 | 38,731.54 |
| 833 | Creekside | 900737 | 88,410.06 | 33,095.93 | 34,391.82 | 87,114.17 |
| 835 | Ashford Renaissance | 900739 | 52,736.34 | 15,218.54 | 11,706.22 | 56,248.66 |
| 836 | Legacy | 900740 | 23,884.65 | 9,840.19 | 5,808.98 | 27,915.86 |
| 837 | Los Olivos | 900741 | 26,516.80 | 207,536.23 | 224,080.32 | 9,972.71 |
| 838 | Ponderosa | 900742 | 285,359.05 | 92,130.69 | 86,318.46 | 291,171.28 |
| 839 | Reserves | 900743 | 57,694.36 | 14,168.96 | 10,072.92 | 61,790.40 |
| 840 | Birchwood | 900744 | 99,211.30 | 13,361.99 | 6,564.82 | 106,008.47 |
| 841 | Vineyard Gate 1 | 900745 | 22,135.11 | 70,555.18 | 81,979.44 | 10,710.85 |
| 842 | Lennox | 900746 | 31,365.70 | 5,506.70 | 6,243.84 | 30,628.56 |
| 843 | Parkside Tiffany | 900747 | 35,620.41 | 17,417.94 | 15,080.08 | 37,958.27 |
| 844 | Cornerstone | 900901 | (25,056.88) | 15,146.74 | 18,980.60 | (28,890.74) |
| 845 | Alden Lane Estates | 900903 | 73,739.08 | 23,110.67 | 20,467.16 | 76,382.59 |
| 846 | Rosegate | 900904 | 54,907.39 | 5,638.23 | 4,118.00 | 56,427.62 |
| 847 | Creekside Villas | 900905 | 61,867.42 | 5,054.51 | 2,473.60 | 64,448.33 |
| 848 | Scenic 7 Hills | 900906 | 56,472.95 | 24,065.85 | 22,686.00 | 57,852.80 |
| 849 | Habitat for Humanity | 900908 | 38,153.38 | 7,584.48 | 8,706.70 | 37,031.16 |
| 850 | Arroyo Plaza #2 | 900902 | 22,445.07 | 9,780.90 | 8,431.64 | 23,794.33 |
| 851 | L St Traffic Calming | 900907 | 21,346.93 | 1,538.24 | 876.48 | 22,008.69 |
| 852 | Vineyard Gate 2 | 900909 | 90,070.34 | 30,251.96 | 31,130.02 | 89,192.28 |
| 853 | Ladera Estates | 900910 | 260,462.88 | 94,520.82 | 104,029.06 | 250,954.64 |

| LMD # | LMD Name | Short Key | Beg FY23/24 Fund Balance | Revenue | Expenses | Estimated FY 23/24 Ending Fund Bal |
|---|---|---|---|---|---|---|
| 854 | Northbrook/The Grove | 900911 | 494,313.54 | 147,902.56 | 150,552.50 | 491,663.60 |
| 855 | Oaks Business Park | 900913 | 524,767.48 | 83,446.78 | 56,167.48 | 552,046.78 |
| 857 | Shea Center | 900914 | 297,889.15 | 105,767.48 | 173,791.08 | 229,865.55 |
| 858 | Arroyo Crossing | 900915 | 377,466.27 | 52,531.56 | 55,180.78 | 374,817.05 |
| 860 | Orchid Place | 900918 | 52,379.47 | 8,960.71 | 6,890.74 | 54,449.44 |
| 861 | Kohl's LMD | 900917 | 71,560.80 | 7,752.58 | 3,893.16 | 75,420.22 |
| 862 | Magnolia Place | 900919 | 92,710.10 | 8,519.61 | 11,146.02 | 90,083.69 |
| 863 | The Vines | 900920 | 18,700.35 | 18,485.57 | 15,471.65 | 21,714.27 |
| 1989-1 | Autumn Valley | 900850 | 81,859.17 | 30,371.86 | 16,646.88 | 95,584.15 |
| 1989-2 | Stratford | 900851 | 344,234.34 | 185,018.78 | 138,293.00 | 390,960.12 |
| 1989-4 | Amber Ridge | 900853 | 61,452.12 | 186,066.45 | 237,715.32 | 9,803.25 |
| 1990-1 | Silver Oaks | 900854 | (26,063.37) | 3,594.71 | 7,669.02 | (30,137.68) |
| 1990-2 | Monticello | 900845 | 35,214.83 | 50,838.46 | 43,949.98 | 42,103.31 |
| 1992-0 | Portola Glen | 900846 | 300,675.72 | 158,160.01 | 151,508.28 | 307,327.45 |
| 1992-1 | Scenic Arroyo Estates | 900844 | 48,058.44 | 20,404.96 | 18,035.40 | 50,428.00 |
| 1993-1 | Tapestry | 900646 | 78,407.54 | 68,183.81 | 90,266.24 | 56,325.11 |
| 1993-2 | Walmart | 900770 | 47,076.99 | 1,900.27 | 678.78 | 48,298.48 |
| 1994-1 | Danbury | 900644 | 14,584.94 | 15,112.72 | 14,316.04 | 15,381.62 |
| 1994-2 | Portola Meadows | 900771 | 91,187.10 | 34,691.11 | 31,255.20 | 94,623.01 |
| 1994-3 | Cal Promenade 1 | 900772 | 145,114.41 | 57,005.30 | 49,191.14 | 152,928.57 |
| 1994-4 | Windmill Springs | 900773 | 63,043.02 | 18,576.82 | 12,657.08 | 68,962.76 |
| 1994-6 | Cal Nugget #1 | 900778 | 19,134.16 | 9,599.70 | 9,777.52 | 18,956.34 |
| 1994-7 | Rincon Estates | 900779 | 20,869.27 | 2,811.42 | 2,936.92 | 20,743.77 |
| 1994-8 | Hallmark Collection | 900780 | 12,151.33 | 2,577.16 | 2,386.08 | 12,342.41 |
| 1995-1 | Orchard Bus Park | 900774 | 83,608.87 | 42,673.65 | 23,331.36 | 102,951.16 |
| 1995-2 | Sandhurst | 900642 | 31,753.29 | 31,622.58 | 40,628.34 | 22,747.53 |
| 1995-3 | Jack London Pl | 900775 | (27,717.16) | 2,819.47 | 7,237.86 | (32,135.55) |
| 1995-4 | Airport Bus #1 | 900781 | 65,245.98 | 32,238.33 | 25,538.86 | 71,945.45 |
| 1995-6 | Alden Estates | 900777 | 41,025.40 | 12,805.61 | 9,336.78 | 44,494.23 |
| 1995-7 | Scenic Links | 900782 | 30,512.92 | 7,443.61 | 9,992.04 | 27,964.49 |
| 1996-1 | Portola Collection | 900784 | 25,037.51 | 10,691.04 | 8,520.40 | 27,208.15 |
| 1996-2 | Altamont #1 | 900785 | 89,289.96 | 18,264.01 | 21,115.14 | 86,438.83 |
| 1996-3 | Beck-Concannon | 900786 | 96,092.26 | 28,307.89 | 20,772.82 | 103,627.33 |
| 1996-5 | Sterling Reserve #1 | 900787 | 56,094.11 | 9,778.01 | 5,570.50 | 60,301.62 |
| 1996-6 | Sterling Reserve #2 | 900793 | 17,974.97 | 3,716.23 | 2,421.02 | 19,270.18 |
| 1996-7 | Devon Place | 900788 | 3,229.93 | 11,273.58 | 9,666.44 | 4,837.07 |
| 1996-8 | Maralisa #1 | 900794 | 53,320.01 | 20,417.58 | 23,390.50 | 50,347.09 |
| 1996-9 | California Ranch | 900795 | (16,407.42) | 13,747.13 | 17,081.54 | (19,741.83) |
| 1997-2 | Cal Mt View #1 | 900789 | 13,576.93 | 9,771.58 | 9,069.54 | 14,278.97 |
| 1997-3 | Cal Mt View #2 | 900790 | 17,599.30 | 5,712.27 | 3,354.94 | 19,956.63 |
| 1997-4 | National Drive | 900796 | 50,162.29 | 12,761.44 | 11,624.78 | 51,298.95 |
| 1997-5 | Dover | 900791 | 59,129.60 | 20,739.64 | 19,561.08 | 60,308.16 |
| | Total | | 8,483,114.32 | 3,406,157.23 | 3,398,672.57 | 8,490,598.98 |

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION OF INTENTION TO LEVY AND COLLECT ANNUAL ASSESSMENTS UNDER THE LANDSCAPING AND LIGHTING ACT OF 1972, PRELIMINARILY APPROVE THE CONSOLIDATED ENGINEER'S REPORT, AND ESTABLISHING A PUBLIC HEARING DATE FOR THE ANNUAL LEVY OF ASSESSMENTS**

MAINTENANCE DISTRICT NO. LL-1: ANNEXATION NOS. 1989-1, 1989-2, 1989-4, 1990-1,1990-2.

MAINTENANCE DISTRICT NO. LL-2: ANNEXATION NOS. 1992-0, 1992-1, 1993-1, 1993-2,1994-1, 1994-2, 1994-3, 1994-4, 1994-6, 1994-7, 1994-8,1995-1, 1995-2, 1995-3, 1995-4, 1995-6, 1995-7, 1996-1, 1996-2, 1996-3, 1996-5, 1996-6, 1996-7, 1996-8, 1996-9, 1997-2, 1997-3, 1997-4, 1997-5.

MAINTENANCE DISTRICT NOS. LL-801, LL-802, LL-803, LL-804, LL-805, LL-806, LL-807, LL-808, LL-809, LL-810, LL-811, LL-813, LL-814, LL-815, LL-817, LL-818, LL-819, LL-820, LL-821, LL-822, LL-823, LL-824, LL-826, LL-827, LL-828, LL-829, LL-830, LL-831, LL-832, LL-833, LL-835, LL-836, LL-837, LL-838, LL-839, LL-840, LL-841, LL-842, LL-843, LL-844, LL-845, LL-846, LL-847, LL-848, LL-849, LL-850, LL-851, LL-852, LL-853, LL-854, LL-855, LL-857, LL-858, LL-859, LL-860, LL-861, LL-862, LL-863 (800 Series Maintenance Districts).

The listed assessment districts (Districts) were formed by the City of Livermore (City) under the Landscaping and Lighting Act of 1972 (Act).

Under the Act, the City Council must follow certain procedures to levy annual assessments within the Districts. The City Council took the initial action for Fiscal Year 2023-24 on April 10, 2023, by adopting its Resolution No. 2023-054 entitled "A Resolution Directing the City Engineer to File an Annual Report for Landscape Maintenance Districts Organized Under the Landscape and Lighting Act of 1972."

Since then, the City Engineer has filed with the City Clerk the *Consolidated Annual Engineer's Report for the City of Livermore's Landscape Maintenance Districts for Fiscal Year 2023-24* (Consolidated Annual Engineer's Report) for the Districts.

The next step under the Act is for the City Council, among other things, to preliminarily approve the Consolidated Annual Engineer's Report, declare its intent to levy and collect annual assessments within the Districts in Fiscal Year 2023-24, and to establish a public hearing date.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore as follows:

**1. Declaration of Intention**. The City Council hereby declares its intention under the Act to levy and collect assessments within the Districts for Fiscal Year 2023-24.

**2. Designation**. The Districts consist of Maintenance District No. LL-1, Maintenance District No. LL-2, and the 800 Series Maintenance Districts delineated above. The area of land in the Districts is located in the City.

**3. Report**. The Consolidated Annual Engineer's Report for the maintenance Districts is hereby preliminarily approved and shall be filed with the City Clerk.

**4. Improvements**. The City Council hereby refers to the Consolidated Annual Engineer's Report for a full and detailed description of the improvements to be maintained with the revenues from the assessments levied and collected within the Districts, and the proposed assessment amounts for Fiscal Year 2023-24. No new improvements or substantial improvements to existing improvements are proposed.

**5. Hearing**. On Monday, June 26, 2023, at 7:00 p.m., the City Council will hold a public hearing on the question of the levy of the proposed annual assessments in the Districts for Fiscal Year 2023-24. As soon as the hearing is completed, the City Council will consider the levy of the proposed annual assessments for Fiscal Year 2023-24.

**6. Notice**. The City Clerk is hereby authorized and directed to cause notice of the annual hearing to be given by publication as required by the Act for purposes of the annual hearing.

**7. Fiscal Year 2023-24 Assessments**. For District 900788, the Fiscal Year 2023-24 assessment is equal to the Fiscal Year 2022-23 assessment. For the remainder of the Districts, the Fiscal Year 2023-24 assessments represent an increase from Fiscal Year 2022-23 based on the increased cost of maintenance and the permitted annual inflationary index. The Fiscal Year 2023-24 assessments are within the maximum allowable assessment amount for each District.

**8. City Manager Authorization**. The City Manager is authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this resolution.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Tara Mazzanti*
Tara Mazzanti
Assistant City Attorney

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 5.8**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Jeramy Young, Police Chief

**SUBJECT:** Resolution authorizing an agreement with Axon Enterprises Inc. for unmanned aerial systems (UAS, AKA "drone") hardware, software, and related services. In an amount not-to-exceed $131,262.

## RECOMMENDED ACTION

Staff recommends City Council adopt a resolution authorizing an agreement with Axon Enterprises Inc., for unmanned aerial systems (UAS, AKA "drone") hardware, software, and related services for a 5-year term, in an amount not-to-exceed $131,262.

## SUMMARY

Technology frequently multiplies the efficiency and safety of operations across multiple industries and professions. Law enforcement agencies, and the communities they serve, have benefited from a multitude of technologies over the years, including computer aided dispatch systems, report writing systems, body-worn cameras, robots, less-lethal force options, and training simulators. One beneficial and relatively new technology is the Unmanned Aerial System (UAS, also known as drones). UAS provides an opportunity for enhanced situational awareness, which is necessary for effective decision making and de-escalation. The Livermore Police Department has utilized UAS through partnerships with allied agencies for several years; however, the Livermore Police Department has never operated its own UAS program. Entering into an agreement with Axon Enterprises Inc. would provide the UAS units, flight tracking software, basic pilot training, peripheral equipment, and support for the Livermore Police Department to start its own UAS program.

## DISCUSSION

The general utilization of UAS, through a partnership with the Alameda County Sheriff's Office, was approved by the City Council in 2022 and 2023 through the process of renewing the military equipment policy (Livermore Municipal Code 2.36.200). Recent changes in Alameda County protocols have limited the local availability of UAS. The Livermore Police Department convened an internal work group to explore the possibility of implementing its own UAS program.

The Livermore Police Department UAS working group ultimately proposed moving forward with the implementation of a local UAS program. The recommendation was not driven solely on the limited UAS availability from other agencies. It included factors such as the benefits related to the Police Department's control over the digital evidence, policies, training, and the operational value to the community. The working group suggested purchasing a total of nine UAS comprising three different categories to meet operational needs, including the need for redundancy to meet the challenges of possible equipment malfunction. Four small UAS would be used for indoor environments, four medium-sized UAS would be used for general operations, and one large UAS would be used for circumstances requiring longer flight times or advanced cameras. The group also recommended contracting with Axon Enterprises Inc. for services related to the program, such as operator training, flight tracking software, and data storage.

In February 2023, the UAS proposal was introduced to the Chief's advisory group and received wide support. It was also included in a public meeting on the department's military equipment. If approved by Council, UAS usage would continue to be tracked and reported in compliance with California Government Code Sections 7070-7075. The related annual report would be shared each year on the department website, during an LPD hosted public meeting, and with the City Council during a regularly scheduled meeting. The proposed LPD UAS policy outlines authorized usage, prohibited usage, and mitigation strategies for privacy concerns. UAS use is not only related to criminal investigations. Use can include many other situations such as missing person searches, collision scene documentation, fire scene support, natural disaster assessments, hazardous materials investigations, suspected explosive device investigations, and public safety monitoring of special events.

Axon Enterprises Inc. maintains a competitive bid in Sourcewell and already provides related proprietary services to the Livermore Police Department, such as evidence.com, live-view capabilities, and redaction software. Based on these circumstances, this will be a sole source purchase that will not be open to the bidding process.

**FISCAL AND ADMINISTRATIVE IMPACT**

The cost for the hardware, software, training, support, licenses and peripheral equipment (batteries, cameras, etc.) is $131,261. This cost is spread out over a 5-year term and will be included in annual budgets. Any additional equipment beyond that which is provided under the Axon Enterprises Inc. agreement would be handled through the normal budgeting and procurement processes.

**COMMUNITY PILLAR**

1: A Safe Community that Thrives.

**GOAL**

2: Provide proactive and effective public safety and crime prevention through direct enforcement, education, and partnerships.

**ATTACHMENTS**

1. Resolution
2. Exhibit A - Axon Enterprises Inc Agreement

Prepared by: Jason Boberg
Police Captain

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXCECUTE AN AGREEMENT WITH AXON ENTERPRISES INC. FOR UNMANNED AERIAL SYSTEMS (UAS, AKA "DRONE") RELATED HARDWARE, SOFTWARE, AND SUPPORTING ELEMENTS IN AN AMOUNT NOT-TO-EXCEED $131,262**

The City of Livermore recognizes the safety and efficiency benefits produced by a law enforcement UAS program.

The City of Livermore Police Department intends to utilize UAS's to enhance safety and operations related to criminal investigations, crime and collision scene documentation, missing persons searches, fire or disaster scene assessments, hazardous materials investigations, and special event management.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that it hereby authorizes the City Manager, on behalf of the City of Livermore, to execute the agreement, attached hereto as Exhibit A, for hardware, software, and supporting elements with Axon Enterprises Inc. for an amount not-to- exceed $131,262.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Webber
City Clerk

APPROVED AS TO FORM:

*/s/ Katherine Mirassou*
Katherine Mirassou
Deputy City Attorney

Exhibit A- Axon Enterprises Inc. Agreement

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# First Amendment to Master Services and Purchasing Agreement

This First Amendment ("**Amendment**") is between Axon Enterprise, Inc., a Delaware corporation ("**Axon**"), and Livermore Police Department ("**Agency**"). This Amendment is effective as of the last signature date on this Amendment ("**Effective Date**"). Axon and Agency are each a "**Party**" and collectively "**Parties**". To the extent this First Amendment contains terms and conditions that differ from those contained in the Agreement, this First Amendment shall control. The Parties agree that a concept or principle covered in this First Amendment shall apply and be incorporated into all other provisions of the Agreement in which the concept or principle is also applicable, notwithstanding the absence of any specific cross-reference thereto. All capitalized and defined terms referenced, but not defined, in this First Amendment shall have the meanings assigned to them in the Agreement.

Axon and Agency are parties to a Master Services and Purchasing Agreement with an effective date of January 11, 2022 ("**Agreement**").

Agency wishes to amend the Agreement to add drones and licenses in the Agreement.

The Parties therefore agree as follows:

1. Add and incorporate Attachment A: Q-454262-44970.962TS.

2. All other terms and conditions of the Agreement shall remain unchanged and in full force and effect.

Each representative identified below declares that the representative is authorized to execute this Amendment as of the date of signature.

**AXON**:

**Axon Enterprise, Inc.**

Signature: DocuSigned by: Robert E. Driscoll Jr 55E0629EB297431...

Name: Robert E. Driscoll, Jr.

Title: VP, Associate General Counsil

Date: 4/4/2023 | 11:02 AM PDT

**AGENCY**:

**Livermore Police Department (CA)**

Signature: _____

Name: _____

Title: _____

Date: _____

APPROVED AS TO FORM

DocuSigned by: Jason Alcala ACD00D4E252C458...

DS JS

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## Attachment A

**(See Next Page)**

# EXHIBIT A

**Q-454262-44970.962TS**

Issued: 02/13/2023

Quote Expiration: 06/30/2023

Estimated Contract Start Date: 07/01/2023

Account Number: 113456

Payment Terms: N30

Delivery Method:

**Axon Enterprise, Inc.**
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

| SHIP TO | BILL TO |
|---|---|
| 1110 S. Livermore Ave<br>1110 S Livermore Ave<br>Livermore, CA 94550-9315<br>USA | Livermore Police Dept. - CA<br>1110 S Livermore Ave<br>Livermore, CA 94550-9315<br>USA<br>Email: |

| SALES REPRESENTATIVE | PRIMARY CONTACT |
|---|---|
| Tamiko Sianen<br>Phone: +16285027875<br>Email: tsianen@axon.com<br>Fax: | Michael Long<br>Phone:<br>Email: mlong@cityoflivermore.net<br>Fax: |

## Quote Summary

| | |
|---|---|
| Program Length | 60 Months |
| **TOTAL COST** | $125,848.70 |
| **ESTIMATED TOTAL W/ TAX** | $131,261.11 |

## Discount Summary

| | |
|---|---|
| Average Savings Per Year | $766.26 |
| **TOTAL SAVINGS** | $3,831.30 |

## Payment Summary

| Date | Subtotal | Tax | Total |
|---|---|---|---|
| Jul 2023 | $67,612.94 | $5,412.41 | $73,025.35 |
| Jul 2024 | $14,558.94 | $0.00 | $14,558.94 |
| Jul 2025 | $14,558.94 | $0.00 | $14,558.94 |
| Jul 2026 | $14,558.94 | $0.00 | $14,558.94 |
| Jul 2027 | $14,558.94 | $0.00 | $14,558.94 |
| **Total** | **$125,848.70** | **$5,412.41** | **$131,261.11** |

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# EXHIBIT A

**Quote Unbundled Price:** **$129,680.00**
**Quote List Price:** **$129,680.00**
**Quote Subtotal:** **$125,848.70**

## Pricing

***All deliverables are detailed in Delivery Schedules section lower in proposal***

| Item | Description | Qty | Term | Unbundled | List Price | Net Price | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|---|---|---|
| **Program** | | | | | | | | | |
| CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | 60 | $183.34 | $183.34 | $174.17 | $41,801.52 | $0.00 | $41,801.52 |
| CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | 60 | $283.34 | $283.34 | $269.17 | $16,150.38 | $0.00 | $16,150.38 |
| **A la Carte Hardware** | | | | | | | | | |
| 100689 | AXON AIR,DJI MAVIC 3 ENTERPRISE SERIES-BATTERY KIT | 4 | | | $659.00 | $659.00 | $2,636.00 | $270.19 | $2,906.19 |
| 100683 | AXON AIR,DJI MAVIC 3 ENTERPRISE (NA)SP PLUS | 4 | | | $3,958.00 | $3,958.00 | $15,832.00 | $1,622.78 | $17,454.78 |
| 100526 | AXON AIR, DJI ZENMUSE H20N (NA) SP | 1 | | | $9,239.00 | $9,239.00 | $9,239.00 | $947.00 | $10,186.00 |
| 12122 | AXON AIR, DJI MATRICE 300 RTK (NA) SP PLUS | 1 | | | $13,199.00 | $13,199.00 | $13,199.00 | $1,352.90 | $14,551.90 |
| 12125 | AXON AIR, DJI MATRICE 300 TB60 INTELLIGENT FLIGHT BATTERY | 4 | | | $700.00 | $700.00 | $2,800.00 | $287.00 | $3,087.00 |
| 12115 | AXON AIR, DJI MATRICE 300 PART10-DUAL GIMBAL CONNECTOR | 1 | | | $250.00 | $250.00 | $250.00 | $25.62 | $275.62 |
| 12120 | AXON AIR, DJI GL60 MATRICE SPOTLIGHT | 1 | | | $2,500.00 | $2,500.00 | $2,500.00 | $256.25 | $2,756.25 |
| 100785 | AXON AIR,DN DJIAVATA PROVIEWCUSTOM COMBO W/REMOTE CONTROLLER | 4 | | | $1,587.00 | $1,587.00 | $6,348.00 | $650.67 | $6,998.67 |
| **A la Carte Software** | | | | | | | | | |
| 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | 60 | | $32.55 | $30.92 | $14,842.80 | $0.00 | $14,842.80 |
| **A la Carte Services** | | | | | | | | | |
| 100612 | AXON AIR, 2HR VIRTUAL TRAINING BY DRONESENSE | 1 | | | $250.00 | $250.00 | $250.00 | $0.00 | $250.00 |
| **Total** | | | | | | | **$125,848.70** | **$5,412.41** | **$131,261.11** |

# EXHIBIT A

## Firearms and Ammunition Excise Tax

| Sku | Description | Taxable Amount | FAET Rate | FAET Amount |
|---|---|---|---|---|
| | | | | |
| | | | Total | 0 |

## Delivery Schedule

### Hardware

| Bundle | Item | Description | QTY | Estimated Delivery Date |
|---|---|---|---|---|
| A la Carte | 100526 | AXON AIR, DJI ZENMUSE H20N (NA) SP | 1 | 07/01/2023 |
| A la Carte | 100683 | AXON AIR,DJI MAVIC 3 ENTERPRISE (NA)SP PLUS | 4 | 07/01/2023 |
| A la Carte | 100689 | AXON AIR,DJI MAVIC 3 ENTERPRISE SERIES-BATTERY KIT | 4 | 07/01/2023 |
| A la Carte | 100785 | AXON AIR,DN DJIAVATA PROVIEWCUSTOM COMBO W/REMOTE CONTROLLER | 4 | 07/01/2023 |
| A la Carte | 12115 | AXON AIR, DJI MATRICE 300 PART10-DUAL GIMBAL CONNECTOR | 1 | 07/01/2023 |
| A la Carte | 12120 | AXON AIR, DJI GL60 MATRICE SPOTLIGHT | 1 | 07/01/2023 |
| A la Carte | 12122 | AXON AIR, DJI MATRICE 300 RTK (NA) SP PLUS | 1 | 07/01/2023 |
| A la Carte | 12125 | AXON AIR, DJI MATRICE 300 TB60 INTELLIGENT FLIGHT BATTERY | 4 | 07/01/2023 |

### Software

| Bundle | Item | Description | QTY | Estimated Start Date | Estimated End Date |
|---|---|---|---|---|---|
| AXON AIR, CLASS 1 UAS BUNDLE | 100579 | AXON AIR, UAS LICENSE (CLASS 1) | 4 | 07/01/2023 | 06/30/2028 |
| AXON AIR, CLASS 1 UAS BUNDLE | 100584 | AXON AIR, ADVANCED STREAMING ADD-ON | 4 | 07/01/2023 | 06/30/2028 |
| AXON AIR, CLASS 1 UAS BUNDLE | 100586 | AXON AIR, API INTEGRATIONS ADD-ON | 4 | 07/01/2023 | 06/30/2028 |
| AXON AIR, CLASS 2 UAS BUNDLE | 100580 | AXON AIR, UAS LICENSE (CLASS 2) | 1 | 07/01/2023 | 06/30/2028 |
| AXON AIR, CLASS 2 UAS BUNDLE | 100584 | AXON AIR, ADVANCED STREAMING ADD-ON | 1 | 07/01/2023 | 06/30/2028 |
| AXON AIR, CLASS 2 UAS BUNDLE | 100586 | AXON AIR, API INTEGRATIONS ADD-ON | 1 | 07/01/2023 | 06/30/2028 |
| A la Carte | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | 07/01/2023 | 06/30/2028 |

### Services

| Bundle | Item | Description | QTY |
|---|---|---|---|
| A la Carte | 100612 | AXON AIR, 2HR VIRTUAL TRAINING BY DRONESENSE | 1 |

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## Payment Details

**Jul 2023**

| Invoice Plan | Item | Description | Qty | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|
| Year 1 | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | $2,968.56 | $0.00 | $2,968.56 |
| Year 1 | 100526 | AXON AIR, DJI ZENMUSE H20N (NA) SP | 1 | $9,239.00 | $947.00 | $10,186.00 |
| Year 1 | 100612 | AXON AIR, 2HR VIRTUAL TRAINING BY DRONESENSE | 1 | $250.00 | $0.00 | $250.00 |
| Year 1 | 100683 | AXON AIR,DJI MAVIC 3 ENTERPRISE (NA)SP PLUS | 4 | $15,832.00 | $1,622.78 | $17,454.78 |
| Year 1 | 100689 | AXON AIR,DJI MAVIC 3 ENTERPRISE SERIES-BATTERY KIT | 4 | $2,636.00 | $270.19 | $2,906.19 |
| Year 1 | 100785 | AXON AIR,DN DJIAVATA PROVIEWCUSTOM COMBO W/REMOTE CONTROLLER | 4 | $6,348.00 | $650.67 | $6,998.67 |
| Year 1 | 12115 | AXON AIR, DJI MATRICE 300 PART10-DUAL GIMBAL CONNECTOR | 1 | $250.00 | $25.62 | $275.62 |
| Year 1 | 12120 | AXON AIR, DJI GL60 MATRICE SPOTLIGHT | 1 | $2,500.00 | $256.25 | $2,756.25 |
| Year 1 | 12122 | AXON AIR, DJI MATRICE 300 RTK (NA) SP PLUS | 1 | $13,199.00 | $1,352.90 | $14,551.90 |
| Year 1 | 12125 | AXON AIR, DJI MATRICE 300 TB60 INTELLIGENT FLIGHT BATTERY | 4 | $2,800.00 | $287.00 | $3,087.00 |
| Year 1 | CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | $8,360.32 | $0.00 | $8,360.32 |
| Year 1 | CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | $3,230.06 | $0.00 | $3,230.06 |
| **Total** | | | | **$67,612.94** | **$5,412.41** | **$73,025.35** |

**Jul 2024**

| Invoice Plan | Item | Description | Qty | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|
| Year 2 | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | $2,968.56 | $0.00 | $2,968.56 |
| Year 2 | CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | $8,360.30 | $0.00 | $8,360.30 |
| Year 2 | CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | $3,230.08 | $0.00 | $3,230.08 |
| **Total** | | | | **$14,558.94** | **$0.00** | **$14,558.94** |

**Jul 2025**

| Invoice Plan | Item | Description | Qty | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|
| Year 3 | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | $2,968.56 | $0.00 | $2,968.56 |
| Year 3 | CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | $8,360.30 | $0.00 | $8,360.30 |
| Year 3 | CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | $3,230.08 | $0.00 | $3,230.08 |
| **Total** | | | | **$14,558.94** | **$0.00** | **$14,558.94** |

**Jul 2026**

| Invoice Plan | Item | Description | Qty | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|
| Year 4 | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | $2,968.56 | $0.00 | $2,968.56 |
| Year 4 | CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | $8,360.30 | $0.00 | $8,360.30 |
| Year 4 | CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | $3,230.08 | $0.00 | $3,230.08 |
| **Total** | | | | **$14,558.94** | **$0.00** | **$14,558.94** |

**Jul 2027**

| Invoice Plan | Item | Description | Qty | Subtotal | Tax | Total |
|---|---|---|---|---|---|---|
| Year 5 | 100112 | AXON AIR, E.COM PILOT DATA LIC | 8 | $2,968.56 | $0.00 | $2,968.56 |
| Year 5 | CLASS1UAS | AXON AIR, CLASS 1 UAS BUNDLE | 4 | $8,360.30 | $0.00 | $8,360.30 |

# EXHIBIT A

| Jul 2027 | | | | | | |
|---|---|---|---|---|---|---|
| **Invoice Plan** | **Item** | **Description** | **Qty** | **Subtotal** | **Tax** | **Total** |
| Year 5 | CLASS2UAS | AXON AIR, CLASS 2 UAS BUNDLE | 1 | $3,230.08 | $0.00 | $3,230.08 |
| **Total** | | | | **$14,558.94** | **$0.00** | **$14,558.94** |

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 6.1**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Paul Spence, Community Development Director

**SUBJECT:** Hearing to consider a request for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for 172 for-sale condominium units at the northeast corner of North Canyons Parkway and Triad Place.

## RECOMMENDED ACTION

The Planning Commission and staff recommend the City Council:

1. Adopt a Resolution finding that the project is exempt under the California Environmental Quality Act, in accordance with California Government Code Section 65457 and CEQA Guidelines Section 15182 (c), Projects Pursuant to a Specific Plan, and California Public Resources Code Section 21083.3 and as a separate and independent basis, CEQA Guidelines Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning; and
2. Adopt a Resolution approving Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, subject to the attached Conditions of Approval.

## SUMMARY

The Isabel Neighborhood Specific Plan (Specific Plan) guides development in the northwestern part of Livermore. It seeks to create a complete neighborhood with a mix of uses that is walkable, bikeable, and served by transit. The City Council adopted the Specific Plan and its Supplemental Environmental Impact Report in November 2020. The project proposes 172 total units for sale as condominiums, consisting of 58, three-story townhomes and 114, stacked one-story garden flats, with associated open space, landscaping, and parking improvements. Development plans are shown in Attachment 3.

The project is consistent with the General Plan Land Use, Housing, Community Character, and Climate Change elements and will make progress towards the City's current Regional Housing Needs Assessment. The project implements the Specific Plan, is consistent with all required development standards, and, as conditioned, conforms to all required design standards and guidelines. The use and density are consistent and compatible with surrounding properties and the Livermore Municipal Airport, the site is of a size and shape that can accommodate the use, and the project will be adequately served by all necessary utilities and services. The project conforms with the provisions of the California Housing

Crisis Act and is exempt from further California Environmental Quality Act review.

The Planning Commission voted unanimously to recommend the City Council approve the project and there are no significant fiscal or administrative impacts associated with the project.

## DISCUSSION

### PROJECT DESCRIPTION

The proposed project would develop the northeast corner of North Canyons Parkway and Triad Place (APN: 905-0010-004-03), which would implement the Isabel Neighborhood Specific Plan. The development consists of 13 three-story condominium buildings containing 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units. The development also includes an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements. The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

The proposed project requires approval of the following land use entitlements:

1. A Vesting Tentative Tract Map (SUB 22-005), which subdivides the property and establishes the site grading, circulation, public infrastructure; and

2. A Site Plan Design Review (SPDR 22-003), which is for review of the proposed site design, architecture, and landscape.

The Livermore Development Code requires Planning Commission recommendation and City Council approval for projects with subdivisions of five or more parcels. The City Council will operate in its quasi-judicial role in reviewing the proposed project, focusing on the project's consistency with the Isabel Neighborhood Specific Plan, the General Plan, and any other applicable requirements.

### BACKGROUND

In November of 2020, the City Council adopted the Isabel Neighborhood Specific Plan (Specific Plan). The Specific Plan covers approximately 1,138 acres in the northwest part of the City surrounding the Isabel Avenue/Interstate-580 interchange.

The Specific Plan contemplates future land uses and public improvements in the Isabel Neighborhood to create a complete and vibrant neighborhood with a mix of housing, businesses, and community uses. The Isabel Neighborhood will address citywide goals by providing increased transportation options, housing choices, and supporting economic vitality. Residents and workers will have access to regional and local transit, a variety of amenities, and basic services for meeting daily needs, such as a grocery store and restaurants.

The Specific Plan proposes development of a complete, transit-oriented neighborhood that includes approximately 4,095 new attached single-family and multi-family housing units, approximately 1,000 of which will be affordable housing units. In addition, the Specific Plan includes approximately 1.97 million square feet of net new office, business park, and commercial development (including a neighborhood commercial center), three new neighborhood parks, pedestrian and bicycle facilities, and infrastructure

improvements.

The Specific Plan is intended to streamline the City's development review process for development of the type and character contemplated in the Specific Plan Area. However, all of the Plan's development projects require review through the City's entitlement process. This project is the third, residential Specific Plan project.

DESCRIPTION, CONTEXT, AND ANALYSIS

For a complete project description, site context, and analysis of applicable State and local standards, please review the attached Staff Analysis memo (Attachment 1).

PLANNING COMMISSION AND PUBLIC COMMENT

On April 18, the Planning Commission considered the project at a public hearing and unanimously voted to recommend the City Council approve the project. The Planning Commission meeting minutes summarize the discussion (Attachment 4), which included questions and comments about the project's active transportation and sustainability features, the building architecture, and affordable housing. Prior to the meeting, staff received two public comments (Attachment 5) regarding affordable housing, why low and very low-income units were not proposed onsite, and why 20 percent of the units were affordable instead of 25 percent. As discussed at the meeting and described in the staff analysis, the project wholly conforms with the Specific Plan and Inclusionary Ordinance affordable housing requirements by designating 20 percent of the project's units as affordable at the median and moderate-income range. Further, the Specific Plan requires at least 20 percent of each project to be affordable but establishes an aspirational goal of reaching 25 percent affordability plan area wide. To reach the overall affordable goal, the Specific Plan anticipates some 100 percent affordable projects within the Plan Area.

**ENVIRONMENTAL DETERMINATION**

As described in the Environmental Resolution, the project is exempt from the California Environmental Quality Act (CEQA) under Government Code Section 65457 and CEQA Guidelines Section 15182 (c), which exempts residential projects that implement a Specific Plan and Public Resources Code section 21083.3, and as a separate and independent basis, CEQA Guidelines Section 15183, which exempts projects consistent with a Community Plan, General Plan, or Zoning.

**FISCAL AND ADMINISTRATIVE IMPACTS**

There are no significant fiscal or administrative impacts associated with the project. Staff time allocated to land use entitlement review is offset by required entitlement application fees. The incremental increase in demand for water, sewer, and stormwater services will be offset by required impact fees and utility connection fees. All new onsite streets, parks, and landscaping will be privately maintained by the project's Homeowners' Association (HOA). The stormwater retention areas will be privately funded. As is Livermore's practice, onsite water and sewer lines would be maintained by the City, the costs of which would be covered by user fees. The project would also annex into the Isabel Neighborhood Specific Plan Community Facilities District (CFD) to pay for offsite improvements.

**COMMUNITY PILLAR**

1: A Safe Community that Thrives
2: Economy that Prospers

**GOAL**

Pillar 1, Goal 9: Facilitate new residential development consistent with the City's General Plan
Pillar 2, Goal 4: Implement the Isabel Neighborhood Specific Plan

**GUIDING DOCUMENTS**

General Plan, Isabel Neighborhood Specific Plan, and Development Code

**ATTACHMENTS**

1. Staff Analysis
2. Location Map
3. Development Plans
4. Draft Planning Commission Meeting Minutes
5. Public Comments
6. CEQA Resolution
7. Exhibit A - PC Reso 10-23
8. Project Resolution
9. Exhibit A - PC Reso 11-23
10. Exhibit B - Conditions of Approval

Prepared by: Jake Potter
Senior Planner

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

LIVERMORE
CALIFORNIA

# STAFF ANALYSIS

TO: Chairperson Leary and
Members of the Planning Commission

PREPARED BY: Jake Potter, Associate Planner

REVIEWED BY: Steve Stewart, Planning Manager
Ben Murray, Principal Planner

DATE: April 18, 2023

SUBJECT: Vesting Tentative Tract Map (Map) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for 172 condominium residential units at the northeast corner of North Canyons Parkway and Triad Place, known as Triad East.

## PROJECT SITE CONTEXT

The Triad East site is a vacant, 5.27-acre parcel, that is located at the northeast corner of North Canyons Parkway and Triad Place (formerly Comcast Drive) as shown in Attachment 2. The site is now a grass field, that is ringed by trees along the street frontages on the south and west, and that slopes upward in a graded slope from North Canyons Parkway to the north property line. The parcel is generally bounded by offices and business parks on the north and south, and by a residential development on the east. The City Council previously approved the Triad West residential project on the adjacent site to the west. The following table summarizes the General Plan land use designation, current zoning classification, and existing land use on the subject property and surrounding properties.

**Table 1: Project Site Context**

| | General Plan Designation | Current Zoning Classification | Existing Land Use |
|---|---|---|---|
| **Subject Site** | Isabel Neighborhood | Isabel Neighborhood Specific Plan, Subarea 2c, Village | Vacant |
| **North** | Isabel Neighborhood | Isabel Neighborhood Specific Plan, Subarea 1d, Business Park | Office |
| **South** | Isabel Neighborhood | Isabel Neighborhood Specific Plan, Subarea 3f, Office | North Canyon Parkway, then Office |
| **East** | Isabel Neighborhood | Isabel Neighborhood Specific Plan, Subarea 1d, Mix of Open Space and Business Park | Open Space recreation for a multi-family development, then Office |
| **West** | Isabel Neighborhood | Isabel Neighborhood Specific Plan, Subarea 2c, Transition | Triad Drive, then Triad West condominiums (which was previously approved by the City Council and is currently in building permit plan check) |

## STAFF ANALYSIS

### General Plan

The project site has a General Plan land use designation of Isabel Neighborhood. As discussed below, the Isabel Neighborhood seeks to create a safe, vibrant, complete neighborhood; ensure new development is compatible with existing development and community character; provide housing for all income types on infill locations located near transit services; and support transit ridership and citywide goals for increased transportation options and housing choices (refer to Livermore General Plan Land Use Element, p. 3-23 and the 2015-2022 Housing Element, which encourages the provision of housing).

*Land Use and Policy Consistency*

The proposed, 172-unit residential development, is consistent with the Specific Plan land use designation and implements the General Plan goals for the Isabel Neighborhood in that:

1. The multi-family development is consistent with the site's "Village," Specific Plan Land Use Designation for multi-family developments (Figure 1 below);

2. The proposal would provide units for all income groups with (i) a mix 626 square-foot to 1,275 square-foot units, and (ii) providing 34 below market units, which is the required 20% of all units (Attachment 3 Subdivision Sheet TM 3.1)[1].

3. A mix of architectural styles is provided with 3-floor townhome and 1-floor stacked garden-flat residential styles (refer to Attachment 3: Architecture Sheets),

4. Location on an infill site adjacent to a new bike lane (see Figure 1 below) and one-half block from a new bus stop on North Canyons Parkway, to provide transportation options for residents and support transit ridership;

5. High-quality architecture with extensive articulation and varied massing, particularly at corner elements, and orients porches and landscaping towards the site periphery, promoting compatibility with surrounding development (refer to Attachment 3: Architecture Sheets) and

6. Direct walkways to residence entries, double-treed sidewalks, and bike lanes buffer pedestrians from high-volume traffic, and activate the project's street frontage on North Canyons Parkway and Triad Drive (see Figure 1 below).

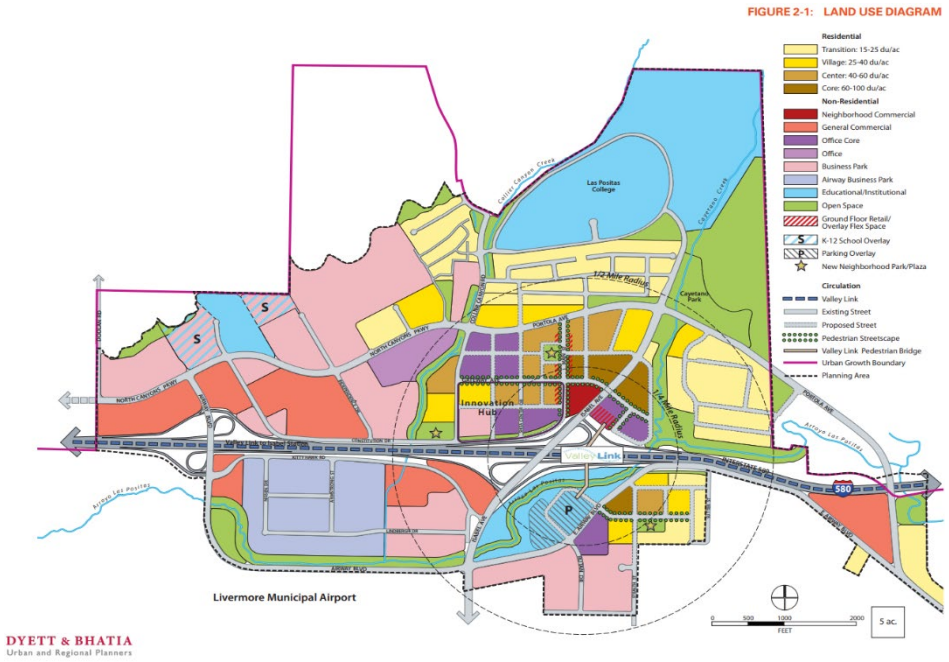


*Figure 1 Isabel Neighborhood Specific Plan*

[1] Affordable units consist of 12 Townhomes and 22 Garden Flats. An affordable housing fee will be paid for the remaining 0.4 affordable unit that is required so that 20% of all units will be affordably priced.

*Figure 2 Site and Conceptual Landscape Plan*

*Housing Element*

In 2020, the Specific Plan redesignated this site from Business and Commercial Park to Isabel Village districts. Consequently, the 2015-2022 Housing element did not include the project site in its residential sites inventory, and no site development was anticipated for Livermore's 2015-2023 Regional Housing Needs Assessment (RHNA) period. Therefore, the project's proposed unit count is above that required by the State's RHNA process and, as such, a 'no net loss' review is not required under Government Code Section 65863. The units, however, will count towards Livermore's 2023-2031 RHNA allocation of 4,570 units.

*Community Character Element*

The Community Character Element contains objectives and policies to encourage high quality design that enhances Livermore's urban design quality, prohibits exterior facades with minimal detailing, and ensures compatibility with existing development. The proposed project achieves these objectives and policies by providing a distinct contemporary architectural style with use of varied materials. The exterior façades contain extensive

articulation and varied massing, particularly at corner elements, and orient porches and landscaping towards the site periphery, promoting compatibility with surrounding development (Attachment 3: Architecture Sheets).

*Climate Change Element*

The project also implements policies in the Climate Change Element. For example, the project involves infill development near existing job centers and within a one-half block walking distance of LAVTA transit service and nearby the future Valley Link high-frequency passenger rail station in the median of I-580 just east of Isabel Avenue. The project also complies with City requirements for water conservation and energy efficiency and implements Climate Best Management Practices by providing rooftop solar arrays, waste stream separation, electric appliances, and use of reclaimed water for landscape irrigation.

Isabel Neighborhood Specific Plan

*Use and Density*

In order to appropriately manage growth and ensure compatibility of uses, the Specific Plan contains individual zoning districts. Each zoning district establishes the allowed density, land uses, and development standards.

The project site is located in the Village area of Subarea 2c within the Specific Plan, which establishes the site's zoning (Figure 1 above). The project proposes condominium-style multifamily residential units, consistent with the uses allowed in the Village residential area. The Village designation is applied to Specific Plan residential areas that serve as a transition from the lower residential densities on plan peripheries to the denser and more urban core and higher-intensity office areas. A Village designation allows 25 to 40 dwelling units per acre. The project proposes 32.6 dwelling units per acre, which is within the Village development density range. The project meets the required development standards regulating height, setback, and bulk, per the Site Plan Design Review section of this report.

In order to facilitate higher densities in support of the Specific Plan Transit Oriented Development policy, the Specific Plan also establishes voluntary, target densities within each Subarea. Generally, the target density is the midpoint between the minimum and maximum densities across a Subarea. The project meets the site's target density of 32.5 dwelling units per acre, with the proposed density of 32.6 dwelling units per acre.

*Policies*

The project is consistent with Specific Plan policies, including:

- P-LU-6: Ensure that land uses are compatible with existing residential uses and minimize conflicts between adjacent land uses with respect to scale, safety, noise, privacy, and other potential nuisances and hazards.

The project's proposed three-story height is compatible and in scale with surrounding one- and two-story office developments and the approved three-story residential buildings across Triad Drive to the west that are now in building plan check. The proposed residential buildings are not expected to generate noise levels or safety impacts that on surrounding office and residential developments per the Isabel Neighborhood Specific Plan EIR, and safety and privacy impacts on the adjacent office parking lot to the north and privately owned recreational areas to the east will be mitigated by proposed and existing fences and walls along those frontages.

- P-LU-17: Ensure that all new development provides ample landscaped areas, private open space, common open space, and publicly accessible open space. Up to 10 percent of the common area requirement may be satisfied through the provision of common indoor areas.
  The project is consistent with this policy in that project areas to be used for the public realm and quasi-public realm, are located along North Canyons Parkway and Triad Drive. These areas will be landscaped with a row of 24-inch box street trees in a 9-foot wide parkway between the curb and the public sidewalk, followed by a row of trees in a 15-foot wide, quasi-public landscape strip that is a transition to the private open porches of each unit (Attachment 3: Subdivision Sheet TM 3.0 and Landscape Sheet L-1). All street frontage trees have been upsized from the minimum required 15-gallon size (i.e. 4-6 feet high) to 24-inch box trees (i.e. 8-10 feet high). Common and private open space have been provided to meet the Specific Plan requirements as shown in Attachment 3 Subdivision Sheet TM 10.0 and the central common area design is shown in Attachment 3: Landscape Sheet L-2 and Figure 1 above.

- P-LU-22: Site plans must incorporate pathways to the larger street network, and, where feasible, the open space and trails network.
  The project is consistent with this policy in that sidewalks will connect all units with the public sidewalk network (i.e., at the vehicle entry on Triad Drive on the west, and at the southwest corner Emergency Vehicle Access driveway).

- P-LU-29: Each product type within new residential developments shall provide at least two-unit types which differ in the number of bedrooms.
  The project is consistent with this policy in that it offers two distinct product types: Townhomes with two bedrooms, and Garden (stacked) Flats with one, two, and three bedroom units as shown in Attachment 3: Architecture Sheets.

*Livermore Municipal Airport*

The Livermore Municipal Airport is located approximately ¾ of a mile southwest of the project site. In order to protect the airport's operations and to ensure safety and compatibility of surrounding uses, the County established the Livermore Airport Land Use

Compatibility Plan (Compatibility Plan). The Compatibility Plan applies to all properties within the Airport Influence Area, which generally extends from Santa Rita Road to North Livermore Avenue, and from Stanley Boulevard to north of the City Boundary.

A majority of the Isabel Neighborhood is located within the Influence Area, including the project site. During its adoption, the Specific Plan was found to be consistent with the Compatibility Plan with respect to building heights, uses, and noise levels. Given that the project is within the allowed density, use, and height requirements of the Specific Plan, it is also consistent with the Compatibility Plan. However, both the Compatibility Plan and Specific Plan require the provision of avigation easements and buyer awareness measures for properties within the Influence Area [INSP P-ENV-1]. The conditions of approval include the avigation easement requirements as shown below. To ensure airport operations remain protected and property owners remain informed about potential noise impacts, staff also recommends the following Condition:

> **Recommended Condition:** Prior to occupancy, applicant shall record the deed notification provided in the Livermore Executive Airport - Airport Land Use Compatibility Plan, Chapter 3.3.4.6, on the property for which this discretionary development permit is issued, as follows:
>
> *NOTICE OF AIRPORT IN VICINITY*
>
> *This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

<u>Subdivision – Vesting Tentative Tract Map 8657</u>

*Lot Size and Residential Condominiums*

The proposed Vesting Tentative Tract Map 8657 (Map) will subdivide the existing 5.27-acre vacant parcel into a total of 21 lots (Attachment 3, Subdivision Sheet TM 1.0). Thirteen lots will be for each of the project's 13 condominium buildings, while eight lots will be used for interior streets and common areas, such as the central common open space area.

The Specific Plan does not establish minimum or maximum residential lot sizes or dimensions. However, for reference, the proposed lot sizes range from 0.04-acres for a Triad Drive Public Utility Easement, to 0.36-acres for a Garden Flat building lot. The residential lots are of a typical size and shape for condominium style multifamily housing and can adequately accommodate the use. The proposed Map includes all shared common and open space areas and private trash collection areas (i.e. within resident garages), as required by Livermore's Subdivision Ordinance. A condominium map will be

filed with the State of California Department of Real Estate if the entitlement is approved, pursuant to State standards.

*Circulation, Streets, and Traffic*

The existing street network would serve the new parcels. General vehicular access would be provided from Triad Drive, with a secondary, emergency vehicle access driveway (EVA) from North Canyons Parkway, in conformance with the Subdivision Ordinance. The Triad Drive access would be 26 feet wide, have decorative pavers to mark the project entrance and sidewalk crossings, and have sidewalks on both sides.

All parcels would have access to the public right-of-way, in conformance with Livermore's Development Code and Subdivision Ordinance and the Subdivision Map Act. Four new private streets would be constructed. All on-site streets would have a 26-foot width, which exceeds the minimum dimensions established by the Development Code and City Standard Details, and would be privately maintained by the project's Homeowners' Association (HOA).

The Livermore-Pleasanton Fire Department (Fire Department) has reviewed the development plans and found the project provides sufficient dimensions for fire truck access and turning movement and that upper floors can be safely accessed with rescue ladders. The Fire Department has also conceptually approved the proposed EVA, fire hydrant placement, and conditioned the project to provide adequate fire hydrant placement around the site.

The proposed EVA would primarily be constructed of gravel-filled block, but would also include a five-foot-wide cement pedestrian sidewalk that connects to the street network. In order to provide continuous landscaping along streets, as required by the citywide Design Standards and Guidelines, and to enhance the North Canyons Parkway streetscape, staff recommends the EVA material be changed to turf-filled geoblock to lend the appearance of a lawn instead of a vehicle travel way. The geoblock can accommodate a fully loaded fire truck, however, the ultimate design would require Fire Department approval. Therefore, staff recommends the following:

> **Recommended Condition:** Prior to improvement plan approval, and subject to approval by the Livermore-Pleasanton Fire Department Fire Marshal and the Community Development Department Director, applicant shall revise the EVA design to include geoblock with a turf (grass) surface and 6-inch wide perimeter concrete mow strips. EVA shall maintain the proposed pedestrian sidewalk.

Pedestrian sidewalks and crosswalks would be built along North Canyons Parkway and Triad Drive and throughout the development to connect to the project's common areas, residences, and the public right of way. Proposed sidewalks would be five feet wide along private streets and four feet wide along interior areas to meet both Livermore development standards and the Americans with Disabilities Act (ADA). In addition, all units fronting the public streets have direct pedestrian connections to the City's sidewalk network from unit front doors, to promote an active street frontage per Residential Design

Standards[2]. The proposed sidewalks thus promote a strong project connection between public and private areas per City Design Standards and Guidelines.

In response to California Senate Bill 743, the Governor's Office of Planning and Research (OPR) updated the California Environmental Quality Act (CEQA) guidelines to prohibit the use of delay-based metrics (Level of Service - LOS) and instead use vehicle miles traveled (VMT) as the basis for analyzing CEQA traffic impacts. The Specific Plan Supplemental EIR found Specific Plan buildout would not result in significant VMT impacts, as measured on a per capita basis (with 15% reduction per capita as the threshold of significance). Given that the project is within the density ranges contemplated by the EIR, no significant VMT impacts would result from the project. However, LOS-based methodology was also included in the EIR for significance determination, as summarized below.

At buildout, the Supplemental EIR found that Specific Plan traffic impacts would be significant and unavoidable at the N. Livermore/ Portola intersection during the AM and PM peak hours. The City Council adopted a Statement of Overriding Considerations, finding the social, economic, and other Specific Plan benefits outweigh the unavoidable and adverse traffic impacts, and that the benefits justify Specific Plan adoption. The project is consistent with the densities identified in the Specific Plan's Supplemental EIR, for this reason, no impacts to LOS beyond those identified in the EIR would occur.

The applicant submitted a project level traffic analysis to analyze turning movements and to identify any potential geometric hazards at the site. Currently, a striped left-turn lane for southbound Triad Place conflicts with the primary entry into the project. Staff has conditioned the project to shorten this turn lane to eliminate the conflict. As conditioned, there will be no turning conflicts on Triad Drive and there will be sufficient remaining stacking distance for the turn lane.

*Alternative Transportation - Bicycle Lanes*

The City maintains an Active Transportation Plan (ATP) that identifies existing and proposed trails and bike lanes throughout the City. The ATP also identifies key locations for new bicycle lane and trail segments, in order to promote connectivity and encourage use of alternative modes of transportation. As stated in the ATP, Specific Plan active transportation standards take precedence in the Isabel Neighborhood.

The Specific Plan calls for a Class IV bike lane (bike lane separated by landscaped median) along North Canyons Parkway. The project proposes an eight-foot-wide bike lane, separated by a six-foot wide landscaped median, to meet this requirement. Staff notes an inconsistency between concrete median callout on Attachment 3: Subdivision Sheet TM 3.0, and the landscaped median on Attachment 3: Landscape Sheet L-1, as well as an absence of median trees. Staff recommends a clarifying condition to meet Specific Plan requirements as follows:

[2] RDS Chapter 6: Design Standard 2.2.2 (pg. 146)

**Recommended Condition:** Prior to Improvement Plan approval, applicant shall redesign the proposed Class IV bike lane and median to include two, 24-inch box trees in each median strip, and necessary traffic control features (i.e. bollards and wheel stops) between each median, to the satisfaction of the Community Development Department Director.

*Alternative Transportation – Bus Service*

The Specific Plan encourages coordination with the Livermore Amador Valley Transit Authority (LAVTA), which provides transit service in Livermore and throughout the Tri-Valley, to alter or add bus routes in the Plan Area. Currently, the 30R line, which is a Rapid line that runs from Livermore to the West Dublin/Pleasanton BART station, travels past the site. No bus improvements are proposed nor required for the project. However, the project would use the new bus turn-out and shelter to be constructed with the previously-approved Triad West project, located one-half block to the west on North Canyons Parkway. This bus stop will be reactivated for the 30R line, consistent with the Specific Plan, and provide a feeder-bus link to the BART station.

*Parking*

The Specific Plan establishes vehicular parking minimums and maximums for each zoning district and requires unit and guest parking in residential districts. Within the Village subarea, the parking requirements increase with the number of bedrooms. For the Townhouses, required unit parking will be provided with parallel spaces in attached garages. For the Garden Flats, required unit parking will be provided with tandem spaces in attached, under-building carports for 14 units, and uncovered parking spaces for five units along A Street, that will require a short walk to the unit. Guest parking will be provided in uncovered surface parking along the main driveway. The project conforms to the Specific Plan's vehicular parking standards as follows:

**Table 2: Parking Requirements**

| Bedrooms per Unit (Total Number of Units) | Min. - Max. Parking Spaces per unit Required | Parking Spaces per unit Provided | Complies? |
|---|---|---|---|
| 1 bedroom (12 units) | 1.0 - 1.25 | 1 | Yes |
| 2 bedrooms (154 units) | 1.5 - 2.00 | 1.6 | Yes |
| 3 bedroom (6 units) | 2.0 - 2.50 | 2 | Yes |
| Visitor Parking | 0.125 - 0.25 | 0.17 | Yes |

The project provides 200 bicycle parking stalls on-site, exceeding Specific Plan requirements. The stalls are located in garages and at key locations near the central park and meet Specific Plan requirements for minimum dimensions and being secured. (Attachment 3: For Townhomes see Architectural Sheets A008 and A009, For Garden Flats see Architectural Sheets A021 and A032).

*Utilities, Services, and Infrastructure*

The Infrastructure and Public Services element of the General Plan and the City's Subdivision ordinance require that all new developments provide adequate utilities and services such as water conveyance, sewer conveyance, and urban fire protection. The Specific Plan EIR found that at Specific Plan buildout, the City's existing utility and service systems would have adequate capacity to serve all new development in the Isabel Neighborhood. The project density is within the range contemplated by the Specific Plan. Therefore, existing utility and service systems will have sufficient capacity to serve the project.

Frontage improvements located in the City right-of-way include a new Class IV bike lane with landscaped medians that separate bikes from vehicles, new sidewalks, and two rows of upgraded street trees. The project will be annexed into the Isabel Neighborhood Specific Plan maintenance Community Facilities District (CFD), as allowed by the California Mello-Roos Act, that will cover offsite improvement maintenance costs. The existing public utility and landscape easements along North Canyon Parkway and Triad Drive will remain (Attachment 3: Subdivision Sheet TM 2.0 and TM 3.0). The applicant has shown in subdivision plans that no utilities in the Public Utility Easements along North Canyons Parkway and Triad Drive will preclude the placement of the proposed (and required), street trees along the street sidewalk as shown in the Attachment 3: Landscape Plan Sheet L-1. However, this must be verified during construction plan review. In an abundance of caution, the following condition is recommended:

> **Recommended Condition:** Prior to Improvement Plan approval, applicant shall demonstrate that all street frontage trees along both sides of the sidewalks along North Canyons Parkway and Triad Drive will be installed as approved, and that any existing utility lines that conflict with tree placement will be relocated as necessary, to the satisfaction of the Community Development Department.

The project's water, wastewater, and stormwater service would be provided by connecting into existing mains along North Canyons Parkway and Triad Place, ensuring adequate service for each unit. Stormwater would be managed by one to two-foot deep, grass-bottomed, stormwater retention basins that are largely located along project frontages, and along the east perimeter (Attachment 3: Subdivision Sheet TM 6.0). As is City practice, onsite water and sewer lines would be maintained by the City, while stormwater lines and basins would be maintained by the local Homeowners' Association (HOA). The conditions of approval require regular stormwater facility maintenance to ensure proper function.

The Isabel Neighborhood has unique access to recycled water, produced from the Livermore Water Reclamation Plant and generally used for irrigation purposes. In support of Specific Plan and Climate Action Plan policy, staff recommends the following:

> **Recommended Condition:** Prior to Improvement Plan approval, applicant shall demonstrate the project's use of recycled water for irrigation purposes, as approved by the Community Development Director. All onsite irrigation shall use recycled water.

Townhome unit solid waste would be stored in individual trash, recycle, and organic bins in each unit's garage and collected outside each garage door. Each garage has sufficient space to accommodate all bins, as required by the City's solid waste and recycling enclosure ordinance (Attachment 3: Architectural Sheets A008 and A009). Garden Flat unit solid waste would be collected and stored in two, solid waste enclosures with masonry walls that are taller than the waste collection bins (Attachment 3: Subdivision Sheet TM 9.0 and Landscaping Sheet L-3[3]). Livermore Sanitation, the City's solid waste franchisee, has reviewed the plans and found the project provides functional and efficient trash truck access. Staff recommends that the side walls of the trash enclosure be planted with vines, in order to meet Residential Design Standards 3.2.6 and 3.2.8, that all trash enclosure screen walls should be softened with landscaping, as follows:

> **Recommended Condition:** Prior to Building Permit approval, applicant shall revise plans to provide two vines on the side walls of each trash enclosure, to the satisfaction of the Community Development Department Director.

*Grading and Soils*

The applicant has provided the following documents related to grading and soils:

1. a grading plan (Attachment 3: Subdivision Sheet TM 4.0),
2. a geotechnical report that shows no hazardous conditions on site, with recommended construction measures to ensure that the proposed buildings will meet California Building Code standards that will be implemented during construction plan review as is normally done, and
3. a Phase I environmental assessment which shows no hazardous contamination.

The site slopes down from north to south with an elevation change of approximately ten feet and slopes gently to the west. The proposed project creates a front, three-foot high retaining wall along North Canyons Parkway that is set back 15 feet from the sidewalk, and a six-foot high retaining wall at the rear property line, to create a flat building pad over the site. Site

[3] Landscape Sheet L-3 shows decorative metal panels on the side of each trash enclosure, behind low shrubs. There is no space for shrubs in the one-foot wide pad between the parking space and the trash enclosure. However, there is space for vine planters to meet Residential Design Standards 3.2.6: "Landscaping should be provided around trash enclosures to soften views wherever feasible." and Residential Design Standards 3.2.8: "All structural screening should be supplemented with landscaping." Therefore, vines on the side of trash enclosures are recommended.

grading is shown in Attachment 3: Subdivision Sheets 4.0 and 4.1. The retaining wall's gray-colored, masonry-block wall material is shown in Attachment 3: Sheet L-7.

Staff has found the grading plan to meet all City grading standards, the geotechnical report has found the site suitable for development, and the Phase I study has not identified any potential subsurface hazards.

Site Plan Design Review

The Isabel Neighborhood Specific Plan establishes residential development standards that regulate height, setbacks, and bulk and design standards and guidelines that regulate design for all sites within the plan area. The City also utilizes citywide Design Standards and Guidelines that generally apply to all residential projects throughout Livermore. The project complies with the development standards for the Specific Plan's Village area and the residential Design Standards and Guidelines as described below.

*Development Standards*

**Table 3: Development Criteria**

| Development Criteria INSP Ch. 2 Village Area | INSP Standard | Proposed | Analysis |
|---|---|---|---|
| **Height (INSP Table 2-2)** | | | |
| Minimum height | Two stories | The development will be three stories in height and exceeds the minimum required building height. | Complies |
| Maximum height | Three stories, and compliance with the City's Scenic Corridor policy | The project will be a maximum of three stories and 38 feet tall at the peak of the highest tower pitched roof[4]. The proposed building heights are within the story and height limits prescribed by the Specific Plan. The building heights are also less than the 70-foot-tall buildings that are allowed by the Scenic Corridor Policy at the southern property line. | Complies |
| **Setbacks (INSP Table 2-2)** | | | |
| Front setback facing major streets | 20 feet minimum for buildings | North Canyons Parkway is a major street, per the General Plan. The building setback is measured from the property line, which runs along the street curb. A 9-foot wide parkway, 7-foot wide sidewalk and additional trees and landscaping are provided in a 35-foot wide landscape easement along the street curb. Proposed open entry porches are setback between 35 and 44 feet from the property line (curb), which exceed Specific Plan setback requirements. Note that open porches are setback a minimum of 20 feet from the back of sidewalk and the three- | Complies |

[4] Townhome building height and elevations are shown in Attachment 3: Architectural Sheets A011, A014, and A017. The Garden Flat building height and elevation is shown in Attachment 3: Architectural Sheet A025.

| Development Criteria INSP Ch. 2 Village Area | INSP Standard | Proposed | Analysis |
|---|---|---|---|
| | | story building walls are setback a minimum of 26 feet from the back of sidewalk. | |
| Setback facing all other streets | 10 feet minimum | The building setback along Triad Drive is measured from the property line location along the street curb, with a 15-foot wide easement width for sidewalks and utilities, that includes a 5-foot wide parkway, 5-foot wide sidewalk and further trees and landscaping. The building setback is a minimum 20 feet from the property line/curb, exceeding Specific Plan setback requirements. Note that proposed open porches and building walls are setback a minimum 11 feet from the back of sidewalk and three-story building walls are setback 17 feet from the back of sidewalk. | Complies |
| Interior Setback (side/ rear) | Min. 15 ft. where abutting existing residential uses; otherwise, Min. 5 ft. for first and second stories; Min. 10 ft. for third story and above | The project abuts an existing residential use on the east, and provides a minimum 26.5-foot wide setback. Project setbacks along the northern property line (next to a commercial parking lot) are ten feet. Thus, Specific Plan requirements are exceeded. | Complies |
| Building Separation | Min. 10 ft. separation between primary windows (living, dining, bedroom) of residential units.<br>Porches facing each other must be separated by minimum 15 feet along paseos. | Minimum building separation is 15 feet, and no porches face each other. Thus, Specific Plan requirements are exceeded. | Complies |

*Open Space*

The Specific Plan contains goals, policies, and development standards that require the provision of residential open spaces to enhance the quality of life and aesthetics of the plan area. Open space requirements are provided in lieu of typical lot coverage standards, but work in tandem with the Specific Plan's building separation requirements to promote light, air, and space within the project. The Specific Plan requires both the provision of common and private open spaces within each development at the following minimum ratios:

- Common Open Space minimums: 75 square feet per unit; ten-foot dimension in any direction and must be "for community gathering or recreational purposes" such as the proposed central common open space area and landscaped paseos (Specific Plan Section 2.3: Key Definitions, Open Space, pages 2-20 and 2-21). Common open space must be accessible to all residents but may be secured from the general public.

- Private Open Space minimums: 75 square feet per unit; eight-foot width and six-foot depth. Private open space consists of patios or balconies.

The project would provide approximately 76 square feet of common open space per unit and 108 square feet of private open space per unit, exceeding Specific Plan requirements. Private open space would be provided within each unit's deck or porch areas. Common open space would be provided in the central park and various paseo and smaller landscape areas. The central common open space provides a gathering area with tables, a children's play area, and a multi-purpose turn area. All common open space areas meet the required minimum dimensions and recreational function identified in the Specific Plan.

*Security, Lighting, and Noise*

The Livermore Building Security Ordinance establishes minimum standards for new construction to discourage unlawful entry, like window and door lock design and entry vision areas. The Ordinance requires a minimum one foot-candle of illumination at the parking surface of residential parking areas[5] and the Specific Plan states that light levels shall achieve a minimum 0.5 foot-candles along pedestrian paths and 1.0 foot-candles at pedestrian path nodes and parking lot surfaces.[6]

The submitted Photometric Plan (Attachment 3: Photometric Plan) shows light levels on A-Street, which is the parking lot driveway, often reaching 0.34 foot-candles. To ensure conformance with the Security Ordinance and to provide sufficient site lighting for safety, staff recommends the following:

> **Recommended Condition:** Prior to Building Permit issuance, applicant shall submit a photometric plan and improvement plans that demonstrate A-Street light levels meet the minimum 1 foot-candle lighting requirement, and 0.5 foot-candle along pedestrian paths as approved by the Building Official and the Community Development Director.

In order to protect the health and wellbeing of residents, the Livermore General Plan establishes maximum exterior and interior noise levels. The submitted Environmental Noise Assessment (Assessment) found that the project would conform to all required noise thresholds. The Assessment also noted that upgrading window glass to STC 32 would create a safety factor to ensure full compliance with the City's 45 dB DNL interior noise level for units facing North Canyons Parkway and Triad Drive. Therefore, Staff recommends the following Condition:

> **Recommended Condition:** Prior to Building Permit approval, applicant shall revise the plans to include windows with an STC-32 rating on buildings that front North Canyons Parkway and Triad Drive, pursuant as shown in Figure 2 of the Environmental Noise Assessment conducted by Bollard Acoustical Consultants, Inc., dated June 22, 2022.

As discussed in the Livermore Municipal Airport section of this report, all homeowners will be notified of their proximity to the airport and its potential noise impacts on their

[5] LMC Section 15.18.180.A
[6] Specific Plan Lighting Design Standard DS-69, page 5-34

property. Generally, single point aircraft events like flyovers are unlikely to significantly impact daily average noise levels. In addition, the noise study performed an ambient noise survey and found no significant noise impacts would occur.

*Compatibility, Massing, and Siting*

Chapter 6 of the citywide Design Standards and Guidelines contains design requirements for new residential development. The documents aim to create new development that is compatible with existing development, yet is sited properly and broken down into subparts, as follows:

- B.2.1.5 Building design should respect the predominant characteristics of neighborhood development, such as height, massing, setbacks, materials and architectural style.
- B.2.2.1 Planting strips between the sidewalk and the back of the curb are strongly encouraged. They should be a minimum of 5 feet in width.
- B.3.1.1 Neighborhood open space should be located to maximize its visual and functional benefits.
- B.6.2.1 Whenever possible, parking lots should be located behind residential structures, rather than along the primary frontage, to minimize visual impact to the street.
- C.1.1.2 Building massing should be varied by employing a variety of techniques, such as recessed porches, bay windows, dormers and varying planes or setbacks.
- C.1.2.1 The massing of larger residential buildings shall be broken down to convey a sense of “home”, and give individuality to each unit that lies within it.
- C.1.2.3 Façades of long buildings shall be architecturally subdivided into shorter segments every 25 to 50 feet maximum

The proposed buildings would be three stories, a maximum 132 feet long, and have treed landscaping between the curb and the sidewalk and parking behind residential buildings. The surrounding office buildings commonly: (a) have two and three-story heights[7], and (b) are twice the length of the of the proposed buildings. The proposed buildings have massing and footprints similar to the approved Triad West development. Thus, the proposed building massing is compatible with the surrounding area.

Neighborhood open space is provided primarily by the new sidewalk that runs between two rows of trees along North Canyons Parkway and Triad Drive, and the quasi-public spaces between the sidewalk and the buildings.

Building architecture reflects: (a) the Specific Plan design guideline for modern architecture, with stucco towers and columns, and flat roof parapets, and (b) the previous Planning

[7] Buildings with three story heights are the business park building to the immediate north (rear) and the three-story condominiums to the west (that approved by the Planning Commission and are submitted for building permit review), across Triad Drive. In addition, the 26, three-story residential buildings of the Shea-Portola to the east, have been approved by the Planning Commission and submitted for building permit review.

Commission and City Council comments to incorporate traditional building elements, with pitched tower roofs, pitched second floor roofs, horizontal and vertical wood siding, and deep entry porches and balconies. Both the Townhome and Garden Flat buildings convey that the buildings are composed of individual units with (a) projecting vertical tower elements, porches and balconies, and (b) changes in plane where wall materials are changed. All of these elements are combined to convey a sense of “home”, give individuality to each unit that lies within each building. This is most publicly visible on buildings that face the streets (Attachment 3: Architecture Sheet A004 through A007). Thus the Compatibility, Massing, and Siting finding is met.

*Architecture, Colors, and Materials*

The Specific Plan calls for contemporary architectural designs and building materials. Preferred materials are to be durable and generally include stucco, stone, wood, and metal. In addition, the Planning Commission and City Council had previously expressed a desire for incorporating traditional elements into the Specific Plan's contemporary design direction.

The design guidelines collectively aim to create developments with high-quality architectural style, rich materials, and compatible colors, as follows:

- INSP-DS-30: Development shall include a variety of architectural styles, emphasizing contemporary designs and building materials.
- INSP-DS-74: The design of townhomes must be articulated such that individual units are differentiated from each other.
- DSG 6.C.1.2.4: Each vertical module of units shall incorporate architectural features that help to individually distinguish them, such as wall breaks, projections, distinct color schemes and individual roof treatments.
- DSG-6.C.4.1.2: Windows shall be used as architectural elements that add relief to the façade and wall surface.
- DSG-6.C.6.1.1: A variety of materials shall be used that emphasize a differentiation between the various components of the building.
- DSG-6.C.7.1.1: Exterior building colors should be compatible with the surrounding neighborhood setting and should be in keeping with the geographic and climatic conditions specific to Livermore

The project proposes two distinct building types: Townhomes and Garden Flats (Attachment 3: Architectural Sheets). The project also proposes an extensively detailed contemporary architectural style that incorporates design features and materials to distinguish the project from others in the Isabel Neighborhood, while complementing other styles in the Specific Plan. The blending of contemporary and traditional building materials and shapes in the proposed buildings has been described above in the Compatibility, Massing, and Siting section.

The building types and styles significantly vary the building massing. For example, Townhome buildings use prominent stucco towers with deep, projecting porches and balconies, and varied wall materials on each unit to delineate a rapid succession of

vertical unit types. Alternatively, Garden Flats, while incorporating stucco tower elements for design continuity and vertical relief, space the towers farther apart to create a more visually linear building to reflect the longer, one-story units on each floor (even though Townhome and Garden Flat buildings have similar lengths)[8]. The proposed rhythm of prominent tower elements, materials, shapes, the massing volumes repeated at regular intervals, work together to create distinctive units across each façade.

Both building types use the same masonry, wood siding, deep porches and balconies, and pitched roof elements in different ways to create buildings that are distinctive, yet share a design continuity. The highly articulated and differentiated building architecture reflects the design requirements of the Specific Plan and the Design Standards and Guidelines.

The Design Standards and Guidelines call for windows to add relief to architectural styles and for buildings to properly address the street. The building's fenestration promotes order and variety, with all windows being recessed between 2 and 6-inches (per Design Standards and Guidelines), consistent window sill lines but varied window design, height, and width, providing design detail and relief to all elevations[9]. The highly articulated building "fronts" face all street frontages, and the front entrances help to bring life to the streetscape.

Building colors are contemporary white, gray, and brown, and are compatible with the Townhome and Garden Flat architecture (Attachment 3: Architectural Sheets). Integrated dimensional awnings are finished in a dark gray, complementing the contemporary style and distinguishing the geometric shapes. In conformance with the Design Standards and Guidelines, the proposed color palette is compatible with the existing earth tones of existing developments within the plan area (e.g., the Montage and Sage communities) and the contemporary colors of newly approved developments in other residential projects in the Isabel Neighborhood (e.g., the Triad West and Shea-Portola developments).

The Specific Plan requires that all rooftop equipment is screened fully from public view. Staff's view plane analysis finds that the rooftop equipment will be fully screened by the proposed parapets.[10]

Overall, the proposed architecture implements the Specific Plan, is compatible with the Isabel Neighborhood's existing visual fabric while ensuring the plan area is unique, distinct, and richly detailed. For these reasons, staff supports the design as proposed.

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[8] The visually different units reflect the three-story narrower Townhome units, versus the longer, one-story Garden Flat unit. This difference in floor plan and the effects on the building design to give individuality to each unit is shown in the Attachment 3: Architectural Sheets.

[9] Attachment 3: Architectural Sheets show the Townhome and Garden Flat building elements. Window recesses are shown on Sheet A0-32.

[10] Complete screening is provided by the 2.5-foot high parapets due to the steeper view plane angle caused by the limited distance from the sidewalk across Triad Drive to the building parapet (e.g., 85 feet ), and the sidewalk across North Canyons Parkway to the building parapet (e.g., 150 feet), versus the 1,000-foot long view plane envisioned by the City. The screening view plane angle is further increased (and parapet screening made more effective) by the project being three-feet above North Canyons Parkway.

*Landscape Design*

The citywide Design Standards and Guidelines and Specific Plan contain landscape standards related to trees, shrubs, and groundcovers. The standards establish minimum quantity, size, and locational parameters, as follows:

- DSG-1.4.1.a: At time of installation, trees should be a minimum 15-gallon pot size or 6 feet tall and have a one-inch caliper size at chest height, whichever is greater.
- DSG-1.4.1.b: At time of installation, all street trees should be 24-inch box size and comply with the City of Livermore Standard Details.
- DSG-1.4.1.c: At time of installation, twenty percent of all trees should have a 24-inch box container size or larger.
- DSG-1.4.1.d: At time of installation, shrubs should have a minimum 5-gallon pot size.
- INSP-Table 2-2: Minimum on-site landscaping is 16 trees per acre.

The project's landscape plan includes a mix of trees, shrubs, grasses, and groundcovers. The Overall Landscape Plan is shown in Attachment 3: Landscape Sheet L-1. The tree palette includes:

- Larger trees with broad canopies such as London Plane and Goldenrain trees that are planted along North Canyon Parkway and Triad Drive respectively, to visually soften the project and shade the sidewalk;
- Mid-sized trees with broad canopies such as Redpointe Maple, Ginko Maiden Hair, and Saratoga Sweet Bay trees that are planted in the central Common Open Area, would provide shade and visual relief; and
- Narrow, upright trees such as a Skyrocket Oak trees that are proposed in the 10-foot wide landscape strip between the rear property line and the Garden Flats to provide a softening transition for the Garden Flat residents to the adjacent parking lot and six-foot high retaining wall.

Street tree species are described in the table below. The overall tree plan would provide a mix of trees that would produce an attractive, pleasant, and shaded site and streetscape, consistent with the Design Standards and Guidelines. All proposed street trees would match those of the Triad West project, creating a consistent street aesthetic along North Canyons Parkway and Triad Drive.

**Table 4. Project Trees**

| Location | Tree | Height at Maturity | Spread at Maturity | Type | Growth Rate |
|---|---|---|---|---|---|
| Building Corners | Madrone | 40-50 feet | 20-30 feet | Evergreen | Slow (1 ft/yr) |
| Triad Drive | Goldenrain | 30-40 feet | ~35 feet | Deciduous | Medium (1-2 ft/yr) |

| | | | | | |
|---|---|---|---|---|---|
| Uncovered Parking areas | Chinese Pistache | 40 feet | 25-35 feet | Deciduous | Medium (1-2 ft/yr) |
| North Canyons Parkway | London Plane | 70-100 feet | 65-80 feet | Deciduous | Medium (1-2 ft/yr) |

A total of 177 trees are proposed, exceeding the Specific Plan's minimum tree quantity requirements. All street trees and surface parking area trees would be 24-inch box size. Approximately 40 percent of all trees will be 24-inch box size, exceeding Design Standard and Guideline requirements, as shown in Attachment 3: Landscaping Sheets L-1 and L-10).

Pursuant to the Tree Preservation Ordinance, tree mitigation is required for removing 72, protected trees located along the project perimeter. Existing tree removal is required to accommodate sidewalk replacement and the proposed grading. A Tree Report was submitted that located and evaluated all on-site trees. The applicant has exceeded the City's tree mitigation requirements as shown in Attachment 3: Landscaping Sheet L-9.

All shrubs will be a minimum 5-gallon size at installation as required (Attachment 3: Landscaping Sheet L-10). Shrub placement in specific areas is shown in the Landscape Plan (Attachment 3: Sheets L-2 through L-6). Applicant has confirmed that up-right shrubs will be planted on the south side of Building 7 to soften the building end from North Canyon Parkway. Therefore, staff recommends that the Landscape Plan be revised to show 3 to 5 15-gallon shrubs planted in the western half of Building 7's south elevation (the eastern half has utility panels that must be accessible) as follows:

> **Recommended Condition:** Prior to Improvement Plan approval, applicant shall revise the plans to include 3 to 5 15-gallon shrubs planted in the western half of Building seven's south elevation as approved by the Community Development Department Director.

The project is conditioned to comply with the City's Water Efficient Landscape Ordinance (WELO) in order to conserve water, avoid invasive species, and ensure irrigation efficiency. The project will use less water than allowed, contain no high-water using plants, utilize drip irrigation, and use recycled water use for all project irrigation. These requirements are shown in Attachment 3: Landscaping Sheet L-8. Thus, the project promotes efficient use of water resources and conforms to the city's WELO requirements.

Portions of the plant palette are also California natives and pollinators that are conducive to birds, butterfly, and beneficial insects like bees. In this way, the plant selection would be well suited to Livermore's climate and will promote increased biodiversity, furthering Specific Plan and Climate Action plans goals. All landscaping will be maintained by the site's future Homeowners' Association (HOA). Thus, the proposed landscaping is consistent with the citywide Design Standards and Guidelines and the Specific Plan. Staff supports the proposed landscape plan.

*Fencing, Walls, Public Art, and Signage*

The Residential Design Standards and Guidelines for fencing, discourage fences that entirely enclose the front yard (Guideline Ch.6 Sec. E.4.1.4) and encourage breaking up long expanses of uninterrupted walls (Guideline 4.1.8). The proposed 280-foot long, three-foot high fence along North Canyons Parkway creates a wall along the back of sidewalk. This fencing separates the line of trees along the inside of the sidewalk from sidewalk users and cuts off the trees at the back of the sidewalk from the sidewalk environment and interrupts the surrounding, open streetscape. Removing the fence would resolve this issue. For this reason, staff recommends the following:

> **Recommended Condition:** Prior to Improvement Plan approval, applicant shall revise the plans to remove the project fencing along North Canyons Parkway, as approved by the Community Development Department Director.

Retaining walls are faced with gray, masonry block, which reflects the contemporary design of the architecture, and the color and materials help the wall visually blend into the slope. Staff supports the proposed wall design.

The applicant has requested to pay the public art fee, which will be done prior to issuance of a Building Permit. No signage has been submitted. All signs will meet the Livermore Development Code, the City Design Standards and Guidelines, and the Specific Plan prior to issuance of a Building Permit for the sign.

Housing and Affordability

*Affordability*

As in the greater Bay Area region, there is an urgent and significant need for affordable housing in Livermore. For example, the 42 Chestnut Square affordable family apartments received approximately 3,000 household applications in 2020.

In support of the City Council's priority to increase and expand affordable housing opportunities, the Specific Plan contains affordability requirements for all new development. Each new for sale project in the Isabel Neighborhood is required to allocate 15 percent of the units to individuals or families of moderate-income levels and an additional five percent of units to those with median-income levels. An Alameda County median income for a family of four is approximately $125,000 while a moderate income for a family of four is approximately $150,000. The project proposes 172 total for sale units. Of this total, 25 units will be reserved for those with a moderate income and nine will be reserved for those with a median income, in conformance with Specific Plan requirements (Attachment 3: Subdivision Plan Sheet TM 3.1).

The City Council has also adopted an Inclusionary Housing Ordinance, which establishes citywide affordability requirements. As required by the Inclusionary Housing Ordinance, all affordable units will be comparable in size and bedroom count as the market-rate units onsite and the affordable units will be adequately dispersed across the site. The Housing

and Human Services Division has reviewed and approved of the project's proposed affordable unit plan. As conditioned, the project meets all Specific Plan and Inclusionary Housing Ordinance requirements.

*Housing Crisis Act*

The Housing Crisis Act (SB 330) became California law on January 1, 2020, and made numerous changes to the procedures for processing, reviewing, and approving housing development projects during the statewide housing emergency, which ends on January 1, 2030. Specifically, the new law:

- Created an optional "preliminary application" process for housing developers that freezes development standards and fees as of the submittal date;
- Amended the Permit Streamlining Act to clarify the timeframe and procedures for determining whether a development application is complete;
- Added provisions to the Housing Accountability Act to limit the use of subjective design standards. Under SB 330, only objective design standards may be used to deny or reduce the development of a housing development project. However, non-objective design guidelines, i.e., design standards that involve discretion, may be applied as long as the standards were adopted before January 1, 2020. The City's Design Standards and Guidelines were adopted on June 28, 2004 and, therefore, may still be applied;
- Limited the number of hearings that may be held on a housing development project to five; and
- Limits actions to reduce residential development capacity or implement growth control measures and imposes replacement housing and relocation requirements for projects that demolish residential units.

The applicant submitted for relief under the Housing Crisis Act by submitting a preliminary application in August 1, 2022. Therefore, all development standards and fees applying to the project were vested at that date. Pursuant to the Housing Crisis Act (above), project must meet: (a) objective Specific Plan requirements, and (b) objective and subjective standards from the adopted 2004 citywide Design Standards and Guidelines. The project review meets the timelines and quantity of hearings specified in the law. No residential demolition nor growth control is part of this project and the City has suspended its Housing Implementation Program (HIP), which generally limited the annual number of units constructed. For these reasons, the project review process and the review standards used are consistent with the provisions of the Housing Crisis Act.

Sustainability

In support of the City's General Plan, Climate Action Plan, and Specific Plan, the proposed project will incorporate sustainability measures into its construction and operations. For example, the project proposes all electric appliances, and rooftop photovoltaic arrays that would provide electricity for each unit without local emissions. The project will provide EV Capable, EV Ready, and EV equipped parking stalls. For example, townhome garages will be EV Ready, while garden flat buildings and guest parking will contain a mix of EV capable

and EV charger spaces. Townhome garages and Garden Flat free-standing trash enclosures will also have sufficient space to accommodate trash, organic, and recycling bins, encouraging composting and recycling activities for all residents. All onsite fixtures would be water and energy efficient.

The project will efficiently use and treat water onsite. Recycled water will be used for all irrigation and all plants will be medium or low water users. In addition, many species will be natives and pollinators, which are well suited to Livermore's climate and attract beneficial insects, bees, butterflies, and songbirds. Stormwater will be treated in retention areas with natural grasses that also provide habitat. Finally, the project is: (a) an infill development located directly adjacent to the LAVTA 30R line, which serves the West Dublin/Pleasanton BART station, (b) collocated nearby existing job centers, and (c) nearby the future Valley Link station. Thus, residents would have walking access to jobs and more efficient forms of transportation, providing more options and potentially reducing their reliance on personal automobiles.

LIVERMORE
CALIFORNIA

# Location Map

**ATTACHMENT 2**

Notes:

666.7 0 333.33 666.7 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_

Livermore IT, GIS Services

Scale: 1: 4,000

This map is based on City of Livermore GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

*Prepared:*

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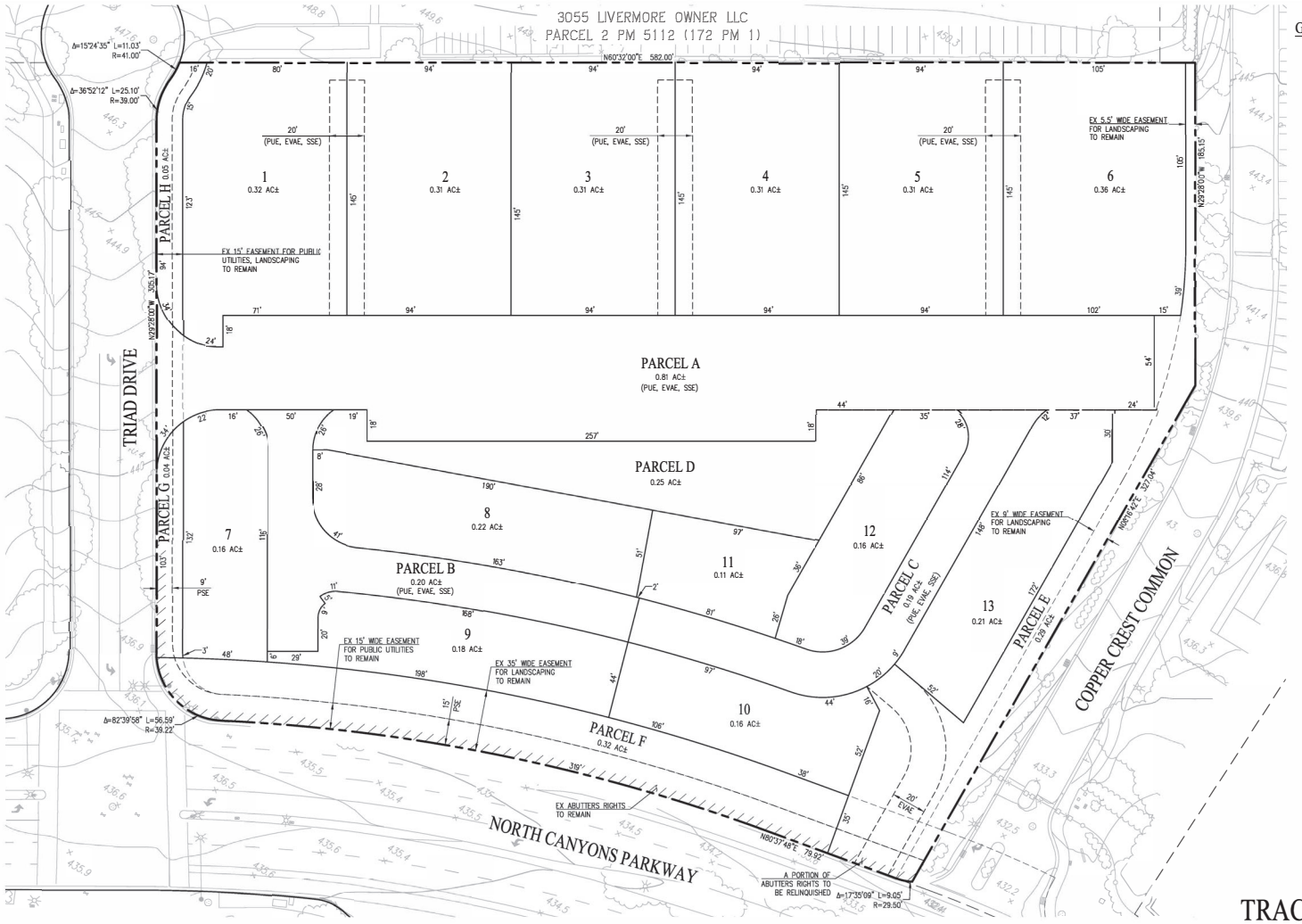
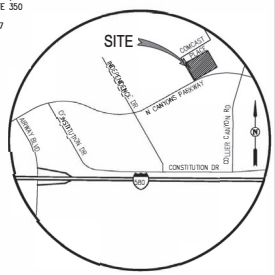



## GENERAL NOTES

| | | |
|---|---|---|
| 1. | DEVELOPER: | DENOVA HOMES, INC<br>1500 WILLOW PASS COURT<br>CONCORD, CA 94520<br>KERRI WATT<br>(925)605-9304 |
| 2. | CIVIL ENGINEER: | CARLSON, BARBEE, & GIBSON, INC.<br>2633 CAMINO RAMON, SUITE 350<br>SAN RAMON, CA 94583<br>RYAN HANSEN, RCE #80557<br>PHONE: (925) 866-0322 |
| 3. | GEOTECHNICAL ENGINEER: | STEVENS FERRONE BAILEY<br>1600 WILLOW PASS COURT<br>CONCORD, CA 94520<br>PHONE: (925)-688-1001 |
| 4. | CONTOUR INTERVAL: | 1 FOOT (EXISTING) |
| 5. | PROPERTY ADDRESS: | TRIAD DRIVE<br>LIVERMORE, CA 94550 |
| 6. | APN: | 905-0010-004-03 |
| 7. | LAND AREA SUMMARY: | GROSS AREA = 5.27± AC |
| 8. | NUMBER OF UNITS: | 172 |
| 9. | DENSITY: | 32.6 DU/AC |
| 10. | EXISTING LOTS:<br>PROPOSED LOTS:<br>PROPOSED PARCELS: | 1<br>13<br>7 |
| 11. | MIN PARCEL SIZE:<br>MAX PARCEL SIZE: | PARCEL G (0.04 AC±)<br>PARCEL A (0.81 AC±) |
| 12.<br>13. | MIN LOT SIZE:<br>MAX LOT SIZE: | LOT 11 (0.11 AC±)<br>LOT 6 (0.36 AC±) |
| 14. | EXISTING GENERAL PLAN: | ISABEL NEIGHBORHOOD SPECIFIC PLAN |
| 12. | PROPOSED GENERAL PLAN: | ISABEL NEIGHBORHOOD SPECIFIC PLAN |
| 13. | EXISTING ZONING: | RESIDENTIAL-TRANSITION |
| 14. | PROPOSED ZONING: | RESIDENTIAL-TRANSITION |
| 15. | EXISTING USE: | VACANT |
| 16. | PROPOSED USE: | MULTI-FAMILY RESIDENTIAL |
| 17. | UTILITIES:<br>SEWER:<br>STORM DRAIN:<br>GAS & ELECTRIC:<br>TRASH: | OWNER:<br>CITY OF LIVERMORE<br>CITY OF LIVERMORE<br>PG&E<br>LIVERMORE SANITATION |
| 18. | UTILITIES: | ALL ONSITE STORM DRAIN AND PRIVATE FIRE WATER IS PRIVATELY OWNED AND MAINTAINED. ALL ONSITE DOMESTIC WATER MAINS WILL BE PUBLIC UP TO EACH INDIVIDUAL METER. SANITARY SEWER WILL BE PUBLIC UP TO THE UNIT CLEANOUT. |
| 19. | STREETS: | ALL ONSITE STREETS WILL BE PRIVATE AND PRIVATELY MAINTAINED. |
| 20. | GRADING: | PROPOSED GRADING AS SHOWN IS PRELIMINARY, FINISHED GRADING IS SUBJECT TO FINAL DESIGN. |
| 21. | EROSION CONTROL: | EROSION CONTROL WILL BE PREPARED PER CITY STANDARDS AND ABAG RECOMMENDATIONS. |
| 22. | COMMON AREAS: | COMMON AREAS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. |
| 23. | TREES: | ALL EXISTING TREES ON SITE TO BE REMOVED. |
| 24. | BENCHMARK: | CITY BENCHMARK 2K-207: MONUMENT DISC AT WESTERLY END OF A CURVE ON EAST AIRWAY BOULEVARD, APPROXIMATELY 570' EAST OF RUTAN DRIVE. |
| 25. | BASIS OF BEARINGS: | THE BASIS OF BEARINGS FOR THIS SURVEY IS THE MONUMENT LINE OF NORTH CANYONS ROAD, THE BEARING BEING N60°32'00"E PER PARCEL MAP 5112 (172 PM 11). |
| 26. | CONDOMINIUM PLAN: | A CONDOMINIUM PLAN WILL BE RECORDED FOR LOTS 1 THROUGH 13. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 4285 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM DWELLING UNITS SHALL BE NO MORE THAN 172 RESIDENTIAL CONDOMINIUM UNITS FOR LOTS 1 THROUGH 13. |
| 27. | FLOOD ZONE: | ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. |
| 28. | EASEMENTS: | PARCELS A,B AND C INCLUDE THE FOLLOWING PUBLIC AND PRIVATE EASEMENTS TO SERVE ONSITE PRIVATE AND PUBLIC FACILITIES AND PROVIDE GRANT ACCESS AS NOTED: EVA, PRAE, PSLE, PUE AND SSE. |




VICINITY MAP

NOT TO SCALE

## LEGEND

| EXISTING | PROPOSED | DESCRIPTION |
|---|---|---|
| | | PROPERTY BOUNDARY |
| | | RIGHT OF WAY BOUNDARY |
| | | LOT/PARCEL BOUNDARY |
| | | EASEMENT LINE |
| | | ABUTTER'S RIGHT |

## ABBREVIATIONS

| | |
|---|---|
| APN | ACCESS PARCEL NUMBER |
| EVAE | EMERGENCY VEHICLE ACCESS EASEMENT |
| EX | EXISTING |
| FC | FACE OF CURB |
| PRAE | PRIVATE ACCESS EASEMENT |
| PSE | PUBLIC SIDEWALK EASEMENT |
| PUE | PUBLIC UTILITY EASEMENT |
| PWLE | PRIVATE WATER LINE EASEMENT (FIRE MAIN) |
| R | RADIUS |
| R/W | RIGHT OF WAY |
| SF | SQUARE FEET |
| SSE | PUBLIC SEWER EASEMENT |

## SHEET INDEX



| Sheet Number | Sheet Title |
|---|---|
| TM 1.0 | VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES |
| TM 2.0 | EXISTING CONDITIONS AND DEMOLITION PLAN |
| TM 3.0 | PRELIMINARY SITE PLAN |
| TM 3.1 | AFFORDABLE HOMES SITE PLAN |
| TM 4.0 | PRELIMINARY GRADING AND DRAINAGE PLAN |
| TM 4.1 | PRELIMINARY GRADING SECTIONS |
| TM 5.0 | PRELIMINARY UTILITY PLAN |
| TM 6.0 | PRELIMINARY STORMWATER CONTROL PLAN |
| TM 7.0 | PRELIMINARY EROSION CONTROL PLAN |
| TM 8.0 | FIRE HYDRANT & FIRE ACCESS PLAN |
| TM 9.0 | TRASH SERVICE EXHIBIT |
| TM 10.0 | OPEN SPACE DIAGRAM |



# TRACT 8657 VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

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SHEET NO. TM 1.0 OF 11 SHEETS

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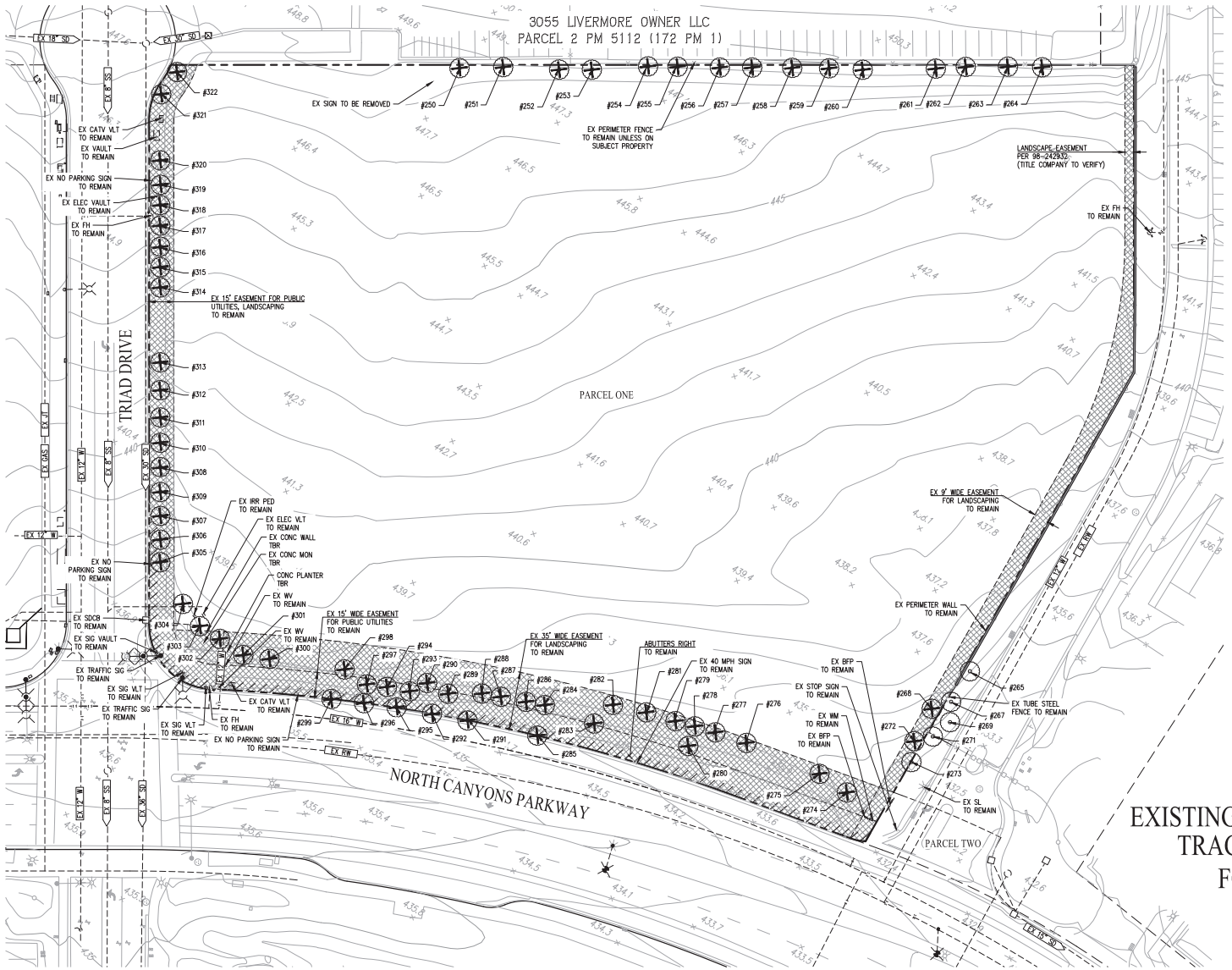


## LEGEND

| | |
|---|---|
| PROPERTY LINE | |
| ADJACENT PROPERTY LINE | |
| EXISTING FENCE | x x |
| EXISTING WALL | |
| EXISTING EASEMENT | |
| EXISTING SANITARY SEWER | EX 8" SS |
| EXISTING SANITARY SEWER MANHOLE | |
| EXITSING STORM DRAIN | EX 18" SD |
| EXISTING STORM DRAIN MANHOLE | |
| EXISTING STORM DRAIN CATCH BASIN | |
| EXISTING STORM DRAIN FIELD INLET | |
| EXISTING WATER | EX 12" W |
| EXISTING FIRE HYDRANT | |
| EXISTING WATER VALVE | |
| EXISTING ELECTROLIER | |
| EXISTING TRAFFIC LIGHT | |
| ABUTTER'S RIGHTS | |
| LIMITS OF EXISTING EASEMENTS | |
| EXISTING TREE | |
| EXISTING TREE TO BE REMOVED | |

## ABBREVIATIONS

| | |
|---|---|
| BFP | BACKFLOW PREVENTER |
| CATV | CABLE TELEVISION |
| CB | CATCH BASIN |
| CONC | CONCRETE |
| EX | EXISTING |
| ELEC | ELECTRIC |
| FH | FIRE HYDRANT |
| IRR | IRRIGATION |
| L/S | LANDSCAPE |
| MON | MONUMENT |
| PED | PEDESTAL |
| SD | STORM DRAIN |
| SIG | SIGNAL |
| SL | STREET LIGHT |
| SS | SANITARY SEWER |
| TBR | TO BE REMOVED |
| VLT | VAULT |
| W | WATER |
| WV | WATER VALVE |

## NOTES:

1. EXISTING SETBACK LIMITS AS SHOWN SHALL BE REMOVED FROM THIS PROPERTY AS THE UNDERLYING ZONING AND LAND USE NO LONGER REQUIRES THE MINIMUM SETBACKS SHOWN AS DEFINED IN THE ISABEL NEIGHBORHOOD SPECIFIC PLAN.
2. SEE ARBORIST REPORT FOR TREE SPECIES AND SIZE INFORMATION. TREE LOCATIONS AS SHOWN HAVE NOT BEEN FIELD VERIFIED.
3. PARCEL TWO: A NON-EXCLUSIVE EASEMENT, APPURTENANT TO PARCEL ONE HEREINABOVE DESCRIBED FOR ACCESS, INGRESS AND EGRESS BY PERSONS, AUTOMOBILES AND OTHER MOTORIZED OR UNMOTORIZED VEHICLES, AS CREATED IN THAT CERTAIN "GRANT OF NON-EXCLUSIVE ACCESS EASEMENT (ACCESS TO NORTH CANYONS PARKWAY)", RECORDED JULY 10, 1998, SERIES NO. 98242933 OF OFFICIAL RECORDS.

# EXISTING CONDITIONS AND DEMOLITION PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

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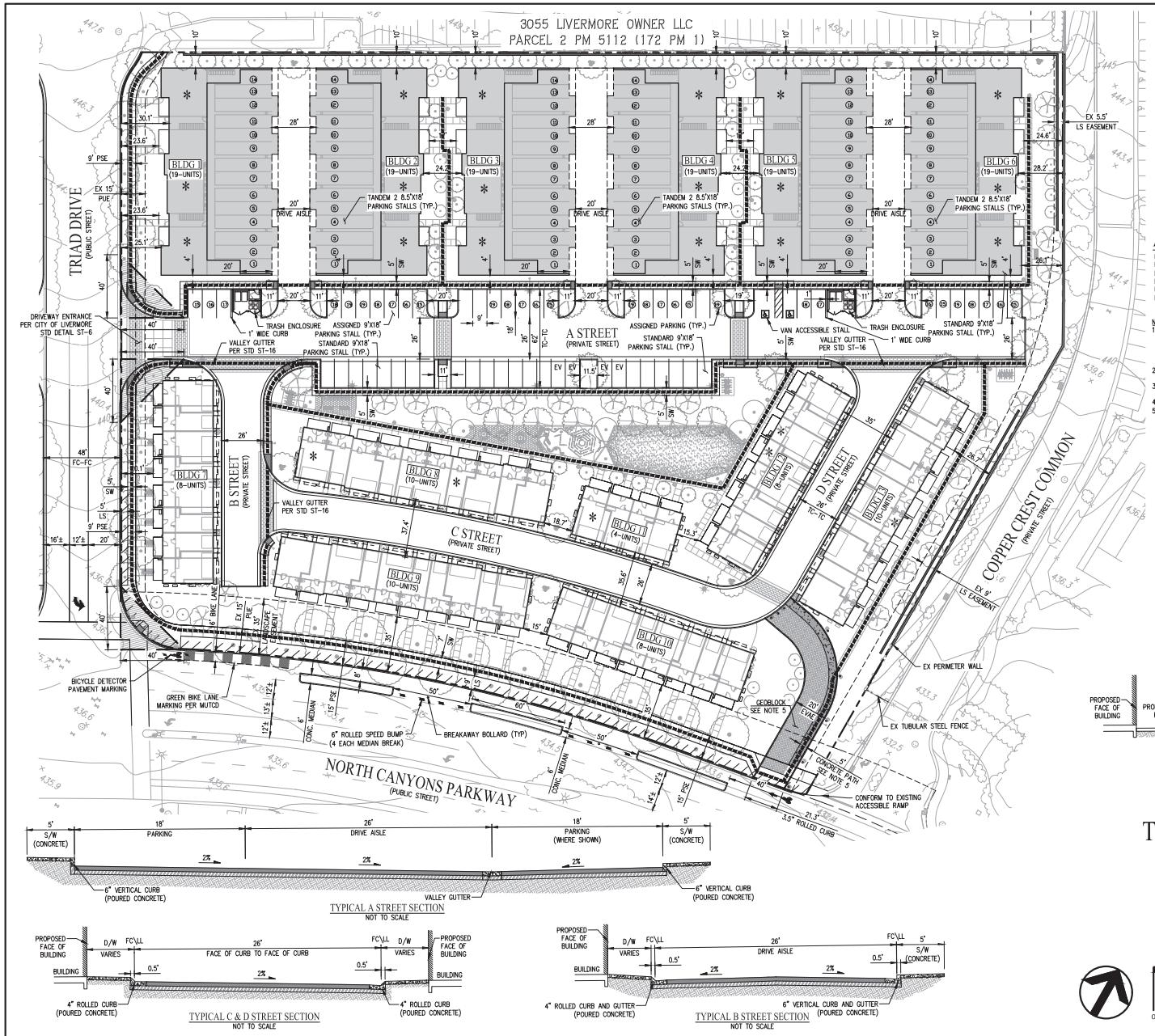






TYPICAL A STREET SECTION
NOT TO SCALE




TYPICAL C & D STREET SECTION
NOT TO SCALE




TYPICAL B STREET SECTION
NOT TO SCALE

## LEGEND

- EXISTING PROPERTY LINE
- PROPOSED CENTERLINE
- ACCESSIBLE PARKING STALL
- BIKE LANE STRIPING
- BLDG 1 — BUILDING NUMBER
- ACCESSIBLE PATH
- ASSIGNED PARKING SPOT BY UNIT NUMBER
- ADA UNIT
- EV — ELECTRIC VEHICLE CAPABLE PARKING STALL
- SIGHT TRIANGLE PER CITY STANDARDS
- GREEN BIKE LANE MARKING PER MUTCD
- CONCRETE SIDEWALK

## ABBREVIATIONS

| | | | |
|---|---|---|---|
| BLDG | BUILDING | PL | PROPERTY LINE |
| BW | BACK OF WALK | PUE | PUBLIC UTILITY EASEMENT |
| D/W | DRIVEWAY | PSE | PUBLIC SIDEWALK EASEMENT |
| EX | EXISTING | S/W | SIDEWALK |
| FC | FACE OF CURB | R | RADIUS |
| L/S | LANDSCAPE | | |

NOTES:
1. GUEST STANDARD PARKING INCLUDES 2 ACCESSIBLE STALLS OF WHICH ONE SHALL BE VAN ACCESSIBLE. 10% OF THE PROVIDED GUEST STALLS SHALL BE EV CAPABLE PER CALIFORNIA GREEN CODE.
   1.1. ONE IN EVERY 25 STALLS SHALL BE ADA COMPLIANT.
2. BUILDINGS 1–6 INCLUDE 18 ACCESSIBLE UNITS (3 EACH).
3. ALL PROPOSED SIDEWALKS SHALL BE CONCRETE IN CONFORMANCE WITH CITY OF LIVERMORE STANDARDS AND SPECIFICATIONS.
4. ALL PROPOSED RETAINING WALLS SHALL BE INSTALLED AS MASONRY BLOCK.
5. EVA GEOBLOCK AND 5' CONCRETE PATH TO BE DESIGNED FOR 75,000 LB TRUCK LOAD.

## SITE CALCULATIONS

| | |
|---|---|
| EXISTING SITE IMPERVIOUS AREA | 5,859 SF± |
| PROPOSED SITE IMPERVIOUS AREA | 194,749 SF± |
| BUILDING | |
| SITE AREA | 229,607 SF± |

## BUILDING SEPARATION

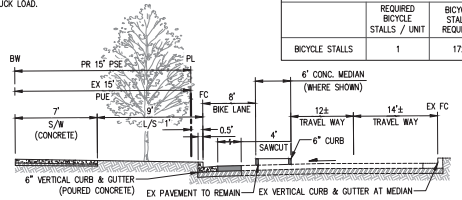
| | |
|---|---|
| GARAGE TO GARAGE | VARIES (35'–38') |
| BUILDING TO BUILDING | 15'–24' |

## BUILDING SETBACKS

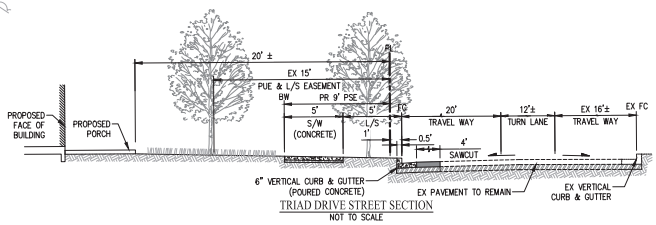
| | |
|---|---|
| TRIAD DRIVE | 20' |
| NORTH CANYON PARKWAY | 35' |
| ADJACENT PROPERTY TO NORTH | 10' |
| ADJACENT PROPERTY TO EAST | 24.6' |

## PROVIDED PARKING SUMMARY

| UNIT COUNT | BEDROOM COUNT | MIN REQUIRED PARKING STALLS/UNIT | MIN PARKING STALLS REQUIRED | PARKING STALLS PROVIDED |
|---|---|---|---|---|
| 12 | 1 | 1 | 12 | 12 |
| 154 | 2 | 1.5 | 231 | 249 |
| 6 | 3+ | 2 | 12 | 12 |
| TOTAL | | | 255 | 273 |
| GUEST PARKING | | | | |
| | | REQUIRED PARKING STALLS/UNIT | PARKING STALLS REQUIRED | PARKING STALLS PROVIDED |
| GUEST STALLS | | 0.12 | 22 | 30[1] |
| BICYCLE PARKING | | | | |
| | | REQUIRED BICYCLE STALLS / UNIT | BICYCLE STALLS REQUIRED | BICYCLE STALLS PROVIDED |
| BICYCLE STALLS | | 1 | 172 | 172 |




NORTH CANYONS PARKWAY
STREET SECTION
NOT TO SCALE




TRIAD DRIVE STREET SECTION
NOT TO SCALE

# PRELIMINARY SITE PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

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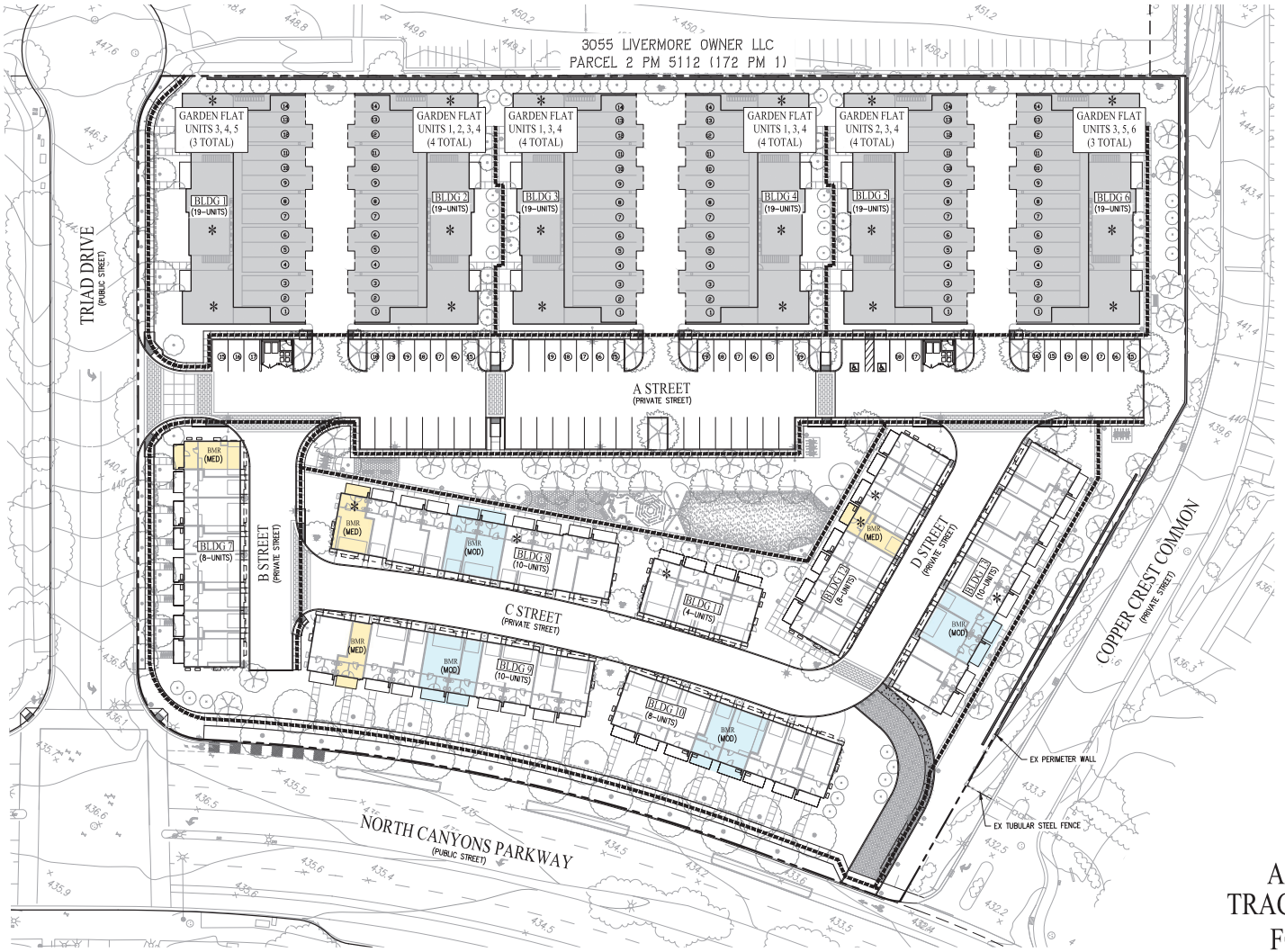


## TRIAD CONDOMINIUMS: AFFORDABLE HOUSING INFORMATION

| SITE INFORMATION | |
|---|---|
| SITE SIZE | 5.27 AC± |
| NO. OF UNITS | 172 |
| DENSITY | 32.6 DU/AC |
| NO. OF BUILDINGS | 13 |
| BELOW MARKET RATE HOMES | |
| 20% REQUIRED, TOTAL | 34 |
| 5% MEDIAN INCOME | 9 |
| 15% MODERATE INCOME | 25 |

| AFFORDABLE UNITS - TOWNHOMES | | |
|---|---|---|
| UNIT | NO. OF UNITS | EST. PRICE |
| MEDIAN | 4 | $387,600 |
| MODERATE | 8 | $483,400 |

| AFFORDABLE UNITS - GARDEN FLATS | | |
|---|---|---|
| UNIT | NO. OF UNITS | EST. PRICE |
| MEDIAN | 5[1)] | $387,600 |
| MODERATE | 17[1)] | $483,400 |

1) MEDIAN/MODERATE GARDEN FLAT SUMMARY

- BLDG 1 – MEDIAN (UNIT 4); MODERATE (UNITS 3 & 5)
- BLDG 2 – MEDIAN (UNIT 3); MODERATE (UNITS 1, 2, & 4)
- BLDG 3 – MEDIAN (UNIT 1); MODERATE (UNITS 3 (2 UNITS), & 4)
- BLDG 4 – MODERATE (1, 3 (2 UNITS) & 4)
- BLDG 5 – MEDIAN (UNIT 2); MODERATE (UNITS 3 (2 UNITS) & 4)
- BLDG 6 – MEDIAN (UNIT 3); MODERATE (UNITS 5 & 6)

### LEGEND

- EXISTING PROPERTY LINE
- BLDG 1 — BUILDING NUMBER
- * — ADA UNIT
- ADA PATH OF TRAVEL
- BMR — BELOW MARKET RATE UNIT
- MEDIAN INCOME
- MODERATE INCOME

### ABBREVIATIONS

| | |
|---|---|
| BLDG | BUILDING |
| BMR | BELOW MARKET RATE |
| MED | MEDIAN INCOME |
| MOD | MODERATE INCOME |
| TH | TOWNHOME |
| GF | GARDEN FLAT |

# AFFORDABLE HOMES SITE PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

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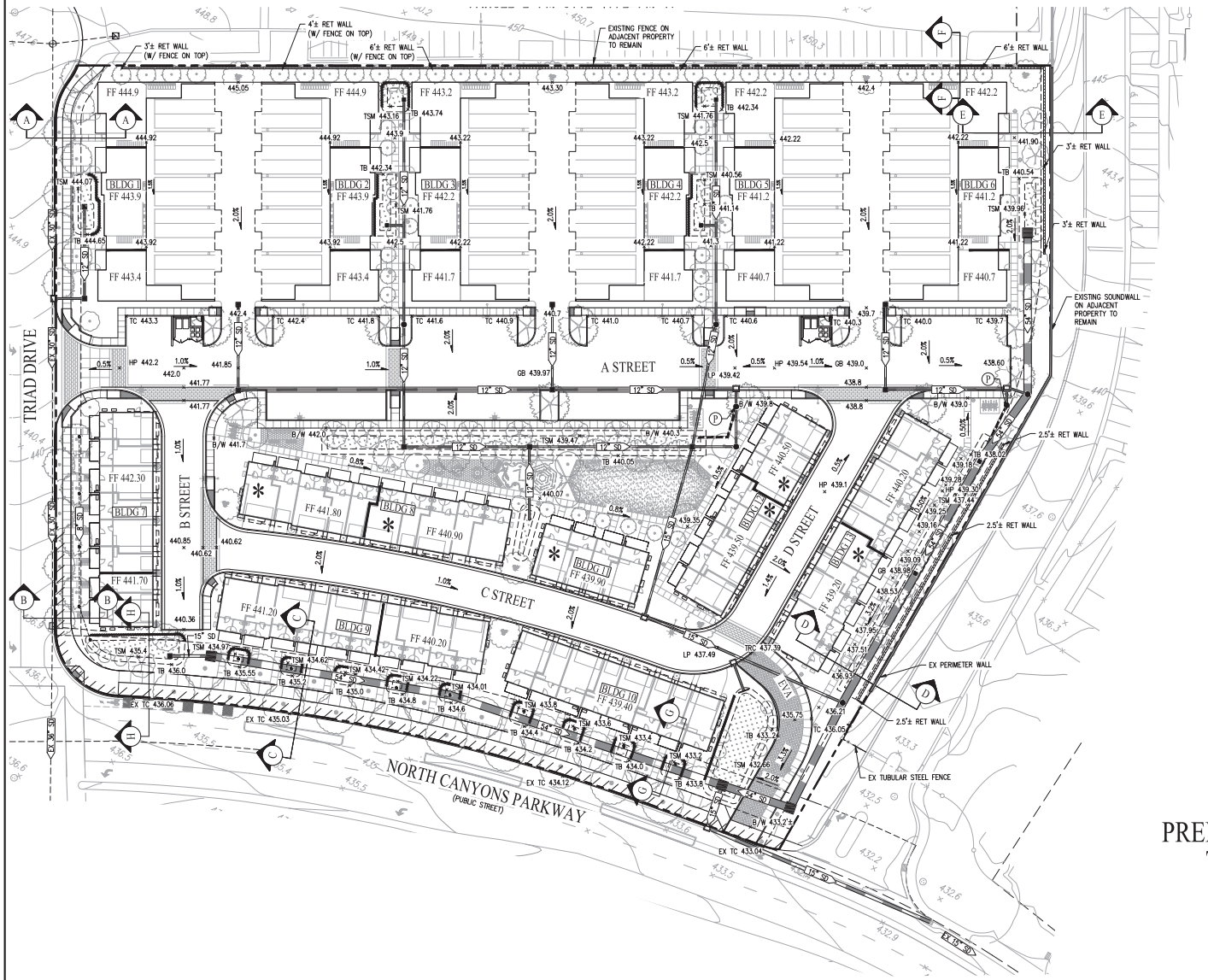
# ATTACHMENT 3




## LEGEND

| EXISTING | PROPOSED | DESCRIPTION |
|---|---|---|
| | | SUBDIVISION BOUNDARY |
| | | ADJACENT PROPERTY LINE |
| | | SIDEWALK |
| | 100.00 | SPOT ELEVATION |
| EX 8" SD | 15" SD | STORM DRAIN PIPE |
| | 6" SD | LANDSCAPE DRAINAGE PIPE |
| | | STORM DRAIN FORCE PUMP MAIN |
| | | STORM DRAIN AREA DRAIN |
| | | STORM DRAIN MANHOLE |
| | | STORM DRAIN CATCH BASIN |
| | | STORM DRAIN FIELD INLET |
| | | AREA DRAIN |
| | P | SUMP PUMP STRUCTURE |
| | | BIO-RETENTION AREA |
| | | OVERLAND RELEASE |
| | | ADA UNIT |
| | 2% | SLOPE ARROW |
| | 442.43 | SPOT GRADE |
| | | FINISH FLOOR SPLIT |
| | | BIO-RETENTION RETAINING WALLS |
| | | RETAINING WALL |
| | TB | TOP OF BIO-RETENTION |
| | TSM | TOP OF SOIL MIX |

ESTIMATED ROUGH GRADING EARTHWORK SUMMARY

| DESCRIPTION | CUT (CY) | FILL (CY) | NET (CY) |
|---|---|---|---|
| ROUGH GRADING | 12,000 | 2,000 | 10,000 (C) |
| UTILITY SPOILS | 2,000 | 0 | 2,000 (C) |
| TOTAL | 14,000 | 2,000 | 12,000 (C) |

NOTES
1. ASSUMED PAVEMENT AND FOUNDATION SECTION OF 10"..
2. ROUGH GRADING EARTHWORK QUANTITIES ARE SUBJECT TO FINAL DESIGN.
3. UTILITY TRENCH SECTION PER CITY OF LIVERMORE STANDARD DETAIL G-1A.
4. ALL RETAINING WALLS TO BE MASONRY BLOCK.

## ABBREVIATIONS

| | |
|---|---|
| BLDG | BUILDING |
| BW | BACK OF WALK |
| EX | EXISTING |
| FC | FACE OF CURB |
| FF | FINISH FLOOR ELEVATION |
| L/S | LANDSCAPE |
| PL | PROPERTY LINE |
| PUE | PUBLIC UTILITY EASEMENT |
| SD | STORM DRAIN |
| S/W | SIDEWALK |
| TB | TOP OF BIO-RETENTION |
| TSM | TOP OF SOIL MIX |

# PRELIMINARY GRADING AND DRAINAGE PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

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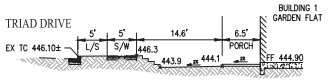
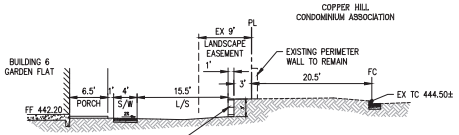
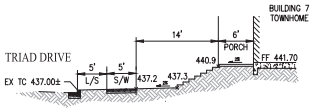


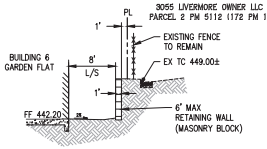

SECTION A-A
SCALE: 1" = 10'



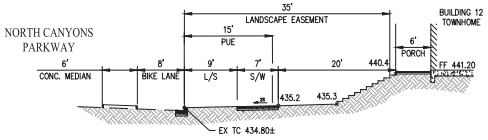

SECTION E-E
SCALE: 1" = 10'



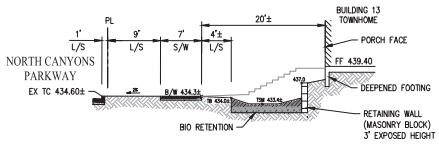

SECTION B-B
SCALE: 1" = 10'



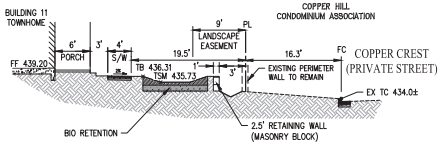

SECTION F-F
SCALE: 1" = 10'



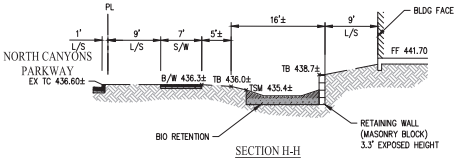

SECTION C-C
SCALE: 1" = 10'



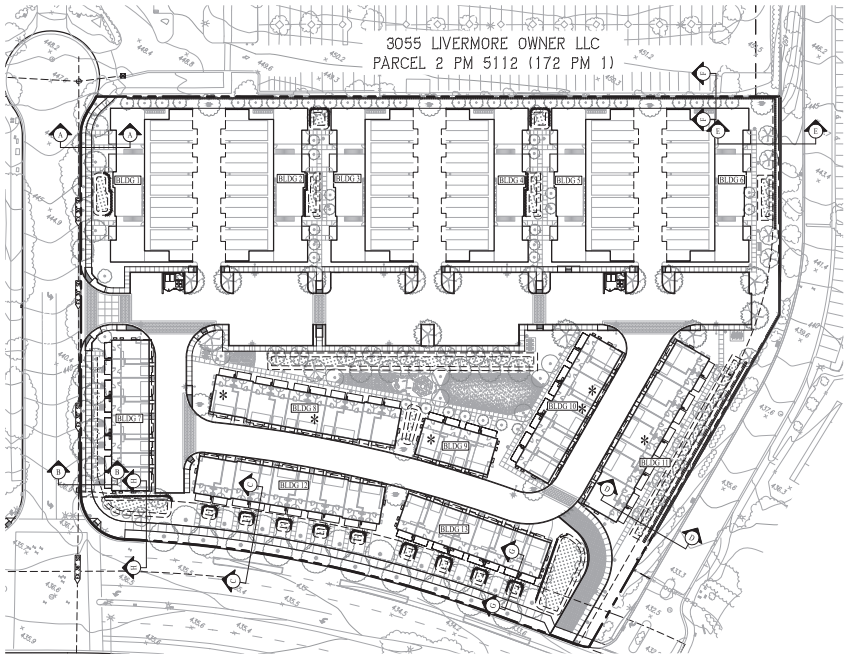

SECTION G-G
SCALE: 1" = 10'




SECTION D-D
SCALE: 1" = 10'




SECTION H-H
SCALE: 1" = 10'




KEY MAP
SCALE: 1" = 50'

# PRELIMINARY GRADING SECTIONS
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 50 100 150

JOB NO.: 3394-010

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TM 4.1
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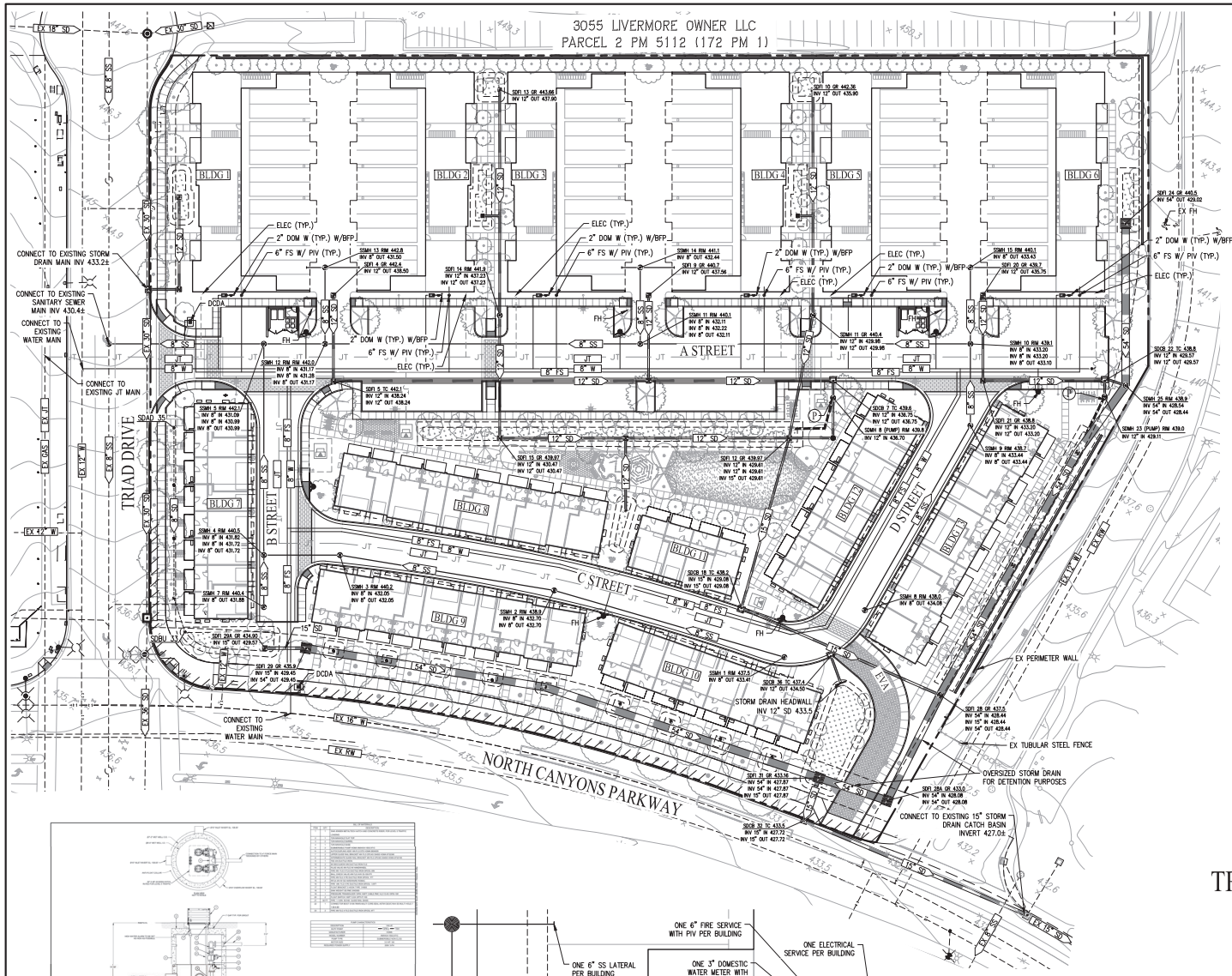
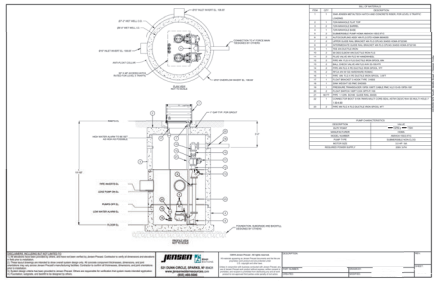
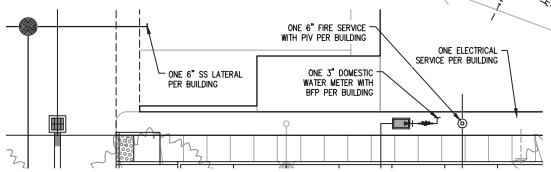


PRIVATE SUMP PUMP DETAIL (TYP.)
NOT TO SCALE



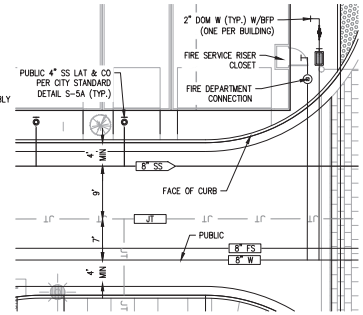

TYPICAL GARDEN FLAT UNIT UTILITY SERVICE DETAIL
NOT TO SCALE

## LEGEND

| EXISTING | PROPOSED | DESCRIPTION |
|---|---|---|
| | | SUBDIVISION BOUNDARY |
| | | ADJACENT PROPERTY LINE |
| EX 8" SS | 8" SS | SANITARY SEWER PIPE |
| EX 8" SD | 15" SD | STORM DRAIN PIPE |
| EX 12" W | 8" W | WATER PIPE–DOMESTIC |
| | 8" FS | WATER PIPE–PRIVATE FIRE SERVICE |
| | | WATER LATERAL |
| EX 6" SS | 8" SS | SANITARY SEWER LATERAL |
| | 6" SD | LANDSCAPE DRAIN PIPE |
| | | STORM DRAIN FORCE PUMP MAIN |
| | | SANITARY SEWER MANHOLE |
| | | STORM DRAIN AREA DRAIN |
| | | STORM DRAIN MANHOLE |
| | | STORM DRAIN CATCH BASIN |
| | | STORM DRAIN FIELD INLET |
| | | AREA DRAIN |
| | P | PRIVATE SUMP PUMP (TREATMENT ONLY) |
| | | BIO–RETENTION AREA |
| | | FIRE HYDRANT (FH) |
| | | BACKFLOW PREVENTER (BFP) AND METER (DOMESTIC) |
| | | FIRE DEPARTMENT CONNECTION |
| | | DOUBLE CHECK DETECTOR ASSEMBLY (DCDA) |
| | | BACKFLOW PREVENTER (BFP) AND METER |
| | | POST INDICATOR VALVE |
| | | STREET LIGHT |

## ABBREVIATIONS

| | |
|---|---|
| BLDG | BUILDING |
| CO | CLEANOUT |
| DCDA | DOUBLE CHECK DETECTOR ASSEMBLY |
| D/W | DRIVEWAY |
| EX | EXISTING |
| FS | FIRE SERVICE |
| LAT | LATERAL |
| SD | STORM DRAIN |
| SS | SANITARY SEWER |
| S/W | SIDEWALK |
| TYP | TYPICAL |
| W | WATER |
| WM | WATER METER |




TYPICAL TOWNHOME UNIT UTILITY SERVICE DETAIL
NOT TO SCALE

NOTE:
1. ALL ONSITE BUILDINGS WILL BE SERVED BY NFPA 13/13R SYSTEM WITH A SEPARATE DOMESTIC SERVICE TO EACH UNIT.
2. ALL FLATS SHALL HAVE FDC LOCATIONS ON THE BUILDING FACE

# PRELIMINARY UTILITY PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

JOB NO.: 3394-010

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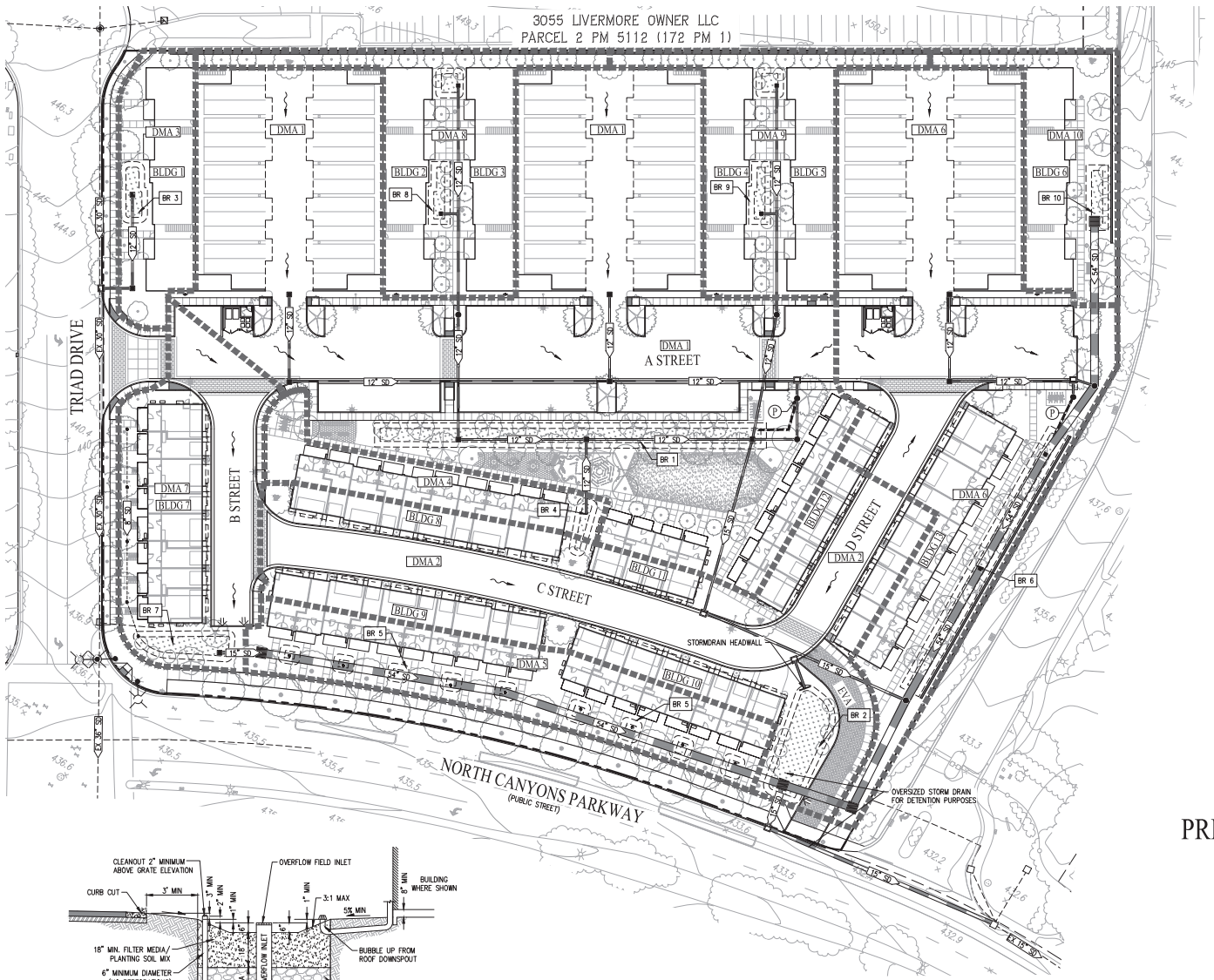


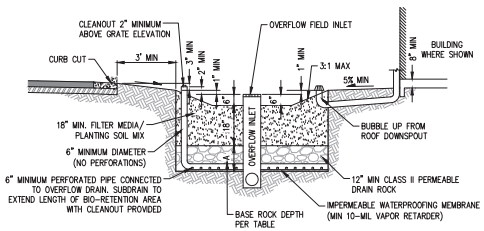


BIO-RETENTION AREA DETAIL

NOT TO SCALE

## LEGEND

| EXISTING | PROPOSED | |
|---|---|---|
| | | DRAINAGE AREA BOUNDARY |
| EX SD | 12" SD | STORM DRAIN |
| | 6" SD | STORM DRAIN |
| | | STORM DRAIN FORCE PUMP MAIN |
| | | MANHOLE |
| | | CURB INLET |
| | | FIELD INLET |
| | | AREA DRAIN |
| | | BIO-RETENTION AREA |
| | DMA 1 | DRAINAGE MANAGEMENT AREA LABEL |
| | P | SUMP PUMP STRUCTURE |
| | | CURB CUT |
| | | DIRECTION OF FLOW WITH STORM DRAIN INSTALLED |

## ABBREVIATIONS

| | |
|---|---|
| BR | BIO-RETENTION AREA DESIGNATION |
| DMA | DRAINAGE MANAGEMENT AREA |
| EX | EXISTING |
| P | PUMP |
| SD | STORM DRAIN |

### STORM WATER TREATMENT SUMMARY

| DMA | IMPERVIOUS AREA (SF) | PERVIOUS AREA (SF) | EFFECTIVE AREA TO BE TREATED (SF) | TREATMENT AREA REQUIRED (SF) | TREATMENT AREA PROVIDED (SF) | TREATMENT TYPE | AB DEPTH (A) |
|---|---|---|---|---|---|---|---|
| 1 | 59076 | 11728 | 60249 | 1740 | 1757 | BR-1 | 3' |
| 2 | 28922 | 4489 | 29371 | 848 | 1175 | BR-2 | 3' |
| 3 | 3322 | 3155 | 3638 | 146 | 250 | BR-3 | 3' |
| 4 | 3689 | 2007 | 3890 | 113 | 113 | BR-4 | 3' |
| 5 | 5987 | 7196 | 6707 | 268 | 320 | BR-5 | 1' |
| 6 | 32717 | 6907 | 33408 | 965 | 1100 | BR-6 | 3' |
| 7 | 12019 | 3278 | 12347 | 494 | 494 | BR-7 | 3' |
| 8 | 7363 | 5597 | 7923 | 317 | 320 | BR-8 | 3' |
| 9 | 7363 | 5047 | 7868 | 315 | 320 | BR-9 | 3' |
| 10 | 4601 | 3930 | 4994 | 200 | 210 | BR-10 | 3' |

### PUMP CALCS

| PUMP | RUNOFF COEFFICIENT | INTENSITY (IN/HR) | AREA (AC) | PEAK FLOW (GPM) |
|---|---|---|---|---|
| 1 | 0.88 | 0.2 | 1.35 | 107 |
| 2 | 0.88 | 0.2 | 0.75 | 60 |

# PRELIMINARY STORMWATER CONTROL PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

JOB NO.: 3394-010

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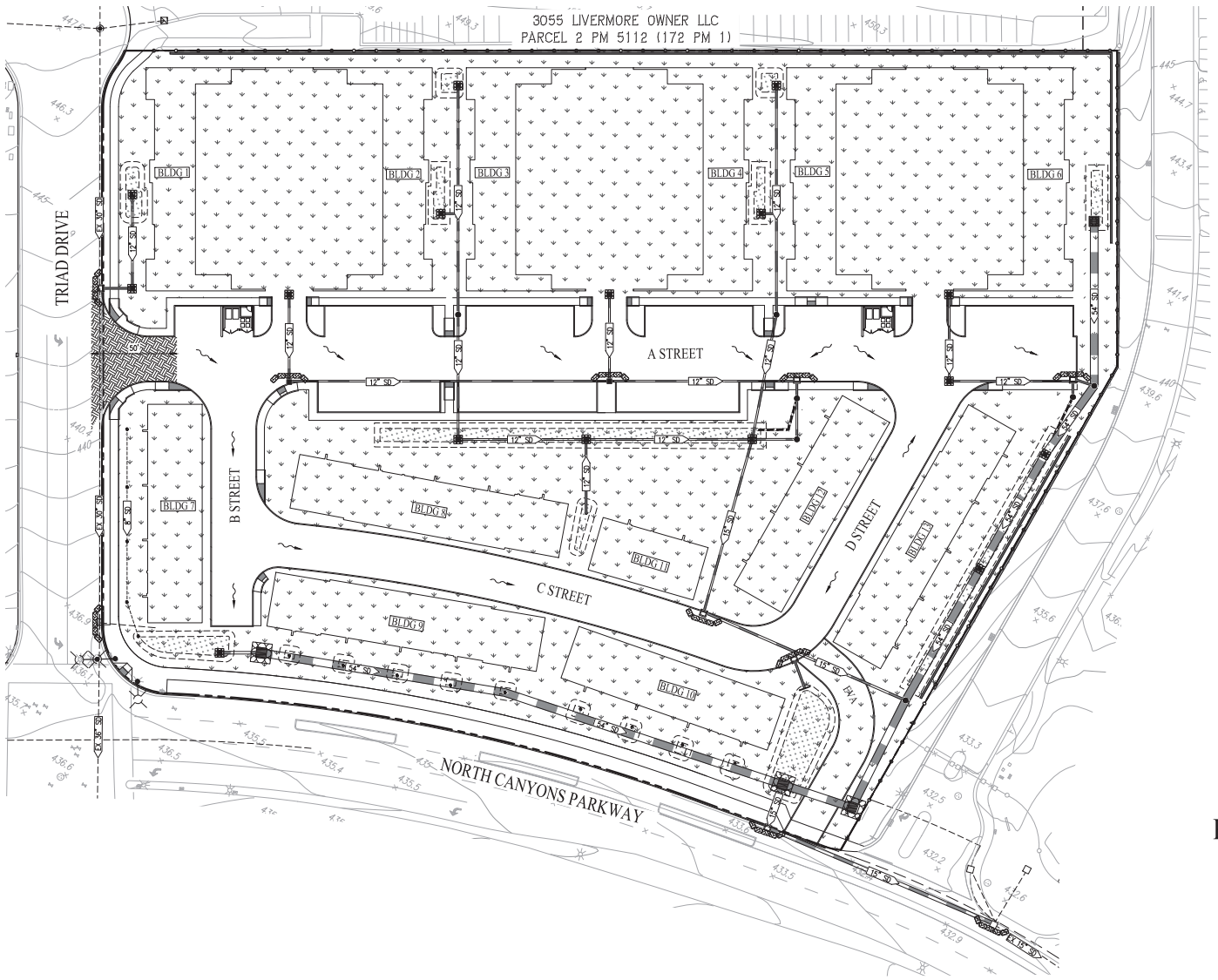


LEGEND

- SUBDIVISION BOUNDARY
- DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
- FIELD INLET PROTECTION – (SE-10)
- CURB INLET PROTECTION – (SE-10)
- SILT FENCE – (SE-1)
- STRAW WATTLE (FIBER ROLLS) – (SE-5)
- HYDROSEED MIX OR HYDROMULCH – (EC-4 OR EC-3)
- STABILIZED CONSTRUCTION ENTRANCE/EXIT – (TC-1)
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- PROPOSED FIELD INLET
- PROPOSED CATCH BASIN
- PROPOSED CATCH BASIN
- PROPOSED AREA DRAIN

NOTE:

- STORMWATER DISCHARGE SAMPLING LOCATIONS ARE SUBJECT TO CHANGE AND WILL BE REMOVED, RELOCATED OR ADDED AT THE QSP'S DISCRETION.

# PRELIMINARY EROSION CONTROL PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

JOB NO.: 3394-010

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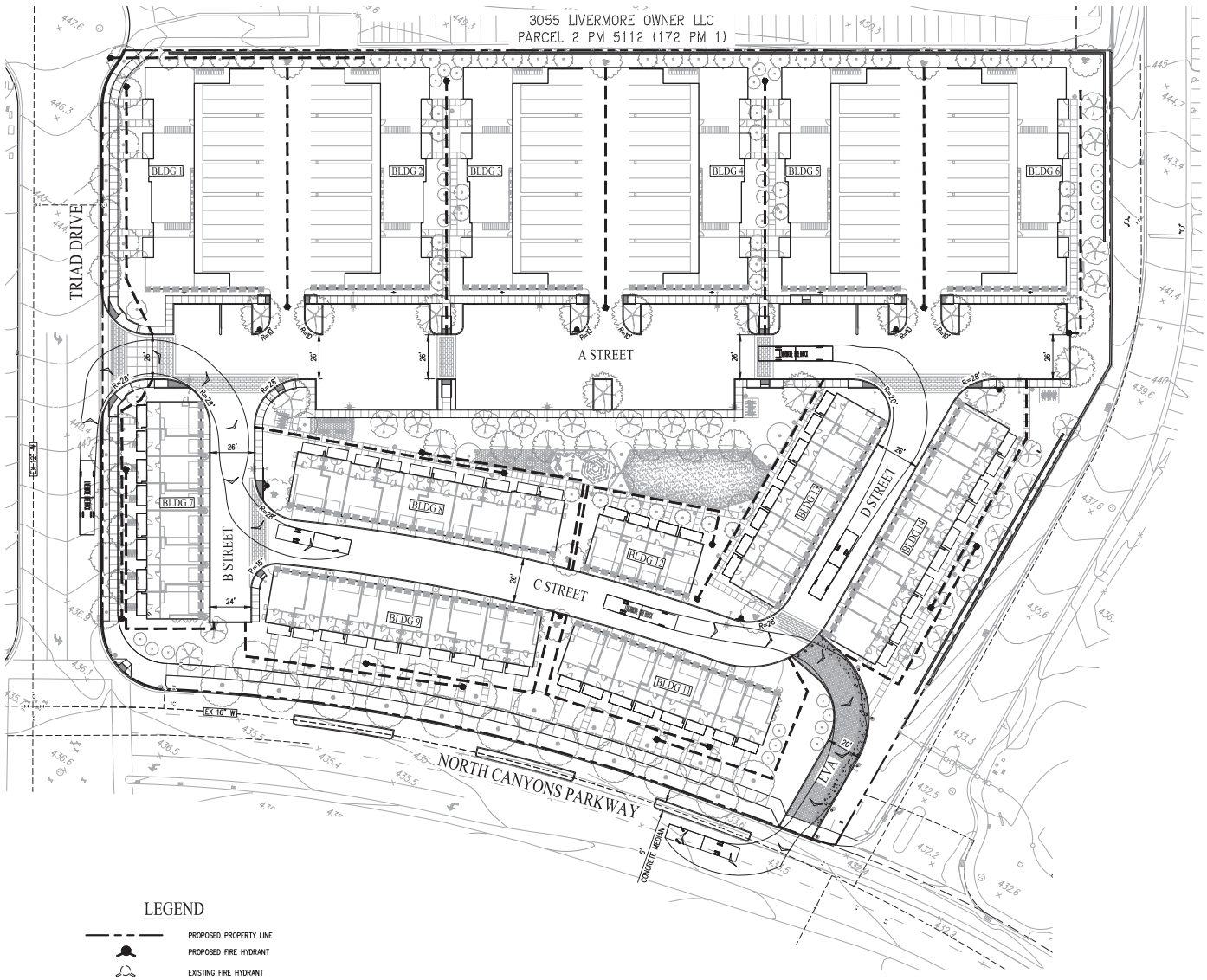
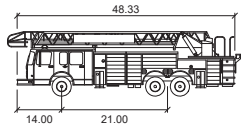
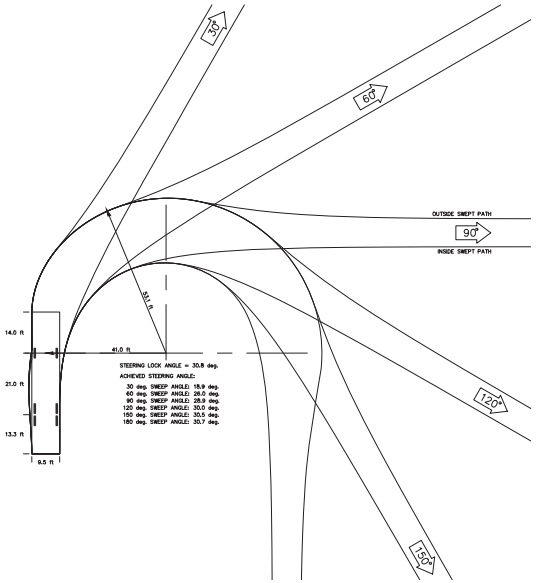



| | feet |
|---|---|
| Width | : 9.50 |
| Track | : 8.33 |
| Lock to Lock Time | : 7.0 |
| Steering Angle | : 30.8 |

LIVERMORE PLEASANTON FIRE TRUCK
NOT TO SCALE




LIVERMORE PLEASANTON FIRE TRUCK
TURNING TEMPLATE
NOT TO SCALE

# FIRE HYDRANT & FIRE ACCESS PLAN
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

0 30 60 90

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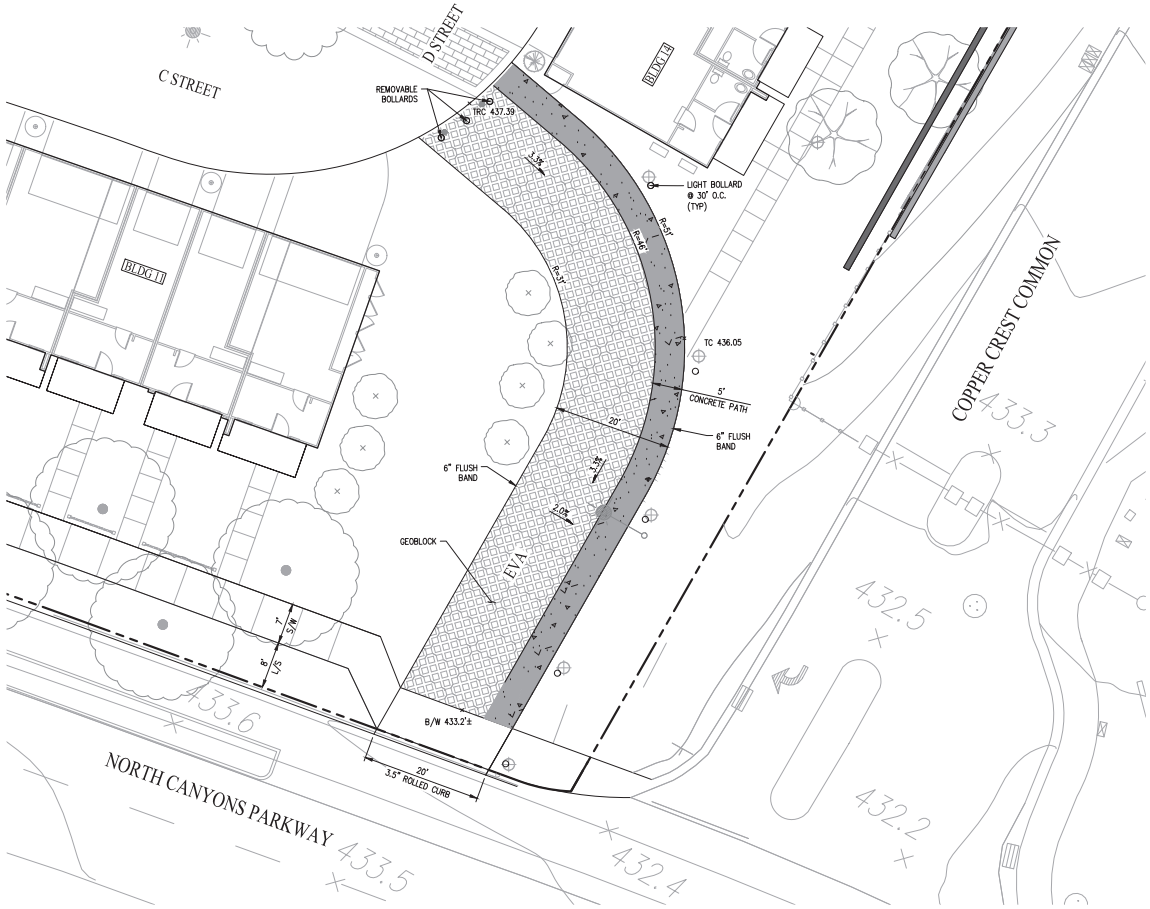


LEGEND

- PROPOSED PROPERTY LINE
- ACCESSIBLE PEDESTRIAN PATH
- GEOBLOCK
- R RADIUS
- ° BOLLARD

# EMERGENCY VEHICLE ACCESS & ACCESSIBLE PATH
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 10' DATE: DECEMEBR 7, 2022

0 10 20 30

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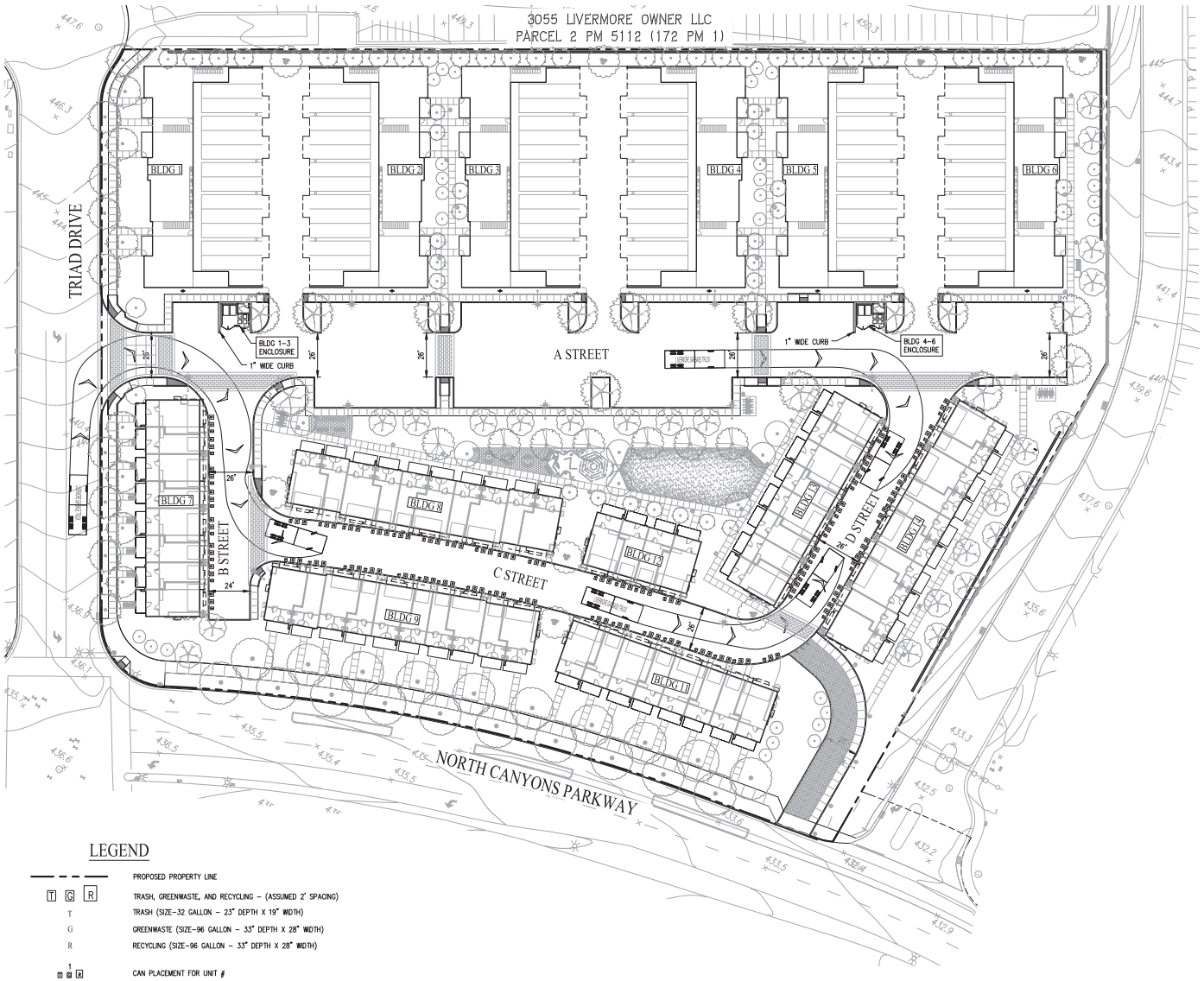
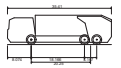



LEGEND

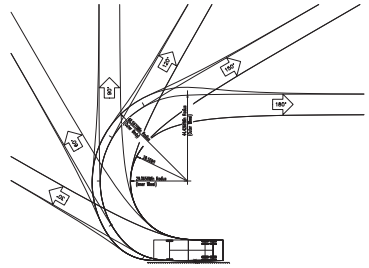
| | |
|---|---|
| ——— | PROPOSED PROPERTY LINE |
| T G R | TRASH, GREENWASTE, AND RECYCLING – (ASSUMED 2' SPACING) |
| T | TRASH (SIZE–32 GALLON – 23" DEPTH X 19" WIDTH) |
| G | GREENWASTE (SIZE–96 GALLON – 33" DEPTH X 28" WIDTH) |
| R | RECYCLING (SIZE–96 GALLON – 33" DEPTH X 28" WIDTH) |
| 1 | CAN PLACEMENT FOR UNIT # |

NOTE: GARDEN FLATS RESIDENTS WILL UTILIZE TRASH ENCLOSURES. ROW TOWNHOME RESIDENTS WILL HAVE TRASH TOTE STORAGE IN GARAGES & WILL BE REQUIRED TO MOVE THE TOTES TO DRIVEWAYS ON PICK–UP DAYS.



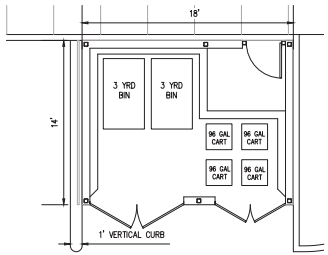
LIVERMORE GARBAGE TRUCK

| | |
|---|---|
| Overall Length | 35.4108 |
| Overall Width | 10.5008 |
| Overall Body Height | 10.0008 |
| Min Body Ground Clearance | 0.7518 |
| Track Width | 10.5008 |
| Lock-to-lock time | 6.006 |
| Max Steering Angle (Virtual) | 30.00° |



NOTE: BASED ON DESIGN SPEED OF 5 MPH

LIVERMORE SANITATION GARBAGE TRUCK TURNING TEMPLATE
(NOT TO SCALE)




TRASH ENCLOSURE DETAIL
(NOT TO SCALE)

# TRASH SERVICE EXHIBIT
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

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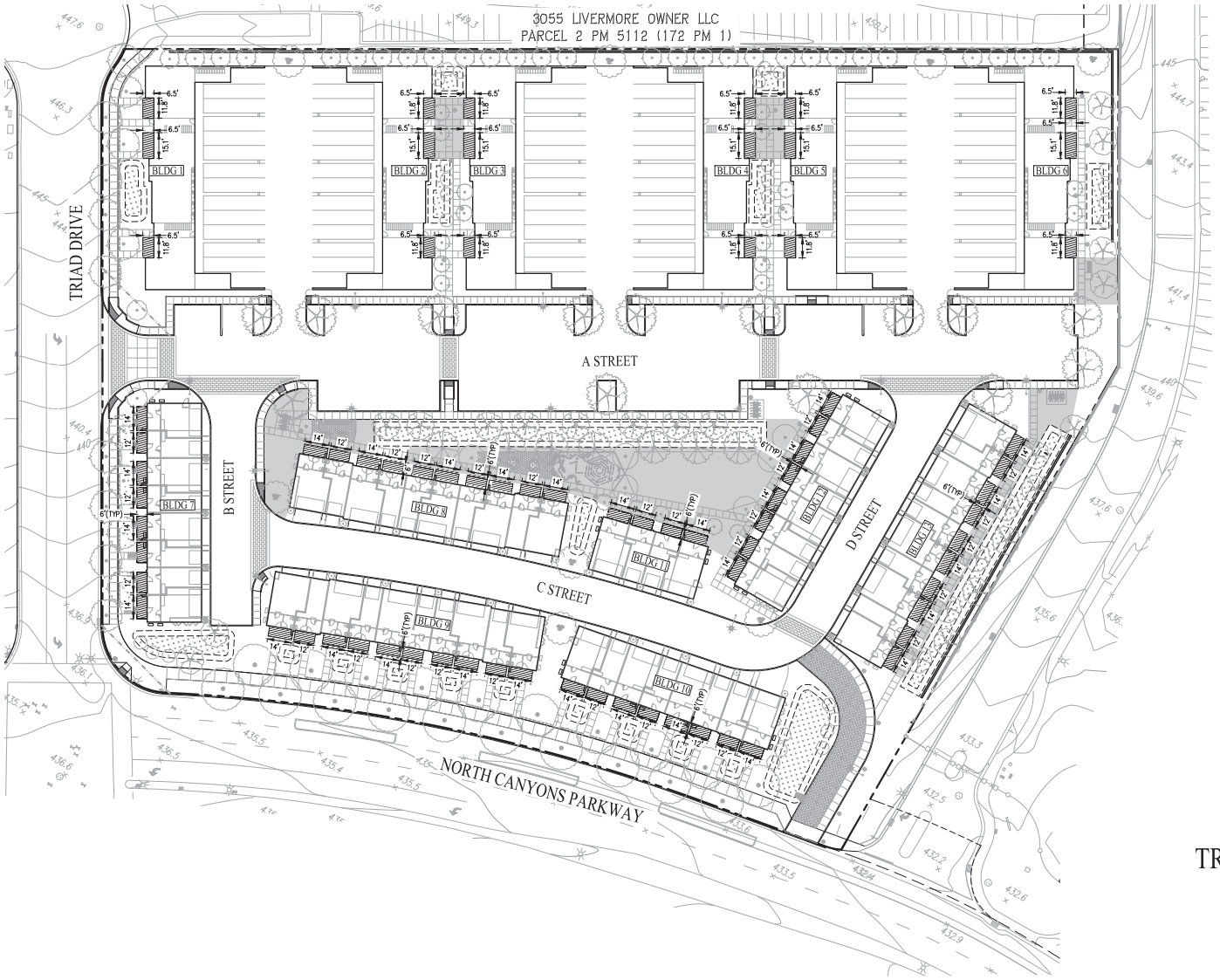


LEGEND

- EXISTING PROPERTY LINE
- PRIVATE OPEN SPACE (3)
- COMMON OPEN SPACE
- BIO-RETENTION AREA

| OPEN SPACE CALCULATIONS | UNITS | REQUIRED SF/UNIT | REQUIRED (SF) | PROVIDED (SF) |
|---|---|---|---|---|
| PRIVATE OPEN SPACE | 172 | 75 | 12,900 | 18,660(3) |
| COMMON OPEN SPACE | 172 | 75 | 12,900 | 14,250 |

NOTES:

1. PRIVATE OPEN SPACE MIN DIMENSIONS OF 8FT FOR WIDTH AND 6FT FOR DEPTH PER ISABEL NEIGHBORHOOD SPECIFIC PLAN.
2. COMMON AREAS MUST HAVE A MINIMUM DIMENSIONS IN ANY DIRECTION OF 10FT TO COUNT TOWARD REQUIREMENT PER ISABEL NEIGHBORHOOD SPECIFIC PLAN.
3. FOR UPPER LEVEL PRIVATE OPEN SPACE SEE ARCHITECT PLANS PREPARED BY SDG ARCHITECTS FOR PRIVATE OPEN SPACE AREAS AND REFER TO INDIVIDUAL UNIT FLOORS PLANS.

# OPEN SPACE DIAGRAM
# TRACT 8657 VESTING TENTATIVE MAP
# FOR CONDOMINIUM PURPOSES
# TRIAD DRIVE EAST

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: FEBRUARY 23, 2023

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SHEET NO. TM 10.0 OF 11 SHEETS

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## PROPOSED TREE LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME |
|---|---|---|
| | ACER R. 'FRANK JR.' | REDPOINTE MAPLE |
| | ARBUTUS 'MARINA' | MADRONE |
| | CARPINUS B. 'FRANS FONTAINE' | HORNBEAM |
| | CERCIS OCCIDENTALIS | WESTERN REDBUD |
| | GINKGO B. 'PRINCETON SENTRY' | MAIDENHAIR TREE |
| | KOELREUTERIA PANICULATA | GOLDENRAIN TREE |
| | LAGERSTROEMIA I. 'MUSKOGEE' | CRAPE MYRTLE |
| | LAURUS 'SARATOGA' | SARATOGA SWEET BAY |
| | PISTACIA C. 'KEITH DAVEY' | CHINESE PISTACHE |
| | PLATANUS A. 'COLUMBIA' | LONDON PLANE TREE |
| | QUERCUS R. 'FASTIGIATA SKYROCKET' | SKYROCKET OAK |

**NOTE:**

- SEE SHEET L-10 FOR COMPLETE PLANT PALETTE.

DeNova Homes
Building a Better Community
1500 WILLOW PASS COURT
CONCORD, CALIFORNIA 94520
(925)685-0110

**TRIAD EAST TOWNHOMES & GARDEN FLATS**

Livermore, California

**OVERALL LANDSCAPE PLAN**

CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

vanderToolen Associates
700 Ygnacio Valley Rd.
Suite 100
Walnut Creek, CA 94596
tel: 925.274.1305
www.vandertoolen.com

SCALE: 1" = 30'-0" NORTH

L-1

Project No. 03022

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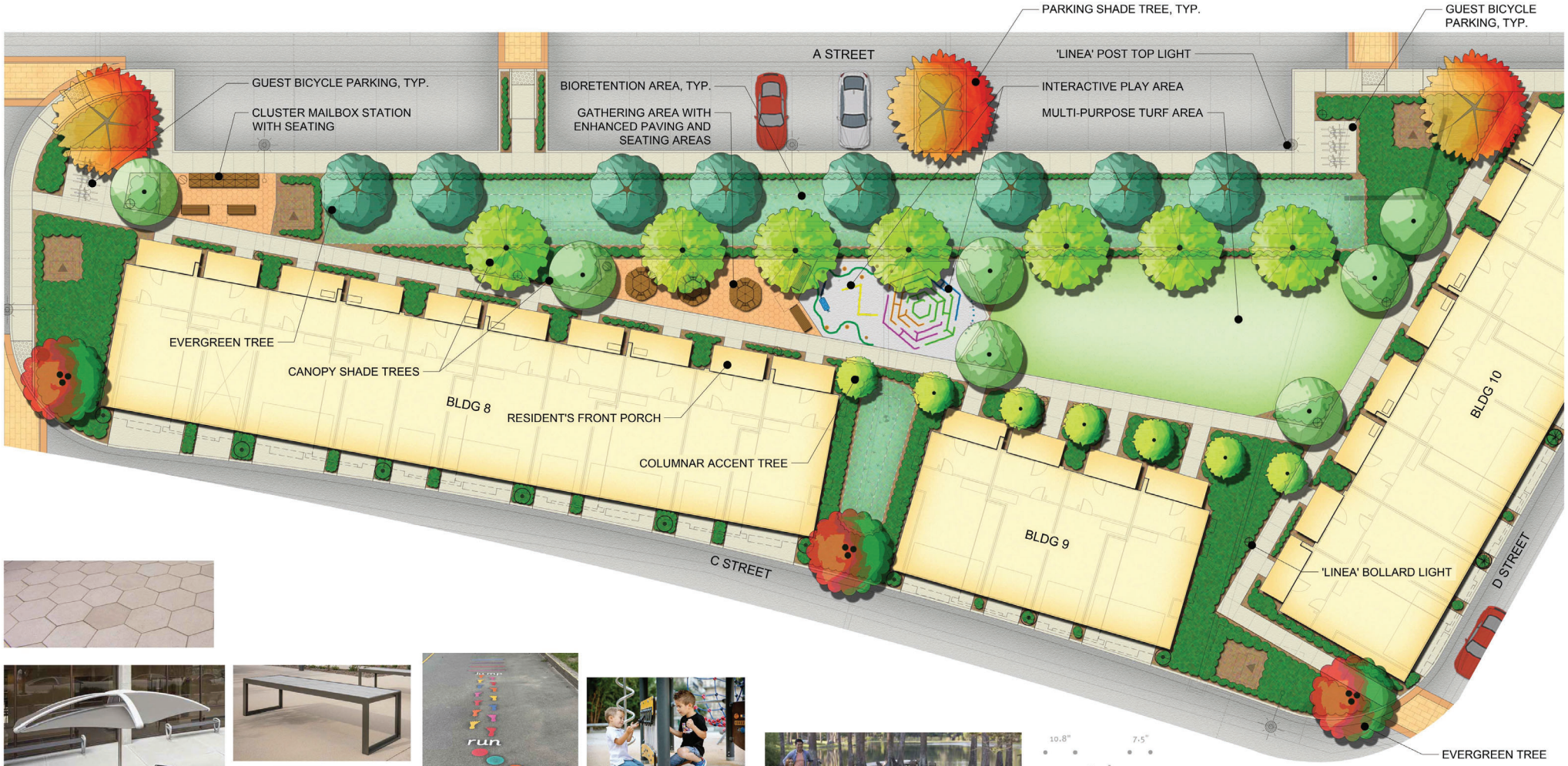

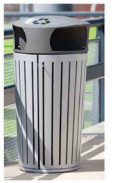

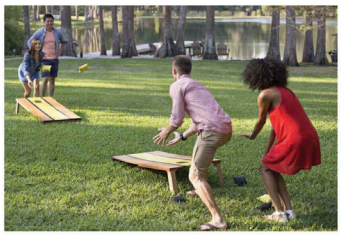

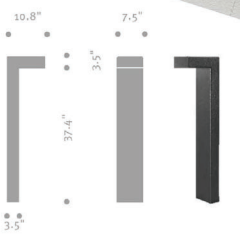


3'-4" TALL HESS 'LINEA LN950' ILLUMINATING BOLLARD OR EQUIVALENT
ASSOCIATED LIGHTING REPRESENTATIVES, INC.
REFER TO PHOTOMETRIC PLAN FOR ADDITIONAL INFORMATION.

DeNova Homes
Building a Better Community
1500 WILLOW PASS COURT
CONCORD, CALIFORNIA 94520
(925)685-0110

**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**ENLARGEMENT- COMMON AREA**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

vanderToolen Associates
700 Ygnacio Valley Rd.
Suite 100
Walnut Creek, CA 94596
tel: 925.274.1305
www.vandertoolen.com
VTA

0' 5' 10' 20'
SCALE: 1" = 10'-0"
NORTH

L-2
Project No. 03022

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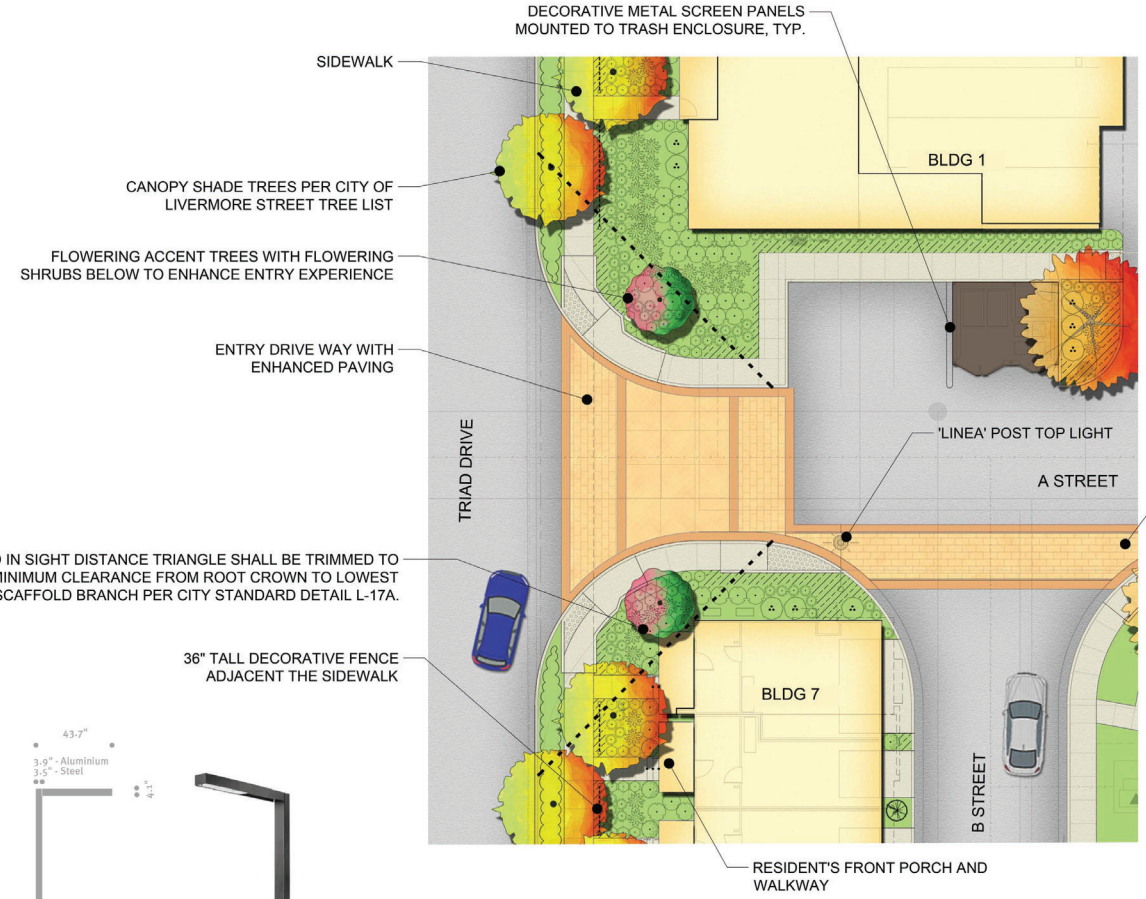
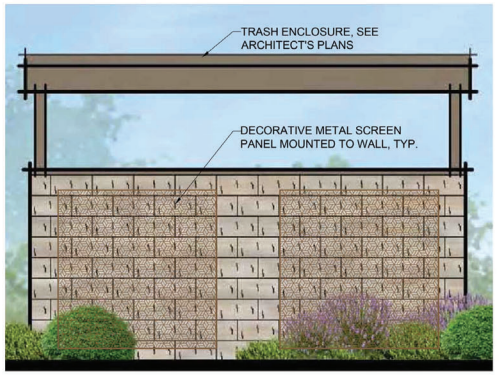
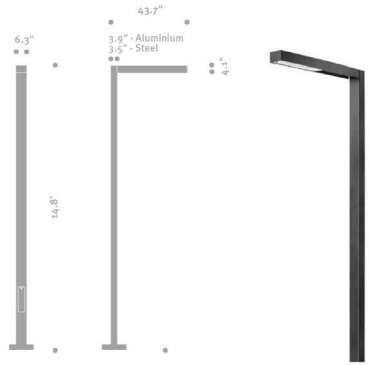





5' SQUARE DECORATIVE METAL SCREEN PANELS MOUNTED TO TRASH ENCLOSURE WALL

FLOWERING ACCENT TREE




15'-0" TALL HESS 'LINEA 450 LVC' POST TOP LIGHT OR EQUIVALENT ASSOCIATED LIGHTING REPRESENTATIVES, INC.
REFER TO PHOTOMETRIC PLAN FOR DISTRIBUTION TYPE

ENHANCED PAVING PATTERN AT ENTRY DRIVEWAY

36" TALL DECORATIVE FENCE ADJACENT THE SIDEWALK

CANOPY SHADE TREE PER CITY OF LIVERMORE STREET TREE LIST

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CONCORD, CALIFORNIA 94520
(925)685-0110

**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**ENLARGEMENT - PROJECT ENTRANCE**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

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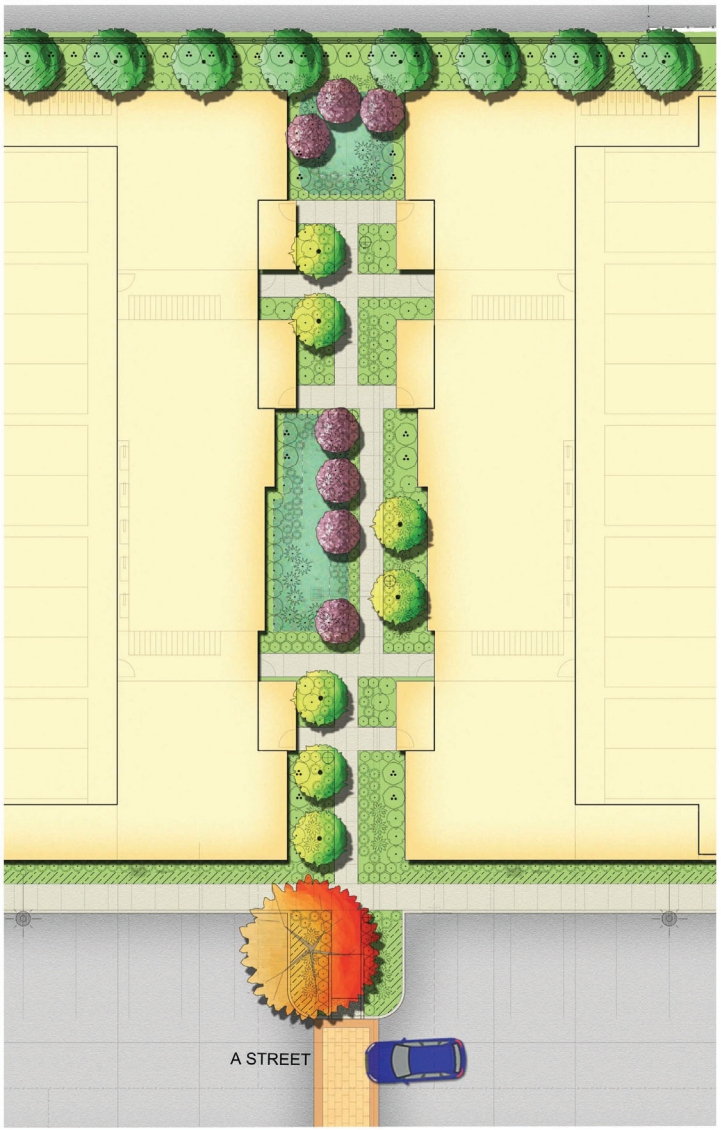


## PROPOSED PLANT PALETTE

| SYMBOL | BOTANICAL NAME | COMMON NAME |
|---|---|---|
| | **LARGE SHRUBS** | |
| | ARCTOSTAPHYLOS SP. | MANZANITA |
| | DODONEA V. 'PURPUREA' | PURPLE LEAFED HOPSEED BUSH |
| | GREVILLEA 'NOELLII' | GREVILLEA |
| | LEUCADENDRON 'JESTER' | CONEBUSH |
| | LOROPETALUM C. 'RAZZELBERRY' | CHINESE FRINGE FLOWER |
| | PODOCARPUS M. 'MAKI' | SHRUBBY YEW PINE |
| | ROMNEYA COULTERI | MATILIJA POPPY |
| | ROSMARINUS O. 'TUSCAN BLUE' | ROSEMARY |
| | WESTRINGIA FRUTICOSA | COAST ROSEMARY |
| | THUJA O. 'EMERALD' | AMERICAN ARBORVITAE |
| | XYLOSMA C. 'COMPACTA' | DWARF XYLOSMA |
| | **MEDIUM SHRUBS** | |
| | CALLISTEMON V. 'LITTLE JOHN' | DWARF BOTTLEBRUSH |
| | CISTUS SPP. | ROCKROSE |
| | CORREA PULCHRA 'DUSTY BELLS' | AUSTRALIAN FUSCHIA |
| | DIETIES BICOLOR | FORTNIGHT LILY |
| | NANDINA D. 'GULF STREAM' | GULF STREAM NANDINA |
| | NEPETA 'SIX HILLS GIANT' | CAT MINT |
| | PHORMIUM SPP. | NEW ZEALAND FLAX |
| | RHAPHIOLEPIS I. 'PINKIE' | INDIAN HAWTHORNE |
| | SALVIA LEUCANTHA | MEXICAN BUSH SAGE |
| | SALVIA C. 'WINNIFRED GILMAN' | BLUE SAGE |
| | TEUCRIUM F. 'COMPACTUM' | GERMANDER |
| | **SMALL SHRUBS** | |
| | ANIGOZANTHOS SPP. | KANGAROO PAW |
| | NANDINA D. 'FIRE POWER' | FIRE POWER NANDINA |
| | PENSTEMON H. 'MAGARITA BOP' | PENSTEMON |
| | **GROUNDCOVERS** | |
| | CEANOTHUS G. 'YANKEE POINT' | YANKEE POINT CEANOTHUS |
| | COPROSMA X. KIRKII | COPROSMA |
| | COTONEASTER D. 'LOWFAST' | BEARBERRY COTONEASTER |
| | ERIGERON KARVINSKIANUS | SANTA BARBARA DAISY |
| | MYOPORUM PARVIFOLIUM | MYOPORUM |
| | ROSA SPP. | GROUNDCOVER ROSE |
| | SCAEVOLA A. 'MAUVE CLUSTERS' | FAIRY FAN FLOWER |
| | SOLLYA HETEROPHYLLA | AUSTRALIAN BLUEBELL CREEPER |
| | **GRASSES** | |
| | CALAMAGROSTIS X A. 'KARL FOERSTER' | FEATHER REED GRASS |
| | CAREX TUMULICOLA | BERKELEY SEDGE |
| | CHONDROPETALUM TECTORUM | CAPE RUSH |
| | FESTUCA MAIREI | ALTAS FESCUE |
| | LEYMUS C. 'CANYON PRINCE' | GIANT RYE GRASS |
| | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS |
| | **BIOTREATMENT** | |
| | CAREX NUDATA | CA BLACK FLOWERING SEDGE |
| | DESCHAMPSIA CESPITOSA | TUFTED HAIRGRASS |
| | JUNCUS PATENS | CALIFORNIA GRAY RUSH |
| | BIOFILTRATION SOD | AVAILABLE AT DELTA BLUEGRASS (800) 637-8873 |

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**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**ENLARGEMENT - TYPICAL GARDEN FLATS PASEO**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

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SCALE: 1" = 10'-0" NORTH

L-4
Project No. 03022

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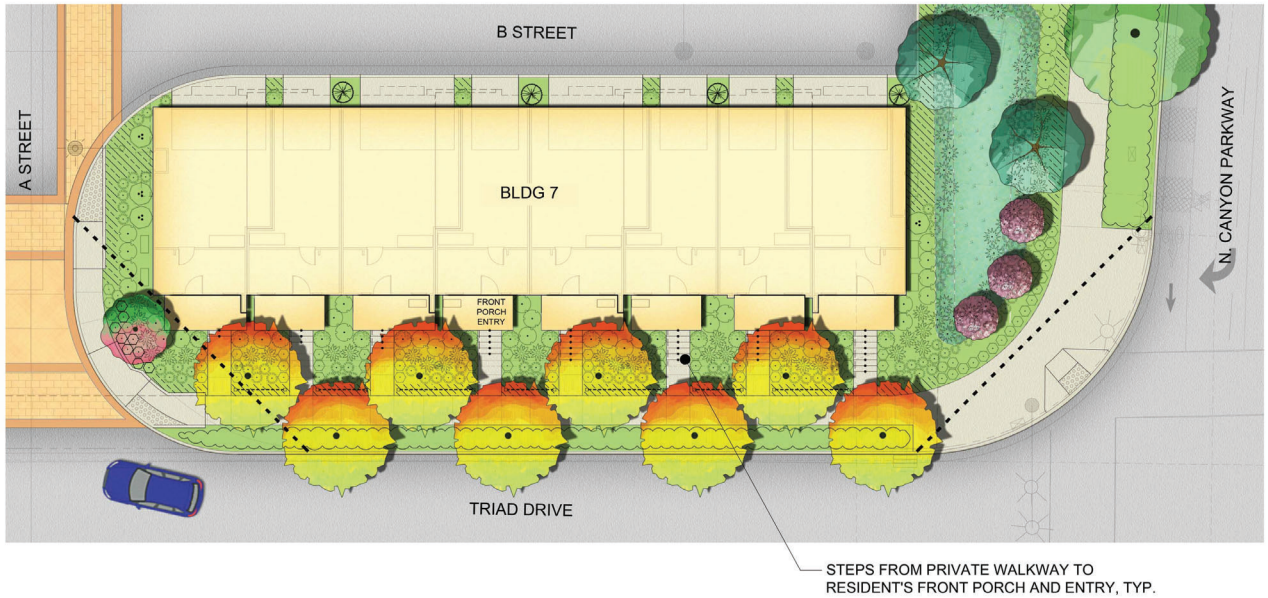


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| | PHORMIUM SPP. | NEW ZEALAND FLAX |
| | RHAPHIOLEPIS I. 'PINKIE' | INDIAN HAWTHORNE |
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**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**ENLARGEMENT- TOWNHOMES FRONT YARD PLANTING**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

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0' 5' 10' 20'
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NORTH

L-5
Project No. 03022

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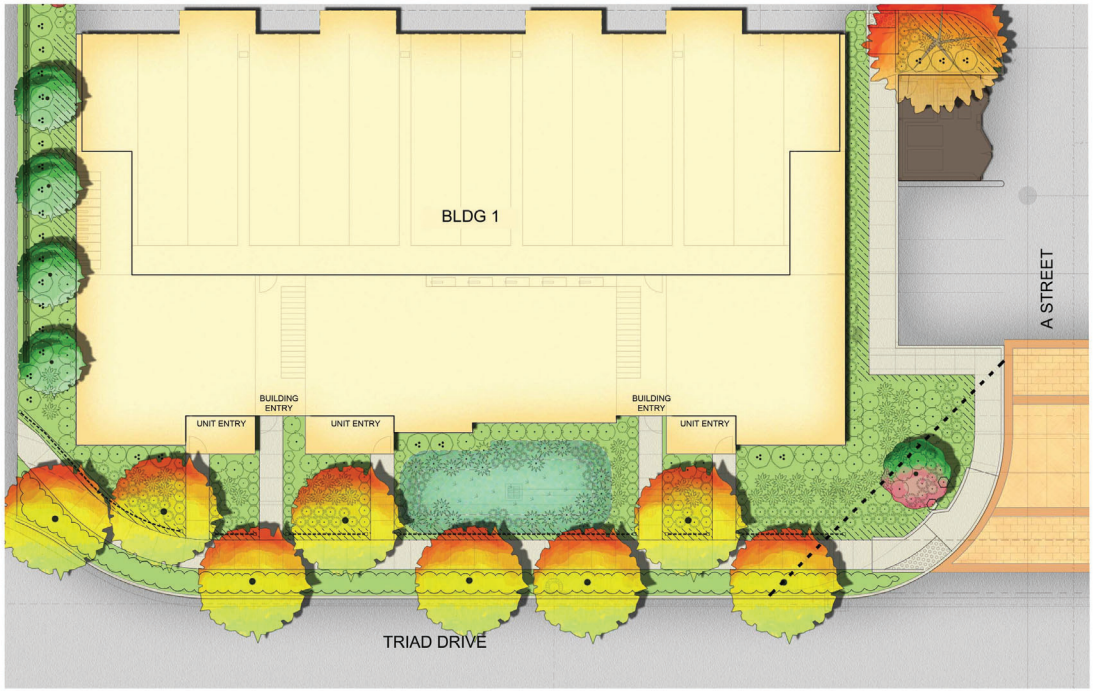


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**ENLARGEMENT- GARDEN FLATS FRONT YARD PLANTING**
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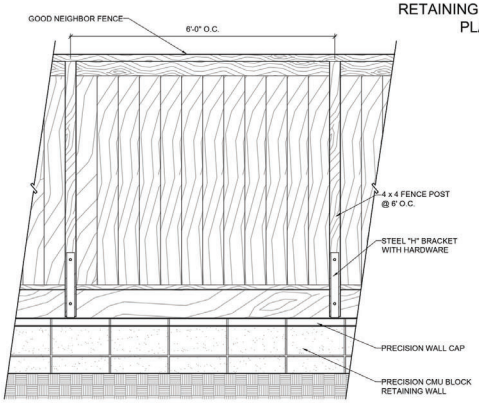
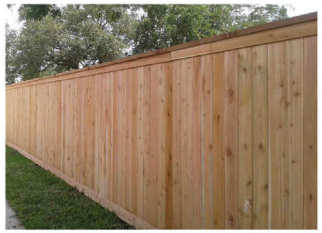


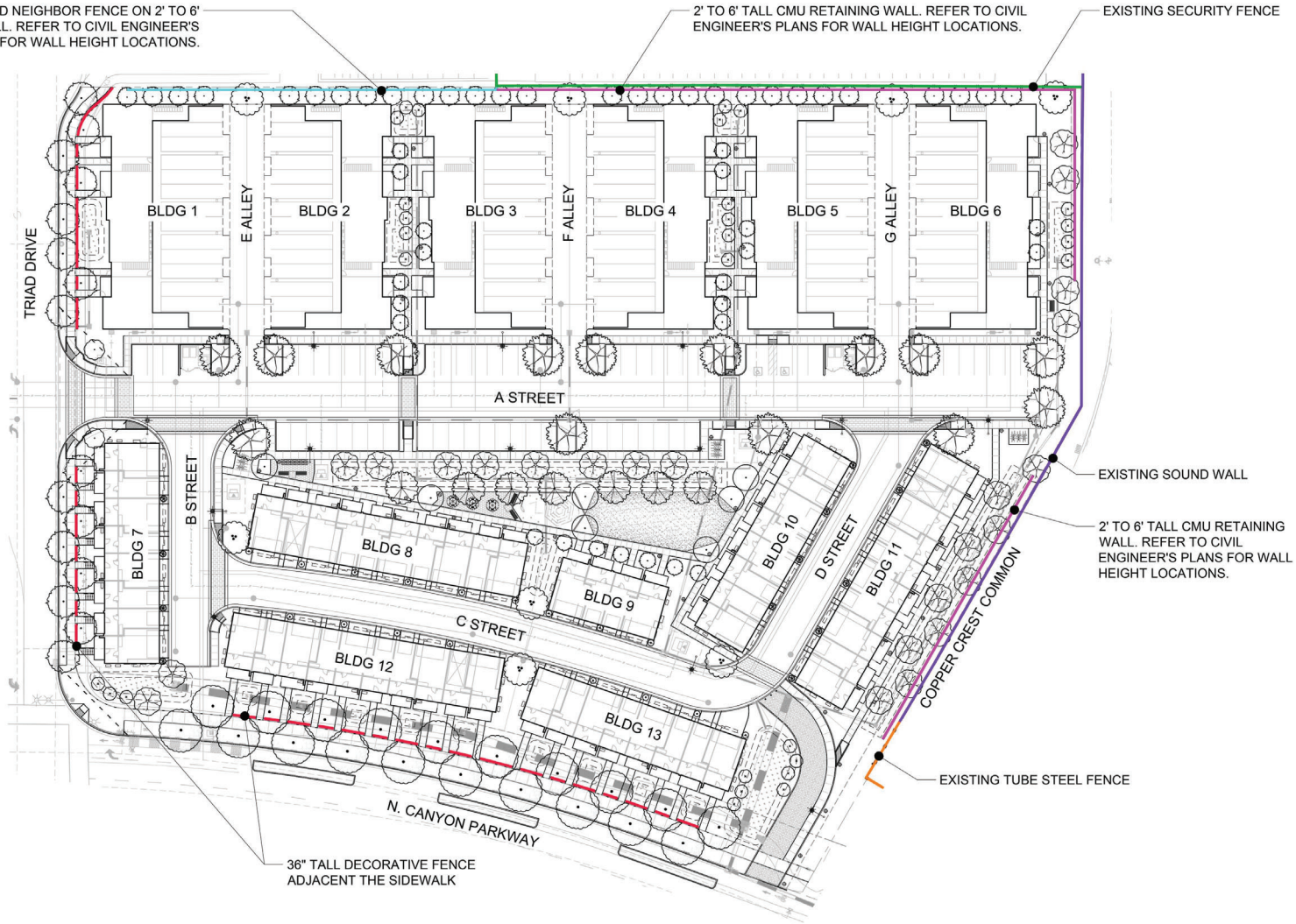

6' TALL WOOD GOOD NEIGHBOR FENCE ON RETAINING WALL (HEIGHT VARIES)



6' TALL WOOD GOOD NEIGHBOR FENCE

2' TO 6' TALL CMU BLOCK RETAINING WALL. COLOR TO BE EARTH-TONED. REFER TO CIVIL ENGINEER'S PLANS FOR WALL HEIGHT LOCATIONS.

36" TALL DECORATIVE FENCE ADJACENT THE SIDEWALK

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**TRIAD EAST TOWNHOMES & GARDEN FLATS**

Livermore, California

**OVERALL FENCE PLAN**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

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SCALE: 1" = 30'-0" NORTH

L-7

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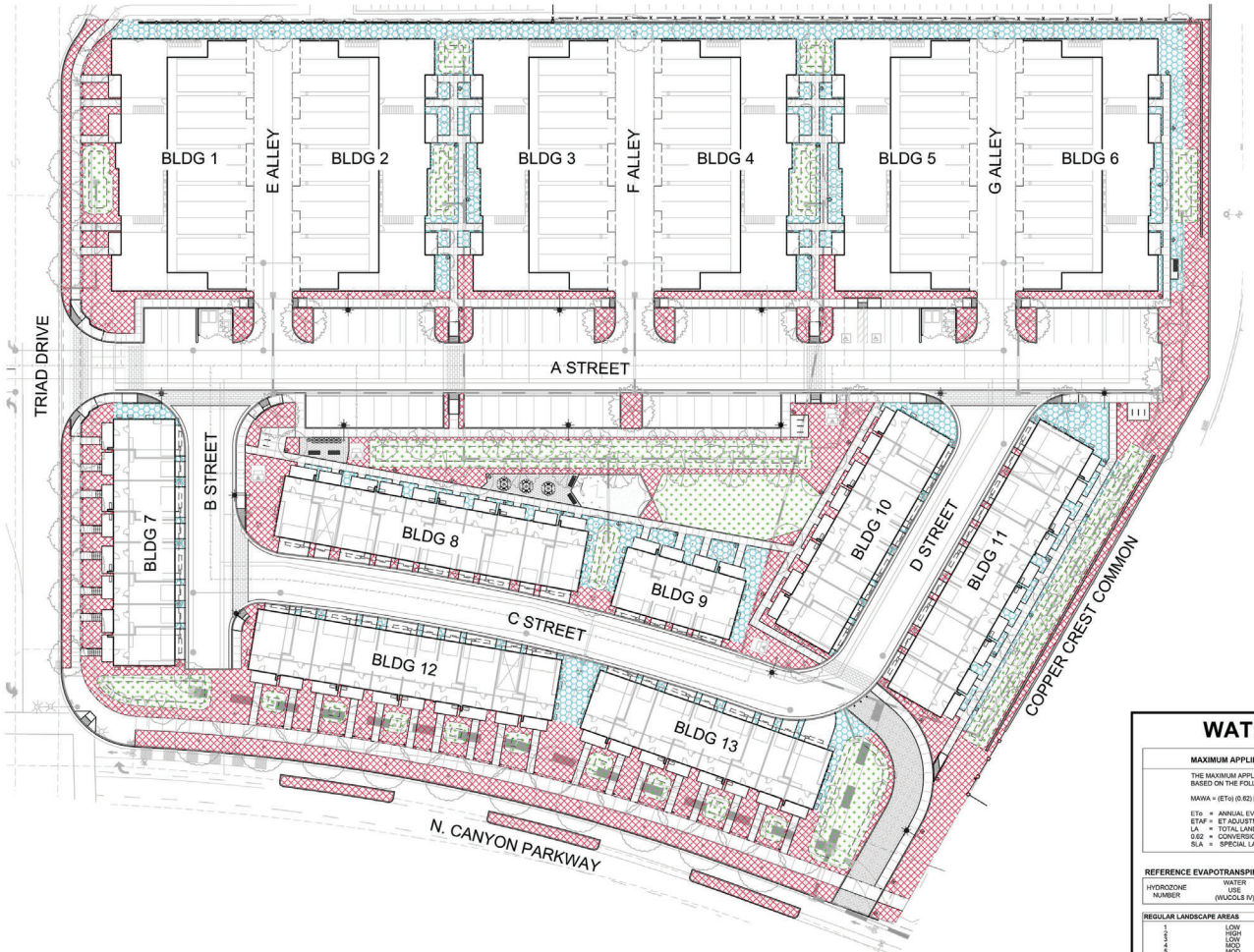
# ATTACHMENT 3




## IRRIGATION CONCEPT STATEMENT

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

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

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS, AND MP ROTATOR IRRIGATION FOR TURF AND BIODETENTION AREA PLANTINGS.

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

## IRRIGATION NOTES

1. IRRIGATION ZONES: ALL LANDSCAPED AREAS HAVE AN IRRIGATION ZONE DESIGNATION OF "SHRUBS / GROUNDCOVERS/ TREES' OR 'TURF." NO IRRIGATION ZONES FOR ANNUALS AND TURFED SLOPES EXCEEDING 10% ARE PROPOSED.

2. DEPTH OF IRRIGATION LINES: ALL ON-GRADE LATERAL LINES SHALL BE BURIED TO A DEPTH OF 18" MIN. ALL ON-GRADE MAINLINES SHALL BE BURIED TO A DEPTH OF 24" MIN.

3. BACKFLOW PREVENTER: BACKFLOW PREVENTER SHALL BE A REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER (FEBCO 825Y OR EQUAL) TYPE AS APPROVED BY WATER PURVEYOR.

4. IRRIGATION SPRINKLER TYPES: ALL SPRINKLERS SHALL UTILIZE MATCHED PRECIPITATION, PRESSURE COMPENSATING NOZZLES FOR MAXIMUM UNIFORMITY OF DISTRIBUTION. IRRIGATION SYSTEMS TO BE INSPECTED PERIODICALLY FOR BROKEN OR DEFICIENT EQUIPMENT.

5. IRRIGATION CONTROLLERS: CONTROLLER SHALL BE AN AUTOMATIC ET (EVAPOTRANSPIRATION) WITH MULTIPLE PROGRAMMING CAPABILITY. CONTROLLER TO BE REPROGRAMMED SEASONALLY TO MINIMIZE RUNOFF OR OVER WATERING. MOISTURE SENSING DEVICES SHALL BE UTILIZED TO CONTROL IRRIGATION CYCLES ACCORDING TO SPECIFIC IRRIGATION REQUIREMENTS.

6. CLASS OF IRRIGATION PIPE: ALL MAINLINE SHALL BE CLASS 315 PVC. ALL LATERAL LINE SHALL BE CLASS 200 PVC.

7. IRRIGATION EMITTERS: ALL TURF AREAS SHALL BE IRRIGATED USING SUB-SURFACE DRIP TYPE IRRIGATION SYSTEM. ALL SHRUB/ GROUNDCOVER AREAS SHALL BE IRRIGATED USING DRIP IRRIGATION SYSTEM. ALL TREE AREAS SHALL BE IRRIGATED USING BUBBLER IRRIGATION SYSTEM.

8. RECLAIMED WATER: IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET SOUTH BAY WATER RECYCLING PROGRAM REQUIREMENTS FOR FUTURE RECLAIMED WATER SYSTEM.

## WATER EFFICIENT LANDSCAPE WORKSHEET

**MAXIMUM APPLIED WATER ALLOWANCE**

THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) IN GALLONS PER YEAR IS BASED ON THE FOLLOWING FORMULA:

MAWA = (ETo) (0.62) [(ETAF x LA) + ((1-ETAF) X SLA)]

ETo = ANNUAL EVAPOTRANSPIRATION RATE (IN/YEAR)
ETAF = ET ADJUSTMENT FACTOR (0.45 NON RESIDENTIAL ; 0.55 RESIDENTIAL)
LA = TOTAL LANDSCAPE AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (TO GALLONS/SQUARE FOOT)
SLA = SPECIAL LANDSCAPE AREA (SQUARE FEET)

**ESTIMATED TOTAL WATER USE**

THE ESTIMATED TOAL WATER USE (ETWU) IS THE SUM TOTAL OF ESTIMATED WATER USE FOR EACH HYDROZONE IN GALLONS PER YEAR AND IS BASED ON THE FOLLOWING FORMULA:

ETWU = (ETo) (0.62) (ETAF) (HA)

ETo = ANNUAL EVAPOTRANSPIRATION RATE (IN/YEAR)
HA = HYDROZONE AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (TO GALLONS/SQUARE FOOT)

REFERENCE EVAPOTRANSPIRATION (ETo) 47.2

| HYDROZONE NUMBER | WATER USE (WUCOLS IV) | PLANTING DESCRIPTION | PLANT FACTOR (PF) | IRRIGATION METHOD | IRRIGATION EFFICIENCY (IE) | ETAF (PF / IE) | LANDSCAPE AREA (SQ. FT.) | ETAF x AREA | ESTIMATED TOTAL WATER USE (ETWU) |
|---|---|---|---|---|---|---|---|---|---|
| REGULAR LANDSCAPE AREAS | | | | | | | | | |
| 1 | LOW | SHRUBS | 0.2 | DRIP | 0.81 | 0.2 | 43,237 | 10,676 | 312,417 |
| 2 | HIGH | TURF | 0.7 | LV SPRAY | 0.75 | 0.9 | 2,407 | 2,247 | 65,743 |
| 3 | LOW | TREES | 0.2 | DRIP | 0.81 | 0.2 | 532 | 131 | 3,844 |
| 4 | MOD | TREES | 0.4 | DRIP | 0.81 | 0.5 | 707 | 349 | 10,217 |
| 5 | MOD | BIO RETENTION | 0.5 | LV SPRAY | 0.75 | 0.7 | 12,220 | 8,147 | 238,404 |
| | | | | | | | TOTALS (A) | 59,103 (B) | 21,549 630,624 |
| SPECIAL LANDSCAPE AREA (SLA) | | | | | | | | | |
| N/A | N/A | N/A | N/A | N/A | N/A | 1 | 0 | 0 | 0 |
| | | | | | | | TOTALS (C) | 0 SQ. FT. (D) | 0 0 |
| | | | | | | | | ETWU TOTAL | 630,624 |
| | | | | | | | | MAXIMUM APLIED WATER ALLOWANCE (MAWA) | 951,275 |

**ETAF CALCULATIONS**

| | | |
|---|---|---|
| REGULAR LANDSCAPE AREAS | | |
| TOTAL ETAF X AREA | (B) | 21,549 |
| TOTAL AREA | (A) | 59,103 |
| AVERAGE ETAF | (B) / (A) | 0.38 |
| ALL LANDSCAPE AREAS | | |
| TOTAL ETAF X AREA | (B+D) | 21,549 |
| TOTAL AREA | (A+C) | 59,103 |
| SITEWIDE ETAF | (B+D) / (A+C) | 0.38 |

## HYDROZONE LEGEND

- TREES, SHRUBS & GROUNDCOVERS - DRIP IRR SOUTH/ WEST EXPOSURE
- TREES, SHRUBS & GROUNDCOVERS - DRIP IRR NORTH/ EAST EXPOSURE
- TURF & BIO DETENTION AREAS - MP ROTATOR SPRAY

## LANDSCAPE AREA

| PLANTING TYPE | IRRIGATION TYPE | SQUARE FOOTAGE | PERCENT OF LANDSCAPE |
|---|---|---|---|
| TREES, SHRUBS & GROUNDCOVERS | DRIP | 43,237 SF | 75% |
| TURF | MP ROTATOR | 2,407 SF | 4% |
| BIO TREATMENT | MP ROTATOR | 12,220 SF | 21% |
| TOTAL LANDSCAPE AREA | | 57,864 SF | 100% |

DeNova Homes
Building a Better Community
1500 WILLOW PASS COURT
CONCORD, CALIFORNIA 94520
(925)685-0110

**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**HYDROZONE PLAN**
CONCEPTUAL LANDSCAPE PLAN
FEBRUARY 15, 2023

vanderToolen Associates
700 Ygnacio Valley Rd.
Suite 100
Walnut Creek, CA 94596
tel: 925.274.1305
www.vandertoolen.com

SCALE: 1" = 30'-0" NORTH

L-8
Project No. 03022

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## TREE MITIGATION LEGEND

| SYMBOL | TREE TYPE | PROTECTED TREES TO BE REMOVED | REPLACEMENT RATIO | REQUIRED QUANTITY | PROVIDED QUANTITY |
|---|---|---|---|---|---|
| | 15 GALLON MITIGATION TREE | 16<br>31% OF 52 | 3:1 | 48 | 80 |
| | 15 GALLON MITIGATION TREE (REPLACEMENT FOR TREE IN POOR/VERY POOR HEALTH) | 21 | 1:1 | 21 | 21 |
| | 24" BOX MITIGATION TREE | 36<br>69% OF 52 | 2:1 | 72 | 76 |
| | TOTAL | 73* | | 158 | 177 |

- *73 EXISTING TREES IDENTIFIED PER THE ARBORIST REPORT DATED 7/12/22 FOR TRIAD EAST (PREPARED BY ARBORIST: TREES, BUGS, DIRT LANDSCAPE CONSULTING & TRAINING).
  -21 OF THE 73 EXISTING TREES DETERMINED TO BE IN POOR OR VERY POOR HEALTH.
- PER LIVERMORE MUNICIPAL CODE 12.20.230, THE RATIO OF REPLACEMENT TREE FOR AN EXISTING TREE REMOVED SHALL BE:
  (3) 15 GALLON REPLACEMENT TREES FOR EVERY (1) EXISTING TREE
  (2) 24" BOX REPLACEMENT TREES FOR EVERY (1) EXISTING TREE
  (1) 48" BOX REPLACEMENT TREES FOR EVERY (1) EXISTING TREE
  (1) 15 GALLON REPLACEMENT TREE FOR EVERY (1) EXISTING TREE IN POOR OR VERY POOR HEALTH
- (17) PODOCARPUS M. 'MAKI' AND (13) THUJA O. 'EMERALD' ARE NOT COUNTED TOWARDS TREE MITIGATION.

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L-9
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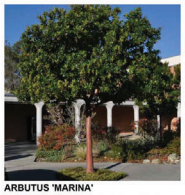
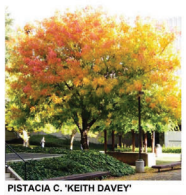
## TREES

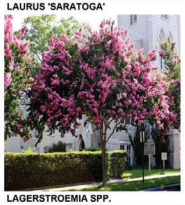

ARBUTUS 'MARINA'

LAURUS 'SARATOGA'


PISTACIA C. 'KEITH DAVEY'

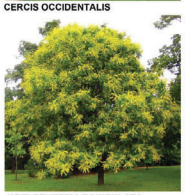
QUERCUS R. 'FASTIGIATA SKYROCKET'

CERCIS OCCIDENTALIS

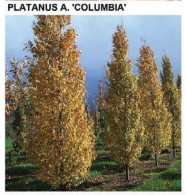

LAGERSTROEMIA SPP.

PLATANUS A. 'COLUMBIA'

GINKGO B. 'PRINCETON SENTRY'


KOELREUTERIA PANICULATA

ACER RUBRUM 'FRANK JR.'


CARPINUS BETULUS 'FRANS FONTAINE'

## LARGE & MEDIUM SHRUBS

SALVIA C. 'WINNIFRED GILMAN'

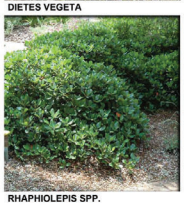
DODONEA V. 'PURPUREA'

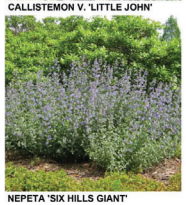
CISTUS SPP.

DIETES VEGETA

CALLISTEMON V. 'LITTLE JOHN'

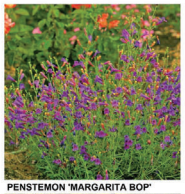
NANDINA DOMESTICA


RHAPHIOLEPIS SPP.

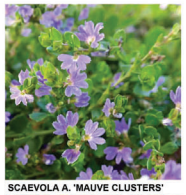

NEPETA 'SIX HILLS GIANT'

PHORMIUM SPP.

## SMALL SHRUBS AND GROUNDCOVERS


PENSTEMON 'MARGARITA BOP'

COTONEASTER D. 'LOWFAST'


SCAEVOLA A. 'MAUVE CLUSTERS'

ANIGOZANTHOS SPP.

COPROSMA X. KIRKII

ERIGERON KARVINSKIANUS

## GRASSES AND BIORETENTION

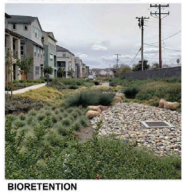
CALAMAGROSTIS 'KARL FOERSTER'

FESTUCA MAIREI

LEYMUS C. 'CANYON PRINCE'

DESCHAMPSIA CESPITOSA

CHONDROPETALUM TECTORUM


BIORETENTION

## PROPOSED PLANT PALETTE

| BOTANICAL NAME | COMMON NAME | WATER USE | NATIVE/ ADAPTIVE | SIZE | SPACING | QTY |
|---|---|---|---|---|---|---|
| **TREES** | | | | | | |
| ACER R. 'FRANK JR.' | REDPOINTE MAPLE | M | A | 15 GAL | N/A | 7 |
| ARBUTUS 'MARINA' | MADRONE | L | A | 15 GAL | N/A | 8 |
| CARPINUS B. 'FRANS FONTAINE' | HORNBEAM | M | A | 15 GAL | N/A | 23 |
| CERCIS OCCIDENTALIS | WESTERN REDBUD | VL | N | 15 GAL | N/A | 28 |
| GINKGO B. 'PRINCETON SENTRY' | MAIDENHAIR TREE | M | A | 15 GAL | N/A | 7 |
| KOELREUTERIA PANICULATA | GOLDENRAIN TREE | M | A | 24" BOX | N/A | 16 |
| LAGERSTROEMIA I. 'MUSKOGEE' | CRAPE MYRTLE | L | A | 24" BOX | N/A | 2 |
| LAURUS 'SARATOGA' | SARATOGA SWEET BAY | L | A | 24" BOX | N/A | 24 |
| PISTACIA C. 'KEITH DAVEY' | CHINESE PISTACHE | L | A | 24" BOX | N/A | 14 |
| PLATANUS A. 'COLUMBIA' | LONDON PLANE TREE | M | A | 24" BOX | N/A | 20 |
| QUERCUS R. 'FASTIGIATA SKYROCKET' | SKYROCKET OAK | M | A | 15 GAL | N/A | 28 |
| | | | | **TOTALS** | | |
| | | | | 15 GAL = 101 TOTAL TREES (57%) | | |
| | | | | 24" BOX = 76 TOTAL TREES (43%) | | |
| **LARGE SHRUBS** | | | | | | |
| ARCTOSTAPHYLOS SP. | MANZANITA | L | N | 5 GAL | 4' O.C. | |
| DODONEA V. 'PURPUREA' | PURPLE LEAFED HOPSEED BUSH | L | N | 5 GAL | 5' O.C. | |
| GREVILLEA 'NOELLII' | GREVILLEA | L | A | 5 GAL | 4' O.C. | |
| LEUCADENDRON 'JESTER' | CONEBUSH | L | A | 5 GAL | 4' O.C. | |
| LOROPETALUM C. 'RAZZELBERRY' | CHINESE FRINGE FLOWER | L | A | 5 GAL | 4' O.C. | |
| PODOCARPUS M. 'MAKI' | SHRUBBY YEW PINE | M | A | 15 GAL | 4' O.C. | |
| ROMNEYA COULTERI | MATILIJA POPPY | L | N | 5 GAL | 8' O.C. | |
| ROSMARINUS O. 'TUSCAN BLUE' | ROSEMARY | L | A | 5 GAL | 5' O.C. | |
| THUJA O. 'EMERALD' | AMERICAN ARBORVITAE | M | A | 15 GAL | 4' O.C. | |
| WESTRINGIA FRUTICOSA | COAST ROSEMARY | L | A | 5 GAL | 5' O.C. | |
| XYLOSMA C. 'COMPACTA' | DWARF XYLOSMA | L | A | 5 GAL | 3' O.C. | |
| **MEDIUM SHRUBS** | | | | | | |
| CALLISTEMON V. 'LITTLE JOHN' | DWARF BOTTLEBRUSH | L | A | 5 GAL | 3' O.C. | |
| CISTUS SPP. | ROCKROSE | L | A | 5 GAL | 4' O.C. | |
| CORREA PULCHRA 'DUSTY BELLS' | AUSTRALIAN FUSCHIA | L | A | 5 GAL | 4' O.C. | |
| DIETES BICOLOR | FORTNIGHT LILY | L | A | 5 GAL | 3' O.C. | |
| NANDINA D. 'GULF STREAM' | GULF STREAM NANDINA | L | A | 5 GAL | 3' O.C. | |
| NEPETA 'SIX HILLS GIANT' | CAT MINT | L | A | 5 GAL | 4' O.C. | |
| PHORMIUM SPP. | NEW ZEALAND FLAX | L | A | 5 GAL | 3' O.C. | |
| RHAPHIOLEPIS I. 'PINKIE' | INDIAN HAWTHORNE | L | A | 5 GAL | 4' O.C. | |
| SALVIA LEUCANTHA | MEXICAN BUSH SAGE | L | A | 5 GAL | 4' O.C. | |
| SALVIA C. 'WINNIFRED GILMAN' | BLUE SAGE | L | N | 5 GAL | 5' O.C. | |
| TEUCRIUM F. 'COMPACTUM' | GERMANDER | L | A | 5 GAL | 4' O.C. | |
| **SMALL SHRUBS** | | | | | | |
| ANIGOZANTHOS SPP. | KANGAROO PAW | L | A | 5 GAL | 2' O.C. | |
| NANDINA D. 'FIRE POWER' | FIRE POWER NANDINA | L | A | 5 GAL | 2' O.C. | |
| PENSTEMON H. 'MAGARITA BOP' | PENSTEMON | L | N | 5 GAL | 3' O.C. | |
| **GROUNDCOVERS** | | | | | | |
| CEANOTHUS G. 'YANKEE POINT' | YANKEE POINT CEANOTHUS | L | N | 1 GAL | 2' O.C. | |
| COPROSMA X. KIRKII | COPROSMA | L | A | 1 GAL | 2' O.C. | |
| COTONEASTER D. 'LOWFAST' | BEARBERRY COTONEASTER | L | A | 1 GAL | 2' O.C. | |
| ERIGERON KARVINSKIANUS | SANTA BARBARA DAISY | L | A | 1 GAL | 2' O.C. | |
| MYOPORUM PARVIFOLIUM | MYOPORUM | L | A | 1 GAL | 4' O.C. | |
| ROSA SPP. | GROUNDCOVER ROSE | M | A | 2 GAL | 2' O.C. | |
| SCAEVOLA A. 'MAUVE CLUSTERS' | FAIRY FAN FLOWER | L | A | 1 GAL | 2' O.C. | |
| SOLLYA HETEROPHYLLA | AUSTRALIAN BLUEBELL CREEPER | L | A | 1 GAL | 2' O.C. | |
| **GRASSES** | | | | | | |
| CALAMAGROSTIS X A. 'KARL FOERSTER' | FEATHER REED GRASS | M | A | 1 GAL | 3' O.C. | |
| CAREX TUMULICOLA | BERKELEY SEDGE | L | N | 1 GAL | 2' O.C. | |
| CHONDROPETALUM TECTORUM | CAPE RUSH | L | A | 1 GAL | 3' O.C. | |
| FESTUCA MAIREI | ALTAS FESCUE | L | A | 1 GAL | 2' O.C. | |
| LEYMUS C. 'CANYON PRINCE' | GIANT RYE GRASS | L | N | 1 GAL | 3' O.C. | |
| MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | L | A | 1 GAL | 3' O.C. | |
| **BIORETENTION** | | | | | | |
| CAREX NUDATA | CA BLACK FLOWERING SEDGE | M | N | 1 GAL | 2' O.C. | |
| DESCHAMPSIA CESPITOSA | TUFTED HAIRGRASS | L | N | 1 GAL | 2' O.C. | |
| JUNCUS PATENS | CALIFORNIA GRAY RUSH | L | N | 1 GAL | 2' O.C. | |
| BIOFILTRATION SOD | AVAILABLE AT DELTA BLUEGRASS (800) 637-8873 | L | N | SOD | | |
| **TURF** | | | | | | |
| RHIZOMATOUS TALL FESCUE (RTF) | SELF-HEALING TURF | H | A | SOD | | |

**NOTES:**

1. LANDSCAPE WILL UTILIZE LOW WATER USE PLANT MATERIALS, HYDRO ZONING AND EMPLOY WATER EFFICIENT LOW VOLUME DRIP AND SPRAY IRRIGATION AND SMART CONTROLLERS, SEE L-8 FOR HYDROZONE PLAN AND WATER USE CALCULATIONS.
2. ALL STREET TREES SHOULD BE 24" BOX SIZE AND COMPLY WITH THE CITY OF LIVERMORE STANDARD DETAILS.
3. TWENTY PERCENT OF ALL TREES SHOULD HAVE A 24" BOX CONTAINER SIZE OR LARGER.
4. SHRUBS SHOULD HAVE A MINIMUM 5 GALLON POT SIZE, AND UPRIGHT SHRUBS SHOULD HAVE A MINIMUM HEIGHT OF 18 INCHES AND A MINIMUM SPREAD OF 18 INCHES; SPREADING SHRUBS SHOULD HAVE A MINIMUM SPREAD OF 19 TO 24 INCHES.

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**TRIAD EAST TOWNHOMES & GARDEN FLATS**
Livermore, California

**PLANT IMAGERY AND PROPOSED PLANT PALETTE**
CONCEPTUAL PHASE
FEBRUARY 15, 2023

vanderToolen Associates
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VTA

L-10
Project No. 03022

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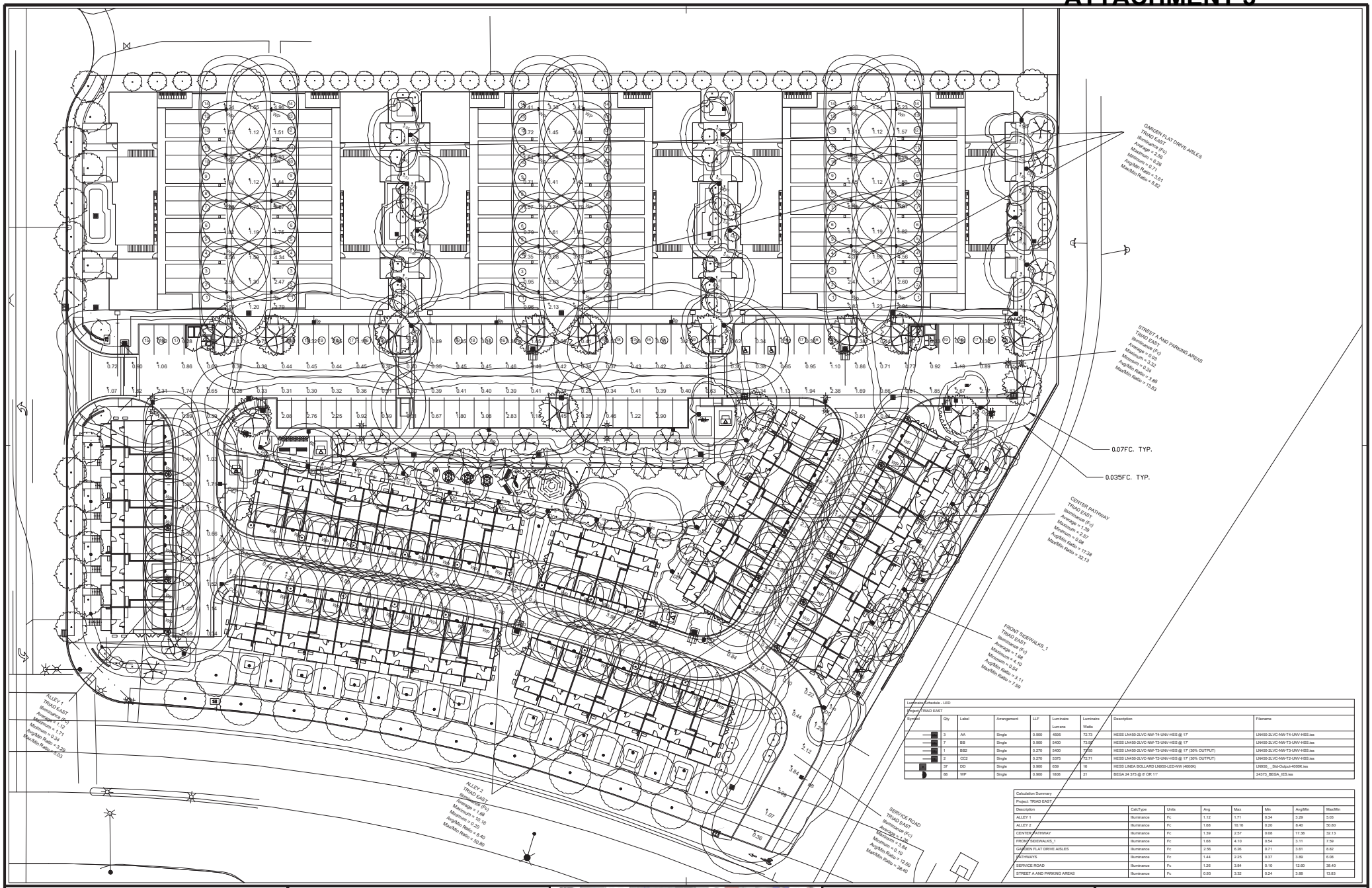



Luminaire Schedule - LED

Project: TRIAD EAST

| Symbol | Qty | Label | Arrangement | LLF | Luminaire Lumens | Luminaire Watts | Description | Filename |
|---|---|---|---|---|---|---|---|---|
| | 3 | AA | Single | 0.900 | 4595 | 72.73 | HESS LN450-2LVC-NW-T4-UNV-HSS @ 17' | LN450-2LVC-NW-T4-UNV-HSS.ies |
| | 7 | BB | Single | 0.900 | 5400 | 73.95 | HESS LN450-2LVC-NW-T3-UNV-HSS @ 17' | LN450-2LVC-NW-T3-UNV-HSS.ies |
| | 1 | BB2 | Single | 0.270 | 5400 | 73.95 | HESS LN450-2LVC-NW-T3-UNV-HSS @ 17' (30% OUTPUT) | LN450-2LVC-NW-T3-UNV-HSS.ies |
| | 2 | CC2 | Single | 0.270 | 5375 | 72.71 | HESS LN450-2LVC-NW-T2-UNV-HSS @ 17' (30% OUTPUT) | LN450-2LVC-NW-T2-UNV-HSS.ies |
| | 37 | DD | Single | 0.900 | 659 | 16 | HESS LINEA BOLLARD LN550-LED-NW (4000K) | LN550__Std-Output-4000K.ies |
| | 88 | WP | Single | 0.900 | 1808 | 21 | BEGA 24 373 @ 8' OR 11' | 24373_BEGA_IES.ies |

Calculation Summary

Project: TRIAD EAST

| Description | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
|---|---|---|---|---|---|---|---|
| ALLEY 1 | Illuminance | Fc | 1.12 | 1.71 | 0.34 | 3.29 | 5.03 |
| ALLEY 2 | Illuminance | Fc | 1.68 | 10.16 | 0.20 | 8.40 | 50.80 |
| CENTER PATHWAY | Illuminance | Fc | 1.39 | 2.57 | 0.08 | 17.38 | 32.13 |
| FRONT SIDEWALKS_1 | Illuminance | Fc | 1.88 | 4.10 | 0.54 | 3.11 | 7.59 |
| GARDEN FLAT DRIVE AISLES | Illuminance | Fc | 2.56 | 6.26 | 0.71 | 3.61 | 8.82 |
| PATHWAYS | Illuminance | Fc | 1.44 | 2.25 | 0.37 | 3.89 | 6.08 |
| SERVICE ROAD | Illuminance | Fc | 1.26 | 3.84 | 0.10 | 12.60 | 38.40 |
| STREET A AND PARKING AREAS | Illuminance | Fc | 0.93 | 3.32 | 0.24 | 3.88 | 13.83 |

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature, variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

REPORT FOR: VANDERTOOLEN AND ASSOCIATES
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; KRISTIAN REYES

AGI32 VERSION 20.1
AGI (C) 2021 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

TRIAD EAST

..

DRAWING NO. / INPUT FILE

21340REY-R2.DWG / 21340REY-R2.A32

| SCALE | SHEET | DATE | REV |
|---|---|---|---|
| 1" = 20' | 1 OF 1 | 12.12.22 | 2 |

ATTACHMENT 3

**Application**
LED wall mounted luminaires with directed light designed to be mounted at various heights for general purpose illumination or glare free illumination when below eye level.

**Materials**
Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Matte safety glass
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners

**NRTL** listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 5.3 lbs

**Electrical**

| | |
|---|---|
| Operating voltage | 120-277V AC |
| Minimum start temperature | -40° C |
| LED module wattage | 18.4 W |
| System wattage | 21.2 W |
| Controllability | 0-10V, TRIAC, and ELV dimmable |
| Color rendering index | Ra > 80 |
| Luminaire lumens | 1,808 lumens (3000K) |
| Lifetime at Ta = 15° C | > 500,000 h (L70) |
| Lifetime at Ta = 40° C | 138,000 h (L70) |

**LED color temperature**

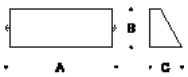
4000K - Product number + **K4**
3500K - Product number + **K35**
3000K - Product number + **K3**
2700K - Product number + **K27**

**BEGA** can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

**Finish**
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

| | | | |
|---|---|---|---|
| Available colors | Black (BLK) | White (WHT) | RAL: |
| | Bronze (BRZ) | Silver (SLV) | CUS: |

Type:
BEGA Product:
Project:
Modified:



**LED wall luminaires** · directed

| | | LED | A | B | C |
|---|---|---|---|---|---|
| **24373** | ADA | 18.4 W | 16 3/8 | 4 3/4 | 3 7/8 |



Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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COVER SHEET
A001

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PERSPECTIVE VIEWS TOWNHOMES
A002

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PERSPECTIVE VIEWS GARDEN FLATS
A003

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AERIAL PERSPECTIVE
A004

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307.077'

Triad East
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February 22, 2023

AERIAL PERSPECTIVE
A005

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AERIAL PERSPECTIVE
A006

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AERIAL PERSPECTIVE
A007

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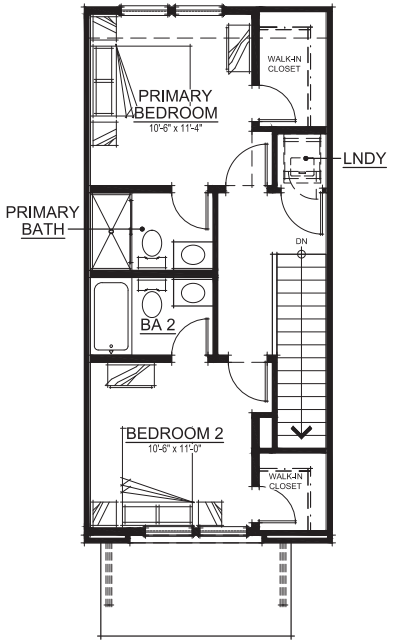
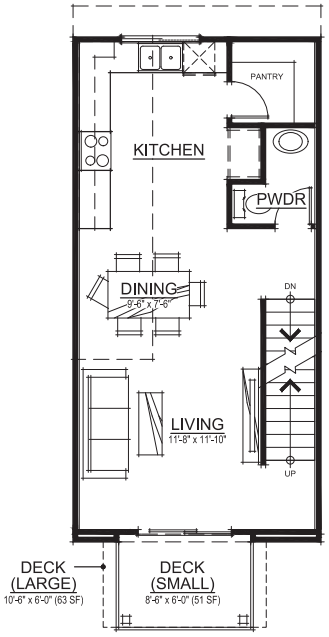
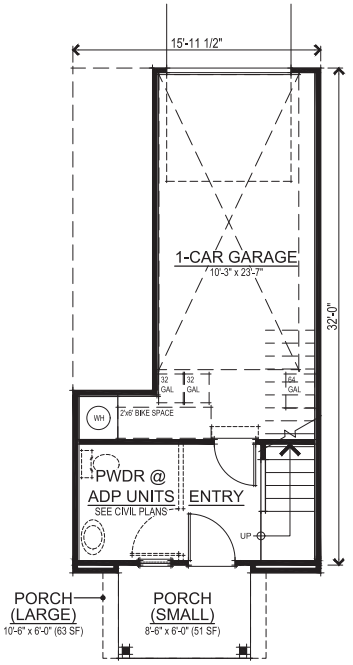



THIRD FLOOR PLAN




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| FIRST FLOOR | 130 SQ. FT. |
| SECOND FLOOR | 513 SQ. FT. |
| THIRD FLOOR | 500 SQ. FT. |
| TOTAL LIVING | 1143 SQ. FT. |
| 1-CAR GARAGE | 278 SQ. FT. |
| PORCH (SMALL) | 51 SQ. FT. |
| DECK (SMALL) | 51 SQ. FT. |
| PORCH (LARGE) | 63 SQ. FT. |
| DECK (LARGE) | 63 SQ. FT. |
| PRIVATE OPEN SPACE (SMALL PORCH + DECK) | 102 SQ. FT. |
| PRIVATE OPEN SPACE (LARGE PORCH + DECK) | 126 SQ. FT. |

0 1' 2' 3' 4' 8'

TOWNHOMES UNIT TH1 FLOOR PLANS
A008

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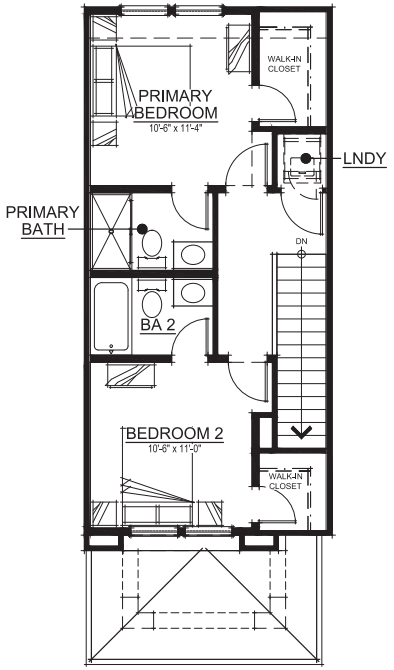
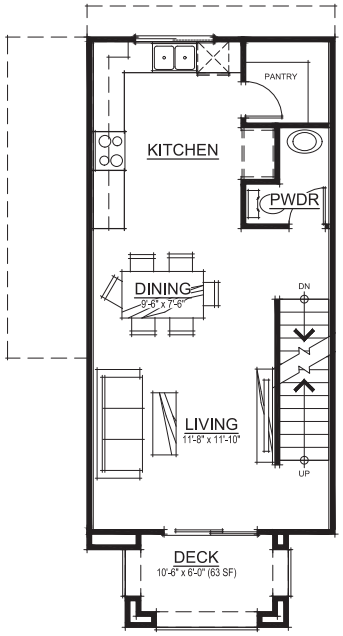
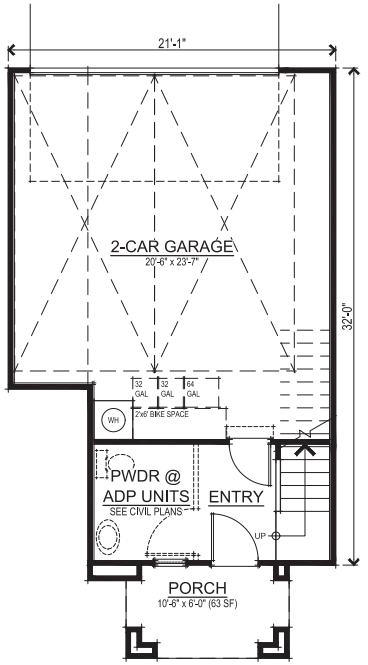



THIRD FLOOR PLAN



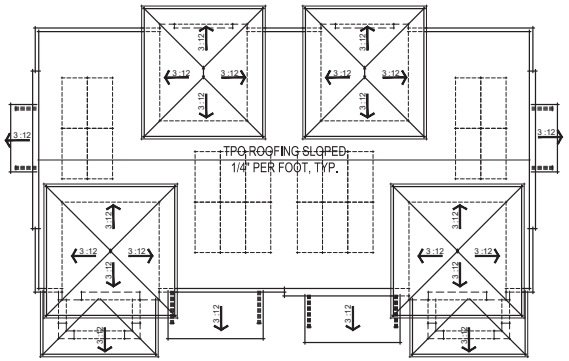

SECOND FLOOR PLAN



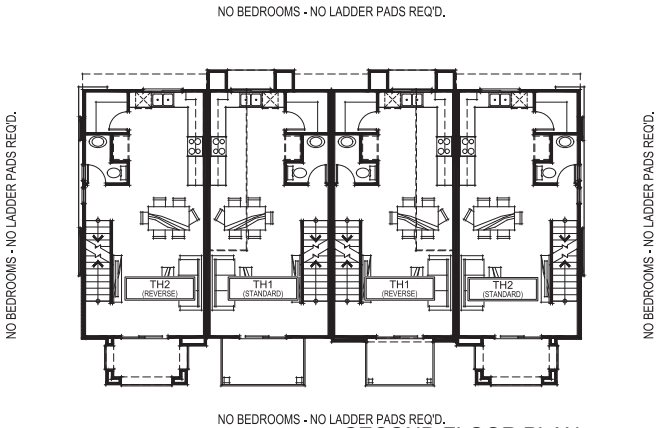

FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| FIRST FLOOR | 130 SQ. FT. |
| SECOND FLOOR | 513 SQ. FT. |
| THIRD FLOOR | 500 SQ. FT. |
| TOTAL LIVING | 1143 SQ. FT. |
| 2-CAR GARAGE | 473 SQ. FT. |
| PORCH | 63 SQ. FT. |
| DECK | 63 SQ. FT. |
| PRIVATE OPEN SPACE (PORCH + DECK) | 126 SQ. FT. |

# ATTACHMENT 3




ROOF FLOOR PLAN

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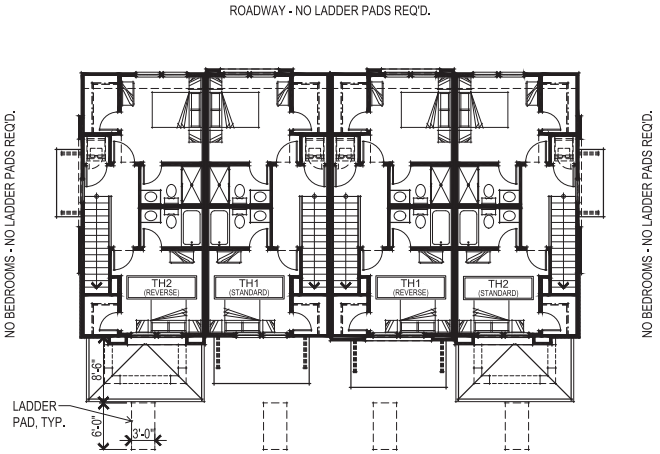
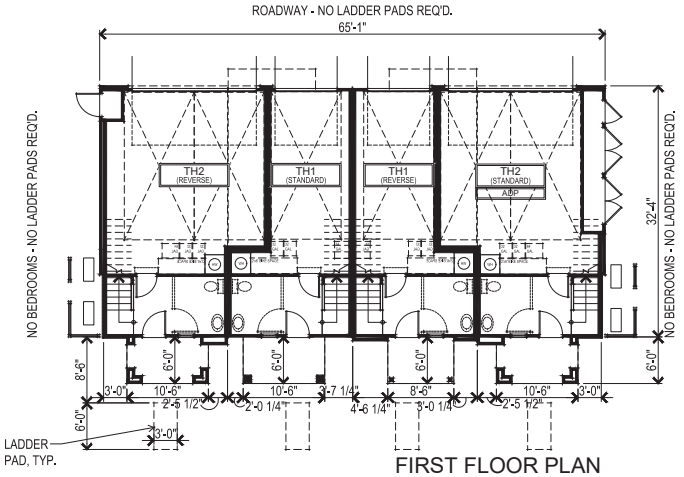



THIRD FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| RESIDENTIAL LIVING | 4572 SQ. FT. |
| ATTACHED GARAGES | 1502 SQ. FT. |
| PORCHES/DECKS | 480 SQ. FT. |

0 2' 4' 6' 8' 16'

TOWNHOMES 4 UNIT BLDG FLOOR & ROOF PLANS
A010

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RIGHT SIDE ELEVATION
*(ELECTRICAL CLOSET)*

FRONT ELEVATION

LEFT SIDE ELEVATION
*(FIRE CLOSET)*

REAR ELEVATION

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February 22, 2023

0 2' 4' 6' 8' 16'

TOWNHOMES 4 UNIT BLDG ELEVATIONS
A011

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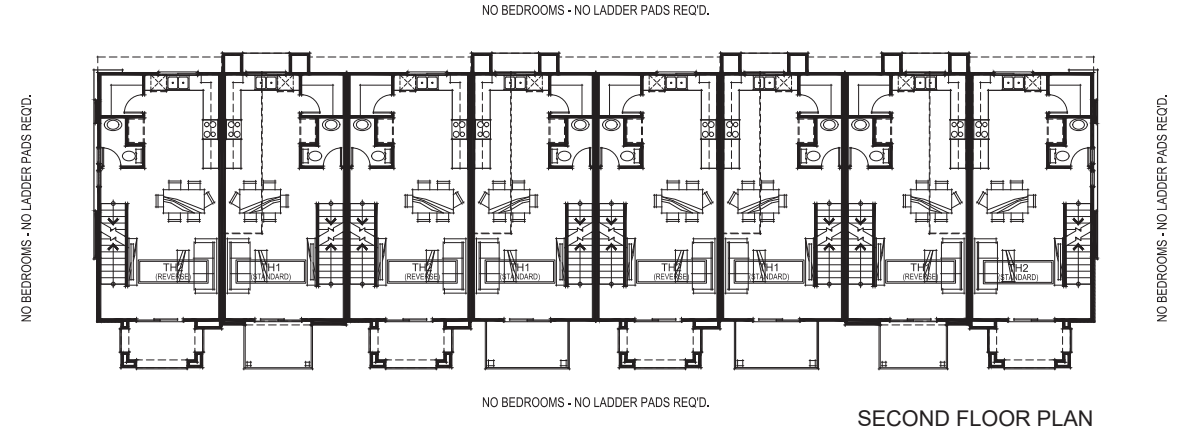
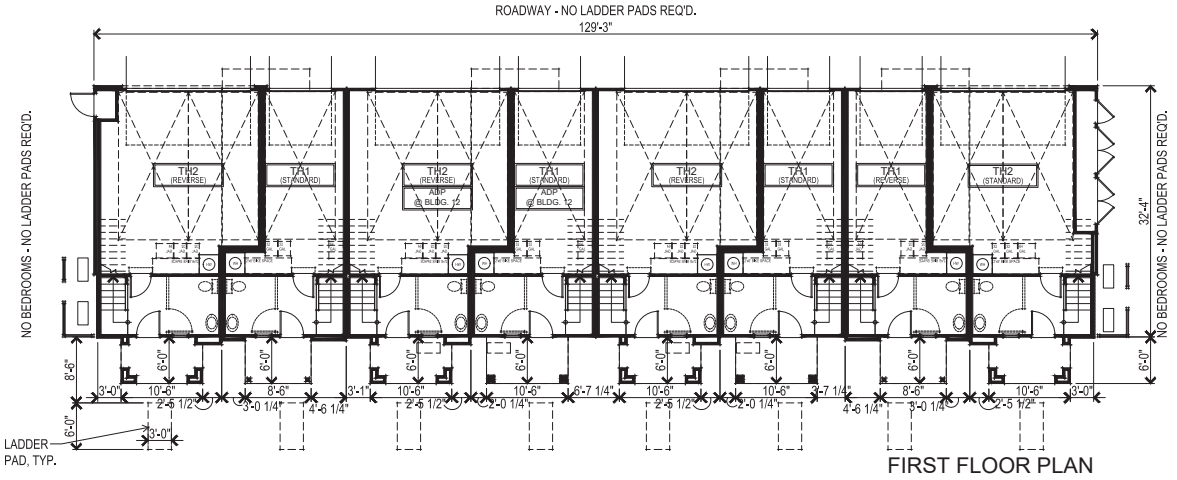



SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| RESIDENTIAL LIVING | 9144 SQ. FT. |
| ATTACHED GARAGES | 3004 SQ. FT. |
| PORCHES/DECKS | 960 SQ. FT. |

0 2' 4' 6' 8' 16'

TOWNHOMES 8 UNIT BLDG FIRST & SECOND FLOOR PLANS
A012

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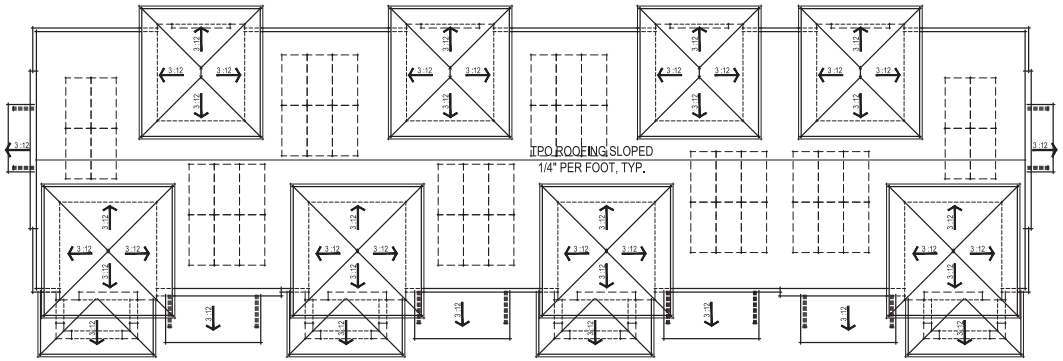
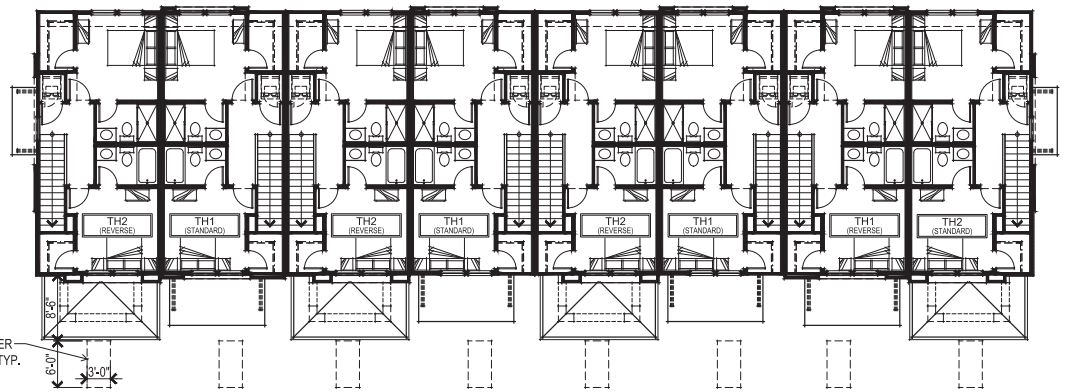



ROOF PLAN

ROADWAY - NO LADDER PADS REQ'D.

NO BEDROOMS - NO LADDER PADS REQ'D.




NO BEDROOMS - NO LADDER PADS REQ'D.

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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February 22, 2023

TOWNHOMES 8 UNIT BLDG THIRD FLOOR & ROOF PLANS
A013

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RIGHT SIDE ELEVATION
*(ELECTRICAL CLOSET)*

FRONT ELEVATION

LEFT SIDE ELEVATION
*(FIRE CLOSET)*

REAR ELEVATION

0 2' 4' 6' 8' 16'

TOWNHOMES 8 UNIT BLDG ELEVATIONS
A014

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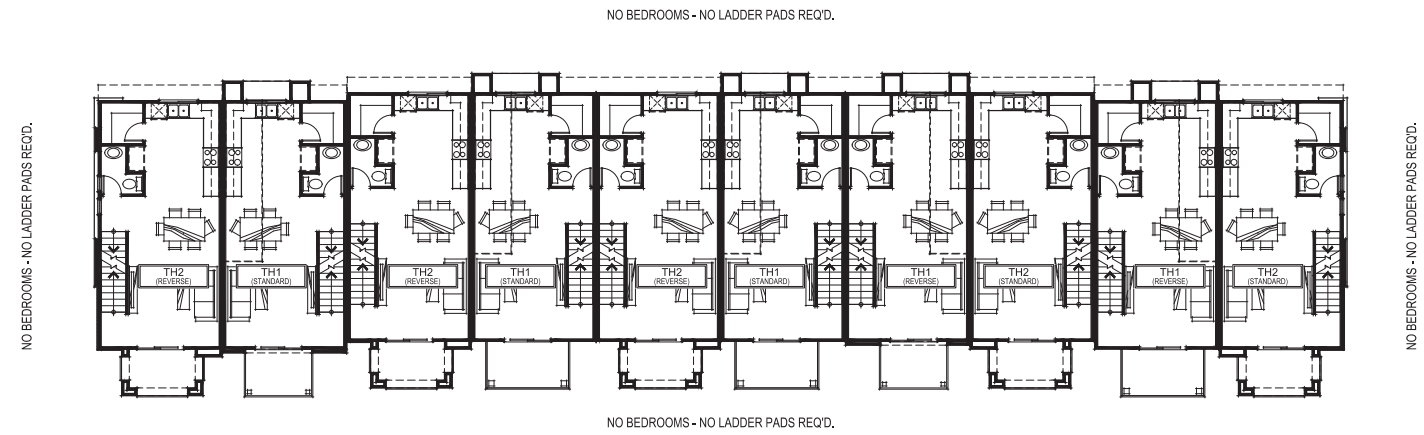
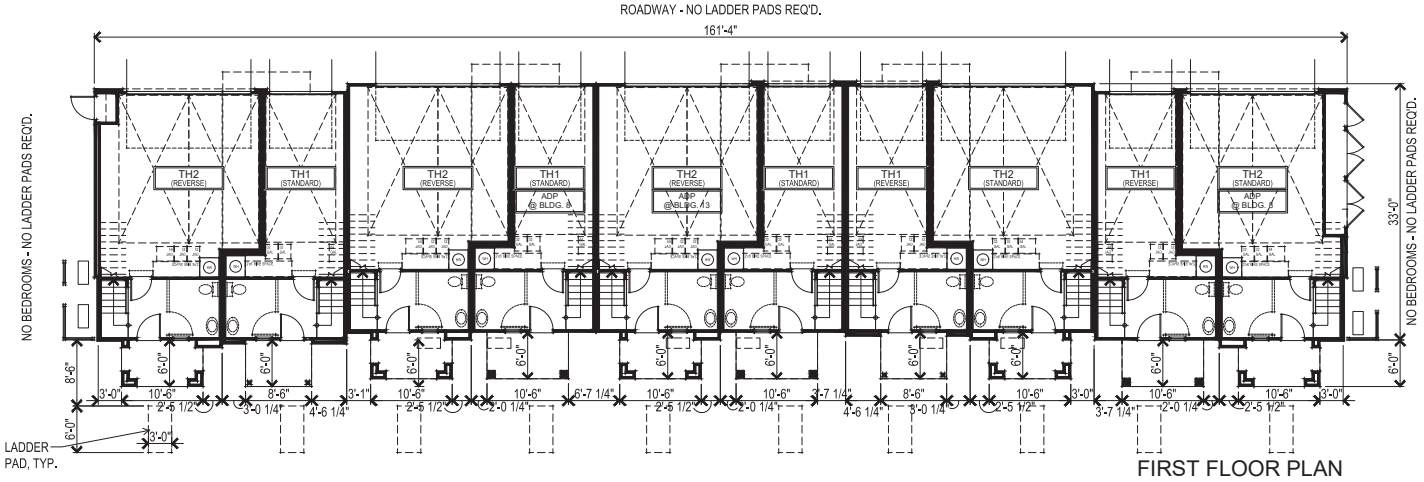
# ATTACHMENT 3




SECOND FLOOR PLAN




FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| RESIDENTIAL LIVING | 11430 SQ. FT. |
| ATTACHED GARAGES | 3755 SQ. FT. |
| PORCHES/DECKS | 1212 SQ. FT. |

0 2' 4' 6' 8' 16'

TOWNHOMES 10 UNIT BLDG FIRST & SECOND FLOOR PLANS
A015

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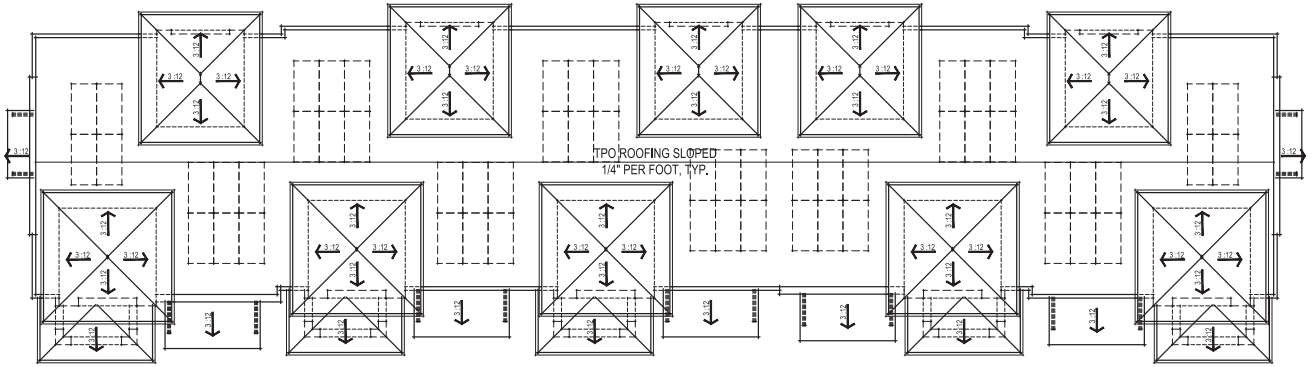
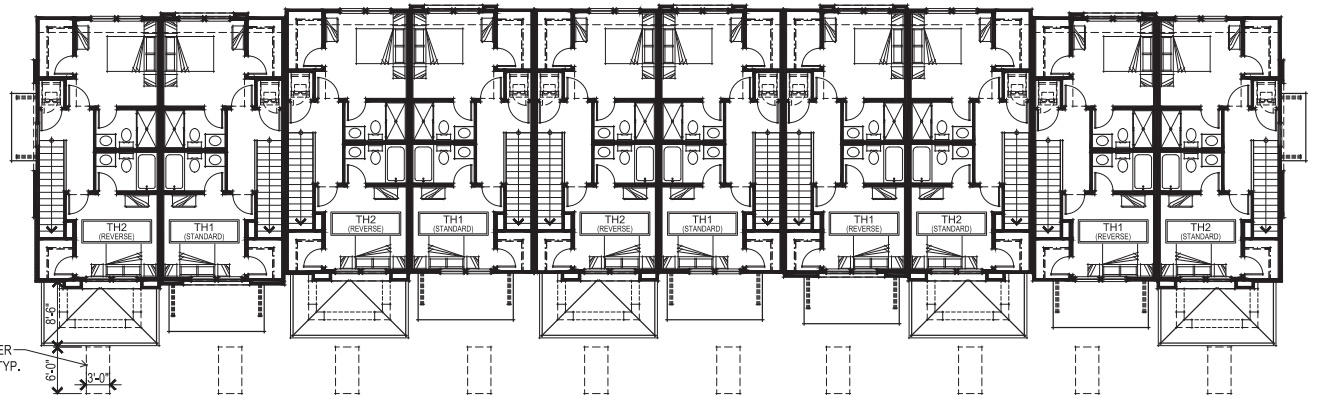



ROOF PLAN

ROADWAY - NO LADDER PADS REQ'D.

NO BEDROOMS - NO LADDER PADS REQ'D.




NO BEDROOMS - NO LADDER PADS REQ'D.

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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TOWNHOMES 10 UNIT BLDG THIRD FLOOR & ROOF PLANS
A016

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RIGHT SIDE ELEVATION
*(ELECTRICAL CLOSET)*

FRONT ELEVATION

LEFT SIDE ELEVATION
*(FIRE CLOSET)*

REAR ELEVATION

0 2' 4' 6' 8' 16'

TOWNHOMES 10 UNIT BLDG ELEVATIONS
A017

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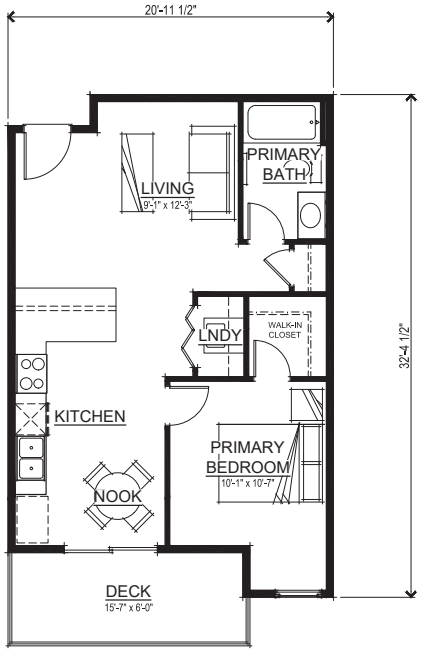
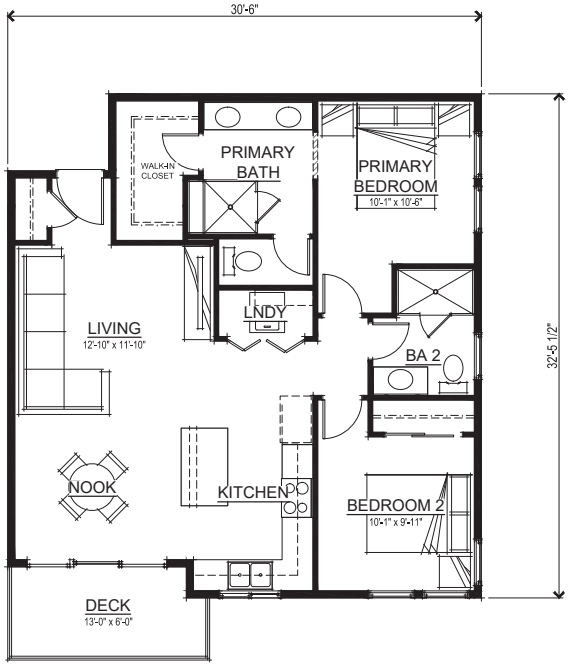



UNIT GF1

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 626 SQ. FT. |
| DECK | 92 SQ. FT. |
| PRIVATE OPEN SPACE (DECK) | 92 SQ. FT. |

UNIT GF2

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 825 SQ. FT. |
| PATIO | 78 SQ. FT. |
| PRIVATE OPEN SPACE (PATIO) | 78 SQ. FT. |




UNIT GF3

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 937 SQ. FT. |
| DECK | 75 SQ. FT. |
| PRIVATE OPEN SPACE (DECK) | 75 SQ. FT. |

0 1' 2' 3' 4' 8'

GARDEN FLATS UNIT FLOOR PLANS
A018

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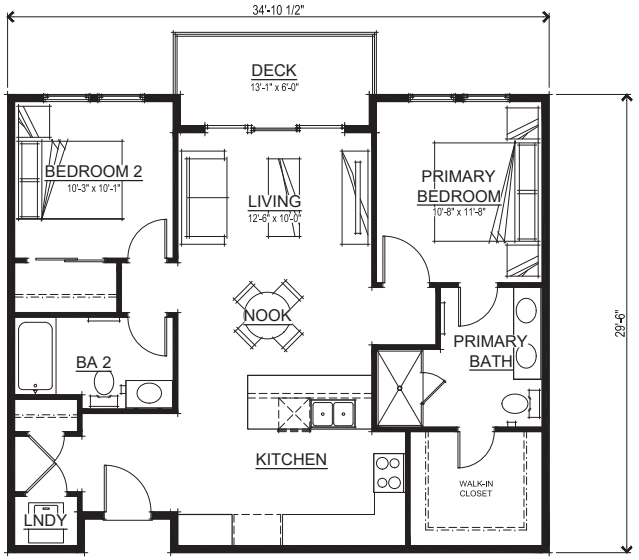
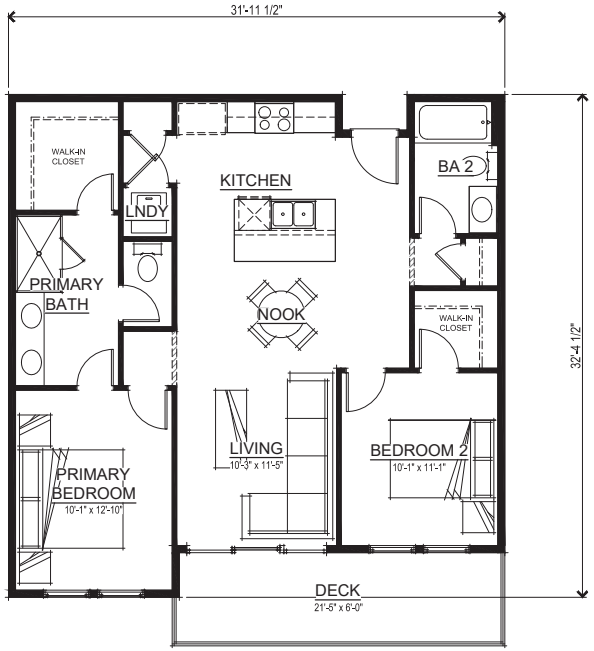



UNIT GF4

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 995 SQ. FT. |
| DECK | 77 SQ. FT. |
| PRIVATE OPEN SPACE (DECK) | 77 SQ. FT. |




UNIT GF5

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 966 SQ. FT. |
| DECK | 127 SQ. FT. |
| PRIVATE OPEN SPACE (DECK) | 127 SQ. FT. |

0 1' 2' 3' 4' 8'

GARDEN FLATS UNIT FLOOR PLANS
A019

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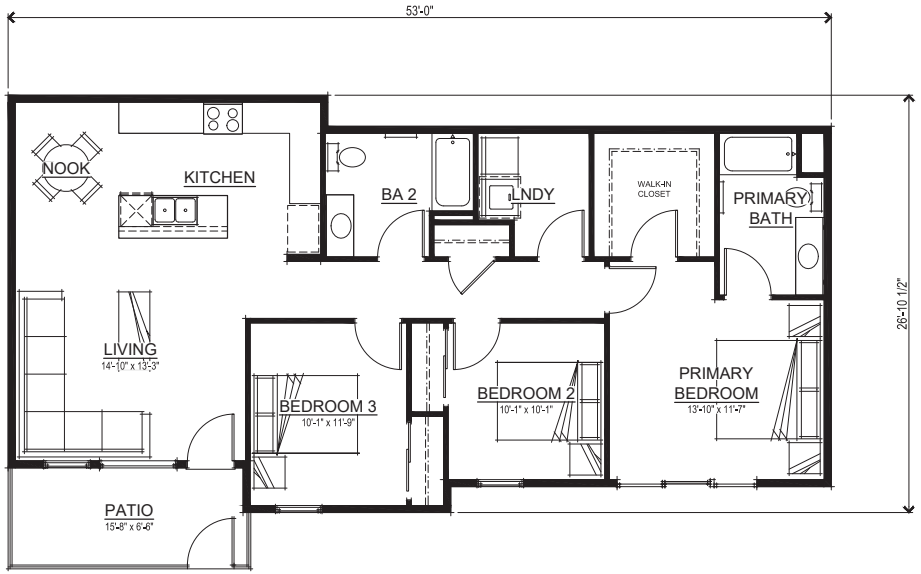


UNIT GF6

| SQUARE FOOTAGES | |
|---|---|
| TOTAL LIVING | 1275 SQ. FT. |
| PATIO | 100 SQ. FT. |
| PRIVATE OPEN SPACE (PATIO) | 100 SQ. FT. |

0 1' 2' 3' 4' 8'

GARDEN FLATS UNIT FLOOR PLANS
A020

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February 22, 2023

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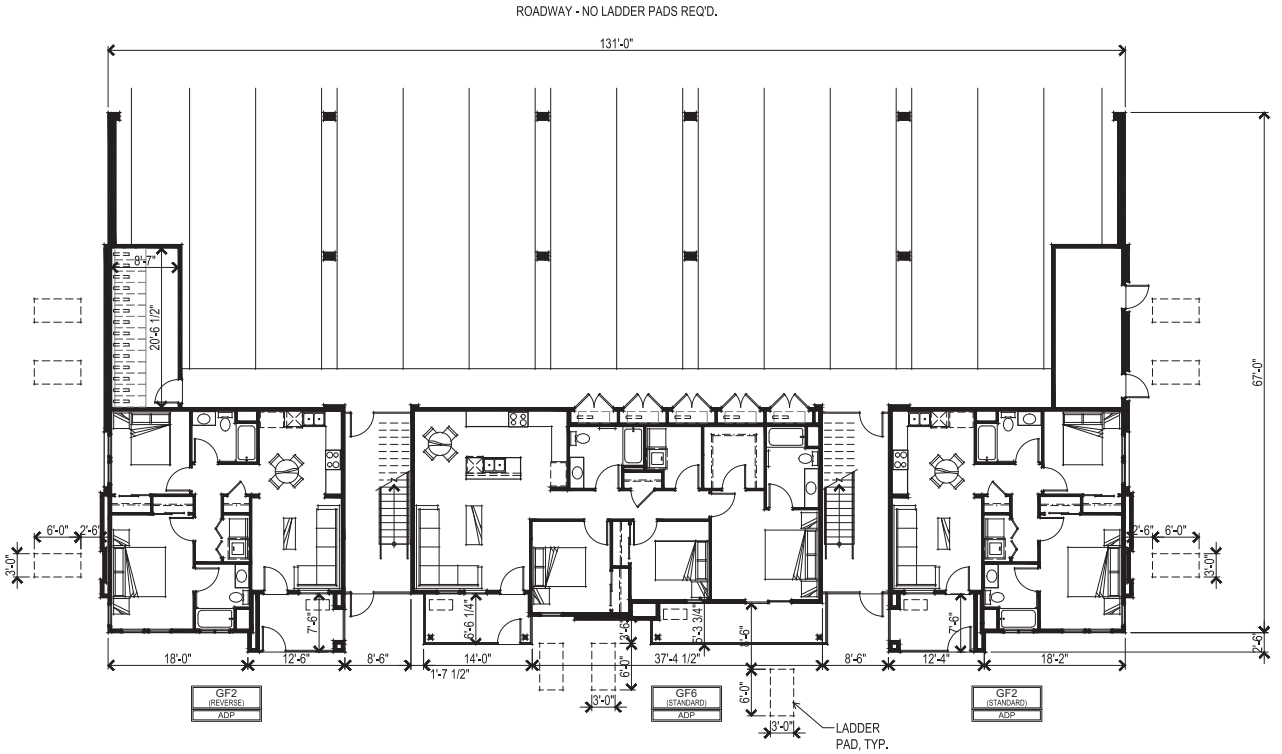
# ATTACHMENT 3




FIRST FLOOR PLAN

| SQUARE FOOTAGES | |
|---|---|
| RESIDENTIAL LIVING | 17585 SQ. FT. |
| COVERED PARKING (CAR + BICYCLE) | 5372 SQ. FT. |
| PATIOS/DECKS | 1602 SQ. FT. |

0 2' 4' 6' 8' 16'

GARDEN FLATS FIRST FLOOR PLAN
A021

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February 22, 2023

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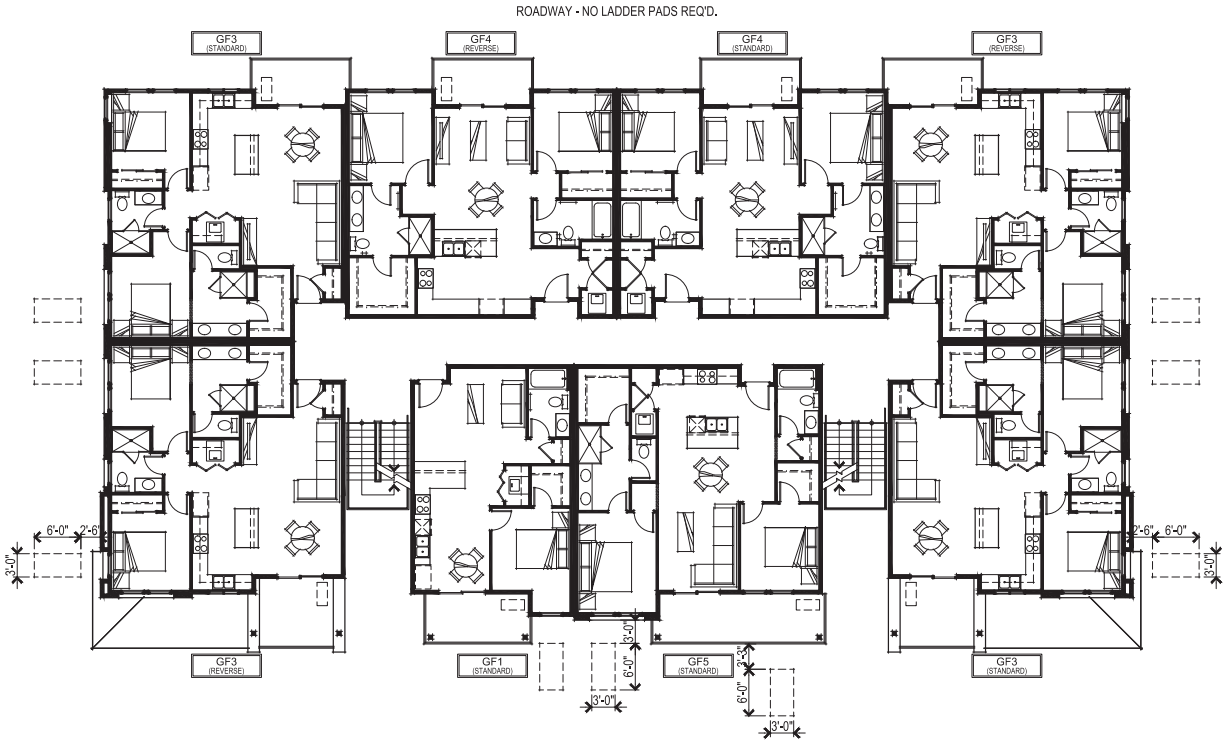


SECOND FLOOR PLAN

0 2' 4' 6' 8' 16'

GARDEN FLATS SECOND FLOOR PLAN
A022

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February 22, 2023

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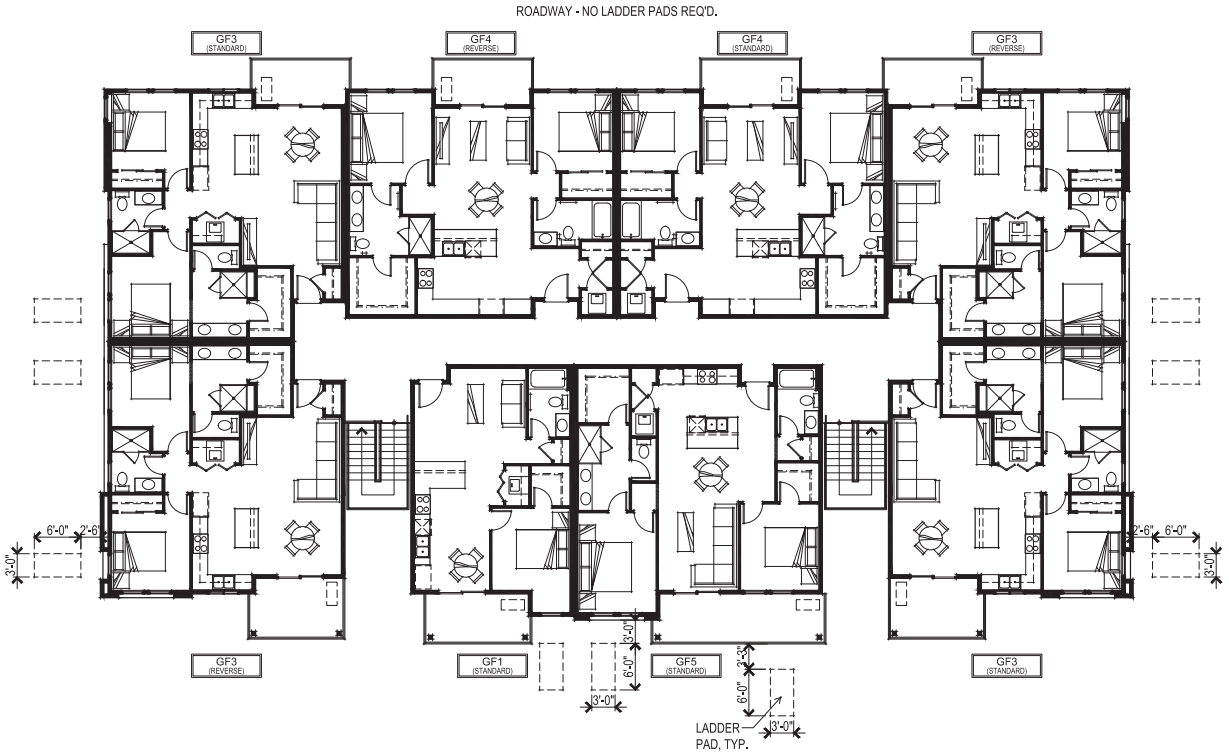


THIRD FLOOR PLAN

307.077 Triad East
Livermore, CA
February 22, 2023

0 2' 4' 6' 8' 16'

GARDEN FLATS THIRD FLOOR PLAN
A023

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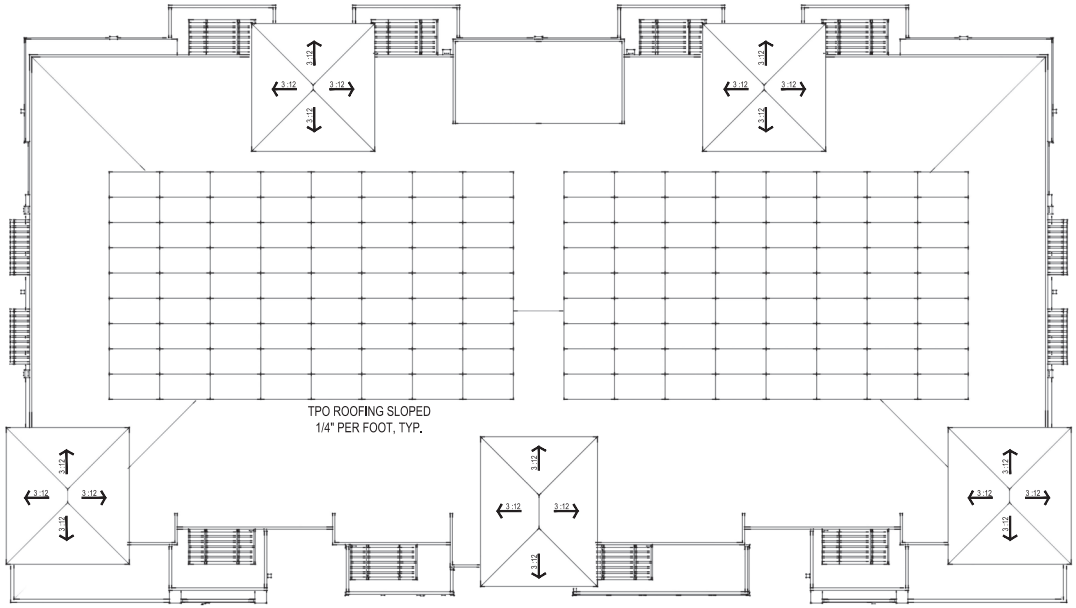


ROOF PLAN

0 2' 4' 6' 8' 16'

GARDEN FLATS ROOF PLAN
A024

307.077 Triad East
Livermore, CA
February 22, 2023

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FRONT ELEVATION

REAR ELEVATION

SIDE ELEVATIONS

0 2' 4' 8' 16'

GARDEN FLATS ELEVATIONS
A025

307.077 Triad East
Livermore, CA
February 22, 2023

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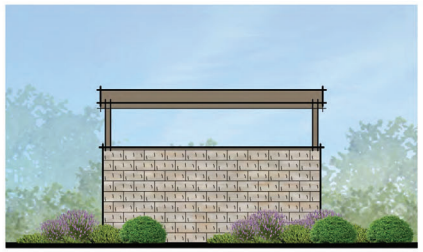
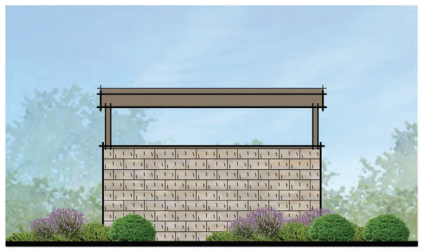
REAR ELEVATION

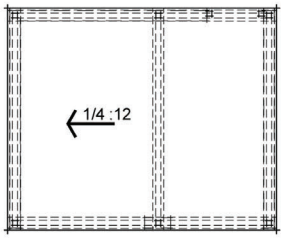


RIGHT ELEVATION

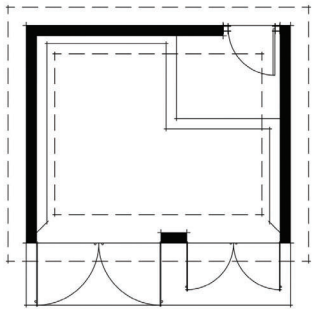


LEFT ELEVATION

FRONT ELEVATION




ROOF PLAN



FLOOR PLAN

0 1' 2' 3' 4' 8'

TRASH ENCLOSURE
A026

307.077 Triad East
Livermore, CA
February 22, 2023

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# ATTACHMENT 3

TYPICAL REAR ELEVATION

TYPICAL FRONT ELEVATION

COLOR & MATERIALS

307.077 Triad East
Livermore, CA
February 22, 2023

COLOR SCHEMES
A027

DeNova Homes
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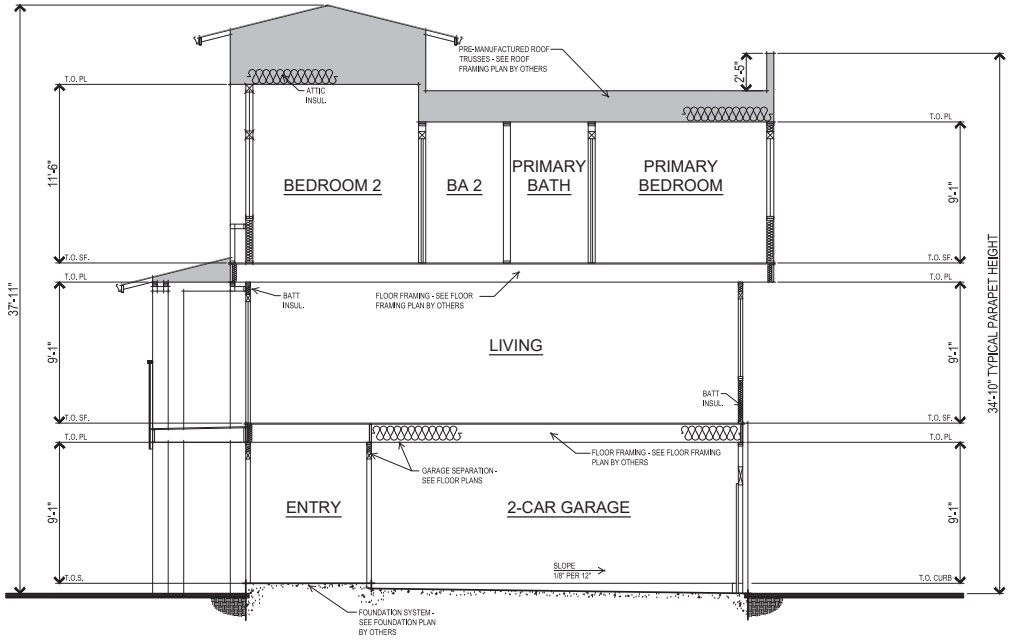


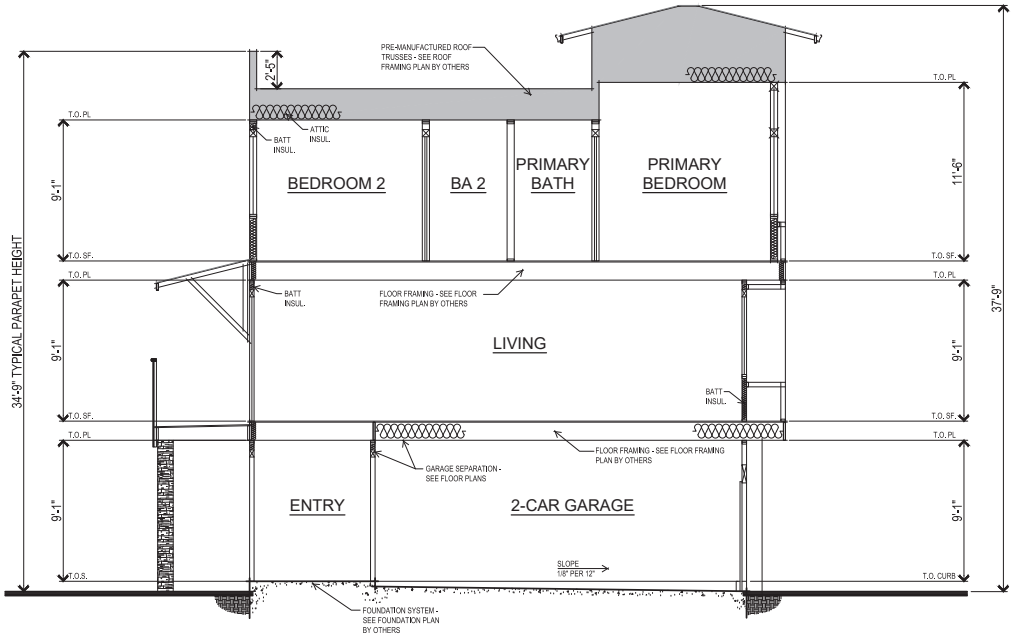


307.077 Triad East
Livermore, CA
February 22, 2023

TYPICAL TOWNHOME BUILDING SECTIONS
A028

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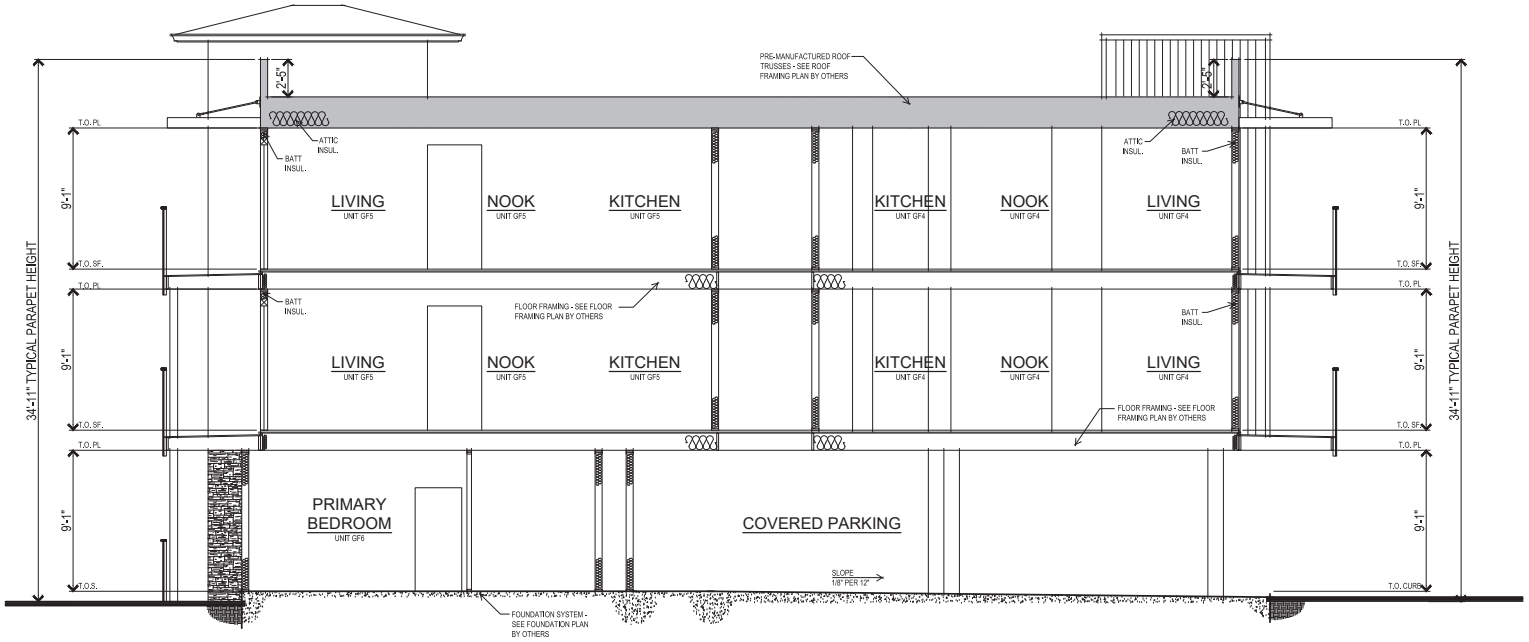


307.077 Triad East
Livermore, CA
February 22, 2023

TYPICAL GARDEN FLAT BUILDING SECTION
A029

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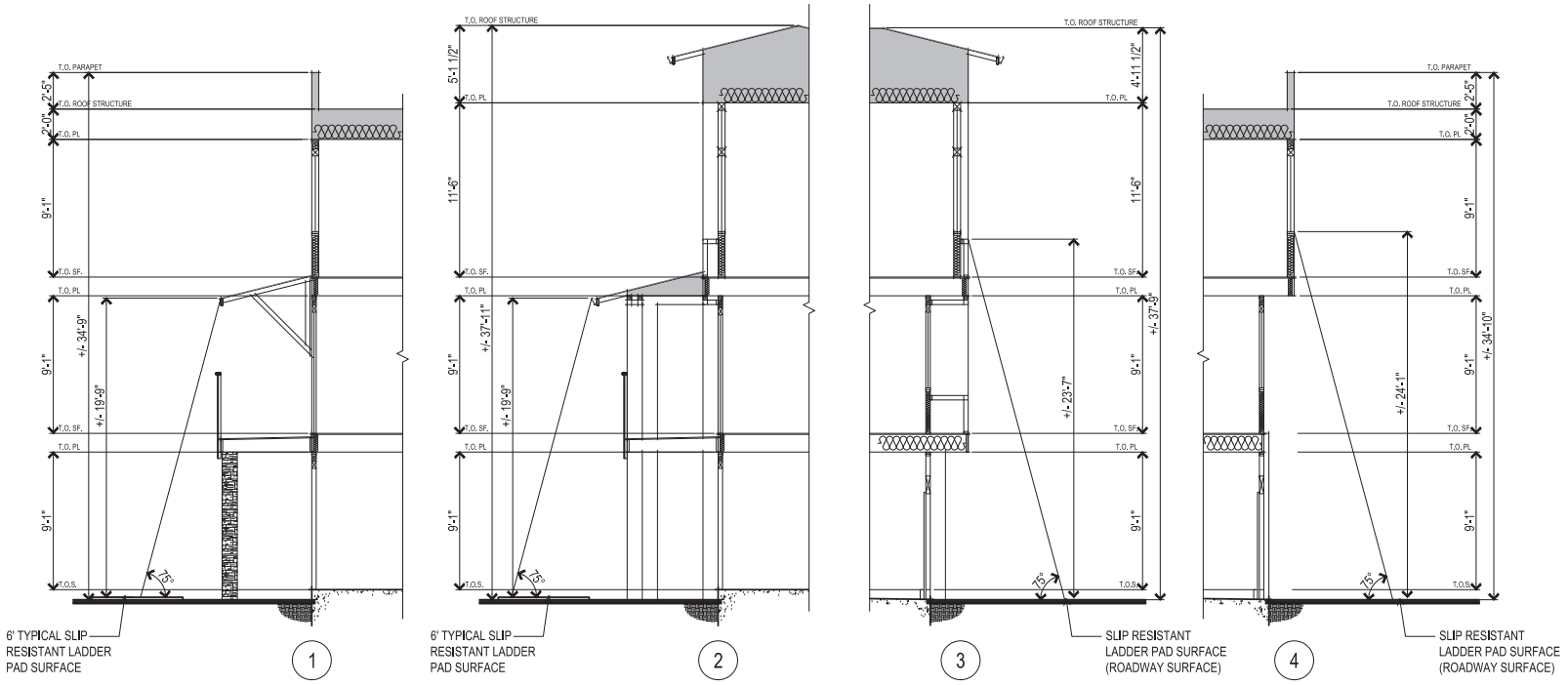


307.077 Triad East
Livermore, CA
February 22, 2023

TYPICAL TOWNHOME LADDER PAD SECTIONS
A030

DeNova Homes
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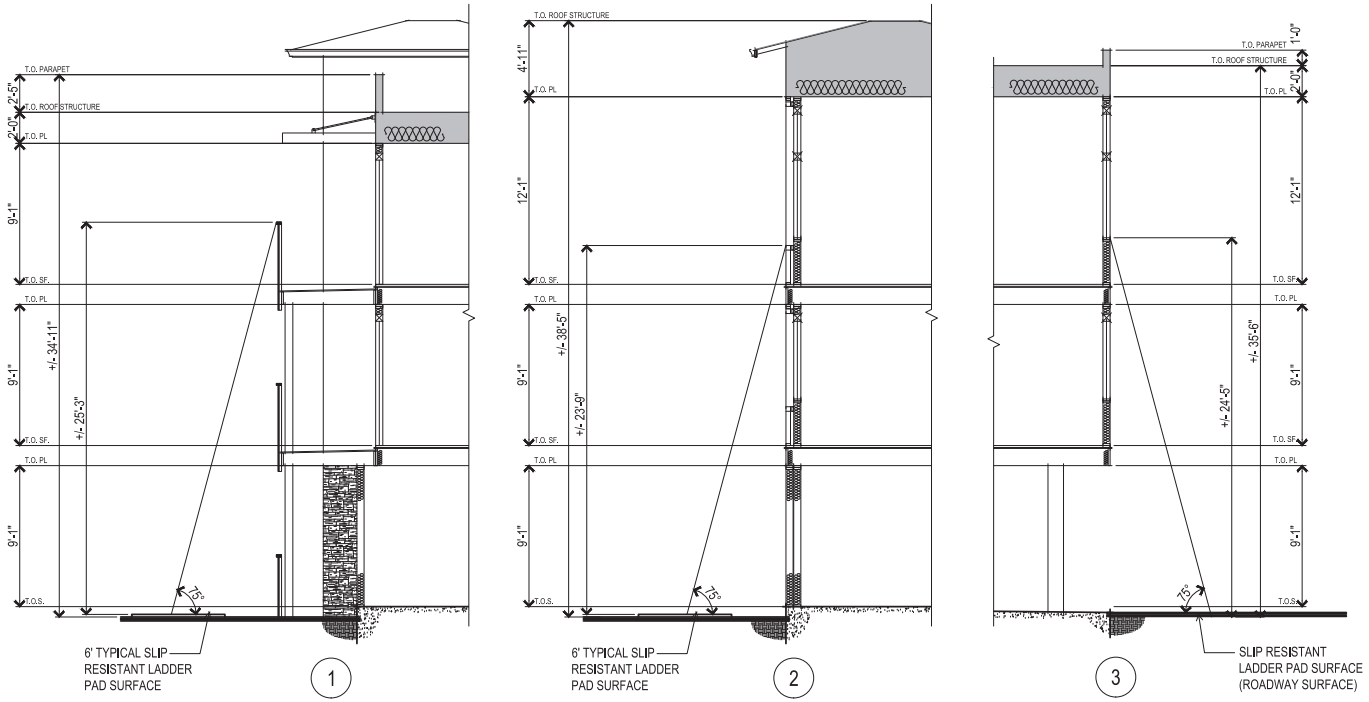
# ATTACHMENT 3




307.077 Triad East
Livermore, CA
February 22, 2023

TYPICAL GARDEN FLAT LADDER PAD SECTIONS
A031

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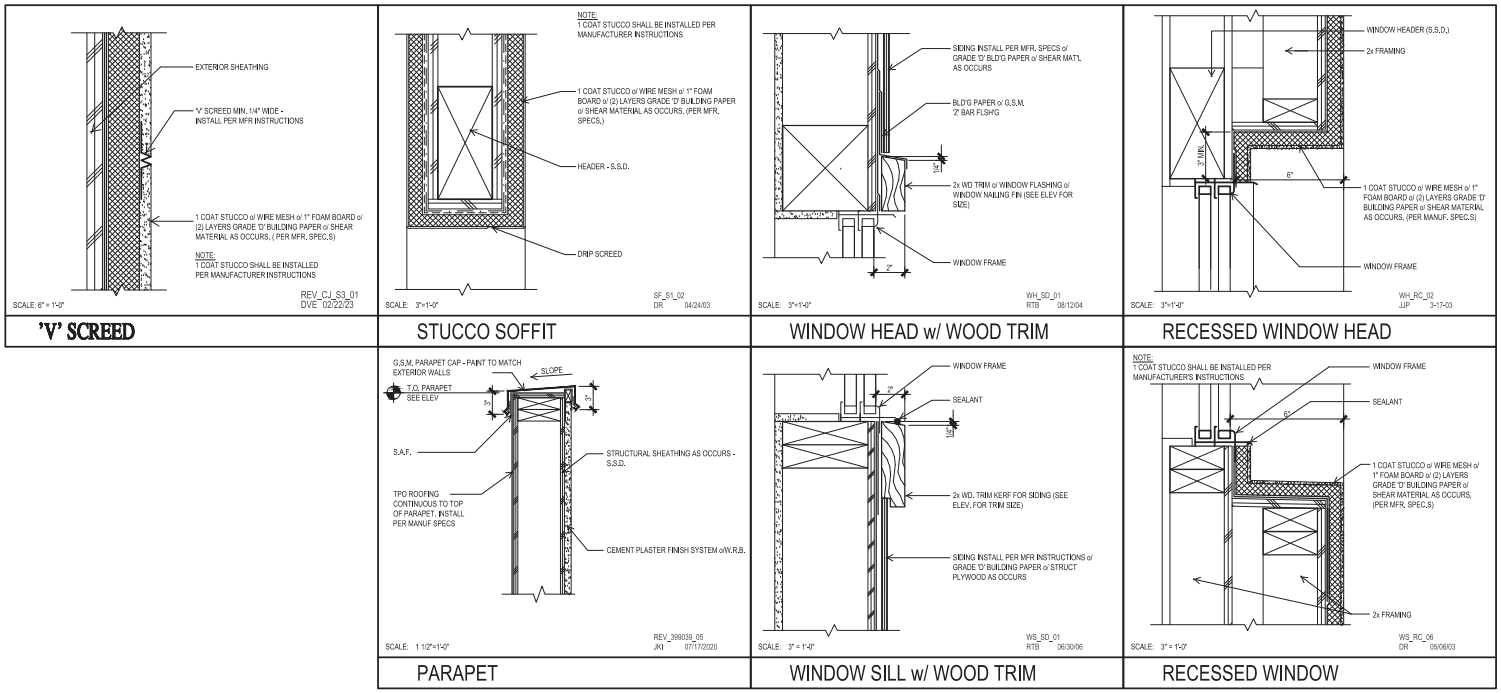
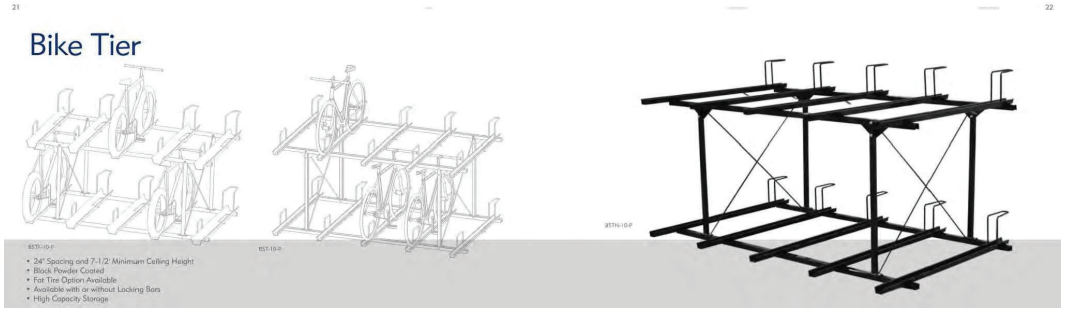
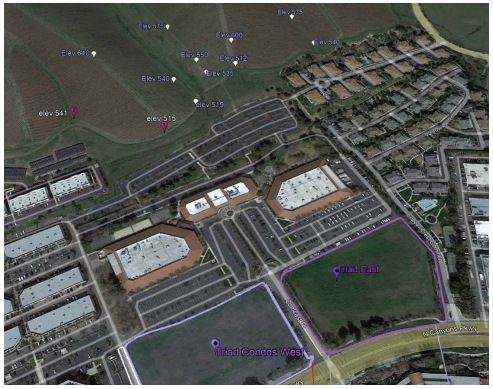
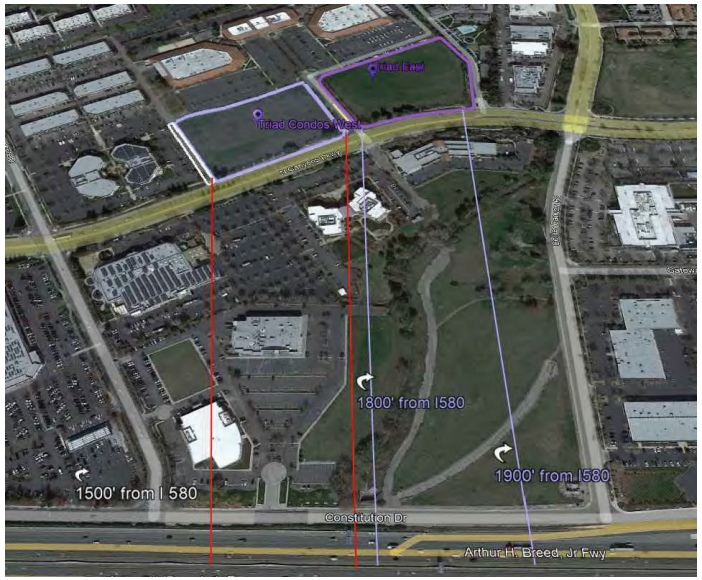

EXTERIOR SHEATHING
'V' SCREED MIN. 1/4" WIDE - INSTALL PER MFR INSTRUCTIONS
1 COAT STUCCO o/ WIRE MESH o/ 1" FOAM BOARD o/ (2) LAYERS GRADE 'D' BUILDING PAPER o/ SHEAR MATERIAL AS OCCURS, ( PER MFR, SPEC.S)
NOTE:
1 COAT STUCCO SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS
SCALE: 6" = 1'-0"
REV_CJ_S3_01
DVE 02/22/23
'V' SCREED
NOTE:
1 COAT STUCCO SHALL BE INSTALLED PER MANUFACTURER INSTRUCTIONS
1 COAT STUCCO o/ WIRE MESH o/ 1" FOAM BOARD o/ (2) LAYERS GRADE 'D' BUILDING PAPER o/ SHEAR MATERIAL AS OCCURS, (PER MFR, SPECS,)
HEADER - S.S.D.
DRIP SCREED
SCALE: 3"=1'-0"
SF_S1_02
DR 04/24/03
STUCCO SOFFIT
SIDING INSTALL PER MFR, SPECS o/ GRADE 'D' BLDG PAPER o/ SHEAR MAT'L AS OCCURS
BLDG PAPER o/ G.S.M.
'Z' BAR FLSHG
2x WD TRIM o/ WINDOW FLASHING o/ WINDOW NAILING FIN (SEE ELEV FOR SIZE)
WINDOW FRAME
SCALE: 3"=1'-0"
WH_SD_01
RTB 08/12/04
WINDOW HEAD w/ WOOD TRIM
WINDOW HEADER (S.S.D.)
2x FRAMING
3" MIN.
6"
1 COAT STUCCO o/ WIRE MESH o/ 1" FOAM BOARD o/ (2) LAYERS GRADE 'D' BUILDING PAPER o/ SHEAR MATERIAL AS OCCURS, (PER MANUF. SPEC.S)
WINDOW FRAME
SCALE: 3"=1'-0"
WH_RC_02
JJP 3-17-03
RECESSED WINDOW HEAD
G.S.M. PARAPET CAP - PAINT TO MATCH EXTERIOR WALLS
SLOPE
T.O. PARAPET SEE ELEV
S.A.F.
STRUCTURAL SHEATHING AS OCCURS - S.S.D.
TPO ROOFING CONTINUOUS TO TOP OF PARAPET, INSTALL PER MANUF SPECS
CEMENT PLASTER FINISH SYSTEM o/W.R.B.
SCALE: 1 1/2"=1'-0"
REV_399039_05
JKI 07/17/2020
PARAPET
WINDOW FRAME
SEALANT
2x WD. TRIM KERF FOR SIDING (SEE ELEV. FOR TRIM SIZE)
SIDING INSTALL PER MFR INSTRUCTIONS o/ GRADE 'D' BUILDING PAPER o/ STRUCT PLYWOOD AS OCCURS
SCALE: 3" = 1'-0"
WS_SD_01
RTB 06/30/06
WINDOW SILL w/ WOOD TRIM
NOTE:
1 COAT STUCCO SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS
WINDOW FRAME
SEALANT
6"
1 COAT STUCCO o/ WIRE MESH o/ 1" FOAM BOARD o/ (2) LAYERS GRADE 'D' BUILDING PAPER o/ SHEAR MATERIAL AS OCCURS, (PER MFR, SPEC.S)
2x FRAMING
SCALE: 3" = 1'-0"
WS_RC_06
DR 06/06/03
RECESSED WINDOW

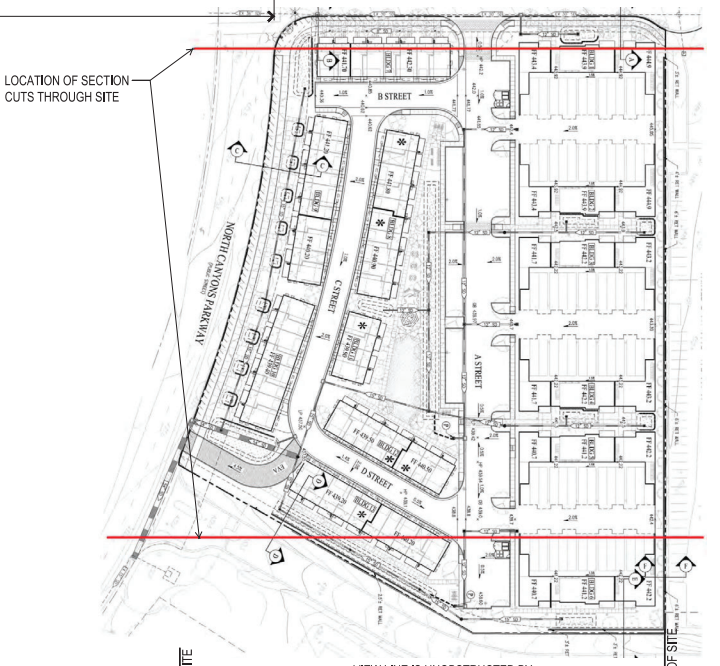

Bike Tier
• 24" Spacing and 7-1/2' Minimum Ceiling Height
• Black Powder Coated
• Fat Tire Option Available
• Available with or without Locking Bars
• High Capacity Storage

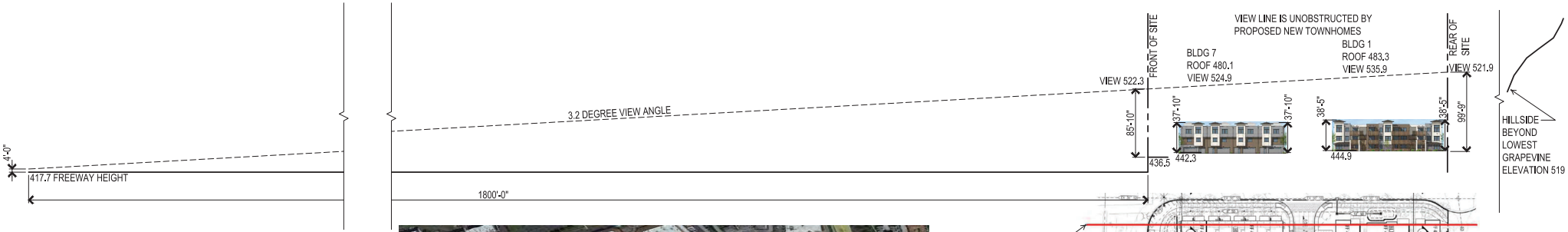
# ATTACHMENT 3

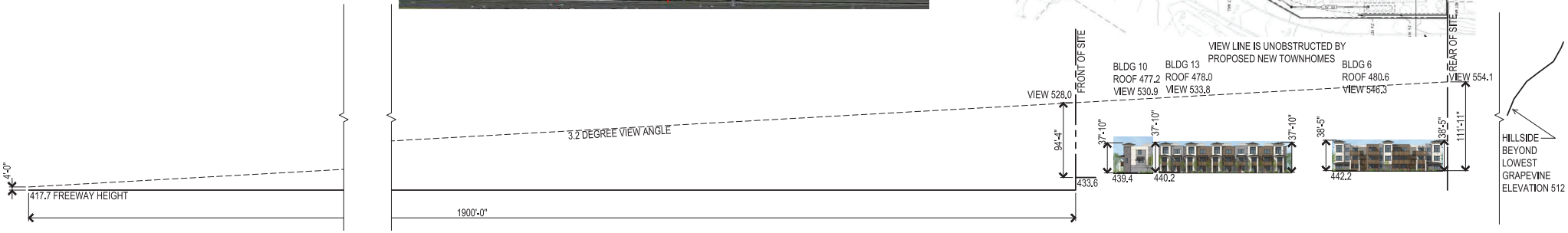



LOCATION OF SPOT ELEVATIONS OF THE HILLSIDES BEHIND THE PROPOSED TOWNHOMES. THE VINEYARD EDGES ARE USED SINCE THEY ARE THE MOST EASILY RECOGNIZABLE LANDMARKS FROM THE FREEWAY




307.077 Triad East
Livermore, CA
February 22, 2023

0 12' 24' 36' 48' 60' 120'

SCENIC VIEW SECTIONS
A033

DeNova Homes
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LIVERMORE
CALIFORNIA

**PLANNING COMMISSION**
**REGULAR MEETING MINUTES**
**April 18, 2023**

5.2 Hearing to consider a request for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for 172 for-sale condominium units at the northeast corner of North Canyons Parkway and Triad Place.

**Recommendation:**

Staff recommends the Planning Commission adopt the attached Resolutions, recommending the City Council:

1. Find that the project is exempt under the California Environmental Quality Act, in accordance with California Government Code Section 65457 and CEQA Guidelines Section 15182 (c), Projects Pursuant to a Specific Plan, and California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning; and
2. Approve Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, subject to the attached Conditions of Approval

Associate Planner Jake Potter gave the staff report, background of the Specific Plan, and overview of the request for Vesting Tentative Tract Map 8657 – Subdivision 22-005 and Site Plan Design Review for 172 for-sale condominium units at the northeast corner of North Canyons Parkway and Triad Place. Staff recommends the PC adopt resolutions recommending the City Council approve the project, find it exempt from CEQA, and advise the applicant of the 15-day appeal period.

Trent Sanson, DeNova Homes, introduced his design team colleagues and thanked Mr. Potter for his excellent staff report and for working with them on the project. They concur with staff's recommendations, the conditions of approval, and recently obtained their grading permit for Triad West so they are excited to bring that project to life while they work through remaining planning stages for Triad East.

Chairperson Leary opened the public comment period, and there were no speakers.

Commissioners prefaced their comments with thanks to the applicant team for their work and design of the project.

CM Dunbar asked that the curb cut used for the EVA access is suitable for bike access, asked how to get to the trail east across Copper Crest when the trail connects on the south side and up into Collier Canyon, asked and confirmed the bikeway median trees will have root containers, and asked if there will be any security in the bike rooms with key access in the garden flats.

Kerri Watt, Director of Entitlements, DeNova Homes, said there is one large room that can contain up to 28 bikes which are double-stacked bike racks. Each rack can be locked and the room will have a key fob entry. There are also a couple single bike lockers along the front parking stalls which will also be secured key fob entry and a sign for individual owners.

CM Dunbar asked if the developer could leave some access areas in the bike rooms that are not stacked for trikes and/or cargo bikes or large flat tire bikes. He also asked if there will be bollards protecting the ground floor units from tandem parking.

Mr. Potter said there is sort of a corridor that separates the unit from the parking area, and he was not sure if there will be curbing or some type of bollard between the parking. Ms. Watt clarified there is a concrete curb between the parking space, sidewalk, and then the building.

CM Dunbar referred to the parapets or tower elements at the top of the townhome portion. There is solar on the flats but not on the townhomes and he asked if this was because of the parapets or just not planned. Mr. Sanson confirmed they plan to put solar on the townhomes, as well.

CM Dunbar asked on the no net loss portion, as his understanding is this parcel is for above moderate income in the Housing Element.

Mr. Potter said that was a hold-over from the previous Housing Element. As staff was preparing the report, the new Housing Element was adopted. The site is included and it conforms to the moderate median levels identified in the sites inventory.

CM Dunbar said he thinks the site looks great. It provides everything the City is asking for, has 2 points of pedestrian entry, the homes are attractive, they have decks and nice balconies, the mix of flats look great, all environmental amenities are there, and it fits into what the City is trying to accomplish in this neighborhood, which is transit-oriented backing down to the college area.

He referred to the property to the west and was disappointed by the cutting down of the trees fairly early on the west side, and he wondered if this is the intent here again.

Mr. Potter said it is fairly common to see that. The EIR has mitigation measures around nesting bird season which is generally February to August. If trees are to be cut during that timeframe the applicant is supposed to study the trees to determine if there are nesting birds there and he asked if the applicant could provide more comment.

Mr. Sanson clarified that with their previous entitlements on the west side they were allowed and permitted to be able to do their tree removal efforts before the nesting bird season took place. They have heard from staff based on community feedback and they understood that would be an item for this current project. Although they disagree with the process, given the need to keep momentum moving forward, they will not remove trees until they have a grading permit in hand.

CM Kronzak referred to the noise study mentioned on packet page 178 and did not see it associated with this application. She asked if the noise study took into account what will be the future presence of Tri-Valley Link one-half mile away as a rail station.

Mr. Potter said staff did not include some of the technical studies which are rather large, and the noise study does not include future conditions. The Valley Link station will be over one-half mile away and the noise study suggests STC-rated windows or sound proofing measures which staff has incorporated into conditions.

CM Kronzak asked if STC-rated windows are adequate enough to account for the highway-like element of the frontage road traffic densities. Mr. Potter said staff relies on studies submitted by the applicant and this is why they incorporated a condition based on an acoustical expert that submitted the information.

CM Kronzak said with regards to the allocation of specific lower income housing unit types, she asked if it was the case staff was looking at the Isabel neighborhood in aggregate across the entire Isabel area in terms of the allocation of those units to particular income tiers versus on very specific projects.

Mr. Potter said the way the Housing Element sites inventory shows an aggregate list. Staff will ensure they meet those obligations identified in the sites inventory. In this case, when projects come in they will be counted towards their APRs over time.

CM Kronzak commended the applicant for the human scale design, the variance of buildings, and making things architecturally interesting. She believes these will be an incredible value to that area.

CM Fintschenko asked to clarify the use of the word “turf” and she asked if it is synthetic or grass. If grass, she asked it fits into the City’s green plan.

Mr. Potter said when they refer to “turf” it is grass. “Astroturf” would be some type of artificial grass. In this case, the project conforms to the City’s water-efficient landscape ordinance and uses less water than what is allowed by State law.

CM Fintschenko asked how the applicant was dealing with the heat management in multi-stories and balancing that with energy use and requirements.

Mr. Sanson said they have built similar projects in Petaluma, Antioch, and greater Bay Area regions. They must comply with the State's Title 24 and energy efficiencies so at the construction design level, all calculations will be addressed, paired with ensuring they have noise attenuation or mitigation between the floors through construction of the floors and air space between the first, second, and third floors.

CM Fintschenko said with everything being multi-story, she asked about emergency exits and accessibility if there are people who have difficulty with stairs.

Mr. Potter said this will be addressed during the building permit phase. All projects must comply with all City and State standards around accessibility and emergency access.

CM Fintschenko commented that there is an effort on everything being bike-able and everything is constructed with that in mind. She asked how the City is going to handle the bike traffic such as bike lights at traffic signals and cars sharing the road.

Mr. Potter said the City's Active Transportation Plan has bike improvements throughout the City and staff continues to look at improvements they can make to make it easier on bicyclists. He provided an example at the Auburn Grove development along First Street which has a small bike light.

Vice Chairperson Anderson asked how many on the tiered bike racks on the flats have fat versus small tires and asked if there will be any hydraulic lifts for heavier bikes. Ms. Watt said they are either flat or V-shaped and most all tires will be able to fit in the racks. The racks are planned to be tiered and fixed.

Vice Chairperson Anderson asked and confirmed bike racks in the park have 2 points of contact for locking; that the empty space areas on Sheet A-0-2-1 are utility closets; there will be some electrical outlets to charge electric bikes; and people will head-in park and another car will pull in for tandem parking assigned to one unit with enhanced paving. He asked and confirmed all HVAC is electric.

He referred to the southwest corner bio-retention basin and asked why there is no pathway there. Ms. Watts said there is a pathway from Triad Drive to that corner and because of the grade change and sidewalk space, it was difficult to design.

Vice Chairperson Anderson liked the design, said he is excited to see what the dark brown railing will look like, and was happy with all-electric, bike parking, protected bike lane, plenty of entrances and exits, etc.

Chairperson Leary thanked staff for the analysis, report and policy consistencies listed out. There are some things in the Specific Plan that are not spelled out such as ensuring alternative fueled construction vehicles must be 15%, ensuring 10% of building materials are within 100 miles of the planning area, and he asked if staff can handle these many mitigation measures.

Mr. Potter stated staff ensures the project is consistent with the MMRP during the post-entitlement phase. Mr. Stewart added there is a team of engineering inspectors that look at the capital improvements and building inspectors that will confirm during plan check phase the origin and source of materials so they do look at all of these.

Chairperson Leary referred to Table 2.6 in the Specific Plan which has the target housing units for Sub Area 2-C which is a range of 268-386 units. Mr. Potter confirmed the first phase has gone through and he confirmed the project meets the target, as well as the previous project.

Chairperson Leary referred to the site design for A Street. Chapter 5 of the Specific Plan on Urban Design, Design Standard 40 is “cul-de-sacs and dead-end streets shall be avoided.” He referred to Copper Crest Common and confirmed with Mr. Potter this is a private street so it cannot be connected.

Chairperson Leary asked how much of the frontage is being replaced and asked if the corner will stay the same at North Canyons Parkway and Triad Place. Mr. Potter the grading and landscaping will change and said these are things they will review in improvement plans in plan check.

CM Dunbar said he noticed the photometric plan had a deficiency but was caught. He liked that most all units have wind cross-flow. The townhomes facing North Canyons were to have a 36” tall wooden fence which is proposed for removal on packet page 184. He asked why the applicant proposed it that way.

Mr. Sanson said the original intent was to provide more sense of place and privacy, given they are multi-family buildings for single-family living. After discussing this with staff they have no problem to have it all removed. He also confirmed the width of the sidewalk is 7 feet.

CM Dunbar confirmed the overall affordability requirement for this project is 20% per project, that the 25% referred to in the public comments are a target of the total affordable units in the area, and that it is a challenge for cities to accomplish the entirety of the affordable housing RHNA requirements particularly when getting deeper into affordability. He thinks it is not economically possible to build the entirety of the affordable units just with the market rate allocation, and Mr. Potter said this is generally correct but it is because the project is SB 30-compliant and the City’s development regulations are set at 20%.

CM Dunbar said he believes there are some state limitations to increase that percentage to a higher amount especially for rental housing, and Mr. Potter said HCD has said it is a balance, as requiring too many affordable units may discourage development.

Mr. Stewart added that 2 to 3 years ago, the City added the inclusionary requirement to rental projects outside the Isabel plan because market conditions and rents became high enough where it seemed more feasible for products like that. He confirmed there is a must-build requirement for inclusionary zoning which can only be bridged by a Council decision.

CM Dunbar asked how staff considers whether to recommend that such a request be granted if someone came and asked the developer to pay in-lieu fees. Mr. Potter said they would look at the inclusionary ordinance which has a build requirement. The property owner and developer would have the choice of pursuing the build requirement or pursuing the Council option to pursue a range of alternatives. Staff would first have to ensure there is compliance with the ordinance.

Mr. Stewart added that they start off as a must-build and then if an applicant wants to vary from that they can discuss it, but their goal is always to have as much value in the project as they would have if they were required to build a 3-bedroom affordable detached single-family residence that has a higher value than a studio apartment. So, they will capture that value by some other means, such as land or more units of an additional product type. These are negotiated between the Housing Human Services Department and, ultimately by the City Council.

CM Dunbar said lastly he referred to the corner of North Canyons and Triad and how the bike lane approaches the intersection. He assumes this is not finalized engineering and will continue to be reviewed, but he suggested the City get to a standard design for those corners as well as curb ramps to access the bus stop across the street or bike lane lights.

He then referred to trading the bike parking in the stacked flats and allowing for tricycle spaces. If staff needed any leeway in the numbers to do that he would be amenable to that. In terms of the bike racks proposed, those shown for the general areas that sort of look like decorative Staples shown on page L-2 tend to come out of the concrete easily. He suggested looking at the normal Staples which are plain but more functional.

Mr. Sanson said they are completely amenable to work with staff on any refinements with future construction drawings on those details.

Vice Chairperson Anderson added that he wants to be sure that the emergency access road is bike accessible and that there be no rounded curbs which cause crashes.

Chairperson Leary referred to Sheet TM-5 and said the way the sanitary sewer is shown is going to the uphill part of the site. He asked to pay attention to the plumbing code because the uphill manhole is quite a bit higher than the finished floors so backwater devices must be on all buildings or, the applicant may want to take the sanitary downhill.

On TM-5.0 there is underground storage for the storm drainage to mitigate the Regional Water Permit requirements. It is a 54" pipe that runs through the bio-retention areas and is coming out of the ground in one basin. All the small ones in the front yards are one foot below but stormwater would not be treated the way it is shown.

Regarding landscaping in Chapter 5 on the Specific Plan, Design Standard 29 states, "The development should be broken up by pedestrian pathways connecting to the street grid." He pointed to the area between Building 12 and 13 and Building 8 and 9 and said parents could send their kids out the front door to the park which is something to consider.

Lastly, he said the corner of the site might be the most important area and he encouraged the applicant to look at the corner during the final design stage.

There were no further comments, and Chairperson Leary suggested a motion.

MOTION BY ANDERSON, SECONDED BY FINTSCHENKO, TO FIND THAT THE PROJECT IS EXEMPT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182 (C), PROJECTS PURSUANT TO A SPECIFIC PLAN, AND CALIFORNIA PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING; AND AAPPROVE VESTING TENTATIVE TRACT MAP (VTTM) 8657 – SUBDIVISION (SUB) 22-005 AND SITE PLAN DESIGN REVIEW (SPDR) 22-003, SUBJECT TO THE ATTACHED CODITIONS OF APPROVAL.

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

Minutes prepared by:
Lisa Harper Consulting

**From:** Jean King
**To:** Planning Web email
**Cc:** Jean King
**Subject:** Livermore Planning Commission Meeting April 18, 2023
**Date:** Tuesday, April 18, 2023 11:03:40 AM

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Livermore Planning Commission Meeting April 18 has Public Hearing Item 5.2 on a development in the Isabel Neighborhood. I am concerned about the lack of "very low" and "low" housing units.
The meeting is not hybrid but in person only. I had hoped to make the following comment in person at the meeting but have a cold/cough so will be submitting this comment by email to the Commission.

Livermore Planning Commission April 18, 2023
Public Hearing Item 5.2

I thank the developer for including the "affordable" units and not paying in lieu fees. It is better having "affordable" units distributed through out the city.

I am concerned about the lack of "very low" and "low" income units.

On March 13, the city council unanimously approved its state-mandated "Housing Element" that identifies locations in the city to potentially build 4,570 residential units by 2031 to satisfy its Regional Housing Needs Allocation- RHNA numbers.

The housing is dividing into 4 different categories of incomes - "very low", "low", "moderate" and "market rate above moderate" income units.

To build to these REHNA percentages, there would need to be 39 % "market rate" and 61 % "affordable" including 29 % "very low" and 17% "low" income units. I acknowledge that we are not gong to get those percentages in every development but we should do better than what is planned in this development.

Livermore's Isabel Neighborhood Specific Plan specifies that 25% of housing must be deemed "affordable".This plan only specifies 20%.

This development has 80% "market rate" and 20% "affordable " which includes zero "low" and zero "very low" income units, the most needed of all the "affordable" categories..

In the Housing Element report, the City Planner, said the city had fallen short in its housing aims for lower income residents. It seems we aren't catching up but are falling

even further behind.

I ask you to increase the “affordable” housing to 25% and to include “very low” and “low” income units along with the “median” and “moderate” affordable units.

Another issue-
Are the units electric and will there be solar on all the units and parking areas?

Thank you.
Jean King
Livermore

**From:** E Judge
**To:** Planning Web email
**Subject:** Planning Commission Public Hearing Item 5.2
**Date:** Tuesday, April 18, 2023 11:12:18 AM

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[Some people who received this message don't often get email from judgemenot0529@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commission:

Please consider requiring low and very low income housing units in this development and all others. Such housing is even required in the heart of downtown and so it should be in all other developments in order for Livermore to meet its housing requirements.

It is great that the city did not allow the developer to pay in lieu fees. Such fees have contributed to the housing pickle we are in now. Having a variety of housing all over the city is better for everyone rather than putting certain incomes all in one place.

Many thanks for your attention,
Elizabeth Judge

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION FINDING THAT THE TRIAD EAST PROJECT IS EXEMPT FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

On August 30, 2022, the City of Livermore ("City") received an application for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision review (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, to develop the northeast corner of North Canyons Parkway and Triad Place (APN: 905-0010-004-03), which would implement the Isabel Neighborhood Specific Plan. The development consists of three-story condominium buildings with 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units, an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements (the "Project".). The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

On April 18, 2023, at a duly noticed public hearing, the Planning Commission considered the Project, made the necessary findings, and adopted Planning Commission Resolution No. 10-23 recommending the City Council find the Project is exempt from the provisions of the California Environmental Quality Act ("CEQA").

On May 22, 2023, the City Council held a duly noticed public hearing to consider the Project, Planning Commission and staff recommendations, and all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the City Council reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The City Council's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore, has considered the findings made in Planning Commission Resolution No. 10-23, attached hereto as Exhibit A, and the City Council hereby adopts the same findings by this reference and incorporates them as their own findings as part of this resolution. Based upon the City Council's own independent review of the Record Evidence and considerations, the City Council hereby finds that the Project is statutorily exempt under the California Environmental Quality Act ("CEQA") pursuant to: 1) Government Code Section 65457 and CEQA Guidelines Section 15182 (c), which exempts residential projects that implement a Specific Plan where a public agency has prepared an EIR on a Specific Plan after January 1, 1980, the residential project conforms to the Specific Plan, and no events described in CEQA Guidelines Section 15162 have occurred; and as a separate and independent basis, 2) Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183, which exempts projects where the project is consistent with a Community Plan, General Plan, or Zoning Action for which a Lead Agency has certified an EIR and there are no specific significant environmental effects which

are peculiar to the Project or Project Site, as set forth in CEQA Guidelines subsection 15183(b)(1) through (b)(4).

**BE IT FURTHER RESOLVED** that the Livermore City Council directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk if the Project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Council Member _____, seconded by Council Member _____, the foregoing Resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Kimberly D. Cilley*
Kimberly D. Cilley
Senior Assistant City Attorney

Exhibit A – Planning Commission Resolution No. 10-23

**IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION RECOMMENDING A FINDING THAT THE TRIAD EAST PROJECT IS EXEMPT FROM THE PROVISIONS OF THE ENVIRONMENTAL QUALITY ACT**

On August 30, 2022, the City received an application for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision review (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, to develop the northeast corner of North Canyons Parkway and Triad Place (APN: 905-0010-004-03), which would implement the Isabel Neighborhood Specific Plan. The development consists of three-story condominium buildings with 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units. The development also includes an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements. The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

On April 18, 2023, the Planning Commission held a duly noticed public meeting to consider the Project, staff recommendations, all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED**, with respect to the California Environmental Quality Act, the Planning Commission finds based upon the information presented that:

1. The proposed project is exempt from review under the California Environmental Quality Act (CEQA) pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182 (c), which exempts residential projects that implement a Specific Plan where:

    a. A public agency has prepared an EIR on a Specific Plan after January 1, 1980 and the residential project conforms to the Specific Plan.

    Findings: The Isabel Neighborhood Specific Plan and its Supplemental EIR were initially adopted and certified in 2020 (SCH #2016042039). The project is located within the Specific Plan's Village Zoning district. The project is consistent with the allowed residential uses of the Specific Plan's Village Zoning district. The project is also within the minimum and maximum densities of 25-40 dwelling units per acre established in the Specific Plan and meets the Specific Plan's target density of 32.5 dwelling units per acre. All required development standards with respect to setbacks, height, open space, and parking have been met, and all design requirements have been fulfilled. The project meets the common open space requirements with the proposed central

recreation area and smaller parklets and paseos, exceeds street frontage setbacks with well landscaped frontages, and is within the minimum and maximum required parking. The North Canyons Parkway frontage will be improved with a Class IV bike lane, as required by the Specific Plan's bicycle circulation diagram. Proposed building architecture has a high-quality contemporary design and provides 34 affordable units and an affordable housing fee paid for the fractional (0.4) required affordable unit, as called for in the Specific Plan. The project also implements Specific Plan policies that seek to provide multiple unit types, connection to the existing pedestrian circulation network, and compatibility with surrounding properties. The project is conditioned to comply with the Mitigation, Monitoring, and Reporting Program (MMRP) adopted with the certified 2020 Supplemental EIR. In addition, the applicant prepared soils, noise, biological, environmental assessment, photometric, and traffic studies that found no significant impacts would occur beyond those identified in the EIR. For these reasons, the project wholly conforms with the Isabel Neighborhood Specific Plan, which was prepared after January 1, 1980.

b. No events described in CEQA Guidelines Section 15162 have occurred.

Findings: No substantial project changes are proposed which would require major revisions to the previous Supplemental EIR. The project proposes 172 residential units, consistent with the allowed uses and densities contemplated in the Supplemental EIR. Substantial changes in circumstances have not occurred requiring major revisions to the previous Supplemental EIR, as the site remains vacant, is routinely disked, and still remains bounded on all sides by urban development. There is no new information of substantial importance that would result in new impacts not previously discussed, result in more severe impacts, or require modifications to the existing mitigation measures in the Supplemental EIR. The applicant-prepared soils, noise, environmental assessment, photometric, and traffic studies found that no significant impacts would occur beyond those identified in the EIR and did not yield any new information of substantial importance. For these reasons, no events described in CEQA Section 15162 have occurred and therefore no further environmental review is required.

2. The Project is statutorily exempt under CEQA pursuant to California Public Resources Code section 21083.3 and CEQA Guidelines Section 15183, which exempts projects where:

a. The project is consistent with a Community Plan, General Plan, or Zoning Action for which a Lead Agency has certified an EIR.

Findings: An Isabel Neighborhood Specific Plan (Specific Plan) zoning district was established as part of the overall Specific Plan project, as approved by City Council in November 2020. Therefore, the Specific Plan can be considered a "Zoning Action" for purposes of California Public Resources Code section

21083.3 and CEQA Guidelines Section 15183. The City Council certified the Specific Plan's Supplemental EIR (SCH #2016042039) in November 2020 with Specific Plan adoption.

As described in the Planning Commission staff report, dated April 18, 2023, the Project is consistent with the uses, densities, development standards, and design requirements of the Specific Plan. The project is located within the Specific Plan's Village Zoning district. The project is consistent with the allowed residential uses of the Village zoning district and is within the minimum and maximum densities of 25 to 40 dwelling units per acre, respectively. All required development standards with respect to setbacks, height, open space, and parking have been met, and all design requirements have been fulfilled. The project meets open space requirements through the provision of a central recreation area, parklets, and paseos, exceeds street frontage setbacks with well landscaped frontages, and is within the minimum and maximum required parking. The North Canyons Parkway frontage will be improved with a Class IV bike lane as required by the Specific Plan's circulation program.

The project proposes high-quality contemporary architecture with articulated facades, plane changes, inset windows, and multiple material types, as required by the Specific Plan and citywide Design Standards and Guidelines. As called for in the plan, the project provides 34 affordable units to residents with moderate and median incomes. The project also implements Specific Plan policies for a walkable neighborhood that provides housing variety by proposing single-story and multiple-story unit types and differently sized buildings. The proposed landscape plan conforms to Specific Plan and Design Standards and Guidelines requirements by exceeding the required number of trees per acre and providing large shade trees along walks and the public right-of-way. Specific Plan sustainability requirements are also satisfied in that the project proposes rooftop solar arrays that are screened, recycled water use for irrigation, low-water use California native landscape species, and electric vehicle charging stations. For these reasons, the Project is consistent with a Zoning Action for which a Lead Agency has certified an EIR.

b. There are no specific significant environmental effects which are peculiar to the Project or Project Site, as stipulated in CEQA Guidelines subsection 15183(b)(1) through (b)(4).

Findings: There are no specific significant environmental effects which are peculiar to the Project or Project Site, as described below:

i. Impacts Peculiar to the Project. The Project is consistent with the uses and intensities contemplated in the Specific Plan. Since Specific Plan adoption, no substantial changes have occurred to the project site nor its surroundings. The site remains undeveloped, routinely disked, and surrounding parcels are still office and residential in nature. The applicant prepared Phase I, geologic, biological, and noise studies that found no

significant impacts would occur beyond those identified in the EIR. For these reasons, no additional project-specific impacts have occurred that are peculiar to the project site.

ii. Environmental Impacts not Previously Analyzed as Significant. The Project is consistent with the uses and intensities contemplated in the Specific Plan, therefore, all potential Project impacts have been previously anticipated and analyzed in the Specific Plan EIR. In addition, the project is conditioned to comply with the Mitigation, Monitoring, and Reporting Program (MMRP) adopted with the certified 2020 Supplemental EIR. The Project will implement the mitigation measures, reducing significant project impacts to a less than significant level. The City Council adopted a Statement of Overriding Considerations with the certified 2020 Supplemental EIR. The project will not exacerbate any significant Impacts deemed acceptable in the Statement of Overriding Considerations. The applicant also prepared Phase I, geologic, biological, and noise studies that found no significant impacts would occur beyond those identified in the EIR. For these reasons, there are no significant environmental impacts that were not previously analyzed.

iii. Potentially Significant Offsite or Cumulative Impacts. Since Specific Plan adoption, no substantial changes have occurred to the project site nor its surroundings. Surrounding residential and office uses that were present during the 2020 Supplemental EIR analysis remain. A majority of surrounding vacant parcels remain since adoption of the 2020 Supplemental EIR. One new residential project in the Specific Plan was approved across Triad Drive to the west (The Triad Drive residential project). The approved project is consistent will the use and density contemplated in the 2020 Supplemental EIR. Therefore, the EIR already anticipated the cumulative impacts of both projects. For these reasons, there are no potentially significant offsite or cumulative impacts not previously analyzed in the 2020 Supplemental EIR.

iv. Substantial New Information. Since Specific Plan adoption, no substantial changes have occurred to the project site nor its surroundings. The site remains undeveloped, routinely disked, and surrounding parcels are still office and residential in nature. The applicant also prepared Phase I, geologic, biological, and noise studies that found no significant impacts would occur beyond those identified in the EIR. For these reasons, there is no substantial new information that was not known at the time of EIR adoption.

v. Uniform Mitigations and Development Standards. The Project is subject to complying with all applicable mitigation measures adopted pursuant to the Mitigation Monitoring and Reporting Program (MMRP) for the Specific Plan's 2020 Supplemental EIR in addition to the uniformly applied development standards of the Specific Plan and Livermore

Development Code. The combination of applicable mitigation measures and uniform standards would reduce all potentially significant impacts to a less than significant level. The applicant, or their successors in interest, is required to implement applicable mitigation measures applicable through conditions of approval.

**BE IT FURTHER RESOLVED** that the Livermore Planning Commission, based upon its own independent review of the Record Evidence and considerations, and based on the above findings which are necessary to protect the public health, safety, and general welfare, hereby recommends that the City Council find the Project is exempt from the requirement for the preparation of environmental documents pursuant to California Government Code Section 65457 and CEQA Guidelines Section 15182 (c), and California Public Resources Code section 21083.3 and CEQA Guidelines Section 15183.

**BE IT FURTHER RESOLVED** that the Livermore Planning Commission recommends the City Council direct the Planning Manager to file a Notice of Exemption with the Alameda County Clerk if the Project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner Anderson, seconded by Commissioner Fintschenko, the foregoing Resolution was adopted at the Planning Commission meeting of April 18, 2023, by the following vote:

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

Daniel Leary, Chairperson

by Steve Stewart, Planning Manager
Secretary to the Planning Commission

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION APPROVING VESTING TENTATIVE TRACT MAP (VTTM) 8657 - SUBDIVISION (SUB) 22-005 AND SITE PLAN DESIGN REVIEW (SPDR) 22-003, SUBJECT TO THE CONDITIONS OF APPROVAL FOR THE TRIAD EAST PROJECT**

On August 30, 2022, the City of Livermore ("City") received an application for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision review (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, to develop the northeast corner of North Canyons Parkway and Triad Place (APN: 905-0010-004-03), which would implement the Isabel Neighborhood Specific Plan. The development consists of three-story condominium buildings with 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units, an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements (the "Project"). The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

The applicant provided all the necessary information to qualify for relief under the Housing Crisis Act of 2019 (SB 330) per the pre-application submittal process on August 1, 2022.

On April 18, 2023, at a duly noticed public hearing, the Planning Commission considered the Project, made the necessary findings, and adopted Planning Commission Resolution No. 11-23 recommending the City Council approve the Triad East Project.

On May 22, 2023, the City Council held a duly noticed public hearing to consider the Project, Planning Commission and staff recommendations, and all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the City Council reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The City Council's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore has considered the Record Evidence and adopted Resolution No. 10-23 finding the Project to be exempt from the California Environmental Quality Act.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore has considered the findings made in Planning Commission Resolution No. 11-23, attached hereto as Exhibit A, and the City Council hereby adopts the same findings by this reference and incorporates them as their own findings as part of this resolution. Based upon the City Council's own independent review of the Record Evidence and considerations, and in accordance with the Housing Crisis Act of 2019, the City Council hereby approves Vesting

Tentative Tract Map (VTTM) 8657 – Subdivision review (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for the Triad East Project, subject to the conditions of approval, attached hereto as Exhibit B.

**BE IT FURTHER RESOLVED** that the Livermore City Council directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department at 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Council Member _____, seconded by Council Member _____, the foregoing Resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Kimberly D. Cilley*
Kimberly D. Cilley
Senior Assistant City Attorney

Exhibit A – Planning Commission Resolution No. 11-23
Exhibit B – Conditions of Approval

**IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION RECOMMENDING APPROVAL OF VESTING TENTATIVE TRACT MAP (VTTM) 8657 - SUBDIVISION (SUB) 22-005 AND SITE PLAN DESIGN REVIEW (SPDR) 22-003, SUBJECT TO THE CONDITIONS OF APPROVAL FOR THE TRIAD EAST PROJECT**

On August 30, 2022, the City received an application for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision review (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, to develop the northeast corner of North Canyons Parkway and Triad Place (APN: 905-0010-004-03), which would implement the Isabel Neighborhood Specific Plan. The development consists of three-story condominium buildings with 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units. The development also includes an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements. The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

The applicant provided all the necessary information to qualify for relief under the Housing Crisis Act of 2019 (SB 330) per the Pre-application submittal process on August 1, 2022.

On April 18, 2023, the Planning Commission held a duly noticed public meeting to consider the Project, staff recommendations, all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Livermore has considered the Record Evidence and adopted a resolution finding the Project to be exempt from the California Environmental Quality Act.

**BE IT FURTHER RESOLVED**, with respect to the Site Plan Design Review application, the Planning Commission finds based upon the information presented that:

1. The proposed development will be permitted within the subject zone.

2. The proposed development will be designed such that:

   a. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;
   b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent

developments;
c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and
d. The project's site plan and design is consistent with the City's Design Standards and Guidelines.

3. The proposed development is designed to include the following criteria, as applicable:

a. Compliance with Chapter 9.07 of the Development Code (Site Plan and Design Review), Municipal Code Title 15 (Buildings and Construction), and any other applicable City regulations and policies;
b. Efficient site layout and design;
c. Compatible and appropriate in scale to neighboring properties and developments.
d. Efficient and safe public access (both pedestrian and vehicular) and parking;
e. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;
f. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;
g. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;
h. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;
i. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;
j. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;
k. Appropriate exterior lighting which provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;
l. Compatible in scale and aesthetic treatment of proposed structures with public areas;
m. Appropriate open space and use of water efficient landscaping; and
n. Consistent with the General Plan and any applicable Specific Plan.

Findings: The Project is permitted within the subject zone, will not be detrimental to the public health, safety, general welfare, or adjacent property, and is consistent with the City's Design Standards and Guidelines, including with respect to compatibility, massing, siting, architecture, colors, materials, and landscaping. The Project is wholly compliant with the Livermore Development Code and Isabel Neighborhood Specific Plan, including with respect to use, density, policies, development standards, open space, affordable housing, and fencing and walls, is consistent with the requirements of the Active Transportation Plan, Airport Land Use Compatibility Plan, implements the policies of the Climate Action Plan, and is consistent with Livermore's Tree Preservation Ordinance. The Project is compatible with adjacent property given that the buildings' proposed height and length are equal to or less than surrounding office

development and that the project will be separated from the right-of-way with open spaces, ensuring minimal noise, light, odor, trash, traffic, or other impacts between properties, and how light, auto parking, and stormwater will be managed onsite. Finally, the Project is consistent with the General Plan, including with respect to use and policy, and policies within the Housing, Community Character, and Climate Change elements. For these reasons, the Project meets all required findings for Site Plan Design Review applications.

**BE IT FURTHER RESOLVED**, with respect to the Vesting Tentative Tract Map application, the Planning Commission finds based upon the information presented that:

1. The proposed map is consistent with the General Plan and any applicable specific plan, any policy or guideline implementing the General Plan (including the City's Design Standards and Guidelines), or other applicable provisions of this Development Code;

2. The site is physically suitable for the proposed type of development;

3. The site is physically suitable for the proposed density of development;

4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. Notwithstanding the foregoing, the Commission or Council may approve a tentative map if an Environmental Impact Report was prepared with respect to the project and a statement of overriding considerations was made to the effect that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR;

5. The design of the subdivision or the type of improvements will not cause serious public health problems;

6. 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. (The Commission or Council may approve a tentative map if it finds that alternative easements for access will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This Subparagraph shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction, and no authority is hereby granted to the Commission to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.); and

7. Any proposed phases and their proposed sequence of construction are identified on the submitted tentative map. The City may impose reasonable conditions relating to the filing of multiple final maps in conjunction with the approval of the tentative map (Section 66456.1).

Findings: The Project is permitted within the subject zone, will not be detrimental to the public health, safety, general welfare, or adjacent property, and is consistent with the City's Design Standards and Guidelines, including with respect to compatibility, massing, siting, architecture, colors, materials, and landscaping. The Project is wholly compliant with the Livermore Development Code and Isabel Neighborhood Specific Plan, including with respect to use, density, policies, development standards, open space, affordable housing, and fencing and walls, is consistent with the requirements of the Active Transportation Plan, Airport Land Use Compatibility Plan, implements the policies of the Climate Action Plan, and is consistent with Livermore's Tree Preservation Ordinance. The Project is compatible with adjacent property given that the buildings' proposed height and length are equal to or less than surrounding office development and that the project will be separated from the right-of-way with open spaces, ensuring minimal noise, light, odor, trash, traffic, or other impacts between properties, and how light, auto parking, and stormwater will be managed onsite. Finally, the Project is consistent with the General Plan, including with respect to use and policy, and policies within the Housing, Community Character, and Climate Change elements.

The project is wholly consistent with Livermore's Subdivision Ordinance, including with respect to lot size and residential condominiums, circulation, streets, traffic, alternative transportation for both bicycles and bus service, parking, utilities, services, and infrastructure, and grading and soils. The project site is suitable for the type and density of development, is adequately served by utilities and services, would not cause substantial environmental damage, would not substantially and avoidably injure fish or wildlife or their habitat, would not cause serious health problems, and would not conflict with any easements.

**BE IT FURTHER RESOLVED** that the Livermore Planning Commission, based upon its own independent review of the Record Evidence and considerations, and based on the above findings which are necessary to protect the public health, safety, and general welfare, hereby recommends the City Council approve Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003, subject to the conditions of approval, attached hereto as Exhibit A.

**BE IT FURTHER RESOLVED** that the Livermore Planning Commission recommends the City Council direct the Planning Manager to file a Notice of Exemption with the Alameda County Clerk if the project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner Anderson, seconded by Commissioner Fintschenko, the foregoing Resolution was adopted at the Planning Commission meeting of April 18, 2023, by the following vote:

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

Daniel Leary, Chairperson

by Steve Stewart, Planning Manager
Secretary to the Planning Commission

Exhibit A – Conditions of Approval

# CONDITIONS OF APPROVAL

Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and
Site Plan Design Review (SPDR) 22-003

Hearing to consider a request for Vesting Tentative Tract Map and Site Plan Design Review to develop the northeast corner of North Canyons Parkway and Triad Place, which would implement the Isabel Neighborhood Specific Plan. The development consists of three-story condominium buildings with 172 total units, including 34 units affordable to individuals and families with median and moderate-income levels, and 24 accessible units. The development also includes an approximately 0.25-acre private park, and related landscaping, parking, stormwater, and frontage improvements. The applicant has submitted for relief under the Housing Crisis Act of 2019 (CA SB330).

Location: Northeast corner of North Canyons Parkway and Triad Drive
(APN: 905-0010-004-03)

Recommended by Planning Commission: April 18, 2023
Approved by City Council: May 22, 2023

## A. PROJECT AUTHORIZATION

1. The project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

2. Approval is limited to conformance of the land uses allowed in the Village zoning district Subarea 2c of the Isabel Neighborhood Specific Plan and conformance with submitted development plans as conditioned herein. Use of the property shall be limited to those permitted by the Isabel Neighborhood Specific Plan as it exists now or may be amended in the future.

3. Vesting Tentative Tract Map 8657 and associated Site Plan Design Review shall expire unless a Final Map is filed by May 22, 2025, or a request for extension is received and approved by the City.

## B. PROJECT SPECIFIC CONDITIONS

The applicant shall respond in writing to all conditions contained in this document and its attachments. Responses shall describe how the condition has been met and shall, where applicable, direct the plan checker to the page and/or drawing detail that demonstrates compliance with the condition. A copy of these responses shall be provided with each set of revised plans.

1. Prior to occupancy, applicant shall record the deed notification provided in the Livermore Executive Airport - Airport Land Use Compatibility Plan, Chapter 3.3.4.6, on the property for which this discretionary development permit is issued, as follows:

   *NOTICE OF AIRPORT IN VICINITY*

   *This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

2. Prior to improvement plan approval, and subject to approval by the Livermore-Pleasanton Fire Department Fire Marshal and the Community Development Department Director, applicant shall revise the EVA design to include geoblock with a turf (grass) surface and 6-inch wide, perimeter concrete mow strips. EVA shall maintain the proposed pedestrian sidewalk.

3. Prior to Improvement Plan approval, applicant shall revise landscape design to include onsite bicycle guest parking for up to ten bicycles at central locations.

4. Prior to Improvement Plan approval, the applicant shall redesign the proposed Class IV bike lane and median to include two, 24-inch box trees in each median strip, and necessary traffic control features (i.e. bollards and wheel stops) between each median, to the satisfaction of the Community Development Department Director and the City Engineer.

5. Prior to Building Permit approval, the applicant must meet the parking requirements in the ADA, to the satisfaction of the Community Development Department Director and the City Building Official.

6. Prior to Improvement Plan approval, applicant shall revise the landscape plan to ensure all shrubs shall have a minimum 5-gallon size, as approved by the Community Development Department Director.

7. Prior to sign installation, applicant shall submit for, and receive approval of, all required sign design review and building permit applications.

8. Prior to Improvement Plan approval, applicant shall demonstrate the project's use of recycled water for irrigation purposes, as approved by the City Engineer. All onsite irrigation shall use recycled water.

9. Prior to Building Permit approval, applicant shall revise plans to provide two vines on the side walls of each trash enclosure, to the satisfaction of the Community Development Department Director.

10. Prior to issuance of a building permit, the applicant shall submit a photometric plan and improvement plans, that demonstrate A-Street light levels meet the minimum, 1 foot-candle lighting requirement and 0.5 foot-candle along pedestrian paths, as approved by the Building Official and the Community Development Department Director.

11. Prior to Building Permit approval, applicant shall revise the plans to include windows with an STC-32 rating on buildings that front North Canyons Parkway and Triad Drive, as shown in Figure 2 of the Environmental Noise Assessment conducted by Bollard Acoustical Consultants, Inc., dated June 22, 2022**.**

12. Prior to Improvement Plan approval, applicant shall revise the plans to include three to five, 15 gallon shrubs planted in the western half of Building seven's south elevation as approved by the Community Development Department Director.

13. Prior to Building Permit approval, applicant shall provide details of, and submit any required building permits for, all site furnishings and shade structures. Amenities shall include at least those identified in the entitlement plans, but could include additional amenities such as outdoor cooking areas or activity courts, as approved by the Community Development Director.

14. Prior to Improvement Plan approval, applicant shall demonstrate that all street frontage trees along both sides of the sidewalks along North Canyons Parkway and Triad Drive will be installed as approved, and that any existing utility lines that conflict with tree placement will be relocated as necessary, to the satisfaction of the Community Development Department Director and the City Engineer.

15. Prior to Improvement Plan approval, applicant shall revise the plans to remove the project fencing along North Canyons Parkway, as approved by the Community Development Department Director.

16. Prior to approval of a building permit, Applicant must show that retaining walls will use a darker, gray, masonry block as proposed, to the satisfaction of the Community Development Director.

17. Encourage the use of a local construction workforce who are paid area standard wages (Specific Plan Policy LU-46).

18. In the event a Specific Plan Transportation Management Association (TMA) is formed for the Isabel Neighborhood, project shall annex into the association (Specific Plan Policy TRA-22).

19. In the event a programmatic Specific Plan parking management plan is created, project shall participate in the plan (Specific Plan Policy TRA-26).

20. In the event a programmatic Specific Plan wayfinding signage plan is created, project shall participate in the plan (Specific Plan Policy DS-24).

21. Reduce vibration impacts associated with construction activities by requiring construction contractors to implement measures to help reduce vibration levels at nearby sensitive receptors. Measures could include using bulldozers less than 20,000 pounds within 50 feet of residences, quiet pile driving technology, etc. (Specific Plan Policy ENV-7).

22. Project proponents within identified high risk Overlay Zones surrounding existing hazardous sites, roadways, or TAC sources, shall assess health risks at the location in question and to incorporate feasible design-related risk mitigation measures, such as HEPA filters or equivalent indoor air quality equipment mechanisms, as appropriate and determined in consultation with the City (Specific Plan Policy ENV-12).

23. For all proposed projects, Bay Area Air Quality Management District (BAAQMD; “Air District”) recommends requiring the implementation of all Basic Construction Mitigation Measures, listed in Table 8-1 of the BAAQMD CEQA Guidelines, whether or not construction-related emissions exceed applicable Thresholds of Significance (Specific Plan Policy ENV-14).

24. Project contractors shall reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower shall operate on an EPA-approved Tier 4 or newer engine. If Tier 4 engines are not commercially available within 200 miles of the project site, EPA-approved Tier 3 engines are permissible (Specific Plan Policy ENV-15).

25. Project contractors shall reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less be used during construction (Specific Plan Policy ENV-16).

26. Project contractors shall reduce construction-related GHG emissions through implementation of the Bay Area Air Quality Management District’s recommended best practices (Specific Plan Policy ENV-17).

27. Require that construction and structure demolition/modification activities be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. Construction activities may be permitted to occur within bird nesting season if a qualified biologist conducts a pre-construction survey. The

survey shall include the project site and a 250-foot buffer around project site boundaries, if feasible, not more than 14 days prior to site disturbance. If active nests of migratory birds are not detected, further action is not needed. If active nests are detected, an appropriate construction-free buffer shall be established around all active nests. Buffer size shall be determined by the biologist, with typical non-raptor buffers of 25 feet and raptor buffers of 250 feet, and shall be periodically monitored by the biologist. After nesting is completed, as determined by the biologist, the buffer is no longer required. Buffers shall remain in place during the breeding season, or until the biologist has confirmed all chicks have fledged and are independent of their parents. The biologist survey, and any necessary buffer plans, shall be approved by the Community Development Department Director prior to site disturbance (Specific Plan Policy ENV-27).

28. The project shall implement the applicable project-level mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) prepared for the Isabel Neighborhood Specific Plan, as attached.

29. All project appliances shall be electric, as set forth in the 2018 Isabel Neighborhood Specific Plan Environmental Impact Report Mitigation, Monitoring, and Reporting Program.

## B. GENERAL CONDITIONS OF APPROVAL

1. Development shall conform to the map designated by the City as Exhibit B-1. Exhibit B-1 plans shall include but are not limited to subdivision, landscape, and architectural plans reviewed and approved by the Planning Commission and City Council and amended by the applicant to reflect any changes indicated above in the Project Specific Conditions or required by the City in the approval process.

2. The development impact fees (e.g., traffic impact, housing in-lieu, park dedication in-lieu,) and project processing fees due in connection with this permit shall be based upon the fees in effect as of August 1, 2022 (Exhibit C), which is the date of Preliminary Application submittal, pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330), unless otherwise vested under Development Agreement 119-97, as amended.

3. The Community Development Department may approve minor amendments to the permit, provided that the permit is still in substantial conformance with the original approval.

4. Approval of the Site Plan Design Review and Tentative Tract Map entitlements is not an authorization to commence construction. Building construction, alterations, repairs, sign erection, or occupancy shall not be permitted without prior approval of the Building Division through issuance of any required permits.

5. To the extent permitted by law, the project applicant shall defend, indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorney's fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

6. All trees adjacent to public infrastructure shall use control features like root barriers and engineered soils to prevent infrastructure damage, as approved by the Community Development Department Director.

7. Prior to Improvement Plan approval, the applicant shall demonstrate on the landscape plans compliance with the City's Water Efficient Landscape Ordinance (WELO), as approved by the Community Development Department Director.

8. Prior to Improvement Plan approval, exterior backflow preventers shall be screened from public view with landscape or by other appropriate means, as approved by the Community Development Department Director.

9. Prior to Final Occupancy, applicant shall obtain Public Arts Commission approval for all proposed public art and/or show that the required public art fee has been paid to the satisfaction of the Community Development Department Director.

10. The project applicant and/or contractor shall treat any human remains encountered during ground-disturbing activities in accordance with California Health and Safety Code Section 7050.5.

11. Prior to receiving a Building Permit for excavation, grading or construction on development site, the applicant shall contact the Alameda County Vector Control Services District to determine if any pre-baiting requirements are necessary to control migration of vermin to adjacent property.

## C. ENGINEERING DIVISION – DEVELOPMENT

1. Development shall conform to the attached Engineering Considerations, dated March 30, 2023.

## D. BUILDING DIVISION

1. Project will be required to be designed and constructed to the requirements of the currently adopted California Building Standards Code in effect at the time of Building Permit Application.

## E. MAINTENANCE DIVISION

1. The project site's Homeowners' Association (HOA) shall perform all onsite landscape maintenance and cover all associated maintenance costs.

## F. HOUSING AND HUMAN SERVICES DIVISION

1. Prior to Final Map approval, applicant shall enter into an affordable housing agreement to ensure all provisions of the City's Inclusionary Housing Ordinance are satisfied pursuant to Livermore Development Code Section 10.06.050, as approved by the Community Development Department Director.

## G. FIRE DEPARTMENT

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1.) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2.) Backflow prevention or connections to the public water mains.

1. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.

2. FIRE CODE: All construction shall conform to the requirements of the 2019 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.

3. SITE SAFETY: Site safety during construction shall be in accordance with Fire Code chapter 33.

4. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2019 Pleasanton Building, Fire and Residential Codes with local amendments and ordinances.

5. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.

6. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

7. LISTED: All commercial, industrial, and multi-family residential occupancies

shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

8. HAZARDOUS MATERIALS: Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.

9. FIRE HYDRANTS: Fire hydrants shall be installed at spacing not greater than 300 feet in industrial and commercial developments. Fire hydrants shall be installed at spacing not greater than 400 feet in residential developments.

10. FIRE LANE MARKING: On-site access ways, turn arounds, and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approve by the Fire Department. Signs shall be according to State standards and read “No Parking – Fire Lane” and must be shown on the plans. The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

    a. The following schedule for NO PARKING signs shall apply:

| Width | Requirements |
|---|---|
| 36 feet or greater | No requirements |
| Between 28 and 36 feet | Post one side |
| Between 20 and 28 feet | Post both sides |
| Less than 20 feet | Not permitted |
| Cul-de-Sac | Not permitted |

11. EMERGENCY VEHICLE ACCESS ROADS: Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.

12. FIRE VEHICLE TURNAROUNDS: Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of

45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

13. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.

14. RESIDENTIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.

    a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.
    b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
    c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.

15. MULTI-FAMILY RESIDENTIAL – NEW CONSTRUCTION: Projects with more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

16. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

## H. POLICE DEPARTMENT

1. The project shall be required to conform to the provisions of the security section of the Livermore Municipal Code.

Exhibits:

A: Engineering Development Considerations
B: Isabel Neighborhood Specific Plan MMRP
C: July 2021 Fee Sheet

**DATE:** March 30, 2023

**ENGINEERING CONSIDERATIONS - EXHIBIT "A"**
(Subject to revision prior to final approval
by Planning Commission and City Council)

**TENTATIVE TRACT:** 8657 (SUB22-005)

**LOCATION: East Corner of Portola and Triad Place**

**APPLICANT: Denova Homes**

*Note: Special conditions are shown in standard type. Standard conditions that apply to this project are shown in italics. In addition, standard conditions of approval for this project are listed in Section II of the Development Plan Check and Procedures Manual.*

## 1. DEFINITIONS

*For the purpose of this agreement, the following words shall have the meanings respectively ascribed to them by this section:*

| | |
|---|---|
| *Developer :* | *Person(s) or Corporation(s) signing final map(s) and subdivision agreement(s)* |
| *Improvement Plans:* | *Construction drawings for required public and private improvements* |
| *Services:* | *Utility lateral, or any portions of a conduit cable or duct, between a utility distribution line and the site it serves* |
| *Project:* | *The work to be performed by Developer* |

## 2. VESTING TENTATIVE MAP

*Approval or conditional approval of this vesting tentative map shall not limit the City Engineer's ability to require workable designs on future grading and improvement plans based upon these Engineering Considerations and the City's standard engineering specifications and details.*

## 3. GENERAL

*The project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.*

*All required improvements shall be constructed prior to occupancy of the new residential units on this site.*

A. IMPROVEMENT PLANS - Exhibit A-1

*An engineered improvement plan shall be prepared by the Developer for approval by the City's Departments (including the Community Development, Public Services, Fire, and Police Department), which shall include, but not necessarily be limited to, existing site conditions, dedications, grading plans, street design and grades, curb, gutter, sidewalk and driveway grades, and type, size and location of all public works improvements as herein required. Approval of this tentative map does not constitute approval of the details shown thereon. If there is any conflict between the tentative map and these Engineering Considerations, the Engineering Considerations shall govern.*

*No specific phased development plan has been submitted with this tentative tract application. Therefore, all required improvements for this tentative map shall be constructed as one phase. A phased map could only be considered if a specific phasing plan is submitted for consideration as a tentative map amendment.*

B. STANDARDS FOR IMPROVEMENT PLANS AND MAPS

*All improvement plans and maps shall conform to the following City of Livermore documents except as modified by these engineering considerations:*

1. *City of Livermore Standard Specifications and Details*
2. *Development Plan Check and Procedures Manual*

*Completed final map and improvement plan checklists from the manual entitled "City of Livermore, Development Plan Check and Procedures Manual" shall be submitted with the first plan check submittal for each phase.*

*Prior to approval of the improvement plans by the City, the Developer shall provide signed and approved plans from outside utilities, including joint trench plans. Outside utilities include but are not limited to PG&E, CalWater, and Comcast.*

C. STANDARD CONDITIONS OF APPROVAL IN THE DEVELOPMENT PLAN CHECK AND PROCEDURES MANUAL

*All of the standard conditions of approval for subdivisions and major projects as listed in Part II of the City of Livermore Development Plan Check and Procedures Manual apply except for the following:* A-2, A-4, A-10, B-7, B-8, B-9, B-10, B-11, B-13, B-14, B-16, K-1, K-2, K-3

D. WORK IN OTHER JURISDICTIONS

*The Developer is responsible for obtaining permits and approvals for construction work and property acquisition that are required by agencies other than the City of Livermore. Other agencies may include but are not limited to Alameda County Zone 7, Livermore Area Recreation and Park District, Caltrans, FHWA, FEMA, Army Corps of Engineers, Alameda County Environmental Health. Any work required by other agencies must be shown on the final set of improvement plans and approved by the subject agency prior to approval of the improvement plan set for the project by*

*the City.*

## 4. STREETS

A. SPECIFIC REQUIREMENTS:

*The Developer shall offer easements and dedications for, and shall improve his share of the ultimate street widths for the following named streets in accordance with the City's General Plan:*

North Canyons Parkway

North Canyons Parkway is a major street in the General Plan. Along the project frontage North Canyons Parkway is a 4 lane road with a landscaped median to accommodate turning lanes and a Class 2 bike lane in each direction.

The Isabel Neighborhood Specific Plan (INSP) requires that the existing bike lane at the project location be replaced with a new Class 4 separated bike lane with separated buffer along the project frontage. Installation of this Class 4 bike lane shall include a physical raised barrier.

To accommodate the Class 4 bike lane the westbound lanes of North Canyons Parkway along the project frontage shall be reconfigured as follows:

8’ bike lane
8’ buffer area
11’ travel lane
11’ travel lane
11’ left turn lane at Triad Place

The Class 4 bike lane will be comprised of an 8’ bike lane and 8’ buffer area. The buffer area shall be designed with a combination of median buffer planters and open segments to provide cyclists with both a travel lane separated from traffic and periodic openings with breakaway bollards to enter and exit the buffered bike lane. The median buffer planters shall be approximately 60’ in length and 8’ wide and have 6” deep curbs. Each median buffer planter shall be planted with 3 street trees per standard detail L-3G with groundcover and/or hardscape per standard detail L-2B. Median buffer planting shall be reviewed and approved by the Community Development Department. City Engineer may modify the final lane widths shown above as needed to fit within available right-of-way.

Final design of the Class 4 bike lane shall include but is not limited to appropriate transitions to and from the existing Class 2a to the Class 4 bike lane; modifications to signing and striping; traffic signal timing, irrigation of planter area, any surface treatments and/or structures, and any necessary utility services needed for the maintenance of the median buffer planter.

Triad Drive

Triad Drive is a local street and is fully improved along the project frontage. To coordinate with the main entry on Triad Drive for the project, the Developer shall shorten the southbound left turn

lane on Triad Drive to 150 feet at the North Canyons Parkway intersection and modify the detection zones for the southbound left turn lane to accommodate the new turn lane length.

Relinquishment of abutter's rights shall be provided on the final map for the project where none exists today, except where the project entrance is located.

Interior Streets

Interior Streets A, B, C and D are local private streets which shall be 26 feet wide with no on-street parking except where guest parking stalls are located. Interior alleys are local private streets which shall be 20 feet wide with no on street parking. All private interior streets will be designated as Commons to distinguish them from public streets.

*CASp Certification for Public Walkways/Sidewalks*

*The Developer shall have a certified CASp Specialist review and certify that the design for all pedestrian improvements within the public right-of-way or a public easement complies with the following applicable regulations: American with Disabilities Act (ADA) requirements, the Public Rights-of-Way Accessibility Guidelines (PROWAG), and the requirements found in Chapter 11B of the 2019 California Building Code. If an accessibility design cannot meet the above listed applicable standards, the Developer shall propose and the CASp Specialist shall concur with a design exception request for approval by the City Engineer or their designee. In addition, the Developer shall have the certified CASp Specialist inspect and certify that pedestrian improvements are installed per the CASp certified design. Pedestrian improvements include new trails, walkways, sidewalks, accessible ramps, connections between existing and new pedestrian improvements, and modifications to existing pedestrian improvements within or adjacent to the project site, as shown on the approved plans.*

*Developer shall upgrade or install new pedestrian access ramps at all pedestrian crossings of public streets or driveways within or adjacent to the project.*

Emergency Vehicle Access

The proposed emergency vehicle access shall be designed to be an all weather access for emergency vehicles and must be able to withstand a vehicle loading of 75,000 lbs. The Developer shall dedicate and Emergency Vehicle Access Easement on the map and shall enter into an maintenance agreement with the City to ensure the ensure the long term maintenance of the emergency vehicle access. It will not be necessary to require abutters rights at this location because the easement will provide ingress and egress rights for emergency vehicles only.

## 5. TRAFFIC SIGNALS – N/A

## 6. TRAFFIC IMPACT FEE CREDITS AND REIMBURSEMENTS: N/A

## 7. SANITARY SEWERS

Because the Developer has chosen to install the City standard asphalt street section for the private streets with only specialty paving (i.e. pavers, stamped concrete, stamped asphalt, etc.) in a few areas to act as "accents" to the project entry or other areas as approved by the City Engineer, the sanitary sewer may be publicly maintained. However, in order to facilitate the maintenance and repair of the public sanitary sewer lines in the future, the Developer shall install a casing for the pipe or other pipe protective measures as approved by the City Engineer, in all locations where the pipe runs under specialty paving. Additionally, no pipe joints will be allowed in specialty paving areas.

Sewer shall be extended across all frontages of each phase.

Sewer laterals with two-way cleanouts behind the curb shall be installed to each lot or site before the streets are surfaced.

## 8. STORM WATER DRAINAGE AND TREATMENT REQUIREMENTS

A. General

*1. This site is subject to the National Pollutant Discharge Elimination System (NPDES) Program. Prior to the issuance of the initial grading or building permit, the Developer shall provide evidence that the site is covered by the statewide General Permit to Discharge Storm Water associated with construction activity. This requires confirmation that a Notice of Intent (NOI) and the applicable fee was sent to the State Water Resources Control Board. In addition, the grading plans need to state: "All grading shall be in accordance with the Storm Water Pollution Prevention Plan prepared by the Developer per the Notice of Intent on file with the State Water Resources Control Board".*

*2. Necessary interceptor ditches shall be concrete. Field inlets and storm drainage pipe may be necessary in conjunction with concrete interceptor ditches as secondary drainage releases. All interceptor ditches shall be privately maintained.*

B. Storm Drainage Requirements

*Per the City's Facilities Planning Guidelines (dated June 2005), the flows must have the following characteristics:*

> *For a 10-year design discharge: a hydraulic grade line (HGL) is no higher than 1.25 feet below the top of curb elevation at any manhole or inlet.*
>
> *For a 100-year design discharge: a HGL does not exceed the top of curb elevation. (This is required for item 3 above.)*

*For additional detail on these guidelines, the applicant should refer to the following resources: City of Livermore Storm Drain Master Plan & City of Livermore Facilities Planning Guidelines (both available at the Engineering counter at City Hall).*

Since the Developer has chosen to build private streets, the storm drain system will be privately owned and maintained by a homeowner's association and maintained to the property line. In order to differentiate the ownership of public and private facilities, the Developer shall provide the additional structures (manholes and or catchbasins) to be installed at the property line.

C. Stormwater Infrastructure Maintenance Funding

*The cost to maintain all private storm water infrastructure installed with this project shall be funded by the Developer.*

D. Channels N/A

E. Storm Water Treatment, Detention and Low Impact Development Requirements

1. *The Developer shall treat the storm water runoff from this site prior to having the storm water enter the City's storm water distribution system. Stormwater Treatment, Low Impact Development, and Trash Capture is required by the Regional Water Quality Control Board. The Developer shall complete and or update the Stormwater Requirements Checklist. The Developer shall provide a storm water treatment plan with calculations indicating treatment that meets the latest requirements described in Section C.3 of the City's NPDES Permit with the Regional Water Quality Control Board. City approval of this plan and calculations is required prior to the approval of the improvement plans.*

2. *The Developer shall install trash capture devices on catch basins, as needed, to minimize the flow of trash into the City's storm drain system.*

3. *If this project is greater than one acre, the Developer shall provide a Hydrograph Modification Plan (HMP) with calculations in accordance with the Alameda Countywide Cleanwater Program (ACCWP) Bay Area Hydrology Model (BAHM) guidelines. The software for the design of control measures to meet the Flow Duration Control is available to download from* www.bayareamodel.org. *For additional information you may contact Debbie Salgado in the City's Engineering Department at (925-960-4558)*

4. *Prior to final map approval, the applicant shall enter into a maintenance agreement with the City of Livermore for all storm water treatment devices deemed necessary on this site. If the stormwater treatment devices will be maintained by the individual homeowners a cleanout will be necessary at the property lines to allow the residents to maintain their portion of the private stormdrain underdrain. If the stormwater treatment device will be maintained by a Homeowners Association then the cleanouts at each of the property lines may not be needed. The stormdrain treatment devices shall be shown on the plot plans and included in the Operations and Maintenance Agreement. The Operations and Maintenance Agreement(s) shall be recorded prior to recordation of the Final Map.*

F. Stormwater Treatment Infrastructure Maintenance Funding

*The cost to maintain all storm water treatment, detention and low impact development infrastructure installed with this project shall be funded by the Developer.*

## ***9. REQUIRED SOURCE CONTROL STORMWATER MEASURES***

The Regional Water Quality Control Board adopted Order R2-2015-0049 issuing the Alameda Countywide NPDES municipal storm water permit for the Alameda Countywide Clean Water Program. The 17 member agencies, including Livermore, are subject to this permit and all its requirements including the following:

> *"The Permittees shall, as part of their continuous improvement process, submit enhanced new development and significant redevelopment Performance Standards that summarize source control requirements for such projects to limit pollutant generation, discharge, and runoff, to the maximum extent practicable…"*

In accordance with this requirement, the following source control measures, included as part of these Conditions of Approval, shall be implemented as a part of this project.

A. Structural Control Measures

1. Illegal Dumping to Storm Drain Inlets and Waterways

On-site storm drain inlets, except inlets located in landscaped areas, shall be clearly marked with the words "No Dumping! Flows to Bay" on a plastic marker. The plastic markers are available for purchase from the Water Resources Division. For ordering information, please call 925-960-8100. For projects with newly-developed, privately-maintained streets, agency staff will verify that storm drain inlets have been marked before the final sign-off on the project's building permit or encroachment permit.

2. Interior Floor Drains

Approved interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to the storm drain system. The applicant shall contact the Water Resources Division for specific connection and discharge requirements.

3. Parking Garages

Interior level parking garage floor drains shall be connected to a sand/oil interceptor or equivalent water treatment device approved by the Water Resources Division prior to discharging to the sanitary sewer system.

4. Pesticide/Fertilizer Application and Irrigation

a. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where possible, minimize the use of fertilizers and pesticides that can contribute to storm water pollution, and incorporate appropriate Bay-Friendly Landscaping principles.

b. If a landscaping plan is required as part of a development project application, the plan shall meet the following conditions related to reduction of pesticide use on the project site:

I. Where feasible, landscaping shall be designed and operated to treat storm water runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.

II. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.

III. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.

IV. Unless otherwise specified, proper maintenance of landscaping shall be the responsibility of the property owner.

V. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design. Some examples of IPM principles and techniques include the following:

i. Select plants that are well adapted to soil conditions at the site.

ii. Select plants that are well adapted to sun and shade conditions at the site. Consider future conditions when plants reach maturity. Consider seasonal changes and time of day.

iii. Provide irrigation appropriate to the water requirements of the selected plants.

iv. Select pest and disease resistant plants.

v. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.

vi. Use “insectary” plants in the landscaping to attract and keep beneficial insects.

VI. Landscaping shall also comply with City of Livermore’s “Water Efficient Landscape Ordinance”. However, areas of a site used for bio-swales or other

landscaped areas that function as a storm water treatment measure shall be exempt from the Water Efficient Landscaping requirements.

VII. An efficient irrigation system shall be installed in areas requiring irrigation. An example of an efficient irrigation system is one that includes a weather-based (automatic, self-adjusting) irrigation controller with a moisture and/or rain sensor shutoff, and in which sprinkler and spray heads are not permitted in areas less than 8 feet wide.

5. Pool, Spa, and Fountain Discharges

a. New or rebuilt swimming pools, hot tubs, spas and fountains must have a connection to the sanitary sewer to facilitate draining. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.

b.When draining is necessary, a hose or other temporary system shall be directed into a sanitary sewer cleanout, or vegetated areas that are large enough to accommodate the volume without allowing the discharged water to flow to the storm drain system or receiving water body.

6. Food Service Equipment Cleaning

a. Food service facilities (including grocery stores) shall have a sink or other container for cleaning floor mats, equipment, and hood filters, which is connected to a grease interceptor prior to discharging to the sanitary sewer system. The cleaning area shall be large enough to allow for the largest type of equipment that must be cleaned at the facility. The cleaning area shall be indoors or in a roofed area outdoors and must be plumbed to the sanitary sewer. The discharge of wastewater from these washing activities to the storm drain system is prohibited. Outdoor cleaning areas shall be designed to prevent storm water run-on from entering the sanitary sewer and to prevent wastewater runoff to the storm drain from washing activities. Signs shall be posted indicating that all food service equipment washing activities shall be conducted in this area.

b. An oil and grease interceptor with a minimum size of 750 gallons is required for all food service facilities (including restaurants and grocery stores). Facilities that do not have any cooking or any other grease generating processes may request an exemption from this requirement.

7. Refuse Areas

a. New or redevelopment projects shall provide a roofed and enclosed area for dumpsters, recycling containers, compactors, and food waste containers. The area shall be designed to prevent water run-on to the area, to prevent runoff from the refuse area and to properly contain litter and trash. Dumpster leakage from covered trash and food compactor

enclosures shall drain to the sanitary sewer via connection to an approved oil and grease interceptor device.

b. Runoff from trash enclosures, recycling areas, and/or food compactor enclosures or similar facilities shall not discharge to the storm drain system. Trash enclosure areas shall be designed to avoid run-on to the trash enclosure area. In most cases, drains are not permitted within trash enclosure areas. A drain, however, must be provided for compactors. If a drain is required in or beneath dumpsters, compactors, and tallow bin areas, it shall be connected to a grease removal device prior to discharging to the sanitary sewer.

8. Outdoor Process Activities/Equipment[1]

a. Process activities shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent the "run-on" of storm water drainage, as well, as the runoff from the area with process activities.

b. Process equipment areas shall drain to the sanitary sewer system. The applicant shall contact the Water Resources Division for specific connection and discharge requirements.

9. Outdoor Equipment/Materials Storage

a. All outdoor equipment and materials storage areas shall be covered and/or bermed, or shall be designed with Best Management Practices (BMP) that effectively minimize the potential runoff and contact of storm water to pollutants.

b. Storage areas containing non-hazardous liquids shall be covered by a roof and be contained by berms, dikes, liners, vaults or similar spill containment devices.

c. All on-site hazardous materials and wastes, as defined and/or regulated by the California Public Health Code must be used, managed, and stored in compliance with the applicable Livermore Pleasanton Fire Department's requirements and regulations.

10. Vehicle/Equipment and Commercial/Industrial Cleaning

a. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system. Auto dealerships, however, may rinse off vehicle exterior surfaces for appearance purposes, provided only a minimum volume of water is used without soap or other cleaning agents.

b. Commercial/industrial facilities having vehicle/equipment cleaning needs shall either provide a roofed, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs (faucets) and installing signs prohibiting such uses.

[1] Examples of businesses that may have outdoor process activities and equipment include machine shops and auto repair shops, and industries that have pretreatment facilities.

Vehicle/equipment washing areas shall be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer via an oil water separator with a minimum size of 750-gallons or an approved equivalent pretreatment device.

c. Commercial car wash facilities shall be designed and operated such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer via an oil water separator with a minimum size of 750-gallons or an approved equivalent pretreatment device.

d. All facilities, which discharge wastewater generated from vehicle or equipment washing, must obtain a wastewater discharge permit from the City of Livermore's Water Resources Division prior to the commencement of the discharge.

11. Vehicle/Equipment Repair and Maintenance

a. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of storm water. Oil and other automotive fluid change service must always be performed indoors.

b. Secondary containment shall be provided for exterior work areas where hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.

c. Vehicle service facilities shall not contain floor drains.

d. Tanks, containers, or sinks used for parts cleaning or rinsing shall not be connected to the storm drain system. Tanks, containers, or sinks used for such purposes shall not be directly connected to the sanitary sewer. Discharges to the sanitary sewer from such operations require prior approval from the Water Resources Division. The applicant shall contact the Water Resources Division for specific connection and discharge requirements.

12. Fuel Dispensing Areas

a. Fueling areas[2] shall have impermeable surfaces (i.e., portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of storm water to the maximum extent practicable.

b. Fueling areas shall be covered by a canopy or roof that extends a minimum of ten feet in each direction from each pump. Roof downspouts from the canopy or roof shall not drain onto the fueling area.

[2] The fueling area shall be defined as the area extending a minimum of 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus a minimum of one foot, whichever is greater.

13. Loading Docks

a. Loading docks shall be graded to minimize run-on to and runoff from the loading area. Roof downspouts shall be positioned to direct storm water away from the loading area. Storm water runoff from loading dock areas shall be connected to a post-construction storm water treatment measure(s) prior to discharge to the storm drain system.

b. Door skirts between the trailers and the building shall be installed to prevent exposure of loading activities to rain, unless one of the following conditions applies: the loading dock is covered, or the applicant demonstrates that rainfall will not result in an exposure of storm water to pollutants.

14. Fire Sprinkler Test Water

Provisions shall be made in the project design and construction to allow for the discharge of fire sprinkler test water to an onsite vegetated area. If this is not feasible, provide for discharge to the sanitary sewer in accordance with current plumbing codes.

15. Miscellaneous Drain or Wash Water

a. Boiler drain lines shall be connected to the sanitary sewer system and may not discharge to the storm drain system.

b. For small air conditioning units, air conditioning condensate shall be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, condensation lines shall be connected to the sanitary sewer system, wherever feasible.

c. Roof drains shall discharge and drain away from the building foundation to landscaped areas wherever feasible.

d. Washing and/or steam cleaning activities must be performed at an appropriately equipped facility that drains to the sanitary sewer as specified in Section J. Any outdoor washing or pressure washing must be in compliance with the City's Stormwater Management Program requirements and managed in such a way that there is no discharge of soaps or other pollutants to the storm drain system. The applicant shall contact the Water Resources Division for specific discharge requirements.

16. Architectural Copper Installation

Projects with architectural copper should, if possible, purchase copper materials that have been pre-patinated at the factor. Whether patination is done offsite or onsite, applicant should consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. If patination is done on-site, implement one or both of the following:

a. Collect rinse water in a tank and pump to the sanitary sewer. Contact the City of Livermore Water Resources before discharging to the sanitary sewer.

b. Collect the rinse water in a tank and haul off-site for proper disposal.

B. II. OPERATIONAL BMPS

This section details Best Management Practices (BMP) that private property owners and/or the occupants of private property must implement following the construction of projects. Ultimately, the responsibility for implementation of these BMPs rests with the property owners. The City of Livermore's Source Control Program routinely performs inspections of industrial and commercial sites to verify BMP implementation and effectiveness.

1. Paved Sidewalks and Parking Lots

Sidewalks and parking lots shall be swept regularly to minimize the accumulation of litter and debris. Wash water resulting from the pressure washing of parking lots must be captured, pretreated (if necessary) to meet local discharge limits, and discharged to the sanitary sewer. Wash water resulting from the pressure washing of sidewalks may be allowed to drain to the storm drain system provided that (a) no soap or other cleaning agents are used, and (b) all debris are trapped and collected to prevent entry into the storm drain system. Under no circumstances shall washwater containing any soap or other cleaning agents be discharged to the storm drain system.

2. Private Streets, Utilities and Common Areas

a. The owner of private streets and storm drains shall prepare and implement a plan for street sweeping of paved private roads and cleaning of all storm drain inlets.

b. For residential developments, where other maintenance mechanisms are not applicable or otherwise in place, a Property Owners Association, Landscape& Lighting District, or an equivalent mechanism shall be created and shall be responsible for maintaining all private streets and private utilities and other privately owned common areas and facilities on the site including landscaping. These maintenance responsibilities shall include implementing and maintaining storm water BMPs associated with improvements and landscaping. CC&R's creating the association shall be reviewed and approved by the City prior to the recordation of the Final Map and recorded prior to the sale of the first residential unit. The CC&R's or Landscape & Lighting District shall describe how the storm water BMPs associated with privately owned improvements and landscaping shall be maintained and detail contact information for the entity responsible for such maintenance activities.

3. Vehicle/Equipment Repair and Maintenance

a. No person shall dispose of, or permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials, or rinse water from parts cleaning operations into storm drains.

b. No vehicle fluid removal shall be performed outside a building, or on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.

c. No person shall leave unattended drip parts or other open containers containing vehicle fluid, unless such containers are in use or in an area that cannot discharge to the storm drain.

4. Fueling Areas

The property owner shall dry sweep the fueling area and spot clean leaks and drips on a routine basis. Fueling areas shall not be washed down with water unless the wash water is collected and prevented from discharging to the storm drain system. Wash water resulting from the pressure washing of fueling areas must be captured, pretreated (if necessary) to meet local discharge limits, and discharged to the sanitary sewer or hauled offsite for proper disposal through a licensed waste hauler.

5. Loading Docks

The property owner shall ensure that BMPs are implemented to prevent potential storm water pollution. These BMPs shall include, but are not limited to, a regular program of sweeping, litter control, and spill clean-up.

6. On-site Storm Drains

All on-site storm drains must be inspected and, if necessary, cleaned at least once a year immediately prior to the rainy season.

7. Architectural Copper Cleaning, Treating or Washing

When cleaning, treating or washing architectural copper features, implement one or both of the following:

a. Collect rinse water in a tank and pump to the sanitary sewer. Contact the City of Livermore Water Resources before discharging to the sanitary sewer.

b. Collect the rinse water in a tank and haul off-site for proper disposal.

***10. WATER SUPPLY (CITY)***

Because the Developer has chosen to install the City standard asphalt street section for the majority of the streets with only specialty paving (i.e. pavers, stamped concrete, stamped asphalt, etc.) in a few areas to act as "accents" to the project entry or other areas as approved by the City Engineer, the water lines may be publicly maintained. However, in order to facilitate the maintenance and repair of the water lines in the future, the Developer shall install a casing for the pipe or other pipe protective measures as approved by the City Engineer, in all locations where the pipe runs under specialty paving. Additionally, no pipe joints will be allowed in specialty paving areas.

*Water mains shall be extended across all frontages of each phase and all waterline valves must notate "EPDM" on the valve body.*

*Because the project is located within the City of Livermore Water Zone 1, the developer shall install pressure reduction valves (PRVs), backflow prevention devices and appurtenances on the potable and reclaimed water services as directed by the City Engineer.*

*The fire service backflow preventer(s) shall be effectively screened from the public right-of-way while at the same time preserving ease of maintenance access to the backflow preventer(s). Screening shall be as specified on City Standard Detail W-10A, B and C. The fire service backflow preventer(s) shall meet the performance standards of the backflow preventer shown in City Standard Detail W-10A, B and C.*

*Because the project is located within a reclaimed water service area, the irrigation system shall be connected to the reclaimed water system. If the Reclaimed water main is not currently located along the sight frontage of this project, the Developer shall extend the water main as necessary to connect to the main along said project site frontage.*

*Furthermore the Developer shall Prepare a "Reclaimed Water Engineer's Report" for review and shall obtain City approval and State Department of Health Services approval of the "Reclaimed Water Engineer's Report" prior to the approval of the final map.*

***11. UNDERGROUNDING OF UTILITIES:***

*All existing and new electric (with the exception of any 60 KV and higher voltage wires) and communication lines along the project frontage and within the project shall be placed underground. Electric, gas, Comcast and SBC utilities are required and shall be placed in a common trench. All electric transformers shall be placed underground.*

## *12. TRAILWAY/BIKEWAY REQUIREMENTS*

Active Transportation Plan

Certain portions of this development are within the City of Livermore Active Transportation Plan established and adopted as part of the General Plan. The Developer will be required to dedicate and develop that certain land within and adjacent to this development for various trail and bike way transportation purposes.

## *13. MEDIANS AND OTHER LANDSCAPED AREAS*

*Since the City has a new centralized irrigation system with a computer terminal and modem located at the City's Maintenance Service Center, the Developer shall install a City standard centralized irrigation controller system with communication accessories as approved by the City. The City may exempt this requirement based on the limited size of the landscape area.*

*The developer shall not cut down or remove on site trees until a demolition permit is approved and issued by the City*

## 14. HORTICULTURIST'S REPORT

A Horticulturist's report will be required if the site is located north of Highway I-580.

## 15. SPECIAL DISTRICTS

### A. Landscaping and Lighting Maintenance and Operation N/A

### B. Assessment District

This development shall annex into Community Facilities Maintenance District 2023-1 (Isabel Neighborhood Specific Plan) to provide for maintenance funds for their pro-rata share of public infrastructure and landscaping that is installed with the Isabel Neighborhood Specific Plan.

The Developer shall initiate and bear the costs for the annexation into CFD 2023-1.

Annexation documents shall be filed with the filing of the final map. The necessary documentation shall be submitted for City review with the first improvement plan submittal.

### C. Mello Roos District

This development is within the Tri-Valley Technology Park Community Facilities District No. 99-1 and is subject to the charges and requirements thereof.

## 16. AIRPORT LOCATION

This development is located in the vicinity of the Livermore Municipal Airport. Aircraft operations

in the vicinity of the property may potentially create nuisances, including but not limited to noise, vibration or odors. The owner and or future buyer should be aware that operations and flight numbers at the Livermore Municipal Airport could increase in the future. A report must be filed with the Division of Real Estate relative to this matter.

An aviation easement shall be granted to the City prior to the filing of the final map. The grant shall be made on the City's "Aviation Easement" form.

***17. SUBDIVISION AGREEMENT AND SECURITY***

*Following tentative map approval, the Subdivision Improvement Agreement will not be submitted to the City Council until the Developer has submitted all of the documents indicated in the "Final Approval of Tract Map Checklist" in the Development Plan Check and Procedures Manual (30) days prior to the city council meeting at which the final map will be considered for final approval by the City Council.*

***18. FEE AMOUNTS***

*The Developer will be required to pay the applicable development impact fees and project processing fees due in connection with this subdivision. The fee shall be the amount in effect at the time the fee is required to be paid.*

**19. VEHICLE ACCESS**

Prior to or with the submittal for the first plan check of the tract improvement plans and final map, the Developer shall submit for review and approval a traffic control plan for providing safe entry to and exit from the site. The purpose of the plan is to insure that there will be safe entry and exit by construction and other vehicles prior to the installation of the required permanent improvements on North Canyons Parkway and Triad Place.

If this plan requires the construction of improvements on North Canyons Parkway and Triad Place, then these improvements shall be constructed prior to the beginning of any on-site work.

*Access to the development by construction equipment, material delivery and other heavy loads shall be limited by the Developer to the following route:*

I-580, Airway Blvd, North Canyons Parkway, Triad Place

*Such heavy loads will not be allowed on existing residential streets in the vicinity of the development.*

*The wheel-loading on the above routes shall not exceed State load limits.*

**20. DEVELOPMENTS WITH PRIVATE ROADWAYS AND UTILITIES (Condominiums, Row Houses, Cluster, etc.)**

The private improvements of the private street system are part of the improvements required of this subdivision. For this reason, the Developer shall pay Engineering Division plan check and construction inspection fees and the City Engineering Division will provide these services. The Developer will also provide subdivision security for the required private improvements.

JW:DES

VTTM 8657 (SUB22-005) Triad East Condos Denova Homes 3-30-23 -Final for PC.docx

Project Title: SP18-001; DCA18-001; APZ18-001; GPA18-001; POL18-001; ZMA18-001; PD18-001; PD18-006; PD18-007; and PD18-009
Project Name: Isabel Neighborhood Specific Plan

# Isabel Neighborhood Specific Plan Mitigation Monitoring Program

| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| **Traffic and Transportation** | | | |
| 3.3-2 Implementation of the proposed Plan would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction. | **MM-AQ-1: Require Construction Fleet to Use Renewable Diesel.** All applicants proposing development of projects within the Planning Area shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable). Renewable diesel is currently commercially available in San Francisco Bay Area. | COL | TM, C |
| | **MM-AQ-2: Require Use of Diesel Trucks with 2010-Compliant Model Year Engines.** All applicants proposing development of projects within the Planning Area shall require their contractors, as a condition of contract, to use diesel trucks that have 2010 model year or newer engines. In the event that 2010 model year or newer diesel trucks cannot be obtained, the contractor must provide documentation to the City showing that a good faith effort to locate such engines was conducted. | COL | TM, C |
| | **MM- AQ-3: Require Payment of Mitigation Fees to Offset Emissions Exceeding BAAQMD's Daily Pollutant Thresholds.** The City shall work with BAAQMD's Office of Community Investment and Infrastructure (OCII) to establish City-specific construction emissions offset guidance that can be implemented to assess, determine, and issue mitigation fees that project applicants would be required to pay BAAQMD on a pro rata basis for all concurrently ongoing | COL, BAAQMD | TM, C |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
LAVTA Livermore Amador Valley Transit Agency
CDFW California Department of Fish & Wildlife
USFWS United States Fish and Wildlife Service
LVJUSD Livermore Valley Joint Unified School District
LPC Las Positas College
BAAQMD Bay Area Air Quality Management District

Timing of Verification

TM Prior to approval of tentative tract maps
FM Prior to approval of final tract maps
BP Prior to approval of building and/or grading plans
C During construction
PC Post construction/on-going

| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | construction projects in the Planning Area to offset all pollutant emissions exceeding BAAQMD's daily pollutant thresholds. The offset fees may be paid into BAAQMD's Bay Area Clean Air Foundation (Foundation) in an amount to be determined at the time of mitigation. This mitigation (AQ-3) does not apply **if builder/contractor documents they will not exceed BAAQMD's dailey pollutant threshold,** This mitigation includes the following specific requirements:<br>• For all construction projects occurring in the Planning Area, the applicants for each project shall require their construction contractors to estimate annual construction activity monitoring data for the following year. All applicants shall submit their estimated construction-related emissions to the City for review by November 1 of each year for the following construction year.<br>• The City shall review all received construction estimates to ensure they are representative, total the emissions estimates for all construction projects that had activities that would be ongoing during the following construction year, and determine the total mitigation fee that would need to be submitted to BAAQMD to fund offsets for the portion of annual emissions that exceed BAAQMD's average daily thresholds for criteria pollutants.<br>• In light of the total mitigation fee that was determined, and based on the construction emission amounts submitted by each applicant, the City shall appropriate the mitigation fee amount that would need to be submitted by each project applicant on a pro rata basis. The City shall issue the required mitigation fee amounts to each applicable project applicant. | | |



Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | • Upon receiving the City's assigned mitigation fee amount, the applicants shall enter into a construction mitigation contract with BAAQMD to submit their apportioned mitigation fees. | | |
| 3.3-4 Implementation of the proposed Plan would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). | **MM-AQ-1: Require Construction Fleet to Use Renewable Diesel.** All applicants proposing development of projects within the Planning Area shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable). Renewable diesel is currently commercially available in San Francisco Bay Area. | COL | TM, C |
| | **MM-AQ-2: Require Use of Diesel Trucks with 2010-Compliant Model Year Engines.** All applicants proposing development of projects within the Planning Area shall require their contractors, as a condition of contract, to use diesel trucks that have 2010 model year or newer engines. In the event that 2010 model year or newer diesel trucks cannot be obtained, the contractor must provide documentation to the City showing that a good faith effort to locate such engines was conducted. | COL | TM, C |
| | **MM- AQ-3: Require Payment of Mitigation Fees to Offset Emissions Exceeding BAAQMD's Daily Pollutant Thresholds.** The City shall work with BAAQMD's Office of Community Investment and Infrastructure (OCII) to establish City-specific construction emissions offset guidance that can be implemented to assess, determine, and issue mitigation fees that project applicants would be required to pay BAAQMD on a pro rata basis for all concurrently ongoing construction projects in the Planning Area to offset all pollutant emissions exceeding BAAQMD's daily pollutant thresholds. The | COL. BAAQMD | TM, C |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
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BART Bay Area Rapid Transit District
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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | offset fees may be paid into BAAQMD's Bay Area Clean Air Foundation (Foundation) in an amount to be determined at the time of mitigation. This mitigation (AQ-3) does not apply **if builder/contractor documents they will not exceed BAAQMD's dailey pollutant threshold,** This mitigation includes the following specific requirements:<br>• For all construction projects occurring in the Planning Area, the applicants for each project shall require their construction contractors to estimate annual construction activity monitoring data for the following year. All applicants shall submit their estimated construction-related emissions to the City for review by November 1 of each year for the following construction year.<br>• The City shall review all received construction estimates to ensure they are representative, total the emissions estimates for all construction projects that had activities that would be ongoing during the following construction year, and determine the total mitigation fee that would need to be submitted to BAAQMD to fund offsets for the portion of annual emissions that exceed BAAQMD's average daily thresholds for criteria pollutants.<br>• In light of the total mitigation fee that was determined, and based on the construction emission amounts submitted by each applicant, the City shall appropriate the mitigation fee amount that would need to be submitted by each project applicant on a pro rata basis. The City shall issue the required mitigation fee amounts to each applicable project applicant. | | |



Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
LAVTA Livermore Amador Valley Transit Agency
CDFW California Department of Fish & Wildlife
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FM Prior to approval of final tract maps
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|---|---|---|---|
| | • Upon receiving the City's assigned mitigation fee amount, the applicants shall enter into a construction mitigation contract with BAAQMD to submit their apportioned mitigation fees. | | |
| 3.3-5 Implementation of the proposed Plan would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments. | **Mitigation Measure AQ-4: Require Future Projects Located within 1,000 Feet of Receptors Perform a Construction Health Risk Assessment**. All applicants proposing development of projects within 1,000 feet of existing sensitive receptors, as defined by the Bay Area Air Quality Management District (BAAQMD), shall prepare a site-specific construction health risk assessment (HRA) taking into account both project-level and cumulative health risks (including existing TAC sources). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors may be less than BAAQMD project-level and cumulative thresholds (as appropriate), then additional mitigation would be unnecessary. However, if the HRA demonstrates that health risks would exceed BAAQMD project-level and/or cumulative thresholds (as appropriate), additional feasible on- and offsite mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable. | COL, BAAQMD | TM, C, PC |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
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|---|---|---|---|
| **Energy, Greenhouse Gases, and Climate Change** | | | |
| 3.4-2 Implementation of the proposed Plan would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. | **MM- GHG-1**: Operational GHG Emissions Reduction Measures. Implement the following GHG emissions reduction strategies to guide future development within the Planning Area:<br>1. Require that a minimum of 20 percent of housing allowed under the proposed Plan be affordable (below market-rate) housing.<br>2. Incorporate street and intersection traffic calming measures to a minimum of 25 percent of streets and intersections in the Planning Area. Street traffic calming features may include, but are not limited to, on-street parking, planter strips with street trees, chicanes, horizontal shifts (lane centerline that curves or shifts), bollards, rumble strips, and woonerfs, Intersection traffic calming measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, channelization islands, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and traffic circles or mini-circles.<br>3. Expand the existing local bus network in the Planning Area by a minimum of 25 percent by adding or modifying bus routes to increase accessibility to the BART station at Isabel Avenue.<br>4. Require all new development to install indoor water efficient appliances and fixtures to achieve a minimum of 15 percent reduction in water usage and require applicants for new development to submit landscape and irrigation plans capable of achieving a minimum of 10 percent reduction in outdoor water usage. The percent reductions should be achieved over baseline water use conditions in the City at the time of | COL | TM, FM, BP, PC |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | development.<br>5. Require a minimum solid waste diversion rate of 85 percent to be achieved by 2040.<br>6. Require electric-only appliances and HVAC (e.g. no natural gas heating, cooling, or cooking).<br>7. Require employers with more than 50 employees to provide a suite of travel demand reduction measures (TDM) capable of reducing single-vehicle trips by at least 20 percent compared to normal trip generation rates. | | |
| 3.4-3 Implementation of the proposed Plan would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. | MM- GHG-1: Operational GHG Emissions Reduction Measures. Implement the following GHG emissions reduction strategies to guide future development within the Planning Area:<br>1. Require that a minimum of 20 percent of housing allowed under the proposed Plan be affordable (below market-rate) housing.<br>2. Incorporate street and intersection traffic calming measures to a minimum of 25 percent of streets and intersections in the Planning Area. Street traffic calming features may include, but are not limited to, on-street parking, planter strips with street trees, chicanes, horizontal shifts (lane centerline that curves or shifts), bollards, rumble strips, and woonerfs, Intersection traffic calming measures may include, but are not limited to, marked crosswalks, count-down signal timers, curb extensions, channelization islands, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and traffic circles or mini-circles.<br>3. Expand the existing local bus network in the Planning Area by | COL | TM, FM, BP, PC |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | a minimum of 25 percent by adding or modifying bus routes to increase accessibility to the BART station at Isabel Avenue.<br>4. Require all new development to install indoor water efficient appliances and fixtures to achieve a minimum of 15 percent reduction in water usage and require applicants for new development to submit landscape and irrigation plans capable of achieving a minimum of 10 percent reduction in outdoor water usage. The percent reductions should be achieved over baseline water use conditions in the City at the time of development.<br>5. Require a minimum solid waste diversion rate of 85 percent to be achieved by 2040.<br>6. Require electric-only appliances and HVAC (e.g. no natural gas heating, cooling, or cooking).<br>7. Require employers with more than 50 employees to provide a suite of travel demand reduction measures (TDM) capable of reducing single-vehicle trips by at least 20 percent compared to normal trip generation rates. | | |
| **Noise** | | | |
| 3.6-1 Implementation of the proposed Plan could expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies. | **MM NOI-1**. Implement Traffic Noise Reduction Measures at Existing Sensitive Receptors.<br>*Stationary Equipment Noise*<br>Noise from mechanical equipment in the Planning Area could include HVAC and other mechanical equipment (e.g., larger mechanical equipment, emergency generators, etc.). As discussed under Impact 3.6-1 above, Policy P1 under Objective N-1.5 in the City General Plan states that the City shall require that industrial and commercial uses be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses | COL | TM, BP, C, PC |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | (e.g., residential, churches, schools, hospitals) from exceeding the following noise levels for exterior environments: (a) 55 dBA L50 (7:00 a.m. to 10:00 p.m.) (b) 45 dBA L50 (10:00 p.m. to 7:00 a.m.).<br>In addition, Policy P-ENV-8 under the proposed Plan, described previously, would ensure that noise from noise-generating land uses, as measured from the property line, would be limited as follows:<br>• In residential areas of the Isabel Neighborhood, exterior noise levels may not exceed 65 dBA from 7:00 a.m. to 12:00 a.m or 60 dBA from 12:00 a.m. to 7:00 a.m.<br>• Along Main Street and in the office, commercial, or business park areas of the Isabel Neighborhood, exterior noise levels may not exceed 75 dBA from 7:00 a.m. to 12:00 a.m or 65 dBA from 12:00 a.m. to 7:00 a.m. | | |
| 3.6-3 Implementation of the proposed Plan could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. | **MM NOI-1.** Implement Traffic Noise Reduction Measures at Existing Sensitive Receptors.<br>***Stationary Equipment Noise***<br>Noise from mechanical equipment in the Planning Area could include HVAC and other mechanical equipment (e.g., larger mechanical equipment, emergency generators, etc.). As discussed under Impact 3.6-1 above, Policy P1 under Objective N-1.5 in the City General Plan states that the City shall require that industrial and commercial uses be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses (e.g., residential, churches, schools, hospitals) from exceeding the following noise levels for exterior environments: (a) 55 dBA L50 (7:00 a.m. to 10:00 p.m.) (b) 45 dBA L50 (10:00 p.m. to 7:00 a.m.).<br>In addition, Policy P-ENV-8 under the proposed Plan, described previously, would ensure that noise from noise-generating land uses, as measured from the property line, would be limited as follows: | COL | TM, BP, PC, C |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
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Timing of Verification

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| | • In residential areas of the Isabel Neighborhood, exterior noise levels may not exceed 65 dBA from 7:00 a.m. to 12:00 a.m or 60 dBA from 12:00 a.m. to 7:00 a.m.<br>• Along Main Street and in the office, commercial, or business park areas of the Isabel Neighborhood, exterior noise levels may not exceed 75 dBA from 7:00 a.m. to 12:00 a.m or 65 dBA from 12:00 a.m. to 7:00 a.m. | | |
| **Biological Resources** | | | |
| 3.7-1 Implementation of the proposed Plan would have a substantial adverse effect, either directly or through habitat modifications, on special-status species. | **MM-BIO-1**: If impacts to special-status plan species are unavoidable, Prepare and implement a salvage, relocation, or propagation and monitoring plan for special-status plant species.<br><br>If a protocol-level botanical survey reveals the presence of special-status plant species in the Planning Area, all directly affected areas of special-status plants will be documented by a qualified botanist or ecologist retained by project proponents prior to issuance of grading permits, consistent with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities State of California (CDFW, 2009). Documentation will include density and percent cover; key habitat characteristics, including soil type, associated species, hydrology, and topography; and photographs of preconstruction conditions. Impacts to rare (California Rare Plant Rank 1 and 2) native plant species will be avoided where feasible. If impacts to such species are unavoidable, the project proponent will notify USFWS and/or CDFW and a qualified botanist or restoration ecologist will prepare a salvage, relocation, or propagation and monitoring plan in coordination with USFWS and/or CDFW prior to construction to address affected special-status plant species. The plan will include provisions that address the techniques, location, and procedures required for the successful establishment of the plant populations. The plan will include provisions for performance that address survivability | COL. Zone 7, CDFW, USFW | TM, C, PC |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
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USFWS United States Fish and Wildlife Service
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LPC Las Positas College
BAAQMD Bay Area Air Quality Management District

Timing of Verification

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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | requirements, maintenance, monitoring, implementation, and the annual reporting requirements.<br><br>Monitoring and success criteria applicable to special-status plant salvage, relocation, or propagation will require the following.<br>• At least two surveys by a qualified botanist or ecologist per monitoring year.<br>• At least 80 percent of the planted area must support vegetation composition and density consistent with reference population conditions.<br>• At least 80 percent of the planted area must support target species amounts similar to reference feature conditions.<br>• A minimum of five consecutive years of monitoring to ensure success criteria are met.<br>• Remedial actions to restore intended ecological function of planted areas that fail to meet the success criteria for three consecutive years.<br><br>MM-BIO-2: Avoid nesting birds where feasible.<br><br>Proponents (or their contractors) of specific projects under the proposed Plan shall conduct construction activities outside the bird nesting season (February 1 to August 31) to the extent feasible. If construction initiation is unavoidable during this time, the project proponent or its contractor will retain a qualified wildlife biologist with demonstrated nest-searching experience to conduct preconstruction surveys for nesting birds (including raptors, but excluding burrowing owl) within 300 feet and including the near-term or longer-term improvements environmental footprints. Adjacent lands outside the development footprints will be scanned with binoculars from the limit of ground-disturbance and publicly accessible areas. Preconstruction surveys will occur no more than three days prior to the onset of ground-disturbing activities (including clearing, grubbing, and | | |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
LAVTA Livermore Amador Valley Transit Agency
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BAAQMD Bay Area Air Quality Management District

Timing of Verification

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| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | staging) at each development area. If active nests are found in the development footprints, the biologist will establish a no-disturbance buffer around the nest and mark the buffer perimeter with high-visibility fencing, flagging, or pin flags. The size of the buffer will be based on the species' sensitivity to disturbance and planned work activities in the vicinity; typical buffer sizes are 250 feet for raptors and 50 feet for other birds. The buffer will remain in place until the nest is no longer active, as determined by the biologist. Buffers for any nests found outside but within 300 feet of the development sites will be established based on the biologist's best professional judgment whether the work would result in nest abandonment. If a lapse in construction activities of 15 days or longer at a previously surveyed environmental footprint occurs, another preconstruction survey will be conducted.<br><br>If structure demolition activities cannot occur outside of the nesting season, the project proponent or its contractor will remove inactive nests from the structure to be demolished and install nest exclusion measures (e.g., fine mesh netting, panels, or metal projectors) outside of the nesting season. All exclusionary devices will be monitored and maintained throughout the breeding season to ensure that they are successful in preventing the birds from accessing the cavities or nest sites. No more than three days prior to structure demolition activities, a qualified biologist will conduct a preconstruction survey of all potential nesting habitat on the structures to be demolished/modified and the surrounding areas for the presence of active nests. If active nests are found on the structures or in the affected area, then demolition/modification activities will not proceed until the biologist verifies that all nests on the structures are inactive.<br><br>After all surveys and/or nest deterrence activities are completed at each development footprint, the biologist will complete a memorandum detailing | | |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
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|---|---|---|---|
| | the survey effort and results and submit the memorandum to the project proponent within seven days of survey completion.<br><br>MM-BIO-3: Avoid burrowing owl nesting where feasible.<br><br>Prior to any construction activity planned during the fall and winter non-nesting season (September 1 through January 31) or at any time during the construction process, proponents of projects proposed within the Planning Area will retain a qualified wildlife biologist to conduct a preconstruction survey for burrowing owls. Surveys will be conducted at each area of suitable habitat that will be disturbed no more than seven days prior to ground-disturbing activities and will cover all suitable burrowing owl habitat subject to disturbance pursuant to CDFW's Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game, 2012). If any burrowing owls are found within the disturbance area, the project proponent will notify CDFW and will proceed under CDFW direction.<br><br>If construction is planned to occur during the nesting season (February 1 through August 31), the project proponent will retain a qualified wildlife biologist to conduct a breeding season burrowing owl survey in the year prior to construction. The survey will be conducted to determine if there is a breeding pair within approximately 500 feet of each development footprint, unless the biologist determines that a smaller survey buffer around the construction footprint is warranted based on preexisting background disturbance and conditions. Survey visits will be timed in accordance with CDFW guidelines (California Department of Fish and Game, 2012). This will provide the project team advance notice of nesting owls in the development area and allow ample time to discuss appropriate avoidance measures with CDFW. In addition, preconstruction surveys will be conducted no more than seven days prior to ground disturbance in all areas of the development footprint supporting burrowing owl habitat. If the biologist identifies the | | |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
LAVTA Livermore Amador Valley Transit Agency
CDFW California Department of Fish & Wildlife
USFWS United States Fish and Wildlife Service
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LPC Las Positas College
BAAQMD Bay Area Air Quality Management District

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|---|---|---|---|
| | presence of a burrowing owl nest in an area scheduled to be disturbed by construction, a 660-foot no-activity buffer will be established and maintained around the nest while it is active. Surveys and buffer establishment will be performed by qualified wildlife biologists, and buffers will be coordinated with CDFW by contacting the appropriate CDFW personnel, and will be subject to CDFW review and oversight.<br><br>**MM-BIO-4**: Avoid tricolored blackbird breeding habitat where feasible.<br><br>If construction activities in or within 300 feet of freshwater emergent wetland habitat occur during the breeding season (February 1 through August 31), the project proponent will retain a qualified biologist to conduct surveys for the presence of a tricolored blackbird nesting colony or nests. If an active nest colony or nest is observed by the qualified biologist, then a no-disturbance buffer of 250 feet will be established until the end of the breeding season or until the nesting colony or nest is determined inactive by the biologist. Nest buffers may be reduced if site-specific conditions reduce the possibility of near-term or longer-term improvements disturbance, as determined by the qualified biologist in coordination with CDFW.<br><br>**MM-BIO-5**: Avoid western pond turtle where feasible.<br><br>Prior to the start of construction within western pond turtle habitat (i.e., any undeveloped areas within 400 feet of riverine aquatic habitat, freshwater emergent wetlands, vernal pools, or seasonal wetlands), proponents of proposed projects within the Planning Area shall retain a biologist approved by the CDFW to survey for western pond turtles. Surveys will be conducted at each habitat area no more than seven days prior to the initiation of ground disturbance at that location. If preconstruction surveys identify active nests, the biologist will establish 50-foot no-disturbance buffer zones around each nest using temporary orange construction fencing with a four-inch-tall gap | | |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
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LPC Las Positas College
BAAQMD Bay Area Air Quality Management District

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|---|---|---|---|
| | below the fence. The fencing will be permeable to young turtles and allow them to move away from the nest following hatching. The buffer zones and fencing will remain in place until the biologist has confirmed that the young have left the nest. If non-nesting pond turtles are found in the footprint, the biologist will remove and relocate them to suitable habitat outside the environmental footprint. Relocation sites will be subject to CDFW approval.<br><br>MM-BIO-6: Avoid San Joaquin kit fox and American badger where feasible.<br><br>Within one year but no less than three months prior initiating construction, proponents of specific projects within the Planning Area will retain qualified biologists to identify potential kit fox and badger dens in the development footprint and surrounding 200 feet. The biologist will prepare a report summarizing the survey observations and results, including maps depicting the locations of potential badger dens and, if possible, occupancy. The report will be submitted to the project proponent and CDFW.<br><br>Prior to construction, the project proponent will retain qualified biologists to implement preconstruction surveys of previously identified potential kit fox and badger dens to determine if they are natal kit fox or American badger dens no less than 14 days and no more than 30 days before the initiation of construction at each development footprint (e.g., one week ahead of the construction crew for linear components). Construction activities will not occur within 100 feet of a potential den during the natal period (February 1 to September 30). If a known den or natal den is present within the permanent construction footprint or within 200 feet of the construction footprint during the natal period (100-foot buffer during the nonnatal period), the kit fox or badger will be excluded outside of the natal period (from November 1 to January 31). A summary report will be prepared by the biologists and submit to the project proponent and CDFW following completion of all kit fox or badger avoidance and exclusion activities. | | |

Responsible Agency/Department/Party

COL City of Livermore
Zone 7 Alameda County Flood Control District – Zone 7
LARPD Livermore Area Recreation and Park District
BART Bay Area Rapid Transit District
LAVTA Livermore Amador Valley Transit Agency
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|---|---|---|---|
| | **MM-BIO-7**: Avoid California tiger salamander and California red-legged frog where feasible.<br><br>Proponents of specific projects within the Planning Area shall retain a USFWS and/or CDFW-approved biologist (as appropriate) to identify and flag (pin flags or 4-foot lath) all suitable aquatic habitat for California tiger salamander and California red-legged frog outside of but adjacent to development footprints and ground-disturbance areas prior to staging, vegetation clearing, grading, or other construction activities. The project proponent or its contractor will protect habitat areas by installing orange exclusion and erosion control fencing at the maximum practicable distance from the work site or, if feasible, at least 500 feet from the aquatic habitat edge, wet or dry, to make it easily visible by construction crews.<br><br>A qualified biologist will conduct a preconstruction survey each morning before construction activities begin and continue to monitor ground-disturbing construction activities where suitable habitat occurs during all phases of construction to remove any California tiger salamander and California red-legged frogs found in the development footprint. Individual salamanders and frogs will be moved immediately to a relocation site that is a minimum of 330 feet from the construction boundary. The relocation site will be determined in coordination with USFWS and/or CDFW prior to the commencement of construction activities.<br><br>Construction activities near drainages and wetland complexes identified as potential movement corridors shall take place between July 1 and October 1, when the California tiger salamander and California red-legged frog are least likely to be present in the development area.<br><br>To discourage California tiger salamander and California red-legged frogs from entering the improvements areas via ditches, the ditches will be | | |

Responsible Agency/Department/Party

COL City of Livermore
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| | equipped with lightweight, one-way flow gates. These will be designed so that water can easily pass from the construction site to the ditches, but small vertebrates such as the salamander or frog cannot move upstream from ditches to the development area.<br><br>MM-BIO-8: Avoid Callippe silverspot butterfly where feasible.<br><br>Prior to construction, proponents of specific projects within the Planning Area will retain a qualified botanist or biologist with experience in identifying Viola pedunculata, the host plant for Callippe silverspot butterfly, to identify and flag (with pin flags or 4-foot lath) any Viola pedunculata individuals during its blooming season (February to April) when the species is readily identifiable in and within 50 feet of the near-term and longer-term improvements that will affect California annual grassland. The locations of Viola pedunculata outside of the ground disturbance area of the near-term or longer-term improvements will be included on grading plans and avoided by construction personnel.<br><br>The biologist will document the number and density of host plants that are unavoidable in development footprints. This information shall be compiled in a report and submit to USFWS prior to initiation of ground disturbance.<br><br>The project proponent or its contractor will adhere to the following host plant avoidance measures.<br>• No herbicide application will occur within 100 feet of host plant populations. Spot application to cut stumps, frilled stems, or injection into stems is acceptable. No broadcast herbicide applications will be used.<br>• Cut trees that are removed in the vicinity of host plants will be hand carried rather than dragged to disposal areas.<br>• Avoid or minimize the removal of host plant, Viola pedunculata. | | |

Responsible Agency/Department/Party

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LPC Las Positas College
BAAQMD Bay Area Air Quality Management District

Timing of Verification

TM Prior to approval of tentative tract maps
FM Prior to approval of final tract maps
BP Prior to approval of building and/or grading plans
C During construction
PC Post construction/on-going

| SUMMARY OF IMPACT | SUMMARY OF MITIGATION MEASURE | AGENCY RESPONSIBLE FOR VERIFICATION | TIMING OF VERIFICATION |
|---|---|---|---|
| | • Avoid work in suitable habitat during the flight and mating season (mid-May to mid-July) to the extent feasible.<br><br>**MM-BIO-9**: Avoid roosting bats where feasible.<br><br>If tree removal and trimming cannot be conducted between September 15 and October 30, proponents of projects implemented under the proposed Plan will retain a qualified biologist to examine trees to be removed or trimmed for suitable bat roosting habitat no more than 2 weeks before removal and trimming. High-quality habitat features (large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch, etc.) will be identified and the area around these features searched for bats and bat signs (e.g., guano, culled insect parts, urine staining, etc.). Mixed willow riparian scrub and stands of mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species. Passive monitoring using full spectrum bat detectors may be needed if identification of bat species is required. Survey methods will be discussed with CDFW prior to the start of surveys.<br><br>Measures to avoid and minimize impacts on sensitive bats species will be determined in coordination with CDFW and may include the following.<br>• Tree removal will be avoided between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).<br>• All tree removal will be conducted between September 15 and October 30, which corresponds to a time period when bats have not yet entered torpor or would be caring for nonvolant (non-flying) young.<br>• Each tree will be removed in pieces rather than felling the entire tree.<br>• If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or a qualified biologist | | |

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| | has determined the roost is no longer active.<br>• If avoidance of nonmaternity roost trees is not possible, and tree removal or trimming must occur between October 30 and September 15, qualified biologists will monitor tree trimming and removal. If possible, tree trimming and removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to removal and trimming, each tree will be shaken gently and several minutes should pass before felling trees or limbs to allow bats time to arouse and leave the tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW. The biologist will prepare biological monitoring report, which will be provided to the project proponent and CDFW. | | |
| 3.7-2 Implementation of the proposed Plan would not adversely affect riparian habitat and/or other sensitive natural communities in the Planning Area. | **MM-BIO-10:** Avoid and protect riparian habitat during construction.<br>Proponents of specific projects under the proposed Plan will ensure that a qualified resource specialist (i.e., biologist, botanist, or ecologist) will clearly identify riparian habitat to be preserved abutting the development area and outside of the direct construction area with high-visibility construction fencing or markers (e.g., lathe or pin flags) before site preparation. Construction will not encroach upon sensitive natural communities identified by the resource specialist. The resource specialist will use the project's verified wetland delineation, soils data, and land cover data to confirm the location of riparian habitat boundaries based on existing conditions at the time of the avoidance marking. Exclusion fencing or markers will be installed before construction activities are initiated, and the fencing will be maintained throughout the construction period. No construction activity, traffic, equipment, or materials will be permitted in fenced sensitive natural | COL.<br>ZONE 7, USFW, CDFW | TM, C |

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| | community areas. Exclusion fencing and markers will be removed following completion of construction activities.<br><br>All conditions imposed by State and federal permits for individual improvements will be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.<br><br>**MM-BIO-11:** Compensate for loss of riparian habitat.<br><br>• For direct effects on woody riparian trees that cannot be avoided, proponents of specific projects under the proposed Plan will compensate for the loss of riparian habitat to ensure no net loss of habitat functions and values. Compensation ratios will be based on site-specific information and determined through coordination with the appropriate State and federal agencies during the permitting process. At a minimum, the compensation ratio will be 2:1 (e.g., two acres restored/created/enhanced or credits purchased for every 1 acre removed) for permanent impacts and 1:1 for temporary impacts (where riparian habitat will regenerate to pre-activity character within one year). Compensation may be a combination of offsite restoration or mitigation credits. The project proponent or its contractor will develop a restoration and monitoring plan that describes how riparian habitat will be enhanced or recreated and monitored over at least 5 years, or as determined by the appropriate State and federal agencies.<br><br>• If the project proponent identifies suitable onsite areas (adjacent to the permanent construction footprint) that are outside the development footprint and chooses to compensate onsite or in the project's vicinity, a revegetation plan will be prepared. The revegetation plan will be developed prior to the removal of existing riparian vegetation and will be conducted onsite or in the near-term | | |

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| | or longer-term improvements vicinity to the extent feasible; however, mitigation site selection will avoid areas where future development or maintenance are likely. The revegetation plan will be prepared by a qualified botanist or restoration specialist with experience in riparian restoration and reviewed by the appropriate agencies. The revegetation plan will specify the planting stock appropriate for each riparian land cover type and each mitigation site, ensuring the use of genetic stock from the corresponding development area by project. The plan will employ the most successful techniques available at the time of planting. Success criteria will be established as part of the plan and will include a minimum of 70 percent revegetation success after three years, 80 percent revegetation success at the end of five years, and 75 percent vegetative coverage after five years.<br>• The project proponent or its contractor will retain a qualified botanist, restoration ecologist, or biologist with experience in riparian restoration to monitor the plantings as necessary for five years. The project proponent or its contractor will be responsible for maintaining the plantings, including managing invasive plants (as defined by the California Invasive Plant Council) and other weeds, and implementing irrigation and plant protection if necessary. The project proponent or its contractor will submit annual monitoring reports to the regulatory agencies issuing permits related to habitat effects, including CDFW, USACE, and USFWS. Replanting will be necessary if success criteria are not met, and replacement plants subsequently will be monitored and maintained to meet the success criteria. The riparian habitat mitigation will be considered successful when the sapling trees established meet the success criteria, the habitat no longer requires substantial active management, and vegetation is arranged in groups that, when mature, replicate the area, natural structure, stratification, and species composition of similar riparian habitats in the region. | | |

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|---|---|---|---|
| 3.7-3 Implementation of the proposed Plan would not adversely affect federally protected wetlands and other waters regulated under Section 404 of the Clean Water Act. | **MM-BIO-12:** Avoid and protect wetlands during construction.<br><br>Proponents of specific projects under the proposed Plan will ensure that a qualified resource specialist (i.e., wetland biologist, ecologist, or soil scientist) will clearly identify wetland areas to be preserved abutting the development area and wetland areas outside of the direct construction area with high-visibility construction fencing or markers (e.g., lathe or pin flags) before site preparation. Construction will not encroach upon jurisdictional wetlands identified by the resource specialist. The resource specialist will use the development footprint and verified wetland delineation to confirm the location of wetland boundaries based on existing conditions at the time of the avoidance marking. Exclusion fencing or markers will be installed before construction activities are initiated, and the fencing will be maintained throughout the construction period. No construction activity, traffic, equipment, or materials will be permitted in fenced wetland areas. Exclusion fencing and markers will be removed following the completion of construction activities.<br><br>All conditions imposed by the projects' State and federal permits will be implemented as part of the construction, with ultimate enforcement oversight by applicable State and federal agencies. The conditions will be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance.<br><br>**MM-BIO-13**: Compensate for impacts on jurisdictional wetlands and non-wetland waters of the United States (aquatic resources) prior to near-term and longer-term improvements impacts during construction.<br><br>If projects impact jurisdictional wetlands and non-wetland waters, proponents of these specific projects under the proposed Plan will develop an aquatic resource (wetlands and non-wetland waters of the United States) mitigation plan, subject to approval by the USACE, which will ensure no net | COL.<br>ZONE 7,<br>USFW,<br>CDFW | TM, C |

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| | loss of wetlands from development impacts. The plan will detail the amount and type of wetlands (based on the projects' verified wetland delineation) that will be compensated for (through preservation, creation, or restoration) for impacts on existing wetlands and non-wetland waters of the United States (aquatic resources), and outline the monitoring and success criteria for the compensation wetlands and non-wetland waters of the United States. Additional enhancement options include fish barrier removal, riparian restoration, floodplain restoration, and streambank layback to improve overall ecologic function and connectivity of wetland and non-wetland waters. Enhancement sites will be located as near the impact location as possible but, in the event that local enhancement opportunities are not available, such activities will occur within the same stream system or watershed to provide improved ecologic function and connectivity of wetlands and non-wetland waters affected by development activities.<br><br>Monitoring and success criteria applicable to created or restored wetlands will require the following.<br>• At least two surveys by a qualified wetland biologist, botanist, or ecologist per monitoring year.<br>• At least 80 percent of the created or restored features support vegetation consistent with reference feature conditions.<br>• At least 80 percent of the created or restored features support hydrologic regimes similar to reference feature conditions.<br>• A minimum of five consecutive years of monitoring to ensure success criteria are met.<br>• Remedial actions to restore intended ecological function of created or restored features that fail to meet the success criteria for three consecutive years. | | |

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|---|---|---|---|
| | Once the plan is approved, the project proponent will implement the aquatic resource compensation measures prior to the initiation of development construction. The project proponent will be responsible for funding compensatory mitigation, monitoring of the created or restored features per the mitigation plan, and any remedial actions necessary. All conditions that are attached to the State and federal permits will be implemented as part of the development project, with ultimate enforcement oversight by applicable State and federal agencies. The conditions will be clearly identified in the construction plans and specifications and monitored during and after construction to ensure compliance. | | |



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**EXHIBIT B**

**Exhibit C**

| TYPE OF FEE | CITY CODE AND RESOLUTION | WHEN PAYABLE | AMOUNT OF FEE |
|---|---|---|---|
| City Storm Drainage | Title 13.44.020,050,100<br>Ord. 1923<br>Reso. 2010-177 | With Building Permit | $0.49/SF<br>Impervious Surface |
| County Storm Drainage Building Zone 7 | ACFC & WCD<br>Co. Ord. 0-2010-001<br>Reso. R-2001-4 | With Building Permit | $1.00/SF<br>Impervious Surface |
| County Storm Drainage Public Improvements e.g. streets, sidewalks, trails, etc. | ACFC & WCD<br>Co. Ord. 0-2010-001<br>Reso. R-2001-4 | With filing of Final Map or approval of Improvement Plans | $1.00/SF<br>Impervious Surface |
| County Storm Drainage - Capital Improvements | ACFC & WCD<br>Co. Ord. 0-2010-001<br>Reso. R-2001-4 | With award of contract | $1.00/SF<br>Impervious Surface |
| Sanitary Sewer Connection | Title 13.28.050<br>Ord. 1740<br>Reso. 2010-177 | With Building Permit | **See Attached Exhibit "A"** |
| Park Land Dedication | Title18.32.020<br>Ord. 1744<br>Reso. 2004-259 | Concurrently with, or before the filing of the first parcel or final map | The City may approve a credit against the Park Facilities Fee for park land dedication made under LMC 18.32.020. The credit may not exceed the value of the dedication requirement. See LMC 12.60.070 for credit details<br><br>N/A for Non-Residential |
| Park Facilities Fee | Title 12.60<br>Ord. 1743<br>Reso. 2005-152 | With Building Permit | **See Attached Exhibit "B"** |
| City Water Connection (1) | Title 13.20.020<br>Ord. 1507<br>Reso. 2010-177 | With Building Permit | 5/8" $4,839<br>3/4" $7,259<br>1" $12,098<br>1-1/2" $24,196<br>2" $38,714<br>Price per User for Meter Size, FOR LARGER METERS, INQUIRE |
| Alameda County Water Connection Zone 7 | Ord. FC 72-1 as amended by FC-96-1792 and updated 10-20-10 | With Building Permit<br><br>**See Zone 7 Attachment** | 5/8" $29,440<br>3/4" $44,160<br>1" $73,600<br>Price per User for Meter Size, FOR LARGER METERS, INQUIRE |
| In-Lieu Low Income Housing Fee (Residential) For Sale & Neighborhood Plan Areas | Title 3.26<br>Reso. 2020-186<br>Ord. 1988 and 1989 | With Building Permit | $29.23/SF for all residential housing developments 10 units or less. Projects more than 10 units are subject to must-build requirement of ordinance.<br><br>Rental projects 10 units or less are exempt from In-Lieu. Effective 7/28/21, on-site requirement applies for 11+unit projects. |
| Low Income Housing Impact Fee (Commercial and Industrial) | Title 3.26<br>Reso. 99-18<br>Ord. 1549 | With Building Permit | **Commercial** / **Unit** / **KSF Fee per Unit**<br>Retail Commercial / KSF / $1,935<br>Discount/Service Retail / KSF / $1,457<br>Office Commercial / KSF / $1,243<br>Hotels/Motels / Room / $949<br>**Industrial**<br>Manufacturing / KSF / $597<br>Warehouse/Storage / KSF / $173<br>Business/Commercial / KSF / $1,234<br>Industrial, High Intensity / KSF / $612<br>Industrial, Low Intensity / KSF / $387 |

(1) Areas within the California Water Service Area do not pay a City water connection fee. Areas within the Greenville/Vasco Assessment District or within Triad Park do not pay a City water connection fee. The fee for a single family residential unit is the 5/8 inch meter fee.

(2) All projects within the Downtown Specific Plan are subject to both City Wide General Plan & Downtown Specific Plan cost recovery. Any project that paid planning entitlement fees prior to July 27, 2008 is not subject to this fee, regardless of when they pull building permits.

NOTE: Subject to adjustment each year per Construction Cost Index

NOTE: No impact fees can be charged for ADUs less than 750 square feet. Impact fees allowed for ADUs 750 square feet or larger but shall be charged proportionately in relation to square footage of the primary dwelling.

*CITY OF LIVERMORE COMMUNITY DEVELOPMENT DEPARTMENT*

# DEVELOPMENT IMPACT AND CONNECTION FEES

**EXHIBIT B**

| TYPE OF FEE | CITY CODE AND RESOLUTION | WHEN PAYABLE | AMOUNT OF FEE |
|---|---|---|---|
| Traffic Impact Fee<br><br>**NOTE:** If special Assessment District exists, special calculations are required | For info regarding the appropriate development categories see Section 12.30 of the City of Livermore Municipal Code<br><br>Reso 2005-151<br>Ord. 1742 | With Building Permit | See Attached Exhibit "C" |
| Tri-Valley Transportation Development (TVTD) Fee<br><br>See Attached Annual Adjustment to TVTD Fee | Title 12.24.050<br>Ord. 2012<br>Reso. 2014-184<br><br>*Reso 2015-01<br>**Reso 2019-03 | With Building Permit | Residential — Fee Per Unit<br>Single family — $5,057.00<br>Multi-family — $3,484.00<br>Affordable Housing* — $0.00<br>ADU/SDU** — $0.00<br>Non Residential — Per KSF<br>Retail — $3,740.00<br>Office — $8,590.00<br>Industrial — $5,000.00<br>Average Peak Hour Trip<br>Other — $5,620.00 |

**SCHOOL IMPACT FEES:**

The City of Livermore collects School Mitigation Development Fees (school fees) on behalf of the Livermore Valley Joint Unified School District. The fees must be paid for by cash or a check made out to the City of Livermore. Fees are due upon issuance of a qualifying building permit.
***See Attached Exhibit "D"***

**SOCIAL / HUMAN SERVICES FACILITY**

| | | | |
|---|---|---|---|
| Social/Human Services Facility Fee | Title 12.70<br>Ord. 1851 | With Building Permit | See Attached Exhibit "E" |

**ART IN PUBLIC PLACES**

| | | |
|---|---|---|
| Art in Public Places Fee | Ord. 1836 Title 12.51 | 0.33% of total project valuation |

**DOWNTOWN SPECIFIC PLAN DEVELOPMENT FEES**

| TYPE OF FEE | CITY RESOLUTION | AMOUNT OF FEE |
|---|---|---|
| In-Lieu Payment for Public Open Space | Resolution 2005-041 | $50 per square foot of required open space |
| In-Lieu Parking Fee | Resolution 2017-006 | $20,745.40 |
| Downtown Revitalization Fee | Title 12.32 | Residential — Fee Per Unit<br>Dwelling Unit — $6,334<br>Non Residential (6) — Per SF<br>Retail/Office — $19.52 |

**SOUTH LIVERMORE VALLEY SPECIFIC PLAN DEVELOPMENT FEES (1)**

| TYPE OF FEE | CITY CODE AND RESOLUTION | FEE PER RESIDENTIAL UNIT |
|---|---|---|
| Plan preparation fee | Resolution 2003-114 | $1,559 |
| Recycled water fee | Resolution 98-175 | 20% of the current Alameda County Water Connection Fee |
| Major attraction fee | Resolution 2003-114 | $1,428 |
| South Livermore Road Improvement fee | Resolution 2003-114 | $11,990 |

**City Wide - Transferrable Development Credits (TDC) Program In-Lieu Fee**
Ordinance 1979, Development Code Section 4.02.06D

1.5 Credits per single-family detached dwelling, in excess of baseline density within a density range of 1-7 du/acre, 1.25 credits per single family detached dwelling in excess of baseline density within a density range of 8-14 du/acre and 1/2 credit per multi-family attached dwelling - Current In-Lieu credit is $16,352.31. TDC Ordinance does not apply to residential projects in Downtown Specific Plan, affordable units covered by an agreement and residential projects that have received housing units through the City's Housing Implementation Program (HIP).

(1) Areas within the California Water Service Area do not pay a City water connection fee. Areas within the Greenville/Vasco Assessment District or within Triad Park do not pay a City water connection fee. The fee for a single family residential unit is the 5/8 inch meter fee.

(2) All projects within the Downtown Specific Plan are subject to both City Wide General Plan & Downtown Specific Plan cost recovery. Any project that paid planning entitlement fees prior to July 27, 2008 is not subject to this fee, regardless of when they pull building permits.

NOTE: Subject to adjustment each year per Construction Cost Index

NOTE: No impact fees can be charged for ADUs less than 750 square feet. Impact fees allowed for ADUs 750 square feet or larger but shall be charged proportionately in relation to square footage of the primary dwelling.

**EXHIBIT A**
Wastewater Connection Fee Schedule
(fees Calculated from base year)

| User Classification | Avg Daily Wastewater Flow Factor Gallons Per Day/Unit | Unit[1] | Cost Per GPD | Cost Per Unit |
|---|---|---|---|---|
| *Residential (BOD & SS = 285 mg/L)* | | | | |
| Single-family residential | 180 | House | $40.11 | $7,219.83 |
| *Multi-family residential* | | | | |
| Studio | 95 | Residential Unit | $40.11 | $3,810.47 |
| One Bedroom | 107 | Residential Unit | $40.11 | $4,291.79 |
| Two Bedroom | 138 | Residential Unit | $40.11 | $5,535.21 |
| Three Bedroom | 157 | Residential Unit | $40.11 | $6,297.30 |
| Four Bedroom | 180 | Residential Unit | $40.11 | $7,219.83 |
| *Commercial (BOD & SS = 285 mg/L unless otherwise shown)* | | | | |
| Auto repair shops/Auto dealers | 0.11 | Square Foot of Bldg | $40.11 | $4.41 |
| Assembly Facilities[2] | 0.15 | Square Foot of Bldg | $40.11 | $6.02 |
| Eating drinking facilities w/o cooking | 0.35 | Square Foot of Bldg | $40.11 | $14.04 |
| Gas Stations | 0.47 | Square Foot of Bldg | $40.11 | $18.85 |
| General Use | 0.04 | Square Foot of Bldg | $40.11 | $1.60 |
| Gyms, Health Clubs | 0.30 | Square Foot of Bldg | $40.11 | $12.03 |
| Hotels, Motels (excluding dining facilities) | 0.15 | Square Foot of Bldg | $40.11 | $6.02 |
| Markets | 0.19 | Square Foot of Bldg | $40.11 | $7.62 |
| Mixed Use[3] | 0.10 | Square Foot of Bldg | $40.11 | $4.01 |
| Medical/Dental Office/ Clinic | 0.22 | Square Foot of Bldg | $40.11 | $8.82 |
| Restaurants (1,000 mg/L BOD, 600 mg/L SS) | 0.55 | Square Foot of Bldg | $59.10 | $32.51 |
| Warehouse/Distribution | 0.01 | Square Foot of Bldg | $40.11 | $0.40 |
| *Industrial/Other (Other Wastewater Customers Not Listed Above)* | | | | |
| Calculate Case-by-Case Based on Actual Flows/Strengths and Following Rates | | | | |
| Connection Fee = (F x "Flow") + (B x "BOD") + (S x "SS") | | | | |
| F = Flow cost $/gpd $31.06 | | | | |
| B = BOD cost $/lb-day $2,702.16 | | | | |
| S = SS cost $/lb-day $1,099.96 | | | | |
| discharge | | | | |
| flow, in | | | | |
| "BOD" = The | | | | |
| "SS" = The | | | | |

*Governing Municipal Code Section:* 13.28.050
*Index Used:* ENR 20- City Construction Cost Index

| **Indices:** | *Base Year* (A) | *Previous Fee Update* (B) | *Current Fee Update* (C) | *% Change Previous Update to Current Update* (D) =(C/B)-1 |
|---|---|---|---|---|
| *Index Date* | May-10 | May-20 | May-21 | |
| *Index Value* | 8,761.47 | 11,418.16 | 11,989.91 | 5.01% |

**Discussion:**

The base year unit fees for Flow, BOD, and SS were determined in the March 2010 Wastewater, Water, Storm Drain Connection Fee Study for Expansion of Sanitary Sewer, Water Reclamation Plant, and Wastewater Disposal Facilities prepared for the City of Livermore by Craig R. Lawson Utility Management Consultant.

**Notes:**

1. Building square footage means the square footage sum of the floor area at each floor level included with the surrounding principal outside faces of exterior walls of a building or portions thereof, including mezzanines and lobbies. It does not include floor area devoted to vehicle parking, necessary interior driveways and ramps. The gross floor area of a building or portions thereof that doesn't have surrounding exterior walls shall include the usable area under the horizontal projection of the roof or floor above.

2. Theaters can alternately estimate daily flow based on 2 gallons per seat ($80.22 per seat)

3. Mixed Use applies to parcels with Mixed Use zoning and in the Downtown Core District only.

4. This value is based by formula on BOD

6. Adjustments. The city council may, by resolution, adjust the fee schedule, including the flow factors, from time to time. Once the fee is established, it shall automatically be increased annually based upon the Engineering News Record (ENR) 20- City construction Cost Index. In calculating the adjustment, the rate (in each use category, including the flow, BOD and SS costs) for the base year is multiplied by the index for the then-current year, divided by the base year index.

| EXHIBIT B<br>Park Facilities Fee Schedule | |
|---|---|
| **LAND USE** | **TOTAL FEE** |
| **Residential (per dwelling unit)** | |
| Single Family (& 4 bedroom multi-family) | $21,155 |
| Multi-Family 3 bedrooms | $18,406 |
| Multi-Family 2 bedrooms | $16,221 |
| Multi-Family 1 bedroom | $12,552 |
| Multi-Family Studio | $11,215 |
| Senior Housing | $3,599 |
| **Non-Residential (per 1,000 sq ft)** | |
| Commercial | $2,682 |
| Office | $3,835 |
| Industrial | $1,783 |
| Warehouse | $1,339 |

Source - Park Facilities Fee Study (2004) Table 8; MuniFinancial

| EXHIBIT C<br>Traffic Impact Fees Schedule | | |
|---|---|---|
| **Land Uses** | **Units of Use** | **Fee Rates** |
| ***Citywide Except Downtown*** | | |
| Residential | | |
| Single-Family | d.u. | $10,546 |
| Multi-Family | | |
| Studio | d.u. | $4,915 |
| 1 Bedroom | d.u. | $5,502 |
| 2 Bedroom | d.u. | $7,110 |
| 3 or more Bedroom | d.u. | $8,314 |
| Senior Housing | d.u. | $3,236 |
| Commercial | K s.f. | $28,641 |
| Office | K s.f. | $18,335 |
| Industrial | K s.f. | $11,384 |
| Warehouse | K s.f. | $5,751 |
| Hotel/Motel | per/room | $8,268 |
| ***Downtown Specific Plan*** | | |
| Multi-Family | | |
| Studio | d.u. | $3,017 |
| 1 Bedroom | d.u. | $3,378 |
| 2 Bedroom | d.u. | $4,365 |
| 3 or more Bedroom | d.u. | $5,104 |
| Commercial | K s.f. | $12,968 |
| ***Other*** | Average Peak Hour Trip | $13,179 |
| | | |

**Exhibit "D"**

**LIVERMORE VALLEY JOINT UNIFIED SCHOOL DISTRICT**
**SUMMARY OF SCHOOL MITIGATION PROGRAM**

Livermore Valley Joint Unified School District Resolution: 044 - 19/20 Fee Effective May 18, 2020 (see attached Reso)

| | |
|---|---|
| INDUSTRIAL/WAREHOUSE/MANUFACTURIN( | $0.66/sq.ft. |
| OFFICE | $0.66/sq.ft. |
| RESEARCH & DEVELOPMENT | $0.66/sq.ft. |
| HOSPITALS | $0.66/sq.ft. |
| RETAIL & SERVICES | $0.624/sq.ft. |
| HOTEL/MOTEL: | $0.316/sq.ft. |
| SELF STORAGE | $0.18/sq.ft. |
| RESIDENTIAL: (Includes single family home, multi-family home, manufactured home, and mobile home) | $4.08/sq.ft. |
| SENIOR HOUSING (Includes manufactured home or mobile home located in a mobile home park, subdivision, cooperative or condiminium for mobile homes limited to 55 and older residents.) | $0.66/sq.ft. |
| RESIDENTIAL ADDITIONS (Residential additions 500 sq.ft. or less and senior housing projects are exempt) | $4.08/sq.st. (501 sq.ft. or more) |

* Additions are cumulative over time to a limit of 500 sf before fees are assesed. Once assessed, fees are paid on the entire added square footage.

** The fee owed is based upon the fee amount in effect at the time the fee is paid.

**LIVERMORE VALLEY JOINT UNIFIED SCHOOL DISTRICT**
685 East Jack London Blvd, Livermore, Ca 94551

**FACILITIES PLANNING AND CONSTRUCTION**
Jan Shipley, Construction Supervisor (925) 606-3390
Facilities Fax Number (925) 606-3327

| EXHIBIT E<br>Social and Human Service Facility Fee Schedule | | |
|---|---|---|
| **Land Uses** | **Units of Use** | **Fee Rates** |
| **Residential Uses** | | |
| Single-Family Detached | d.u. | $1,677 |
| Single-Family Attached | d.u. | $1,415 |
| Multi-Family | d.u. | $1,298 |
| Mobile Home | d.u. | $996 |
| Secondary Unit | d.u. | $996 |
| | | |
| **Non-Residential Uses** | | |
| | | |
| **Commercial** | | |
| Office | K s.f. | $7 |
| Retail | K s.f. | $5 |
| Service | K s.f. | $5 |
| | | |
| **Industrial** | | |
| Manufacturing/R&D | K s.f. | $3 |
| Warehousing | K s.f. | $2 |
| Office | K s.f. | $6 |
| Construction/Repair/Wholesale | K s.f. | $3 |
| **Other Non-Residential** | K s.f. | $5 |

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7

100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551 • PHONE (925) 454-5000 • FAX (925) 454-5727 (FC)

December 28, 2020

Subject: 2021 Update for Development Impact Fee for Flood Protection and Storm Water Drainage

This letter is to inform Zone 7's development community that the Flood Protection and Storm Water Drainage Development Impact Fee (DIF) for 2020 will remain to be $1.00 per square foot of new impervious area, for the time being. Please continue to utilize the existing Development Impact Fee Impervious Surface Calculations worksheet (enclosed), which is also available in Adobe PDF format on Zone 7's website www.zone7water.com, located under the Quick Links column under Permits & Fees.

Developers (or property owners) need to submit to the collecting City/County agencies, prior to approval of any final map and/or issuance of any building (or use) permit, a current Development Impact Fee Impervious Surface Calculations worksheet and associated plot plan for each individual building lot (or Parcel) requiring a building (or use) permit and any Parcel/Tract proposing streets, sidewalks, or other non-building impervious areas in its development. All impervious square-footage of the parcel should be reported whether there is an impact or not. The worksheet is to be filled out in its entirety, for Zone 7 and the Cities'/County's use and record. Zone 7's collecting agents are to fill out the staff section of the worksheet, acknowledging collection of the fees, and are to return the completed worksheets to Zone 7 for their use and record of the fee collection.

Should you have any questions concerning the Development Impact Fee update or collection process please contact me at (925) 454-5075 or email at jtang@zone7water.com, and I will be glad to discuss them with you.

Sincerely,

Digitally signed by Jeff Tang
DN: cn=Jeff Tang, o=Zone 7 Water Agency, ou, email=jtang@zone7water.com, c=US
Date: 2020.12.28 13:38:22 -08'00'

Jeff Tang, P.E.
Associate Civil Engineer
Flood Control Engineering

Enclosure

cc: Jarnail Chahal, Zone 7
Joe Seto, Zone 7

# Zone 7 M&I Connection Fee Rate Schedule

**Effective Janaury 1, 2021**

| Meter Size | | Recommended Maximum Rate for Continuous Use (gpm) | Connection Fee Amount |
|---|---|---|---|
| 5/8" & 1" FS* | | 10 | $29,440 |
| 3/4" | | 15 | $44,160 |
| 1" | | 25 | $73,600 |
| 1 1/2" | (DISPLACEMENT TYPE) | 50 | $147,200 |
| | Omni C2 | 160 | $471,040 |
| | Omni T2 | 160 | $471,040 |
| 2" | OMNI WITH 50GPM RESTRICTION | 50 | $147,200 |
| | (DISPLACEMENT TYPE) | 80 | $235,520 |
| | OMNI WITH 80GPM RESTRICTION | 80 | $235,520 |
| | Mueller MVR **Pleasanton Only** | 115 | $338,560 |
| | OMNI WITH 120GPM RESTRICTION | 120 | $353,280 |
| | Omni C2 | 160 | $471,040 |
| | Omni T2 | 200 | $588,800 |
| 3" to 10" | | | ** |

* When the Fire Department requires fire sprinklers, a 1-inch meter may be obtained at the same rate as a 5/8-inch meter.

** Connection fees for meter sizes 3-inches and above will be determined by using the fee factor for maximum continuous flow rate.

Fees for meters other than those listed above will be determined based upon the maximum continuous flow rating for the brand and type of meter.

These fees are based on the Maximum Continuous Flow Rate through a 5/8" meter as defined by AWWA C700 for Cold-Water Meter -- Displacement Type, Bronze Case.
Any changes to meter capacities will affect the above connection fees.

REV 01/07/2020

Currently, the 2-inch Mueller MVR is only available in Pleasanton.

e:\steven\connfee\admin\connfee2002\connection fee rate schedule 01-01-21 Zone7M&I w-gpm

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551 • PHONE (925) 454-5000 • FAX (925) 454-5727

# WATER CONNECTION FEE INFORMATION SHEET

## Effective January 1, 2021

## I. GENERAL BACKGROUND

A. The Water Connection Charge Ordinance No. FC 72-1 as amended for Zone 7 was established January 18, 1972. The ordinance is applicable over the Zone 7 area that includes Livermore, Pleasanton, Dublin, Sunol, and surrounding communities. The Ordinance requires a one-time water connection fee for all new water services from a water system that is directly connected to the Zone 7 water supply system. This fee is used for funding the costs of expanding the Zone 7 water treatment and distribution system to serve new development.

B. The amount charged for a water connection is determined by the size of the meter to be installed. The meter sizes and corresponding water connection fees are listed below.

## II. PROCEDURES FOR PAYMENT OF WATER CONNECTION FEES IN LIVERMORE, PLEASANTON, & DUBLIN

The water connection fees are collected by the Building Departments of the Cities of Livermore and Pleasanton, and by the Dublin San Ramon Services District, which are agents for Zone 7. For that area within the Cal Water service area which is located outside of the Livermore city limits, connection fees will be paid at the Zone 7 office in Livermore.

## III. WATER CONNECTION FEE SCHEDULE - FEES ARE REVIEWED AND SUBJECT TO PERIODIC MODIFICATION

| Meter Size | | Fee Factor | Connection Fee |
|---|---|---|---|
| 5/8" & 1" FS* | | 1.0 | $29,440 |
| 3/4" | | 1.5 | $44,160 |
| 1" | | 2.5 | $73,600 |
| 1 1/2" | (DISPLACEMENT TYPE) | 5.0 | $147,200 |
| | Omni C2 | 16.0 | $471,040 |
| | Omni T2 | 16.0 | $471,040 |
| 2" | OMNI WITH 50GPM RESTRICTION | 5.0 | $147,200 |
| | (DISPLACEMENT TYPE) | 8.0 | $235,520 |
| | OMNI WITH 80GPM RESTRICTION | 8.0 | $235,520 |
| | Mueller MVR - Pleasanton Only | 8.0 | $235,520 |
| | OMNI WITH 120GPM RESTRICTION | 12.0 | $353,280 |
| | Omni C2 | 16.0 | $471,040 |
| | Omni T2 | 20.0 | $588,800 |

* Connection fees for meters 3-inch and larger and for meters with fee factors other than those listed above, will be determined by Zone 7, using the fee factor for Maximum Rate for Continuous Operation, as defined by AWWA. These fees are based on the Maximum Continuous Flow Rate through a 5/8" meter and are proportional based on flow ratings for the various sized meters. Flow ratings for displacement type meters are defined by AWWA C700 for Cold-Water Meter -- Displacement Type, Bronze Case. Flow ratings for turbine type meters are defined by AWWA C701 for Cold Water Meters -- Turbine Type, For Customer Service. Any changes to meter capacities will affect the above connection fees.

**NOTE: This new fee schedule is effective January 1, 2021**

IV. EXEMPTIONS

No fee will be collected for SEPARATE private fire service connections. See Section VI of the Ordinance (copy available upon request).

V. PARTIAL EXEMPTIONS

A partial exemption sometimes applies for domestic fire sprinkling systems up to 1" meter size. See Section VI of the Ordinance (copy available upon request).

VI. FOR FURTHER INFORMATION

Call Steven Ellis at (925) 454-5037 or e-mail at sellis@zone7water.com.

RESOLUTION NO. 044-19/20

TO UPDATE STATUTORY DEVELOPER FEES IMPOSED ON NEW RESIDENTIAL AND COMMERCIAL/INDUSTRIAL DEVELOPMENT PROJECTS PURSUANT TO EDUCATION CODE SECTION 17620

WHEREAS, the School Board ("Board") of the Livermore Valley Joint Unified District ("District") provides for the educational needs for TK-12 students within the City of Livermore and a portion of the unincorporated counties of Alameda and Contra Costa (collectively, "Counties"); and

WHEREAS, The State Allocation Board has taken action pursuant to Government Code Section 65995(b)(3), which authorizes Districts to increase Statutory Developer Fees to $4.08 per square foot for assessable space of residential development and $0.66 per square foot of chargeable covered and enclosed space for all categories of commercial/industrial development, as long as such Statutory Developer Fees are properly justified by the District pursuant to law; and

WHEREAS, new residential and commercial/industrial development continues to generate additional students for the District's schools and the District is required to provide school facilities ("School Facilities") to accommodate those students; and

WHEREAS, overcrowded schools within the District would have an impact on the District's ability to provide an adequate quality education and negatively impacts the educational opportunities for the District's students; and

WHEREAS, the District does not have sufficient funds available for the construction or reconstruction of the School Facilities, including acquisition of sites, construction of permanent School Facilities, and acquisition of interim School Facilities, to accommodate students from new residential and commercial/industrial development; and

WHEREAS, the Board of the District has received and considered two studies entitled "Residential Development School Fee Justification Study for Livermore Valley Joint Unified District" and "Commercial/Industrial Development School Fee Justification Study for Livermore Valley Joint Unified District" ("Studies"), which Studies include information, documentation, and analysis of the School Facilities needs of the District, including (a) the purpose of the Statutory Developer Fees; (b) the use to which the Statutory Developer Fees are to be put; (c) the nexus (roughly proportional and reasonable relationship) between the residential and commercial/industrial development; and (1) the use for Statutory Developer Fees; (2) the need for School Facilities; (3) the cost of School Facilities; and the amount of Statutory Developer Fees from new residential and commercial/industrial development; (d) a determination of the impact of the increased number of employees anticipated to result from the commercial/industrial development (by category) upon the cost of providing School Facilities within the District; (e) an evaluation and projection of the number of students that will be generated by new residential development; (f) the new School Facilities that will be required to serve such students; and (g) the cost of such School Facilities; and

WHEREAS, said Studies pertaining to the Statutory Developer Fees and to the capital facilities needs of the District were made available to the public as required by law before the Board considered at a regularly scheduled public meeting the Statutory Developer Fees; and

WHEREAS, all required notices of the proposed Statutory Developer Fees have been given; and

WHEREAS, a Public Hearing was held at a regularly scheduled meeting of the Board of the District relating to the proposed Statutory Developer Fees; and

WHEREAS, Education Code Section 17621 provides that the adoption, increase or imposition of any fee, charge, dedication, or other requirement, pursuant to Education Code Section 17620 shall not be subject to Division 13 (commencing with Section 21000) of the Public Resources Code.

NOW, THEREFORE, THE SCHOOL BOARD OF THE LIVERMORE VALLEY JOINT UNIFIED SCHOOL DISTRICT DOES HEREBY RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

**Section 1.** That the Board accepts and adopts the Studies.

**Section 2.** That the Board finds that the purpose of the Statutory Developer Fees imposed upon new residential development is to fund the additional School Facilities required to serve the students generated by the new residential development upon which the Statutory Developer Fees are imposed.

**Section 3.** That the Board finds that the Statutory Developer Fees imposed on new residential development will be used only to finance those School Facilities described in the Study and related documents and that these School Facilities are required to serve the students generated by the new residential development within the District; and that the use of the Statutory Developer Fees will include construction or acquisition of additional School Facilities, remodeling existing School Facilities to add additional classrooms, and technology, and acquiring and installing additional portable classrooms and related School Facilities, with the specific location of new schools, remodeling of existing School Facilities, and additional portables to be determined based on the residence of the students being generated by such new residential development, as well as any required central administrative and support facilities, within the District.

**Section 4.** That the Board finds that there is a roughly proportional, reasonable relationship between the use of the Statutory Developer Fees and the new residential development within the District because the Statutory Developer Fees imposed on new residential development by this Resolution, will be used to fund School Facilities which will be used to serve the students generated by such new residential development.

**Section 5.** That the Board finds that there is a roughly proportional, reasonable relationship between the new residential development upon which the Statutory Developer Fees are imposed, and the need for additional School Facilities in the District because new students will be generated from new residential development within the District and there is not sufficient capacity in the existing School Facilities to accommodate all additional students.

**Section 6.** That the Board finds that the amount of the Statutory Developer Fees levied on new residential development as set forth in this Resolution is roughly proportional and reasonably related to, and does not exceed the cost of, providing the School Facilities required to serve the students generated by such new residential development within the District.

**Section 7.** That the Board finds that the purpose of the Statutory Developer Fees imposed on new commercial/industrial development is to fund the additional School Facilities required to serve the students generated by the new commercial/industrial development upon which the Statutory Developer Fees are imposed.

**Section 8.** That the Board finds that the Statutory Developer Fees imposed on new commercial/industrial development (by category) will be used only to finance those School Facilities described in the Studies and related documents and that these School Facilities are required to serve the students generated by such new commercial/industrial development; and that the use of the Statutory Developer Fees will include construction or acquisition of additional School Facilities, remodeling existing School Facilities to add additional classrooms and technology, and acquiring and installing additional portable classrooms and related facilities, with the specific location of new schools, remodeling of existing School Facilities, and additional portables to be determined based on the residence of the students being generated by such new commercial/industrial development, as well as any required central administrative and support facilities within the District.

**Section 9.** That the Board finds that there is a roughly proportional, reasonable relationship between the use of the Statutory Developer Fees and new commercial/industrial development by category within the District because the Statutory Developer Fees imposed on commercial/industrial development by this Resolution will be used to fund School Facilities which will be used to serve the students generated by such new commercial/industrial development.

**Section 10.** That the Board finds that there is a roughly proportional, reasonable relationship between the new commercial/industrial development by category, upon which the Statutory Developer Fees are imposed, and the need for additional School Facilities in the District because new students will be generated from new commercial/industrial development within the District and the District does not have sufficient student capacity in the existing School Facilities to accommodate these anticipated students.

**Section 11.** That the Board finds that the amount of the Statutory Developer Fees levied on new commercial/industrial development by category as set forth in this Resolution is roughly proportional and reasonably related to and does not exceed the cost of providing the School Facilities required to serve the students generated by such new commercial/industrial development within the District.

**Section 12.** That the Board finds that a separate account has been established for the deposit of Statutory Developer Fees imposed on residential and commercial/industrial development and that said account has at all times since been separately maintained, except for temporary investments, from other funds of the District.

**Section 13.** That the Board finds that the funds of the account, described in Section 12, consisting of the proceeds of Statutory Developer Fees have been imposed for the purposes of constructing and reconstructing those School Facilities necessitated by new residential and commercial/industrial development, and thus, these funds may be expended for those purposes. The Statutory Developer Fees may also be expended by the District for the costs of performing any study or otherwise making the findings and determinations required under subdivisions (a), (b), and (d) of Section 66001 of the Government Code. In addition, the District may also retain, as appropriate, an amount not to exceed in any fiscal year, three percent (3%) of the fees collected in that fiscal year pursuant to Education Code Section 17620 for reimbursement of the administrative costs incurred by the District in collecting the Statutory Developer Fees.

**Section 14.** That the Board hereby increases the Statutory Developer Fees as a condition of approval of new residential development projects and imposes the Statutory Developer Fees on such development projects in the following amounts:

A. $4.08 per square foot of assessable space for new single family detached residential development and new multifamily attached residential development, including new residential projects, manufactured homes and mobile homes as authorized under Education Code Section 17625, and including residential construction other than new construction where such construction results in an increase of assessable space, as defined in Government Code Section 65995, in excess of 500 square feet. However, these amounts shall not be imposed on any development project used exclusively for housing senior citizens, as described in Civil Code Section 51.3, or as described in Subdivision J of Section 1569.2 of the Health and Safety Code or paragraph 9 of subdivision (d) of Section 15432 of the Government Code or any mobile home or manufactured home that is located within a mobile home park, subdivision, cooperative or condominium for mobile homes limited to older persons as defined by the Federal Fair Housing Amendments of 1988.

B. $0.66 per square foot of assessable space for new residential development used exclusively for the housing of senior citizens, as described in Section 51.3 of the Civil Code or as described in subdivision J of Section 1569 of the Health and Safety Code or paragraph 9 of subdivision (d) of Section 15432 of the Government Code or any mobile home or manufactured home that is located within a mobile home park, subdivision, cooperative or condominium for mobile homes limited to older persons as defined by the Federal Fair Housing Amendments of 1988.

**Section 15.** That this Board hereby increases the Statutory Developer Fees as a condition of approval of new commercial/industrial development projects and levies the Statutory Developer Fees on such development projects in the following amounts per square foot of chargeable covered and enclosed space for the following categories of commercial/industrial development:

| | |
|---|---|
| Retail and Services | $0.624 |
| Office | $0.66 |
| Research and Development | $0.66 |
| Industrial/Warehouse/Manufacturing | $0.66 |
| Hospitals | $0.66 |
| Hotel/Motel | $0.316 |
| Self-Storage | $0.018 |

**Section 16.** That the proceeds of the Statutory Developer Fees established pursuant to this Resolution shall continue to be deposited into that account identified in Section 12 of this Resolution, the proceeds of which shall be used exclusively for the purpose for which the Statutory Developer Fees are to be collected, including accomplishing any study, findings or determinations required by subdivisions (a), (b) and (d) of Section 66001 of the Government Code or retaining an amount not to exceed in any fiscal year, three percent (3%) of the fees collected in that fiscal year pursuant to Education Code Section 17620 for

reimbursement of the administrative costs incurred by the District in collecting the Statutory Developer Fees or in financing the described Study or in defending the imposition of Statutory Developer Fees.

**Section 17.** That the Superintendent, or her designee, is directed to cause a copy of this Resolution to be delivered to the building official of the Cities and Counties within the District's boundaries and the Office of Statewide Health Planning and Development ("OSHPD") along with a copy of all the supporting documentation referenced herein and a map of the District clearly indicating the boundaries thereof, advising the Cities, Counties, and OSHPD that new residential and commercial/industrial development is subject to the Statutory Developer Fees readopted pursuant to this Resolution and requesting that no building permit or approval for occupancy be issued by any of these entities for any new residential development project, mobile home, or manufactured home subject to the Statutory Developer Fees absent a certification from this District of compliance of such project with the requirements of the Statutory Developer Fees, nor that any building permit be issued for any non-residential development absent a certification from this District of compliance with the requirements of the applicable Statutory Developer Fees.

**Section 18.** That the Board hereby establishes a process that permits the party against whom the commercial/industrial Statutory Developer Fees are imposed, the opportunity for a hearing to appeal that imposition of Statutory Developer Fees for commercial/industrial development as required by Education Code Section 17621(e)(2). The appeal process is as follows:

A. Within ten (10) calendar days of being notified, in writing, (by personal delivery or deposit in the U.S. Mail) of the commercial/industrial Statutory Developer Fees to be imposed or paying the commercial/industrial Statutory Developer Fees, pursuant to Education Code Section 17620, a party shall file a written request for a hearing regarding the imposition of commercial/industrial Statutory Developer Fees. The party shall state in the written request the grounds for opposing the imposition of commercial/industrial Statutory Developer Fees and said written request shall be served by personal delivery or certified or registered mail to the Superintendent of the District.

B. The possible grounds for that appeal include, but are not limited to, the inaccuracy of including the project within the category pursuant to which the commercial/industrial Statutory Developer Fees are to be imposed, or that the employee generation or pupil generation factors utilized under the applicable category are inaccurate as applied to the project.

C. Within ten (10) calendar days of receipt of the written request for a hearing regarding the imposition of commercial/industrial Statutory Developer Fees, the Superintendent of the District, or her designee, shall give notice in writing of the date, place and time of the hearing to the party appealing the imposition of commercial/industrial Statutory Developer Fees. The Superintendent, or her designee, shall schedule and conduct said hearing within thirty (30) calendar days of receipt of the written request. The Superintendent, or her designee, shall render a written decision within ten (10) days following the hearing on the party's appeal and serve it by certified or registered mail to the last known address of the party.

D. The party against whom the commercial/industrial Statutory Developer Fees are imposed may appeal the Superintendent's, or her designee's, decision to the Board of the District.

E. The party appealing the Superintendent's, or her designee's decision, shall state in the written appeal the grounds for opposing the imposition of the commercial/industrial Statutory Developer Fees and said written appeal shall be served by personal delivery or certified or registered mail to the Superintendent of the District.

F. The possible grounds for that appeal to the Board of the District include, but are not limited to, the inaccuracy of including the project within the category pursuant to which the commercial/industrial Statutory Developer Fees are to be imposed, or that the employee generation or pupil generation factors utilized under the applicable category are inaccurate as applied to the project.

G. Within ten (10) calendar days of receipt of the written request for a hearing regarding the imposition of commercial/industrial Statutory Developer Fees, the Superintendent of the District, or her designee, shall give notice in writing of the date, place and time of the hearing to the party appealing the imposition of commercial/industrial Statutory Developer Fees. The Board of the District shall schedule and conduct said hearing at the next regular meeting of the Board, provided that the party is given notice at least five (5) working days prior to the regular meeting of the Board. The Board shall render a written decision within ten (10) days following the hearing on the party's appeal and serve the decision by certified or registered mail to the last known address of the party.

H. The party appealing the imposition of the commercial/industrial Statutory Developer Fees shall bear the burden of establishing that the commercial/industrial Statutory Developer Fees are improper.

**Section 19.** That the Superintendent is authorized to cause a certificate of compliance to be issued for each development project, mobile home and manufactured home for which there is compliance with the requirement for payment of the Statutory Developer Fees in the amount specified by this Resolution. In the event a certificate of compliance is issued for the payment of Statutory Developer Fees for a development project, mobile home or manufactured home and it is later determined that the statement or other representation made by an authorized party concerning the development project as to square footage is untrue, then such certificate shall automatically terminate, and the appropriate City shall be so notified.

**Section 20.** That no statement or provision set forth in this Resolution, or referred to therein shall be construed to repeal any preexisting fee previously imposed by the District on any residential or nonresidential development.

**Section 21.** That the District's Statutory Developer Fees will become effective sixty (60) days from the date of this Resolution unless a separate resolution increasing the fees immediately on an urgency basis is adopted by the Board.

APPROVED AND ADOPTED by roll call vote this 17th day of March 2020.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AYES: | Bueno | ✓ | Prusso | ✓ | Rogge | ✓ | Wenzel | ✓ | White ✓ |
| NOES: | Bueno | | Prusso | | Rogge | | Wenzel | | White |
| ABSTENTIONS: | Bueno | | Prusso | | Rogge | | Wenzel | | White |
| ABSENT: | Bueno | | Prusso | | Rogge | | Wenzel | | White |

BY: _____

President of the Board of Education Livermore
Valley Joint Unified School District of Alameda
County and Contra Costa County, State of California

ATTEST: _____

Clerk of the Board of Education Livermore
Valley Joint Unified School District of Alameda
County and Contra Costa County, State of California

**Scott Perkins**
**TVTC Chair**
**Vice Mayor**
San Ramon
(925) 973-2544

**Jean Josey**
**TVTC Vice-Chair**
**Councilmember**
Dublin
(925) 833-2530

**Renee Morgan**
**Mayor**
Town of Danville
(925) 918-3999

**David Haubert**
**Supervisor District 1**
Alameda County
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**Candace Andersen**
**Supervisor District 2**
Contra Costa
(925) 957-8860

**Brittni Kiick**
**Councilmember**
City of Livermore
(925) 960-4019

**Karla Brown**
**Mayor**
City of Pleasanton
(925) 931-5001

**To:** Tri-Valley Transportation Council

**From:** TVTC Finance Committee
By: Technical Advisory Committee (TAC)

**Date:** April 19, 2021

**Subject:** ADOPT the Tri-Valley Transportation Development Fee Construction Cost Index Annual Adjustment

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## BACKGROUND

The Joint Exercise of Powers Agreement (JEPA) for the Tri-Valley Transportation Development Fee (TVTDF) specifies that the TVTDF amounts are to be adjusted automatically as of July 1 of each year to reflect changes in regional construction costs. JEPA Section 3(D)(I) requires the TVTC adopt the adjustment by a simple majority.

## DISCUSSION

The amount of the adjustment is based on the change in the "Construction Cost Index" (CCI) for the San Francisco Bay Area, as reported annually in the Engineering News Record (ENR). The December 2020 ENR CCI for the San Francisco Bay Area is **+3.2%**.

## RECOMMENDATION

The TVTC Finance Committee recommends the TVTC adopt the Tri-Valley Transportation Development Fee Construction Cost Index Annual Adjustment and notify each TVTC member agency to collect the TVTDF rates as listed below starting **July 1, 2021**:

| | |
|---|---|
| Single Family Residential | $5,057.00/Dwelling Unit (DU) |
| Multi-Family Residential | $3,484.00/DU |
| Office | $8.59/sq. ft. Gross Floor Area |
| Retail | $3.74/sq. ft. Gross Floor Area |
| Industrial | $5.00/sq. ft. Gross Floor Area |
| Other | $5,620.00/average am/pm peak hour trip |
| ADU/SDU | $0 |
| Affordable Housing | $0 |

**TVTDF Historical Fee Rates**

| | 2019 | 2020 | 2021 |
|---|---|---|---|
| Single Family Residential (per DU) | $4,650.56 | $4,901.00 | $5,057.00 |
| Multi-Family Residential (per DU) | $3,203.48 | $3,376.00 | $3,484.00 |
| Office (per SF Gross Floor Area) | $7.90 | $8.33 | $8.59 |
| Retail (per SF Gross Floor Area) | $3.41 | $3.63 | $3.74 |
| Industrial (per SF Gross Floor Area) | $4.60 | $4.85 | $5.00 |
| Other (average am/pm peak hour trip) | $5,167.00 | $5,446.00 | $5,620.00 |
| Affordable Housing * | $0.00 | $0.00 | $0.00 |
| ADU/SDU** | $0.00 | $0.00 | $0.00 |

*Pursuant to Resolution 2015-01 Adjusting the Tri-Valley Transportation Development Fee Schedule

**Pursuant to Resolution 2019-03 – Resetting the Accessory Dwelling Unit/Secondary Dwelling Unit Fee in the Tri-Valley Transportation Development Fee Program

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 6.2**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Paul Spence, Community Development Director

**SUBJECT:** Hearing to consider rescission of Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP)19-006 for the Wine Country Inn; an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); Specific Plan Amendment (SPPA) 23-001 to amend the South Livermore Valley Specific Plan (Specific Plan) to clarify a 50-foot setback area from Hansen Road; Site Plan Design Review 23-001 and Conditional Use Permit 23-002 for the development of commercial site 5D2 (Wine Country Inn) at the southwest corner of Arroyo Road and Hansen Road.

## RECOMMENDED ACTION

The Planning Commission and staff recommend that the City Council take two actions:

1. Adopt a resolution rescinding Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 for the Livermore Wine Country Inn;
2. Adopt Resolutions:
    a. Adopting an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); and
    b. Approving Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn.

## SUMMARY

The South Livermore Valley Specific Plan (Specific Plan) guides development in the South Livermore Valley that is within the city boundary. Commercial development under the Specific Plan is intended as an amenity that will enhance the experience of visitors to the South Livermore Valley wine country, and only those commercial uses that support wine-related tourism are permitted. Consistent with the Specific Plan, the proposal is to develop a wine country inn on commercial site 5D2 at the southwest corner of Arroyo Road and Hansen Road. The proposed wine country inn is consistent with the 2003 General Plan, Specific Plan, and Planned Unit Development zoning designation. It will contribute to the viability of the South Livermore wine country and will promote South Livermore as a premium wine producing region.

The Planning Commission voted unanimously to recommend the City Council approve the project and there are no significant fiscal or administrative impacts associated with the project.

## DISCUSSION

## RESCISSION OF PREVIOUS PROJECT ENTITLEMENTS

In response to the Court of Appeal's decision in the case of *Friends of So. Livermore v. City of Livermore* discussed below, staff recommends that the City Council rescind Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 which were previously approved for the Livermore Wine Country Inn.

## PROJECT DESCRIPTION

The subject proposal is to adopt an addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025), amend the Specific Plan to clarify a 50-foot setback area from Hansen Road for Specific Plan commercial sites 5D1 and 5D2, approve Site Plan Design Review (SPDR) 23-001 for the development of the Livermore Wine Country Inn on commercial site 5D2 and approve Conditional Use Permit (CUP) 23-002 for an on-site caretaker's unit. Specifically, the wine country inn will be developed on the vacant, approximately three-acre site, at the southwest corner of Arroyo Road and Hansen Road, with a 30-room, approximately 29,345-square foot two-story inn that includes a 77-seat restaurant, a conditionally permitted caretaker’s unit, 65 paved vehicle parking spaces, 12 bicycle parking spaces, and associated site improvements.

The proposed project requires approval of the following land use entitlements:

1. Specific Plan Amendment (SPPA) 23-001) to clarify a 50-foot setback area from Hansen Road for Specific Plan commercial sites 5D1 and 5D2 that may include parking, landscaping, and a trash enclosure; and
2. A Site Plan Design Review (SPDR) 23-001 for the Livermore Wine Country Inn which is for review of the proposed site design, architecture, and landscape, and Conditional Use Permit (CUP) 23-002 for the caretaker’s unit.

## BACKGROUND

A neighborhood meeting was held on September 10, 2019. This was an opportunity for the public to learn about the project’s land use regulations, proposed development, and allow the public to provide comments. Approximately 100 residents attended the neighborhood meeting. Generally, the concerns were focused on traffic safety, aesthetics, noise, and use. Conversely, supporters of the project considered it a critical addition to Livermore’s Wine Country because it would support the viability of the wine region. Additionally, supporters acknowledged the lack of lodging in South Livermore deters visitors from staying in the wine country. Supporters were excited to have the project within walking distance of their homes and pointed out that the Specific Plan has been in place for over 20 years and the need for commercial development in South Livermore.

On November 5, 2019, the Planning Commission adopted a resolution certifying the environmental document and approved Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-

006 for the Livermore Valley Wine Country Inn. The project involves the development of a vacant, approximately three-acre site with an approximately 29,345-square foot two-story building for a 30-room Inn with a 77-seat restaurant, a caretaker's unit, 61 paved vehicle parking spaces, 12 bicycle parking spaces, and associated site improvements.

On November 19, 2019, the City received an application appealing the Planning Commission's approval of the project. On January 13, 2020, the City Council adopted a resolution denying the appeal and affirmed the Planning Commission acted in accordance with the General Plan, South Livermore Valley Specific Plan, Livermore Municipal Code, and the California Environmental Quality Act (CEQA) in approving the Wine Country Inn project.

On February 13, 2020, a lawsuit was filed by an unincorporated association of residents, Friends of South Livermore (FOSL), in the Alameda County Superior Court alleging violations of the California Environmental Quality Act (CEQA) and State Planning and Zoning Law. On January 5, 2021, the Superior Court held a hearing during which the project's administrative record was reviewed. On February 2, 2021, the Superior Court denied the mandamus petition filed by FOSL.

On April 15, 2021, an appeal was filed with the Court of Appeal. On December 6, 2022, the Court of Appeal reversed the lower court's decision. The appellate court determined that the 50-foot setback from Hansen Road established for the project under the zoning, Planned Unit Development (PUDA) 01-001, conflicts with Policy 4-7 of the South Livermore Valley Specific Plan (Specific Plan).

The City adopted Planned Unit Development (PUDA) 01-001 over 20 years ago and identified the 50 foot commercial setback as a development standard for commercial sites 5D1 and 5D2. However, in response to the appellate court's ruling, staff is proposing a Specific Plan Amendment to revise Policy 4-7 to be consistent with the zoning standards listed under PUDA 01-001. Staff is proposing to revise Policy 4-7 as follows (new language is underlined):

*Building setbacks for commercial uses shall be 100 feet from the property line, except for commercial site #3A which shall be 25 feet, and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback area from Hansen Road for commercial sites #5D1 and #5D2 may include parking, landscaping, and a trash enclosure.*

Staff has also proposed additional amendments to the Specific Plan to be consistent with the modifications made to Policy 4-7 which are set forth in the proposed Specific Plan Amendment (see attachment 22).

Due to the appellate court's decision, the previously approved project entitlements for physical development on commercial site 5D2 need to be rescinded. New project entitlements are required for the physical development of the site.

The proposed project will implement the General Plan and Specific Plan goals that promote the South Livermore Valley as a premier wine-growing region and support wine-related tourism. The Wine Country Inn project is a critical commercial component for the success of the South Livermore Valley Specific Plan and long-term viability of the Livermore Wine Country.

**DESCRIPTION, CONTEXT, AND ANALYSIS**

For a complete project description, site context, and analysis of applicable standards, please review the attached Staff Analysis memo (Attachment 1).

## PLANNING COMMISSION AND PUBLIC COMMENT

On May 2, the Planning Commission considered the project at a public hearing and unanimously voted to recommend the City Council approve the project. The Planning Commission meeting minutes summarize the discussion (Attachment 3), which included questions and comments about the project's development standards, primary entrance, the need for wine country supporting infrastructure, and the preservation of Livermore's vineyards and wine-making heritage. Prior to the meeting, staff received fifteen written letters in support and five opposing the project (Attachment 6). Staff received additional letters in opposition to the project after the agenda had been published. The letters were included as supplemental material for the Planning Commission. As discussed at the meeting and described in the staff analysis, the project wholly conforms with the General Plan, South Livermore Valley Specific Plan and Development Code. Public Comment received prior to the City Council agenda publication is also included as part of Attachment 6.

## ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was certified by the City Council for the South Livermore Valley Specific Plan (State Clearinghouse No. 96052025) in 1997. The environmental analysis contained in the EIR included the development of a Wine Country Inn on three acres, with up to 30 rooms, a large restaurant with up to 100 seats, and a caretaker unit as a conditionally permitted use. The proposed project is within the scope of the EIR. The City has prepared an Addendum to the previously certified 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025). The Addendum demonstrates that no subsequent or supplemental EIR is required, under the provisions of the California Environmental Quality Act (CEQA), given that no substantial changes to the project or the circumstances have occurred and no new information of substantial importance exists.

## FISCAL AND ADMINISTRATIVE IMPACTS

There are no significant fiscal or administrative impacts associated with the project. Staff time allocated to land use entitlement review is offset by required entitlement application fees. The incremental increase in demand for water, sewer, and stormwater services will be offset by required impact fees and utility connection fees. More importantly, development of the proposed project is critical to the long-term viability of the Livermore Valley Wine Country and provides needed infrastructure to attract agritourism and larger wineries to the region. The Inn will generate sales tax and Transient Occupancy Tax (TOT).

## COMMUNITY PILLAR

2. Economy that Prospers

## GOAL

1. Lead efforts, in collaboration with internal and external partners to provide effective communication and engagement with businesses.

**GUIDING DOCUMENTS** - General Plan, South Livermore Valley Specific Plan (SLVSP), Planned Unit Development Amendment (PUDA) 01-001, and Development Code.

**ATTACHMENTS**

1. Staff Analysis
2. Location Map
3. PC - Minutes
4. Resolution - Rescinding Previous Entitlements
5. Exhibit A - City Council Resolution 2010-010 and Planning Commission Resolution 26-19
6. Public Comment
7. Zoning Standards (PUDA) 01-001
8. Specific Plan Subareas
9. Development Plans
10. Elevation Rendering
11. Conference Room Purpose Letter
12. Applicant's Statement
13. Electric Kitchen Equipment Exemption
14. Traffic Impact Study
15. Entrance Feasibility Study
16. Staff Memo - Arroyo Road Entry
17. Resolution - CEQA
18. Exhibit A - PC Resolution
19. Exhibit B - Addendum
20. Resolution - Project Approval
21. Exhibit A - PC Resolution
22. Exhibit B - Specific Plan Text Amendments
23. Exhibit C - Conditions of Approval
24. Specific Plan EIR
25. South Livermore Valley Specific Plan

Prepared by: Kam Purewal
Associate Planner

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

LIVERMORE
CALIFORNIA

# STAFF ANALYSIS

PREPARED BY: Kam Purewal, Associate Planner

REVIEWED BY: Steve Stewart, Planning Manager
Steve Riley, Principal Planner

DATE: May 22, 2023

SUBJECT: Livermore Wine Country Inn – Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002

## PROJECT SITE CONTEXT

The approximately 3.2-acre project site is vacant with an approximately 100-foot buffer adjacent to Arroyo Road currently planted as vineyard. The South Livermore Valley Specific Plan identifies the site as Commercial 5D2. The site is surrounded by viticulture use, with the nearest residential use approximately 230 feet to the west, measured from property line to property line. The project site slopes down approximately 25 feet to the nearest residences, measured from the western property line. The site has two public street frontages, Arroyo Road to the east and Hansen Road to the north. A multi-use recreation trail exists along the frontage on Arroyo Road. Access to the site is from Hansen Road.

The following table summarizes the General Plan land use designation, zoning classification, and existing land use on the subject site and surrounding land:

**Table 1: Project Site Context**

| | **General Plan Designation** | **Current Zoning Classification** | **Existing Land Use** |
|---|---|---|---|
| **North** | South Livermore Valley Specific Plan, Subarea 5 – Wine Country Commercial | Planned Development-South Livermore Valley Specific Plan (Planned Unit Development Amendment 01-001) | Agricultural – Vacant Commercial Site 5D1 |
| **South** | South Livermore Valley Specific Plan, Subarea 5 – Small Winery | Planned Development-South Livermore Valley Specific Plan (Planned Unit Development Amendment 01-001) | Winery – Las Positas Vineyards |
| **East** | South Livermore Valley Specific Plan, Subarea 4 – Agriculture and Residential | Planned Development-South Livermore Valley Specific Plan (Planned Unit Development Amendments 02-001 and 07-003) | Agricultural and single-family residential |
| **West** | South Livermore Valley Specific Plan, Subarea 5 – Agriculture and Residential | Planned Development-South Livermore Valley Specific Plan (Planned Unit Development Amendment 01-001) | Agricultural and single-family residential |
| **Subject Site** | South Livermore Valley Specific Plan, Subarea 5 – Wine Country Commercial | Planned Development-South Livermore Valley Specific Plan (Planned Unit Development Amendment 01-001) | Vacant Commercial Site 5D2 |

South Livermore Valley History and Regulatory Context

The South Livermore Valley has been an active grape-growing and wine-producing area since the 1880s. The combination of the soil and temperate climate makes it an ideal area for viticulture and producing premium wines. By the turn of the century, Livermore Valley had over 50 wineries and 5,000 acres of planted vineyards.

However, the strength of the Livermore Valley's wine industry ebbed during the early part of the 20th century due to the depression, prohibition, and periods of phylloxera infestation. Since WWII, the wine industry's greatest threat has come from encroaching development. The number of South Livermore wineries and planted vineyards dropped significantly during this period.

In response to threats of suburban sprawl, continuing to move east from what is now Ruby Hill, the City and Alameda County adopted policies to restore the wine country to its early-century prominence. The County adopted the South Livermore Valley Area Plan in 1993, the city adopted the South Livermore Valley Specific Plan (hereafter referred to as the Specific Plan) in 1997, and the Livermore voters adopted the South Livermore Urban Growth Boundary (UGB) in 2000. The South Livermore Urban Growth Boundary (UGB)

has reduced the immediate and long-term threat to South Livermore posed by suburban sprawl. Together, the South Livermore UGB and the Specific Plan established a framework for balancing development and protecting open space and agriculture.

The Specific Plan provides the land use regulations for the project site and surrounding areas. The Specific Plan includes development and design standards and facilitates the planting and preservation of vineyards, orchards, and open space to enhance the South Livermore Valley Wine Country as a premier visitor destination. The Specific Plan designates areas for single-family residential development, 16 sites for wine-country supporting commercial development (including the project site 5D2 for an Inn) and permanent preservation of vineyards, orchards and biologically sensitive open space areas. The Specific Plan area is divided into seven Subareas – the project site is in Subarea 5 – and encompasses 1,891 acres total (see Attachment 8).

Additionally, the vineyards around the site are covered by permanent conservation easements held by Tri-Valley Conservancy. These easements ensure the vineyards will permanently remain as agricultural use or open space.

The Specific Plan's vision for urban development was to complement, support, and enhance the wine country. While residential development is nearly complete because of strong market demand, build-out of the 16 wine-country commercial sites has lagged because of a weaker market demand, land costs and inherent financial and legal risks of building small-scale commercial that is limited to specific wine-county supporting uses (e.g., Inn, bed and breakfast, winery, tasting rooms, restaurant). Development of commercial uses is critical to the long-term viability of the Livermore Valley Wine Country.

Review Process

On May 2, 2023, the Planning Commission unanimously voted 5-0 and recommends that the City Council rescind the previously approved entitlements to comply with the Court of Appeal's ruling. The Planning Commission also recommends that the City Council adopt the addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (SCH #1996052025) and approve the project entitlements. There are three project entitlements: Specific Plan Amendment (SPPA) 23- 001, Site Plan and Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002.

The role of the Planning Commission for the Specific Plan Amendment is to provide a recommendation, and reasons for the recommendation, to the City Council whether to approve, approve in modified form, or deny the proposed amendment, based on the findings identified in the Development Code. The Planning Commission reviewed the Site Plan Design Review (SPDR) application for the design, location, site plan configuration, and land use compatibility by comparing the project plans to the General Plan, Specific Plan, Zoning Standards, development standards, and applicable design guidelines/ policies[1].

[1] LDC, Sec. 9.07.040 (C2)

The caretaker's residence is a conditionally permitted use and requires approval of a Conditional Use Permit (CUP). The CUP only applies to the caretaker's residence and not the Inn and restaurant since those are permitted uses under the specific plan. A CUP provides a process for reviewing uses that may be appropriate in the applicable zone.

The City Council may recommend conditions on operational matters to ensure land use compatibility of the use.

PROJECT DESCRIPTION

Specific Plan Amendment

The Specific Plan was adopted in 1997. At that time, Hansen Road was a private road that ended at Arroyo Road and did not proceed west across Arroyo Road. A potential "future entry road" is depicted on prototypical diagrams in the Specific Plan. In 2001, the City Council approved the Planned Unit Development-165 (PUD-165) to establish the zoning and regulations in Subarea 5. The PUD was modified to accommodate the residential development (and is now referenced as PUDA01-001 due to those changes). PUDA 01-001 was adopted in 2001 and established the residential and commercial development standards for the Hansen Road extension to the west side of Arroyo Road which includes commercial sites 5D1 and 5D2. Commercial sites 5D1 and 5D2 are located on the corner of Arroyo Road and Hansen Road. Site 5D1 is located to the north of Hansen Road and 5D2 is to the south (see figure 1 below).

Figure 1

Staff is proposing a Specific Plan Amendment to clarify Policy 4-7 to be consistent with the zoning standards listed under (PUDA) 01-001 for commercial sites 5D1 and 5D2. Existing Policy 4-7 of the Specific Plan states:

> *Building setbacks for commercial uses shall be 100 feet from road frontages, except for commercial site #3A, which shall be 25 feet. All setback areas shall be planted with vineyards or orchards.*

Staff is proposing to revise Policy 4-7 as follows shown in underline:

> *Building setbacks for commercial uses shall be 100 feet from the property line, except for commercial site #3A which shall be 25 feet, and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback area from Hansen Road for commercial sites #5D1 and #5D2 may include parking, landscaping, and a trash enclosure.*

The proposed language in Policy 4-7 is consistent with the commercial zoning standards under (PUDA) 01-001, for sites 5D1 and 5D2, which require a 50-foot setback from Hansen Road. A 100-foot setback from Hansen Road would significantly restrict the development of sites 5D1 and 5D2. However, both sites will continue to provide a 100-foot planted setback from Arroyo Road. The text amendments would allow:

1. 50-foot setback from Hansen Road for commercial sites 5D1 and 5D2;

2. Landscaping and parking within the 50-foot setback area; and

3. Trash enclosure to be located within the setback area for efficient access by Livermore Sanitation. The trash enclosure is at a lower grade and will be screened by landscaping.

In addition to amending Policy 4-7, staff has proposed minor amendments to other sections of the Specific Plan to be consistent with the revisions made to Policy 4-7. All of the amendments to the Specific Plan as set forth in attachment 22 shall collectively be referred to as the “text amendment”. The text amendment would allow for feasible development of a Wine Country Inn on site 5D2 and provide consistency between the Specific Plan and underlying zoning standards. The text amendment is consistent with the General Plan’s Goals and Objectives of enhancing the South Livermore Valley as a unique wine-producing region serving wine country visitors.

Site Development

The project involves the physical development of commercial site 5D2. The proposal is to develop the vacant, approximately three-acre site with an approximately 29,345-square foot two-story building for a 30-room Livermore Valley Wine Country Inn. Development of the project would include a 77-seat restaurant, a conditionally permitted caretaker’s unit, 65 paved vehicle parking spaces, 12 bicycle parking spaces, and associated site improvements. The proposed Inn will be independently operated and is a custom design for this location.

The Inn would include eighteen standard rooms with one bed, two suite-style rooms with one bed, seven standard rooms with two beds, and three American Disability Act (ADA) compliant suites with one bed. Additionally, both the first and second floors together include 6,722-square feet of outdoor balconies, hallways, and deck space.

The main floor of the Livermore Valley Wine Country Inn would include a lobby, wine bar/ lounge, a manager's office, fifteen guest rooms, a kitchen and restaurant, and a caretaker's unit. An outdoor private pool would be located along the south end of the building for the caretaker's unit. A spa to the west of the private pool would be available for Inn guests. The project will include an on-site garden to grow produce and support the farm-to-table concept for the restaurant. The second floor of the Inn would include storage rooms, fifteen guest rooms, and a conference room.

The tallest tower elements measures 35 feet from grade, while the height for the remainder of the building ranges from 28-30 feet. The restaurant would provide light breakfast, lunch, and dinner service with indoor seating as well as dining options on the terrace. The courtyard lounge would provide seating areas for guests as well. The Inn will include approximately 1,800 square feet of conference space available for registered Inn guests or other occasional visitors, as allowed by the Inn manager, that can be divided into two smaller rooms. Parking is located on the north and east side of the site between the Inn and Arroyo Road and Hansen Road.

Existing and Future Land Uses

Existing single-family residences are located further to the west (Los Olivos) and on the east side of Arroyo Road (Ponderosa Legacy). The subject site is separated from the Los Olivos residences by approximately 230 feet of vineyards. The Ravenswood historic site is located further to the north. Ravenswood is a public facility and is open to public tours twice monthly. It can also be rented for special events such as weddings.

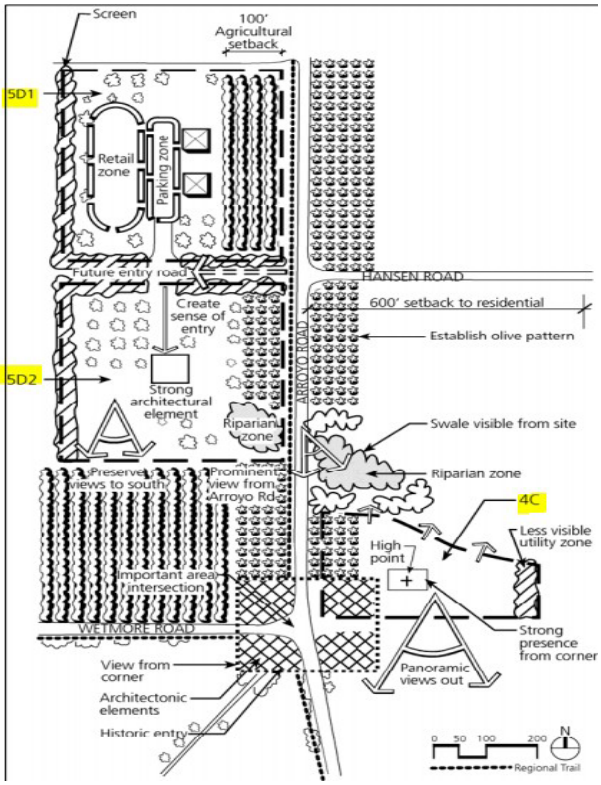
In addition to the existing Las Positas Winery, three of the undeveloped commercial sites, including the project site (5D2) are near the intersection of Wetmore Road and Arroyo Road (see figures 2 & 3).

Figure 2

| **Site** | **Permitted Use** | **Developed** |
|---|---|---|
| 5D1 | Wine Country Commercial Center | Vacant |
| 5D2 | 30-room Wine Country Inn & | Project Site |

| | | |
|---|---|---|
| | Restaurant w/100-seat max. | |
| 5D3 | Small Winery | Las Positas Vineyards Winery |
| 4C | Small Winery | Vacant |

Figure 3




STAFF ANALYSIS

The Analysis section below details how the Site Plan Design Review (SPDR) and Conditional Use Permit (CUP) entitlements are consistent with policy documents based on staff's analysis and recommendations.

General Plan

The Land Use Element of the General Plan establishes Geographical Subareas and Corresponding Land Uses for the South Livermore Valley[2]. The General Plan land use designation for the project site is South Livermore Valley Specific Plan, Subarea 5—Vineyard Commercial. The General Plan designates 16 acres for Vineyard Commercial in Subarea 5 of the Specific Plan area and allows a 30-room inn and large restaurant on site 5D2. It provides lodging and dining options for visitors in the South Livermore Valley. The proposed project is consistent with this General Plan policy to promote viticulture, attract visitors to the South Livermore Valley, and increase recognition of the South Livermore Valley as a premium wine-producing region.

South Livermore Valley Specific Plan

A Specific Plan is a regulatory document that enables the systematic implementation of the General Plan for specific geographic areas. The South Livermore Valley Specific Plan systematically implements the Livermore General Plan for the South Livermore Valley.

The Specific Plan identifies 16 sites designated for wine country commercial uses under the Vineyard Commercial designation:

> This designation provides for development of small-scale commercial uses that promote the area's image as a wine region, and directly serve wine-country visitors. The intent is not to accommodate commercial uses whose primary purpose is to provide local services, or that would compete with businesses in Downtown Livermore. The designation is intended to accommodate a very limited range of commercial uses including wineries, inns, restaurants, and small-scale wine country-related retail and services.

The subject parcel, identified as site 5D2 in the Specific Plan, is designated for a "30-room inn and restaurant". The Specific Plan describes the Wine Country Inn and Restaurant to: . . ." have up to 30 guest rooms and the restaurant would have up to 100 seats. Access to the two commercial sites will be from the main subarea entry road, rather than from Arroyo Road[3]*."*

The project objective is to serve visitors to Livermore's wine country. The Livermore Valley Wine Country Inn is consistent with the purpose of commercial development by "supporting the concept of the South Livermore Valley as a wine-country destination". In addition, access to the site will be provided from Hansen Road, the main subarea entry road, consistent with the Specific Plan.

The caretaker's unit is a conditionally permitted use in the Specific Plan[4]. The project proposes an architecturally integrated two-story, approximately 2,300 square foot, three-

[2] General Plan, p. 3-87
[3] SLVSP, p. 4-35
[4] SLVSP, Policy 4-5, p. 4-4

bedroom, and two-bathroom caretaker's residence. The caretaker's unit is excluded from the Floor Area Ratio (FAR) requirements for the site. The FAR applies to the permitted commercial components of the project, while the caretaker's unit is a conditionally permitted accessory use. The Specific Plan limits the maximum building area for the combined inn and restaurant to 32,500 square feet. Having the caretaker's unit on-site would allow visitors to communicate directly with management and would provide neighbors with an on-site point of contact, if the need arises. Considering the Inn and restaurant as the primary commercial uses, staff supports the conditional use permit for the caretaker's unit as an accessory use as allowed by the Specific Plan.

The City Council has the authority to approve the caretaker's unit as a conditional use and to impose any conditions deemed reasonable and necessary to ensure land use compatibility. To ensure the caretaker's unit will be compatible with the existing residential uses in the vicinity, staff recommends the following operational conditions:

1. **Recommended Condition:** Two parking spaces shall be provided for the caretaker's unit apart from the required parking for the Inn.

2. **Recommended Condition**: The caretaker's unit shall not be rented by guests staying at the Inn or utilized as a short-term rental.

Zoning/ Specific Plan Development Standards

The Zoning implements the Specific Plan and permits the allowed uses. The zoning for project site 5D2, which reinforces and implements the Specific Plan regulations, is Planned Development-South Livermore Valley Specific Plan/ Planned Unit Development Amendment (PUDA) 01-001. The PUD was modified to accommodate the residential development (and is now referenced as PUDA01-001 due to those changes). Like the Specific Plan, PUDA 01-001 permits a Wine Country Inn with no more than 30 guestrooms and a sit-down restaurant with up to 100 seats for the project site (5D2). It also permits one caretaker's unit with approval of a conditional use permit (see attachment 7).

PUDA 01-001 limits access to the project site to one entrance on Hansen Road and requires a 100-foot building setback from Arroyo Road. The 100-foot zoning setback requirement from Arroyo Road parallels the 100-foot agricultural buffer required by the Specific Plan. PUDA 01-001 requires a 50-foot setback from Hansen Road.

The proposed project is consistent with the Commercial Site Requirements listed in PUDA 01-001 by providing an approximately 80-foot building setback from Hansen Road where a 50-foot setback is required and a 100-foot setback from Arroyo Road. PUDA 01-001 does not have any setback requirements for the side or rear yard, provided the project is consistent with the Specific Plan. The Inn is approximately 20-feet from the western property line and approximately 40-feet from the southern property line. The proposed two-story building conforms to the 35-feet maximum height allowed by the Specific Plan for the project site. The proposed building has a floor area ratio of 22%,

which is compliant with the 25% maximum floor area ratio listed in PUDA01-001. Therefore, the 30-room Wine Country Inn, 77-seat restaurant, and the conditionally permitted caretaker's unit are consistent with the underlying zoning.

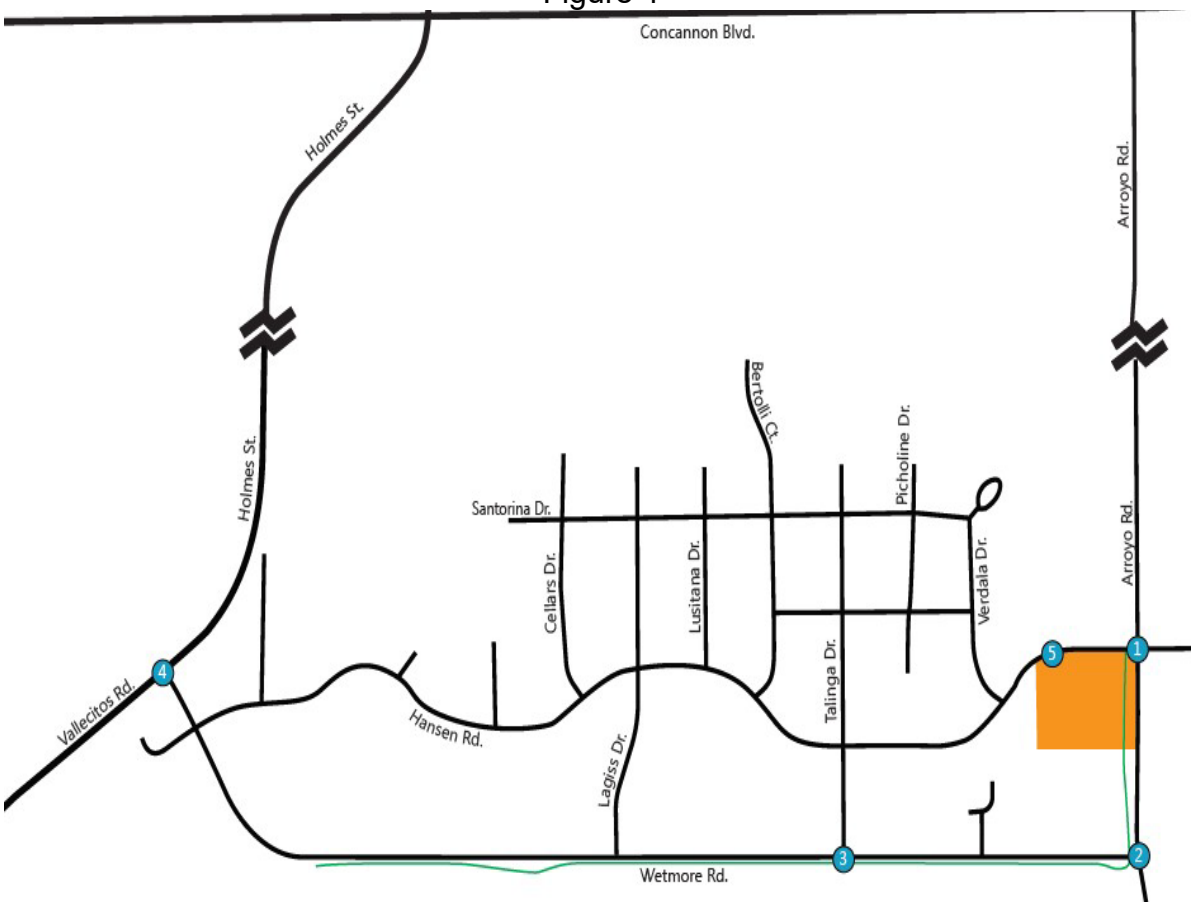
Traffic and Parking

An Environmental Impact Report, including a traffic study for the entire Specific Plan area was completed concurrent with the Specific Plan adoption in 1997. Because the Inn was an integral part of the original Specific Plan, the project's overall traffic impacts were previously analyzed in the original Specific Plan. In addition, in 2019 a traffic consultant completed a Traffic Impact Study update for the proposed project to analyze potential transportation impacts related to implementation of the proposed project (see attachment 14). Since the Traffic Impact Study was prepared before the COVID-19 pandemic, it is likely that the traffic impacts analyzed were higher than current traffic impacts at the site and therefore it is reasonable for the city to rely on the study for evaluation purposes as traffic levels return to pre-pandemic levels. The consultant studied five intersections for analysis based on the project location and local travel patterns (see figure 4).

Study Intersections

1. Arroyo Road and Hansen Road
2. Arroyo Road and Wetmore Road
3. Talinga Drive and Wetmore Road
4. Vallecitos Road-Holmes Street and Wetmore Road; and
5. Hansen Road and Project Driveway

Figure 4




The proposed project is expected to generate a net increase of 14 vehicle trips during the a.m. peak hours (6 inbound trips and 8 outbound trips), 37 vehicle trips during the p.m. peak hour (24 inbound trips and 13 outbound trips), and a total of 344 daily trips (see figure 5). For traffic study purposes, the peak hours for the Arroyo Road and Hansen Road intersection were between 7:30 a.m. to 8:30 a.m. and 4 p.m. to 5 p.m. The project proposes a 77-seat restaurant. However, the traffic study conservatively analyzed the number of daily restaurant trips based on a restaurant with 90 seats.

Figure 5

**Project Vehicle Trip Generation Summary**

| Land Use | ITE Code | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | In | Out | Total | Rate | In | Out | Total |
| Bed and Breakfast | 320 | 30 Rooms | 3.35 | 101 | 0.38 | 4 | 7 | 11 | 0.38 | 6 | 5 | 11 |
| Restaurant | 931 | 90 Seats | 2.6 | 234 | 0.02 | 2 | 0 | 2 | 0.28 | 17 | 8 | 25 |
| Caretaker's Unit | 210 | 1 Dwelling Unit | 9.44 | 9 | 0.74 | 0 | 1 | 1 | 0.9 | 1 | 0 | 1 |
| **Total Vehicle Trips** | | | | **344** | | **6** | **8** | **14** | | **24** | **13** | **37** |

***Source: TJKM, 2019.***

Under existing conditions, all study intersections operate at acceptable levels of service for both the a.m. and p.m. peak hours. With the addition of project-generated traffic to future traffic growth in the vicinity, all study intersections will continue to operate at acceptable levels of service for both the a.m. and p.m. peak hours with minor changes in average delay. In addition, the project would not cause left-turn queues onto Hansen Road from Arroyo Road to exceed storage capacity. The traffic consultant concluded that traffic impacts are less than significant, and no additional mitigation is required.

The local streets, including Arroyo Road and Hansen Road, have been designed to safely accommodate the vehicle trips generated by full build-out of the Specific Plan. Arroyo Road and Hansen Road are classified as collector streets. According to the Circulation Element of the General Plan, collector streets are medium capacity streets with volumes ranging from 5,000 to 20,000 vehicles per day, which is sufficient to carry the anticipated cumulative traffic volume for the project and existing and planned developments in the vicinity.

The project is required to provide parking as shown in figure 6. The project is required to provide 61 spaces total. Sixty-five spaces are provided. A total of seven EV capable spaces, 15 EV ready spaces, and two EV chargers would be provided on-site. A total of 12 bicycle spaces are required. The project provides four bicycle lockers and eight bicycle racks. Therefore, the project meets the City's parking requirement (see figure 6).

Figure 6

## PARKING SUMMARY

PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN

| TYPE | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BED & BREAKFAST (LODGING) | 1 PER ROOM + 1 /10 UNITS | 30 + 3 | 33 |
| RESTAURANT (DINING) | 1 PER 3 SEATS | 77 / 3 = 25,6 | 30 |
| ATTACHED RESIDENTIAL (CARETAKER UNIT) | 2 PER 2 OR MORE BEDROOMS | 2 | 2 |
| | TOTAL | 61 | 65 |

## PARKING DISTRIBUTION

| PARKING TYPE | STALL COUNT | ELECTRIC VEHICLE CHARGING SPACES - CAGBC 4.106.4.2.2 - | | |
|---|---|---|---|---|
| | | EV CAPABLE - 10% | EV READY - 25% | EV CHARGERS - 5% |
| STANDARD STALLS | 43 | 7 | 15 | 2 |
| COMPACT STALLS | 18 | | | |
| ACCESSIBLE STALLS | 4 | | 2 | 2 |
| TOTAL STALLS | 65 | 10.7% | 26.1% | 6.1% |
| CHARGING SPACE SYMBOLS | | EVC | EVR | EVCS |

## BICYCLE PARKING

| | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BICYCLE PARKING | 20 % OF REQUIRED PARKING, MINUMUM OF 4 SPACES | 12 | 12 |

Site Access

Access to the site is from Hansen Road via a new left-turn pocket that would not exceed one car's length. The existing median on Hansen Road would need to be modified to accommodate a left-turn pocket into the site. The proposed access from Hansen Road is consistent with the Specific Plan and the zoning. The Specific Plan states, "Access to the two commercial sites along Arroyo Road will be from the main subarea entry road, rather than Arroyo Road." The underlying zoning (PUDA 01-001) states that access to commercial sites 5D1 and 5D2 shall be limited to one access point on Hansen Road (the east-west collector road) for each site (see attachment 7).

Furthermore, there is an existing pedestrian, bicycle, and equestrian regional trail corridor along Arroyo Road extending south from the Ravenswood Historic Site, crossing over Hansen Road, and connecting to Wetmore Road. The trail corridor accommodates separate pedestrian/ bicycle and equestrian amenities. The trail consists of a ten-foot-wide paved path for bicycle and pedestrian use and an eight-foot-wide compacted gravel or earth trail for equestrian use, along with landscaping. The project provides an on-site connection to the trail (see attachment 9).

An entrance to the Wine Country Inn from Arroyo Road was requested by some project opponents during the previous administrative process for the Inn but is not recommended by staff for several reasons. First, an entrance from Arroyo Road would create pedestrian and traffic safety concerns due to the higher speed limit on Arroyo Road as compared to Hansen Road. Second, a new left turn lane would have to be created on Arroyo Road which would be in close proximity to the existing left turn lane from Arroyo Road onto Hansen Road, likely causing additional traffic concerns. Third, there is a slope easement along Arroyo Road with a substantial difference in grade between Arroyo Road and the project site. Sight distance would be a concern for vehicles entering and leaving the site and there would be limited visibility for pedestrians using the existing trail system. These concerns are more particularly described by staff in the Arroyo Road Entry Analysis (see attachment 16) and by the project's engineering team in the Entrance Feasibility Analysis (see attachment 15). Additionally, the Livermore Area Recreation Park District (LARPD) Board of Directors previously reviewed the proposed project. The Board of Directors concluded that the entrance to the property should remain on Hansen Road to avoid impacting the regional trail.

Importantly, the Specific Plan also requires orchards and vineyards to be planted within the 100-foot setback on Arroyo Road. An entry road from Arroyo Road would require further amendments to the Specific Plan and zoning and additional environmental analysis. For all of the foregoing reasons, Staff does not support an entrance from Arroyo Road. The entrance on Hansen Road is consistent with the Specific Plan and zoning and there is no substantial evidence of any significant traffic hazard that would be created by allowing entrance to the Inn from Hansen Road as planned. The following condition related to the commercial site requirements and community design for sites 5D1 and 5D2 has remained unchanged in the Specific Plan and Zoning.

> The Access to commercial sites 5D1 and 5D2 shall be limited to one access point on Hansen Road (the east-west collector road) for each site.

Noise Impact

The environmental impact report that was completed for the Specific Plan analyzed potential noise impacts on existing and future residents from development of five commercial sites in Subarea 5 of the Specific Plan. The EIR concluded no significant noise impacts on existing or future residents would result from commercial development of Subarea 5.

According to the City's land use-noise, compatibility standards identified in the Livermore General Plan Noise Element, residential uses are considered "normally acceptable" where the noise level does not exceed 60 dBA Ldn, "conditionally acceptable" (i.e., requiring noise analysis and mitigation) between 60 and 70 dBA, and "normally unacceptable" between 70 and 75 dBA[6]. As points of reference, an average office has a noise level of 60 dBA; areas near freeway auto traffic have a noise level of 70 dBA. To ensure the project complies with the current noise element of the General Plan, staff recommends the following condition of project approval:

3. **Recommended Condition**: Noise generated by the project shall be in conformance with the Noise Element of the General Plan.

During construction, heavy-duty equipment would be used for various activities. Noise level would vary depending on the equipment. General Plan Policy N-1.5.P4[7] exempts noise related to construction activity between the hours of 7:00 a.m. and 8:00 p.m. additionally; the City's Municipal Code[8] limits construction activities associated with development. Staff recommends the following condition of approval for the project that is consistent with General Plan Noise Policy:

4. **Recommended Condition**: No construction allowed between the following times:
   a. 6:00 p.m. Saturday to 7:00 a.m. Monday;
   b. 8:00 p.m. to 7:00 a.m. on Monday, Tuesday, Wednesday, and Thursday;
   c. 8:00 p.m. Friday to 9:00 a.m. Saturday;
   d. All City-observed holidays.

Outdoor events would not be held at the Inn and an event center is not a permitted use. Further, the Inn has strict quiet hours from 10 p.m. to 8 a.m. Staff recommends the following conditions of approval for the project in order to provide additional measures to minimize potential noise:

5. **Recommended Condition**: Outdoor events at the Inn (such as weddings, parties, or receptions) are prohibited.

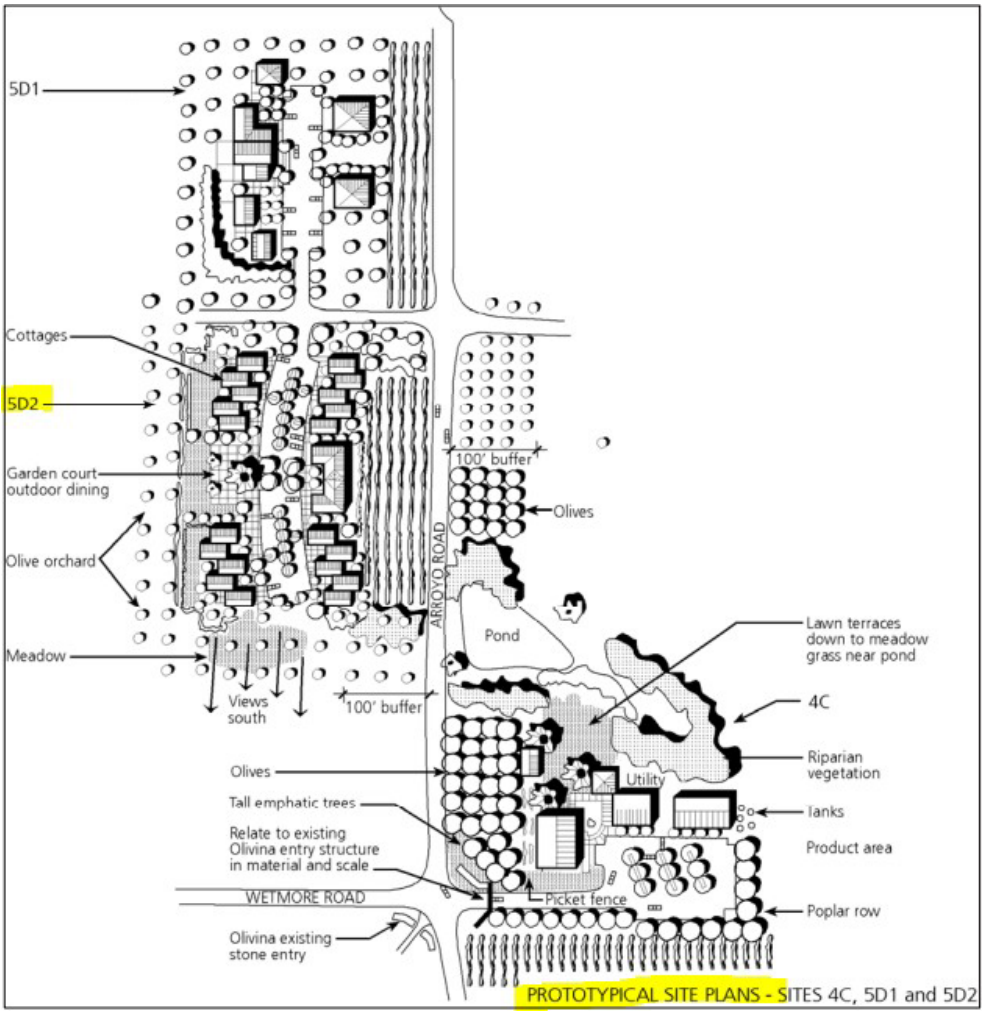
Site Plan

As noted in the Specific Plan[9], "The site layout determines the way in which one experiences the site. It creates sequences and relationships, defines spaces and uses, and preserves and screens view." The site plan is efficient in terms of layout and circulation, and the building orientation optimizes its relationship with the surrounding landscape. The site plan and building design signal arrival to Livermore's Wine Country by taking advantage of its permanent location on Arroyo Road without disrupting the heavier traffic flows on this main entry into the Wine Country.

The Specific Plan includes a "site analysis" diagram and a "prototypical site plan" of the subject site[10]. These illustrations provide general and specific criteria and recommendations for the development of the site (see figure 7). The Specific Plan states, "Where a prototypical site plan is shown, it is intended as one interpretation of appropriate design"[11]. They are not intended to be prescriptive regulations on developing the site.

[7] General Plan: Noise Element, p. 9-43
[8] LMC, Section 9.36.080
[9] SLVSP, p, 12-20
[10] SLVSP, p, 12-11; p,12-13
[11] SLVSP, p.12-3

Figure 7




The segment of Arroyo Road on which the project site is located is identified as a scenic route in the General Plan[12]. The Specific Plan includes development standards to maintain the scenic character of Arroyo Road, including a 100-foot agricultural buffer and strong architectural design. The 100-foot agricultural buffer serves as a staging area for farm equipment to maintain the vines. The vines may be temporarily removed as necessary for grading the site in preparation of construction. New vines will be planted in the northeast and southeast corners of the site. Staff recommends the vines in the remaining rows be replanted after the grading is complete.

[12] General Plan: Community Character Element, p. 4-24

6. **Recommended Condition**: Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction shall be replaced prior to issuance of a certificate of occupancy.

A U-shaped internal drive aisle would provide access to drop-off areas, parking spaces, and provide internal circulation. The U-shaped drive aisle also provides for emergency vehicle access. A pedestrian path of travel adjacent to the driveway would connect with an internal pedestrian path to/from the building.

The caretaker's unit is located at the south end of the building. Usable outdoor porches are located on the east and west sides of the building. The building is designed and oriented in this manner to provide visitors with views of the hills along with the sunrise to the east and sunset toward the west. Existing vineyards between the subject site and the residences minimize visual prominence.

The trash enclosure is located to west of the project entrance along Hansen Road and will be architecturally compatible with the Inn. The enclosure will be surrounded and screened from public view with eleven trees and landscaping improvements. The proposed enclosure meets City standards and allows efficient access for Livermore Sanitation. While noise at the proposed trash enclosure may be generated due to garbage trucks during pickup times, the closest residence is approximately 230 feet from the enclosure. As a result, the landscaping and distance to the nearest receptor would help reduce noise during occasional garbage pick-up. Staff recommends the following condition for the trash enclosure to ensure appropriate screening:

7. **Recommended Condition:** The trash enclosure shall be screened from public view along Hansen Road, with a minimum of three, 24" box *Platanus acerifolia* (London plane) trees and five small scale, 24" box trees that are consistent with the plant palette listed in the South Livermore Valley Specific Plan.

Architecture and Landscape Design

The project is consistent with the Specific Plan architectural standards and guidelines for commercial buildings. The project provides a Spanish/ Mediterranean architectural style. The Specific Plan states:

> "Diversity and innovation is encouraged within the framework of high quality design and construction standards…appropriate scale, simplicity in form, and integrity of details and materials are the characteristics that define the desired building styles for this area"[13].

The scale of the two-story building is appropriate for the site and conforms to the 35-feet maximum height allowed by the Specific Plan for the project site. The architectural style of the building features a boral-boosted tile roof, decorative precast stone at the courtyard

[13] SLVSP, p, 12-17

entrance, and a beige stucco finish. Dark brown shutters surround the windows and black decorative metal railings run along the second floor of the building. The roof has small decorative tower elements that add visual articulation to the main building form. Details such as wood doors, a decorative chimney cap, and wood porch columns contribute to the character of the building.

Signs are shown for illustrative purposes in the development plans and are not being approved as part of this entitlement. Signs will require a separate application and approval. Staff recommends the following conditions of approval:

8. **Recommended Condition:** Any signs associated with the project will require a separate application and approval.

The landscape plan shows the planting of 109 new trees on site. The tree and shrub species on the landscape plan are consistent with the plant palette encouraged in the Specific Plan. The project also meets the intent of the Tree Preservation Ordinance[14] by enhancing the aesthetic values of South Livermore and providing tree cover on approximately 57,000 square feet of vacant land along with a diverse plant palette. The project will also comply with the City's Water Efficient Landscape Ordinance.

Landscape features are used for the project to establish an appealing entry sequence for visitors. Interlocking stone pavers and a three-tier fountain provides a forecourt in front of the courtyard entrance to the Inn. An entry courtyard provides a transition space into the development.

The project complies with the lighting standards established in the Specific Plan[15], which prohibit glare beyond the boundaries of the site and require project lighting to be directed and shielded to prevent illumination of any adjacent residential districts. The development plans for the project include a site lighting photometric plan that shows lighting levels at the property boundaries to be near zero. The project would be expected to result in a slight increase in light intensity adjacent to the site, although the impact on surrounding properties would be expected to be less than significant.

The lighting plan contained in the development plan must specify that the pole lights shall not exceed 16 feet in height. In addition, the color of the pole lights must be provided. Staff recommends the following condition of approval:

9. **Recommended Condition:** The proposed light poles and luminaires shall not exceed a height of 16 feet and the color and design of the light pole and luminaire shall be subject to review and approval by the Community Development Department.

[14] LMC, 12.20.150
[15] SLVSP, p. 12-30

10. **Recommended Condition:** The lighting plan shall provide sufficient illumination in the proposed parking area on the east side of the property to meet the City's lighting ordinance.

Floor Area Ratio (FAR)

Policy 4-6 of the Specific Plan requires commercial uses to maintain a small, pedestrian scale, and not exceed an FAR of 25%. The caretaker's unit is a conditionally permitted accessory use. The caretaker's unit is not a commercial use but rather a residential living unit. Therefore, the caretaker's unit is excluded from the FAR calculations. The Inn's total area is approximately 29,345 square feet. The maximum allowed FAR for the site is 32,500 square feet. Even if the 2,300 square-foot caretaker's unit is included in the FAR calculation the total square footage of 31,645 square-feet is below maximum allowed FAR.

Additionally, the project includes open balconies and hallways that total 6,730 square-feet on the first and second floors of the Inn. The open balconies and hallways are excluded from the FAR calculations. The definition of floor area per the development code includes any building that has a roof and is enclosed so as to provide shelter from the elements on three or more sides. The enclosed balconies in the project are included in the 29,345-square-foot calculation. The open balconies and hallways are not enclosed and do not fall under the definition of floor area and therefore are excluded from the calculations.

Sustainability

The city recently adopted the Green Building Standards Code which requires newly constructed buildings to be all electric. In support of the latest Building Code and Climate Action Plan, the proposed project will incorporate sustainability measures into its construction and operations. For example, the project will be required to provide rooftop photovoltaic arrays that would provide electricity for the Inn. The project will provide EV Capable and EV equipped parking stalls. The Building Code does allow for a limited number of exceptions for new nonresidential buildings containing kitchens to install commercial food heat-processing equipment served by fuel gas. One of the few exceptions allows a business to cook with combustion equipment based on evidence provided by the applicant. The applicant has indicated the need to cook with combustion equipment for the restaurant and has provided evidence for the need to cook with combustion equipment (see attachment 13).

Planning Commission Review – 2019

On November 5, 2019, the Planning Commission held a public hearing, heard public testimony, and unanimously voted to adopt Resolution 26-19 certifying the environmental document and approving the Entitlements. The Commission's approval included the following additional modifications that are included in the proposed project as conditions of approval:

1. Add an island in the driveway to discourage left-hand turns from the property onto Hansen Road and provide signage stating either no left turn or right-turn only.

2. Locate the property address on Arroyo Road, subject to clearance by fire/emergency services.

3. Eliminate the required standard sidewalk between Arroyo Road and the driveway.

City Council Review – 2019

As mentioned in the background section, on November 19, 2019, the City received an application appealing the Planning Commission's approval of the project. The role of the City Council was to determine if the action taken by the Planning Commission complied with the rules. On January 13, 2020, the City Council adopted a resolution denying the appeal and affirmed the Planning Commission's approval of the Wine Country Inn. The Council added the following two conditions that are included in the proposed project:

1. The project shall provide additional trees planted along Arroyo Road; a one-to-two ratio for all removed trees; and provide on-site planting for any removed trees; and

2. The maximum number of seats in the restaurant is 77-seats; any increase would require review and approval from the Planning Commission.

Applicant's Statement Letter

The applicant has provided a brief letter for the City Council that describes their vision for the project (see attachment 12).

Public Comments

Public comments, letters, and emails in support and opposition to the project provided are included as attachment 6. These items will be provided in the Council's review packet. Materials submitted after the packet deadline will be given to the City Council the night of the meeting, provided the materials are received to the City Clerk's Office by 12:00 p.m. on the day of the meeting.

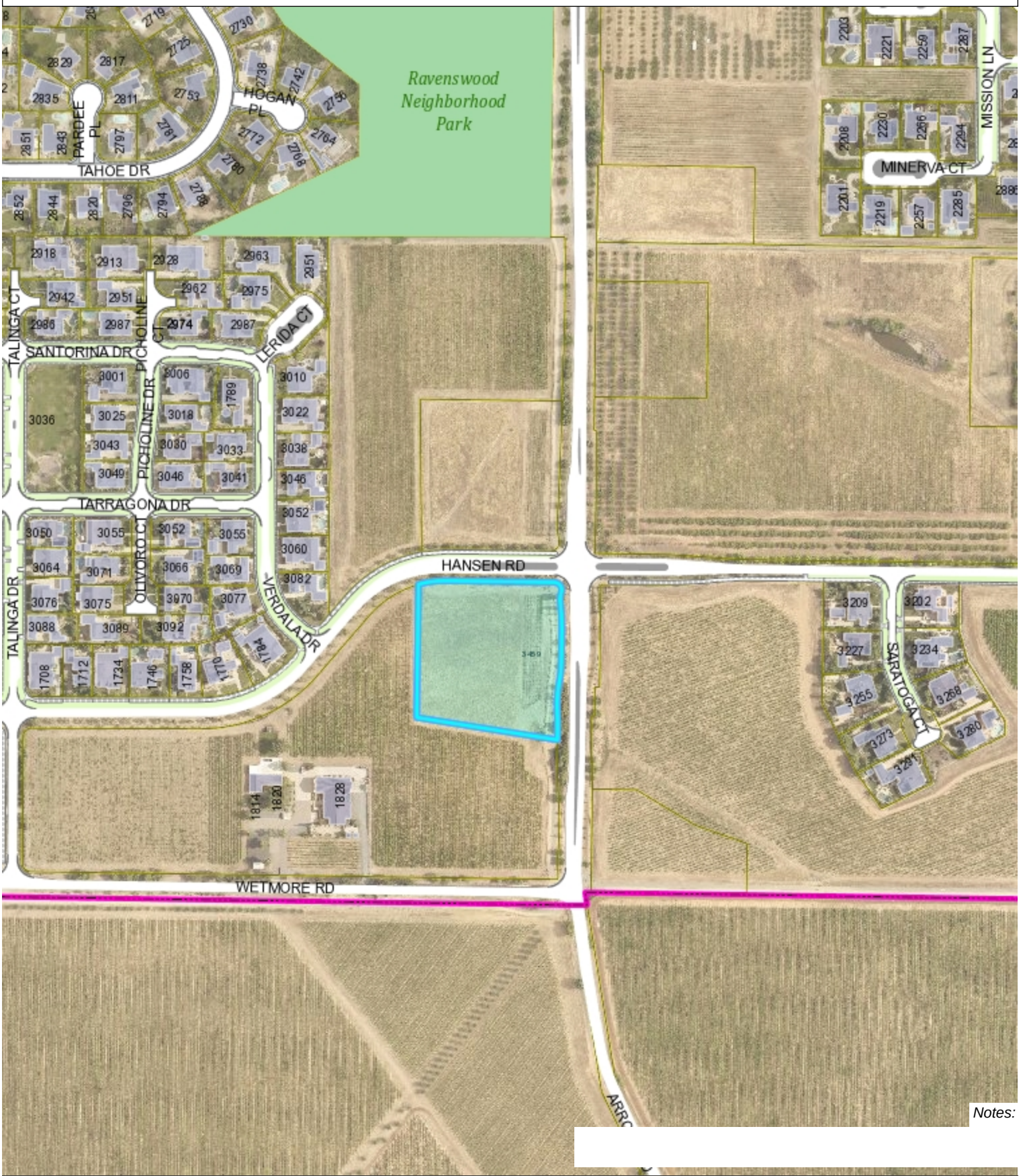
SUMMARY

The proposed Inn, restaurant, and caretaker's residence are consistent with the goal of the South Livermore Valley Specific Plan, to "provide for limited small-scale commercial development that supports and enhances the South Livermore Valley's image as a premium wine producing region"[16]. Wine-related commercial uses are critical to the long-term viability of the South Livermore Wine Region. The Inn and restaurant are appropriate uses on the proposed site, subject to the operational conditions recommended herein. The caretaker's residence is compatible with the Inn and neighboring uses, providing consistent security and oversight.

[16] SLVSP, p.4-3

LIVERMORE CALIFORNIA

# City of Livermore




Notes:

666.7 0 333.33 666.7 Feet

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Livermore IT, GIS Services

Scale: 1: 4,000

This map is based on City of Livermore GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

*Prepared:*

4/19/2023 9:23:43 AM

LIVERMORE
CALIFORNIA

# PLANNING COMMISSION
# REGULAR MEETING MINUTES
# May 2, 2023

**1. CALL TO ORDER** – The meeting of the Planning Commission was called to order by Chairperson Daniel Leary at 7:00 p.m., via Zoom teleconferencing and in-person.

**ROLL CALL** – Present were Chairperson Daniel Leary; Vice Chairperson Jacob Anderson, CM Steven Dunbar, CM Yolanda Fintschenko, CM Tracy Kronzak.

Also present were: Planning Manager Steve Stewart, Senior Assistant City Attorney Kim Cilley, Assistant Planner Jennifer Ackerman, Associate Planner Kam Purewal, Senior Civil Engineer Debbie Salgado, Principal Planner, Ben Murray, Division Clerk Michele Donley.

**PLEDGE OF ALLEGIANCE** – Led by Chairperson Leary.

Chairperson Leary suggested re-arranging the meeting agenda to move Item 5.1 up to be heard before Item 4.1, or after the Consent Calendar. Commissioners did not support moving up Item 5.1.

**2. OPEN FORUM**

There were no speakers.

**3. CONSENT CALENDAR** – None.

**4. PROJECT REVIEW**

4.1 Project review for Site Plan Design Review (SPDR) 22-005 to demolish the existing buildings comprising the Sens Extended-Stay Residence hotel and develop the site with a new, approximately 84,600 square foot Hyatt House hotel consisting of 130 rooms, 158 surface parking spaces, and associated landscaping and lighting. Location: 1000 Airway Boulevard.

**Recommendation:**

Staff Recommends the Planning Commission:

1. Adopt a resolution finding that the project is exempt under the California Environmental Quality Act (CEQA) Section 15332, Class 32, Infill Development.

2. Adopt a resolution approving Site Plan Design Review (SPDR) 22-005, subject to the attached Conditions of Approval.

Jennifer Ackerman, Assistant Planner, gave the staff report and overview of consideration to demolish the existing buildings comprising the Sens Extended-Stay Residence hotel and develop the site with a new, approximately 84,600 square foot Hyatt House hotel consisting of 130 rooms, 158 surface parking spaces, and associated landscaping and lighting at 1000 Airway Boulevard.

Marco Chu, developer/owner of the current building at 1000 Airway Boulevard, said they look forward to being approved, have gone through in detail all technical and architectural elements with staff, and are working closely with the Livermore Commission for the Arts to be sure their program will be implemented. They will be attending the 4th meeting with the Commission on May 8th, and thanked the Commission.

Dominic Vamosi, Intertech Design Services, introduced Zsalt Vamosi and said they are part of the design management team for the project. They also have Samir Khanna and Robert O'Dell with O'Dell Engineering for the civil aspects of the project. He thanked staff for her presentation and said they would be happy to answer any questions.

Chairperson Leary opened the public comment period, and there were no speakers.

CM Kronzak referred to the scenic easement corridor line of sight measurements, and said it looked like the building was going to have a 42-foot peak that was just right at the edge of the 40-foot line of sight as measured from the scenic corridor. The way the first diagram on page 51 is drawn it looks very close to the 30-foot line and not the 40-foot line, but on the subsequent diagrams she asked and confirmed with Ms. Ackerman that this complies.

CM Kronzak said in some proposals there are noise abatement requirements for windows, and asked if any would apply to this project.

Planning Manager Steve Stewart said the applicant can talk about noise attenuation but based upon the analysis, there were no extra requirements called for other than the usual commercial construction.

CM Kronzak asked if the City requires solar panels for these types of developments. Ms. Ackerman stated the City requires they reserve 15% of the roof area for future solar.

CM Kronzak asked if the non-potable water irrigation lines are out in this area, or purple lines. Mr. Stewart confirmed the City does, and generally the area north of I-580 is plumbed for purple pipe but he was unsure and deferred to Ms. Salgado.

Senior Civil Engineer Debbie Salgado said she believes the purple pipes are on North Canyons and not on the adjacent streets so they would not be connected at this time.

CM Kronzak thanked the applicant for working with the Commission for the Arts in getting some nice statues there and thinks the hotel design will be a lovely improvement.

CM Fintschenko thanked Ms. Ackerman and applicants for this project. She asked and confirmed that signs will be reviewed separately from this application.

CM Fintschenko referred to the number of projects that had been proposed for the site and asked why there have been 3 separate projects. Ms. Ackerman explained the project has changed a couple of times due to shifting market and branding conditions in the hospitality industry.

Mr. Stewart added that likely another consideration was that the previous design also had a significant subterranean parking aspect to it. Along with construction materials and extensive grading, it almost tripled the cost of that type of parking. This design is for a single hotel with an efficient site layout.

CM Fintschenko lastly said she also had the same solar question and when visiting the site, and thinks the proposed structure will be a fantastic use of space and in keeping with the aesthetic of the region.

CM Dunbar referred to the number of trees that will be lost and paid out via in-lieu fees. He also noticed the site is overparked relative to the minimum requirements. It is 1 space per room, plus 1 per 10 for the staff members and then some. He asked what are the standards for the tree removal permits that allow the applicant to do that in this case.

Mr. Vamosi stated staff posed this question as well and the way they arrived at the site design was based off a request from their client to get as many rooms as possible within the hotel. This has a direct relationship to the parking requirement of 1.1 rooms and 1 per 10 for staff. They maximized the site for parking they can have now and in the future if they needed to add more rooms to the overall hotel layout, and wanted to have that flexibility as well to ensure they could meet the request of their client.

CM Dunbar asked if they could re-arrange the hotel rooms to be higher but still meet the parking requirements of the City, and Mr. Vamosi confirmed. Regarding tree removal permits, he asked and confirmed with Ms. Ackerman that the arborist recommended removal of all trees to accommodate the project. Many were in poor condition and per the City's ordinance, a ratio is in place to replace them. The project is going to retain as many as they can and then replace those they cannot on site. Anything left over will be paid in-lieu.

Mr. Stewart noted that staff refers these out to different City departments including Public Works and an arborist on staff, and he might have different recommendations but staff received no comments for this project.

CM Dunbar voiced support of the plan going to the Commission for the Arts. On one of the renderings shows a trash enclosure which was partially screened. He asked and confirmed with Mr. Vamosi that it is the intent to carry that level of screening around the rest of the enclosure.

CM Dunbar asked and confirmed the project has 157 parking spaces which meets the standard.

CM Dunbar voiced support of the bike racks proposed to be used, and asked if the Cal Green code for long-term bike parking was covered in the requirements for approval.

Mr. Stewart said it is covered by the Cal Green Code, but staff spoke with the Building Official and it was his interpretation that a hotel is more of a residential use and would not be subject to the condition. Staff can look at this more closely and the applicant has expressed an openness to adding them, if required.

CM Dunbar commented that he thinks this nicely bookends across from the Sage development in terms of its design, thinks this provides consistency but does not exactly match all other hotels in the area, and he can make all findings for the project.

Vice Chairperson Anderson asked if this development will be all-electric.

Zsalt Vamosi said all electric appliances are within the units. They will have a commercial kitchen that will have natural gas as well as VRF systems.

Vice Chairperson Anderson said bike lockers will be important in this project, given the transit-oriented area and echoed other questions and responses by Commissioners. He was not thrilled with the exterior design, but enjoyed the interior layout, thought the rooms were nicely laid out, said hotels are very much needed in the City, and he can make all findings.

Chairperson Leary thanked the applicant for his investment in Livermore, asked staff to display the site plan, and said the LMC states that, “In any case a row of parking is parallel to the side of a building which is used for public entry, a pedestrian walkway shall be provided at intervals not greater than 75 feet.” It repeats this again in Chapter 5, Guideline 4.5.2; “Large commercial development shall include at least 1 separated pedestrian pathway through the parking area to the main entrance.”

He also referred to the storm drainage. There is a basin showing as a light green area. The storm drain comes on both sides and is a bubble up in the basin, which he was surprised about. In the details, it shows a 12” dry well and the grate is up 3 or 4 feet above the bio-retention so it would be standing water in the pipes. However, he could not find a standard that says bubble ups are not allowed.

He also referred to the view corridor, and hopes staff to ensure the elevation is accurate from the freeway as the scenic corridor is important. He would also like a condition regarding the walkway unless he was not correct on the standards.

CM Dunbar asked if the design standard was from the General Plan or Isabel Neighborhood Specific Plan. Chairperson Leary said it was not in the Specific Plan, which is silent. He asked if this supersedes everything in the LMC. There is one part regarding parking that refers to the design guidelines, but he asked if this can be enforced or not.

Mr. Stewart said if the design standards and guidelines are objective, staff can enforce those. He asked if he was referring to Section 4.5.2 in the design standards and guidelines. Chairperson Leary said the LMC talks about it if it is parallel there must be a pathway all the way through on 4.04.07 of the LMC. Chapter 5 guidelines 4.5.2 includes this, and it states it again on guideline 3.2.8 on page 71 which says it twice and has a picture.

Mr. Stewart said those are guidelines on internal circulation for commercial development so those are not required but recommended. He said he will look in the LMC to find it.

CM Dunbar said he also noted the lack of walkway to the west as well, but did not have a code reference for it. It is access to a freeway overpass to the west, but it is a TOD as well. He would prefer adding it if possible. Chairperson Leary and Vice Chairperson Anderson also agreed.

CM Dunbar asked if the Commission can enforce guidelines, as this is not an HAA project. Mr. Stewart confirmed.

Vice Chairperson Anderson motioned, and CM Dunbar seconded. CM Dunbar commented that in moving forward on future proposals he said the lack of trees on site was disappointing and he would hope that applicants could do better than that in the future.

MOTION BY ANDERSON, SECONDED BY DUNBAR, TO ADOPT A RESOLUTION FINDING THAT THE PROJECT IS EXEMPT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), SECTION 15303, CLASS 32 OF THE CEQA GUIDELINES, FOR INFILL DEVELOPMENT; AND ADOPT A RESOLUTION APPROVING SITE PLAN DESIGN REVIEW (SPDR) 22-005, SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL.

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

4.2 Site Plan Design Review Modification (SPDRM) 22-017 to construct an administration building and maintenance facility at an existing Livermore-Amador Valley Transit Authority site at the southeast corner of Discovery Drive and Atlantis Street

**Recommendation:**

Staff recommends the Planning Commission:

1. Adopt a resolution finding that the project is within the scope of the certified Environmental Impact Report for the Oaks Business Park, State Clearinghouse #2001032069.
2. Adopt a resolution approving Site Plan Design Review Modification (SPDRM) 22-017, subject to the attached Conditions of Approval.

Jennifer Ackerman, Assistant Planner, gave the staff report and overview of the request for Site Plan Design Review Modification to construct an administration building and maintenance building on their existing site at 875 Atlantis Drive.

Nate Brewers, Capital Projects Manager, Livermore-Amador Valley Transit Authority, introduced his team from Kinley Horn, Heller Manis, and said LAVTA has a primary transit source for this entire area and over 36 years of operation, has established a track record for a successful operation and fiscal accountability in the provision of public transportation services to the communities it serves, and the LAVTA Board includes representatives from east of the Tri-Valley cities and Alameda County, including 2 Livermore Councilmembers.

He spoke about their operations and maintenance facility built in 1991 which was designed for 43 buses, 8 vans, 75 parking spaces for administrative operations and employees, and today LAVTA operates 65 buses, dispatches 8 paratransit vehicles and employs over 125 people, with more growth forecasted over the long-term. The present site cannot be expanded due to other occupied properties surrounding the area, and he spoke of leased site for additional vehicles, and began developing the Atlantis Drive facility mainly with federal earmarks than available for this purpose.

LAVTA has had conceptualized plans for the facility for almost a decade and the transition to zero emissions bus fleet creates the right time to implement, and started moving from concepts into more detailed planning 3 years ago. He then spoke about application processes and improving the design to meet the local context of the Oaks Business Park. The project has received some grant funding with the transition to a zero emission bus fleet. Applications for additional grant funding have been submitted and he was available for questions as well as his consulting team.

Chairperson Leary opened the public comment period, and there were no speakers.

CM Fintschenko thanked staff and applicant for their presentation, thinks it is a worthy project, and she questioned how the noise standard was established.

Mr. Stewart stated when the Oaks EIR was developed there was analysis on noise attenuation like other master assessments on traffic demand. Given the General Industrial zoning in a business commercial park, those standards are contained in the EIR. Certain uses are consistent with those noise standards so additional studies are not required. These zones are appropriate with these types of noise generators.

CM Dunbar said he works for Gillig Bus but does not have any financial interest in this project or in Gillig Bus. Beyond that, he is glad this is being done, hopes it is a nice place to work, and hopes this allows added transportation to the community. The project matches the style and design guidelines of the neighborhood, it is below the trip generation standards for this facility, he can make all of the findings, and hopes the nearby trail system completes and connects to the rest of town in the future.

CM Kronzak said she did not see solar in the proposal and confirmed if it was also subject to the 15% roof reservation. Regarding the irrigation water, she confirmed the purple pipes do not go out to the site. She also commended the applicant for what they are attempting to do.

Regarding the water features, this is not something in the General Plan and referred to the Climate Action Plan, one of which principle is to improve resilience to extreme heat events and to improve water conservation. There will be days when it will be 116 and 120 and water evaporating from a decorative feature. She asked if the applicant would consider using another aesthetic feature aside from another water feature. Beyond that, she thanked representatives.

Michael Mowery, Kimley-Horn and Associates, said in the planning phase that part of the building and outdoor area is an amenity area for the operators and this is what has led to the fountain design for a relaxing feature. They understand water conservation and if removing it is more consistent with the City's requirements, they can do so.

CM Kronzak thanked Mr. Mowery and knows LAVTA is an integral part of the Tri-Valley.

Vice Chairperson Anderson questioned why hydrogen over electric battery.

Mr. Mowery said LAVTA did a zero emissions bus study starting the same time they did the site planning for this project and looking at whether an electric fleet or hydrogen fuel cell fleet or a mix of the 2 would best serve their specific fleet. The ultimate finding from the study was 100% hydrogen fuel cell bus fleet was the right solution for LAVTA given there are longer routes serving multiple agencies and cities.

Vice Chairperson Anderson asked if in the future if it is more economical to be electric, the site could be modified to handle that.

Mr. Mowery said there are not just the charging of the fuel but the vehicles themselves. LAVTA's plan is to start purchasing a fuel cell fleet and not an EV based fleet, so this would require them to change-over some of their fleet in the future if EV were to predominantly come forward as a better technology and it would also take some site infrastructure as well as the bus fleet itself.

Vice Chairperson Anderson said he likes the nice design for an industrial building and public transit is vital. He believes electric will be the future, but he voiced support of the project and can make the findings.

Chairperson Leary voiced support of the site and its amenities, said the area is filling out at Atlantis and Challenger and Discovery, and he thinks 1700 yards of fill was going to be moved in and out. He thinks it would be good to take extra care for any erosion control for the project, given many basins serve the site and roadway. He questioned the purple pipe question.

Mr. Mowery said there is purple pipe routing on Atlantis and they are planning to use it as fire water. They were working with City staff on supply if it would be available for landscape irrigation, but what is shown on the plan is domestic connection for irrigation which is right next to the recycled water connection, so they can make that change in design to use that facility if the supply is available.

Chairperson Leary asked if recycled water has the same flow for fire protection. Mr. Mowery said most recycled water lines have a slightly lower pressure rating, but it still will flow. They will do a pressure test before making the design for fireproofing, and if deficient, they will change over to domestic supply. They do not yet have a fire protection consultant on board yet, and this will be in the next phase of design.

Chairperson Leary said on Atlantis Court he wondered if this is a truck stop area with trucks there overnight in front of the site. He knows this occurs in Silicon Valley where no vehicles a certain length can park. Ms. Ackerman stated these trucks are waiting for deliveries.

Mr. Stewart said anecdotally there is some overnight parking there so this occurs in the Airway Business Park between Airway and I-580 in the 24 Hour Fitness neighborhood. If it becomes a problem, staff can post signage. He does think there is also the delivery aspect of it.

CM Fintschenko said she visited the site Sunday and there were no trucks there at 4:00 p.m.

CM Kronzak referred to purple piping and putting the irrigation and fire on the system, she asked if there needs to be a recommendation or amendment. Ms. Ackerman stated there is a condition of approval that states they will connect to the reclaimed water system, as available.

CM Dunbar recommended having a water feature indoors versus outdoors, but he did not want to provide any amendment for the motion.

MOTION BY FINTSCHENKO, SECONDED BY KRONZAK, TO ADOPT A RESOLUTION FINDING THAT THE PROJECT IS WITHIN THE SCOPE OF THE CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR THE OAKS BUSINESS PARK, STATE CLEARINGHOUSE #2001032069; AND ADOPT A RESOLUTION APPROVING SITE PLAN DESIGN REVIEW MODIFICATION (SPDRM) 22-017, SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL.

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

## 5. PUBLIC HEARINGS

5.1 Hearing to consider rescission of Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP)19-006 for the Wine Country Inn; an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); Specific Plan Amendment (SPPA) 23-001 to amend the South Livermore Valley Specific Plan (Specific Plan) to clarify a 50-foot setback area from Hansen Road; Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the development of commercial site 5D2 (Wine Country Inn) at the southwest corner of Arroyo Road and Hansen Road.

**Recommendation:**

Staff recommends that the Planning Commission take two actions:

1. Adopt the attached Resolution, recommending the City Council:
   a. Rescind Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 for the Livermore Wine Country Inn;

2. Adopt the attached Resolutions, recommending the City Council:
   a. Adopt an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); and
   b. Approve Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn.

Kam Purewal, Associate Planner, gave the staff report and overview of the hearing to consider rescission of Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP)19-006 for the Wine Country Inn; an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); Specific Plan Amendment (SPPA) 23-001 to amend the South Livermore Valley Specific Plan (Specific Plan) to clarify a 50-foot setback area from Hansen Road; Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the development of commercial site 5D2 (Wine Country Inn) at the southwest corner of Arroyo Road and Hansen Road.

Senior Assistant City Attorney Kim Cilley gave a brief summary of the litigation involving the prior approval of the Wine Country Inn project. She described Friends of South Livermore's filing of a petition in Superior Court alleging violations of CEQA and planning and land use law, denial of the mandamus petition and ruled in favor of the City, Friends of South Livermore's filing of an appeal which in December 2022, the Court of Appeal reversed the lower court's decision on one issue. It found that the City Council's approval of the project must be reversed because the 50 foot setback in the PUD conflicted with the 100 foot setback in Policy 4.7 of the Specific Plan. The Court found that the 100-foot setback was fundamental and mandatory.

In late 2019/early 2020, the Planning Commission and ultimately the City Council approved the project with a 50 foot setback from Hansen Road. The 50 foot setback in the PUD was adopted in 2001. Since that time, the City has interpreted the Specific Plan and the PUD when read together to require a 50-foot setback from Hansen Road for commercial sites 5.D.1 and 5.D.2. Second, there are diagrams in the existing Specific Plan showing that a 100-foot setback was required on Arroyo Road; however, a smaller, narrower setback is shown for the future entry road onto Site 5.D.2.

Finally, in 1997 when the Specific Plan was adopted, Hansen Road was a private road. The 100-foot setback applied to public roadways. Therefore, it was a reasonable interpretation that the 100-foot setback did not apply to Hansen Road.

Having said all of that, the City is now in the position of having to respond to the decision of the Court of Appeal. Although the Court of Appeal acknowledged that the PUD permit required a 50-foot setback from Hansen Road, the court ruled that the PUD permit, a lower level planning document than the Specific Plan, could not amend a Specific Plan. Rather, only a Specific Plan Amendment can amend a Specific Plan.

Today, the proposed Specific Plan Amendment is to clarify that the 50-foot setback from Hansen Road, approved by the City Council in 2001 should apply to commercial sites 5.D.1 and 5.D.2. A 100-foot setback continues to apply to Arroyo Road. The 50-foot setback from Hansen Road has not changed. It is the same setback adopted by the City Council 22 years ago. Rather, the proposed Specific Plan Amendment is to clarify that it is the City's intent to have a 50-foot setback from Hansen Road for commercial sites 5.D.1 and 5.D.2.

It should be noted that the Planning Commission is not the decision-making body for the item. Rather, the Planning Commission is making a recommendation to the City Council. Based on the court's ruling from a procedural standpoint, staff is requesting the Commission take two separate actions. The first is to adopt a resolution recommending the City Council rescind the prior entitlements which were approved in 2020. Second, is to adopt resolutions based on the project presented this evening.

Mr. Purewal stated the policy in question is the existing policy 4-7 which requires building setbacks for commercial uses shall be 100 feet from road frontages except for commercial site 3.A which shall be 25 feet, and all setback areas shall be planted in the vineyards. Staff is proposing to revise this policy to follow the zoning standards. Staff is proposing that the building setbacks for commercial uses shall be 100 feet from the property line except for commercial sites 3.A which will be 25 feet, and commercial sites 5.D.1 and 5.D.2; the project site, which shall be 50 feet from Hansen Road and this follows the zoning standards.

All setback areas shall be planted with vineyards or orchards except for the 50-foot setback area from Hansen Road. Commercial sites 5.D.1 and 5.D.2 may include parking, landscaping, and a trash enclosure.

He then presented information to clear confusion and misinformation about the project, which mirrored the Senior Assistant City Attorney's statements. He presented images showing Hansen Road existed to the east of Arroyo and is shown as a future entry road to the west of Arroyo. The image to the right shows a prototypical site plan and as shown, the 100 foot buffer remains along Arroyo which he pointed to.

The cottages are shown with a reduced setback and there is no reference to a 100-foot setback for the future entry road. The existing language for Policy 4-7 does not clearly state that there must be a 100-foot agriculture setback from public roadways that are not yet in existence at the time the Specific Plan was adopted. Furthermore, the PUD permit was approved in 2001 and sets out the commercial development standards for sites 5.D.1 and 5.D.2 and requires a 50-foot setback from Hansen Road. The 2001 PUD zoning standards cast out on the claim that a 100-foot setback from Hansen Road is required. The PUD standards have stood for 20 years without challenge. The Specific Plan amendment is proposed to remove any confusion and clarify the setback issue from Hansen Road.

The project involves the physical development of a commercial site 5.D.2. The proposal is to develop the vacant approximately 3 acre site with an approximately 29,345 s.f., 2-story building for a 30-room Livermore Valley Wine Country Inn. The proposed site plan shows the 100-foot setback along Arroyo Road which is required, a 50-foot setback from Hansen Road highlighted. The actual building is located approximately 80 feet away from Hansen Road. The project includes a 77-seat restaurant and a conditionally permitted caretaker's unit. The site is allowed to have a 100-seat restaurant.

In 2019, the Planning Commission added conditions of approval requiring the project to provide right-turn only heading out of the site, and he pointed to a median there which would force visitors leave from the right-turn only and head down to Arroyo Road. Additionally, the Planning Commission requested that the address to the site should be on Arroyo Road for GPS routing and the address is off Arroyo Road, and remove the sidewalk along Hansen Road and provide an on-site path to the trail, which he displayed.

Additionally, the Inn is required to provide 61 parking spaces and it provides 65 parking spaces. There is a total of 7 EV-capable spaces, 15 EV-ready spaces, and 2 EV chargers provided on site. There are 12 bike spaces provided which include 4 bike lockers and 8 bike racks.

A traffic consultant completed a traffic impact study for the project in 2019. The study was prepared before the COVID-19 pandemic. It is likely that the traffic impacts analyzed were higher than current traffic impacts. The study concluded that traffic impacts are less than significant and no additional mitigation is required. The 2019 traffic impact study references overflow parking and a sidewalk along Hansen Road, but the proposed project does not include any overflow parking or the sidewalk along Hansen Road.

The project is consistent with the Specific Plan and architectural standards and guidelines for commercial buildings and provides a Spanish Mediterranean architectural style. The scale of the 2-story building is appropriate for the site and conforms to the 35-foot maximum height limit. The landscape plan shows the planting of 109 new trees on site. Trees and shrub species on the landscape plan are consistent with the plant palette encouraged in the Specific Plan. Landscape features are used for the project site to establish an appealing entry sequence for visitors. Staff has added a condition of approval for any vines along Arroyo Road within the 100-foot agricultural buffer that are removed during construction and they must be replaced prior to occupancy.

An entrance to the Wine Country Inn from Arroyo Road was requested by some opponents during the previous administrative process. An Arroyo Road entrance is not recommended by staff for several reasons. An entrance from Arroyo Road would create pedestrian and traffic safety concerns due to higher speed limits on Arroyo Road as compared to Hansen Road. A new left-turn lane would have to be created on Arroyo Road which would be near the existing left turn lane from Arroyo onto Hansen Road likely causing additional traffic concerns and an increase of rear-end collisions.

Third, there is a slope easement along Arroyo Road with substantial difference in grade between Arroyo Road and the project site. Sight distance would be a concern for vehicles entering and leaving the site and there would be limited visibility for pedestrians using the existing trail system. LARPD concluded that the entrance to the property should remain on Hansen Road to avoid impacting the regional trail. For these reasons, this entrance is the safest access point for the project.

In conclusion, staff recommends that the Planning Commission take 2 actions; adopt the attached resolution recommending the City Council rescind Site Plan Design Review and CUP for the Livermore Wine Country Inn; and adopt the attached resolutions recommending the City Council adopt an addendum to the South Livermore Valley Specific Plan EIR; and approve a Specific Plan Amendment, Site Plan Design Review and CUP for the Livermore Wine Country Inn.

Unfortunately ,the applicant could not make it to the meeting due to illness but staff is available for any questions.

Chairperson Leary asked for clarifying questions from Commissioners.

CM Kronzak said the site plans were very small. With regards to the area within the 50-foot setback that contains the trash enclosure. She asked if this is below the level of the street. Mr. Purewal confirmed.

Chairperson Leary opened the public comment period.

Ann Young, Friend of South Livermore, said since the City is redoing the South Livermore Plan she asked if this sets a precedent for future building sites in Livermore or whether other sites can be amended. If the City is going to amend, she asked for the entrance at Arroyo Road to be amended which was in the South Livermore Plan. They disagree with that because they could have a great entrance off Arroyo and another winery has done a great job on Whitmore Road where the average speed is above 50 mph and no worse than Arroyo.

Regarding the incline, since the hotel will remove 10 feet of soil and completely level off the top of the hill, the incline can be fixed and the cost is more than their construction would be allotted for the entrance, but an Arroyo entrance meets all requirements. She disagrees with the analysis in Attachment 20. The hotel level would only be lowered less than 5” extending all the way down instead of ending at the agricultural setback. This would lower the entrance level 2 feet to match with the street and produce a final slope of 10% which would meet the fire entry’s requirement. Lastly, other parcels marked for development along Arroyo will also have their entrance off Arroyo and it is already in the plans. LARPD trails have similar issues with traffic and crossing, and lanes can be modified to work.

Peter Young, Friend of South Livermore, asked Commissioners to address the defamatory comments made in the letter submitted by Ms. Boss, Attachment 17, that makes accusations that are unfounded and false. They respectfully request the Planning Commission ask Ms. Boss to retract the last 2 paragraphs on the bottom of page 4 and paragraphs 1-5 on page 5 in Attachment 17, and that she be admonished to refrain from any further scurrilous attacks on them individually or on the Friends of South Livermore in the future.

In returning to the hotel proposal, the staff report does not mention the hotel proposed in 2018 had overflow parking located in the 100-foot agricultural setback from Arroyo Road in conflict with the South Livermore Plan. The City Council subsequently prohibited the overflow parking in Condition B.24 “The overflow parking shall be removed from the 100-foot agricultural buffer along Arroyo Road. In the current proposal, there is no request for overflow parking. The conditions for approval states, “Any vines in the 100 foot agricultural buffer along Arroyo Road that are removed during construction must be replaced prior to issuance of a certificate of occupancy. The problem is that the location of the vines is not specified. The landscaping plan they reviewed a few moments ago shows empty space where the vines would go. It also shows the vines start closer to the trail than in the original satellite version which are further away. Therefore, he asked for a condition that the vines will be replanted in the same location that they are now and that no overflow parking is allowed in the agricultural buffer.

This also brings up the issue of the large, 33’x29’ EVA turnout that extends into the agricultural buffer in violation of the SLP. This project has been allowed to expand beyond the constraints imposed by the plan. He asked why overflow parking was requested. Clues come from the hotel website that advertises a “hair salon with day spa and gift shop” both of which would require additional permanent parking spaces to accommodate outside customers and not included in the proposal. Also, despite the declaration that the conference room will only be used for incidental meetings, the owner advertises meeting space for up to 100 for activity such as award banquets, and outside visitors, and hotel guests.

Kendall Smith referred to the 100-foot setback and 1997. When the South Livermore Specific Plan was developed it had a 100-foot setback, and in 2001 was the PUD for the City. They really look at the intent of what the 100-foot setback was. This is wine country and they want to have a nice farmhouse feel, relaxing, and the existing wineries which is set back and inviting and appealing. The are now talking about a 2-story hotel that is not a Wine Country Inn. The plan presented before was cottages, so this is a very different type of structure. If you take away 50 feet from 100 feet here and you have a 2-story hotel, parking, garbage bins, etc., it will look very different. He put tape on the wall showing 50 feet and this is what the City will give up. Once you give that up it is gone forever. This also sets a precedent for other developments in the future.

He referred to the entrance and said if it is approved for Hansen Road, the other business across the street will have an entrance, and people will try to go back and forth between those two, and people will violate the right turn only restriction. He referred to the gas station which says no left turn, which is violated all day long. He asked not to recommend to the City Council to reduce the setback. It is intended to have a wine country atmosphere and we will lose that forever.

Dennis Elchesen, 52 year resident, said he and his wife love Livermore, especially its vineyard and scenic beauty. They support the concept of a Wine Country Inn at the corner of Hansen and Arroyo, but have some issues. When they bought their house in 2003, they were assured by the home builder and City that any development on Sites 5.D.1 and 5.D.2 had to be in full compliance with the South Livermore Valley Specific Plan. If amended, this would be only the 3rd time it happened since 1997. To amend the plan, it would allow for sections of vineyards to be removed and would cut the building setbacks by half. Both actions are prohibited by the Specific Plan. This amendment is contrary to the letter, spirit, and intent of the plan. He asked the Commission to reject the amendment and invite the applicant to submit a design that conforms to the plan. The main problem with the design is shortage of on-site parking. The owner wants to hold classes, spa, salon, meetings, and other special events, which would overflow parking. Traffic has nowhere to go except on Hansen and Arroyo where parking is illegal and unsafe.

The applicant's design could be modified to be compliant with the plan. The applicant's residence and swimming pool could be removed, special events prohibited, the building's large footprint could be reduced by eliminating its central courtyard. This would allow for 100-foot setbacks on both streets, avoid the need to remove any vines, and provide adequate parking space. They cannot see the Inn from where they live and it is not about his backyard but Livermore's front yard and center to Livermore's wine country, and he asked the Commission to make the right decision.

Pat McMenamin said he and his wife, Madeline oppose the proposed amendment to the South Livermore Valley Specific Plan and oppose the reapproval of the Livermore Wine Country Inn. They do not object to an inn being built on this site, understood one could be built on the corner of Arroyo and Hansen when they purchased their homes. They believe the illustrations of the inn included in the plan of single-story cottages positioned across open space and a central restaurant building, but the current hotel design is not that. Currently, proposed is to amend the plan to reduce the 100 foot setback of vineyard to 50 feet to accommodate a parking lot and large trash dumpster which would not be required if the hotel design met the restrictions clearly defined in the Specific Plan which was designed to preserve the area's unique rural and scenic qualities and to expand viticulture acreage.

This proposed amendment would seriously diminish the ability to meet these stated goals. The Specific Plan was the product of many years of effort, was heralded nationwide in many communities, yet the City now proposes to recommend significant changes in what they believe as a single meeting. The proposed hotel is not what they understood as even possible under the specifics of the Specific Plan and they oppose the amendment and reapproval of the hotel, and asked the Commission to vote "no" on the amendment and reapproval of this hotel.

Yanira Guzman, resident, said she would happily support a small business, family-owned wine country hotel, and inns are doing very well and are always booked which is a great thing and would like to see that flourish for others here that want to continue to support local businesses.

Dennis O'Brien said his first concern is that the City would consider any change to the Specific Plan without actively engaging with residents of South Livermore Valley which has not occurred. He received no notice of this meeting, lives in the neighborhood that will be impacted, and he only heard from some people who did receive notice. He would like to see active engagement. South Livermore Valley Specific Plan is a contract between the residents of Livermore and the City. The City cannot just change a contract without actively engaging without residents or changing the plan without residents' concurrence, and they do not concur.

The setback between Hansen and Arroyo are codified in the Specific Plan for a good reason. They support the Country Inn vision. The proposed changes from 100 foot setback is a message to the residents, to the Planning Commission, and to the City Council that this hotel is just too big. It has a huge footprint, will be an eyesore, and a distraction. He objects to the idea of Hansen Road not having a 100-foot setback to the hotel property. It is a public road now and it deserves that 100-foot setback as others do. This is an exception that is dangerous, especially when the City does not have concurrence from residents in the area. He asked the Commission to reconsider.

Mark Rinetti said he and his wife, Diane live at 1784 Hansen Road. He voiced concerns with this proposed Wine Country Inn. They knew about it when they moved in 20 years ago, experienced the detail and direction of the Specific Plan. It was Deer Ridge originally and now it is Las Positas Winery right across from their house. They had a great experience with the Planning Commission, the City Council, and everyone and they stuck to the Specific Plan as designated and they turned out to be a great asset to the neighborhood and to the wine country industry.

This proposal is an on-going turning of the tide. There was challenge after challenge and while he likes the design and they knew something like this was coming, but the problem is for site 5.D.2 this project is too massive. It is uncomfortable and does not look right, and neighbors are not against the developer trying to get the amendment made, but it is about the enhancement of the whole South Livermore. After 20 years, they have followed the plan which has worked wonderful. One developer wants to come in, but this is just the beginning of the slippery slope. If given to one, then they will go to site 5.D.1. Before you know it, there is over-development and the City misled everyone on the direction for the future of their families in enjoyment of this special area. He asked the Commission to reconsider this. The project cannot go on this site with their design with all the parking, the house, pool, etc. and be conducive to the site plan.

Donna Cabanne said she respectfully asks for a 30-day continuance. A lot of new materials for this item were only released last Friday. This includes an amendment to the Specific Plan of 400 pages, a new Inn application or a 375 page EIR addendum, new drawings, and attachments. Without a continuance, the public is denied adequate time to read and consider materials. Some neighbors were not even noticed and the City risks making an uninformed decision on an important issue. She urged the Commission to deny the amendment to the Specific Plan. The Court of Appeals ruled the 100-foot setbacks are mandatory, fundamental, and not open to subjective interpretation. She asked why is the 100-foot setback considered the lynch pin of the plan. The setback policy is the means by which the plan achieves its goals of preserving and enhancing the rural wine country character and image of the area. The amendment would impede and erode those goals.

A limited vine planting would seriously degrade the visual resources of the area, and they are trading vines for parking and trash enclosures. She asked if this is the right image. The plan is designed to preserve the area's unique rural and scenic qualities, and this amendment would negate efforts that have been in place for 20 years. The plan is designed to expand the viticultural acreage and this amendment would reduce and devalue it with parking spaces and trash enclosures.

The 170 homes helped fund the original plan by paying a fee of approximately $10,000 when they purchased their homes which is a considerable investment, demonstrating they value vineyards. She asked to think carefully about the long-term consequences of changing an entire plan to suit one developer. She asked why should arbitrary exceptions be made. Once the setback is changed, it will seriously weaken the viticultural acreage the plan is supposed to protect. This is a slippery slope and others will ask for equal treatment if this change is made. It will set a precedent and the City will not have the moral authority to turn down other applicants. She asked to change the configuration of the Inn, and she urged the Commission to deny the amendment, the new application, and addendum to the 1997 EIR.

Jean King urged the Planning Commission not to support the proposed changes to the Specific Plan, not approve the Livermore Wine Country Inn as presented, and not approve the requested electric kitchen equipment exemption. She was a community activist when the South Livermore Specific Plan was created and there was much work done meeting with stakeholders and compromises made to come up with the plans. The standards and guidelines of the plan were supported by citizens and adopted by the City. She served on the Board and was Chair of the Tri-Valley Conservancy, and has supported the South Livermore Valley plans and its protection and promotion of open spaces and agriculture.

Item 17; the applicant's statement letter, has a list of previous supporters of the Inn project. She is number 6 on that list. She thanked Michelle Boss for reaching out to her and others when she was first working on the project, supports a Wine Country Inn on the location as did others, and said an inn in this location is in the Specific Plan but the present inn design does not adhere to the plan as a ruling of the Appellant Court.

The location is not in a total commercial area. It is in a buffer area between urban and open spaces of the South Livermore Valley. The Specific Plan states, "The design of commercial facilities shall be consistent with the rural wine country character of the area." She asked the Commission to not approve the proposed amendments in Item 9. The plan should not be changed to change to fit the inn. The inn should conform to the plan. They are trying to fit too much in the space available. The setback requirement on this location should not be changed and the setback on the Hansen access street should remain 100 feet and required to be planted with vineyards and orchards and not include parking and a trash enclosure.

Item 18 asks for electric kitchen equipment exception. The reasons given are not factual. The Independent Consumer's Union report highly recommends induction for energy efficiency, speed, and precision cooking, safety, absence of toxic fumes, absence of fossil fuels, and funding from the Inflation Reduction Act. This is another instance when the applicant does not want to conform to the City's rules but wants the City to conform to their rules.

John Stein said he has lived in Livermore for 53 years and his name is on the South Livermore Specific Plan. He spent 2½ years helping to write that plan. It involved compromises between various groups, the Sierra Club, Zone 7, LARPD, the City, Ruby Hill, Shea Homes, and 80 individual property owners. There were several compromises and it was adopted without any legal proceedings. The intent of the original plan was the 100-foot setback should be along major streets so tourists would get the impression this was a rural versus urban or suburban area. There was no intent that side streets should have a 100-foot setback whether for commercial or residential development. He thinks the Davis Study says if the wineries and vineyards cannot survive economically, there will not be a South Livermore Specific Plan. In the long term, it will be roofs and solar collectors and cemeteries just like North Livermore. It is important to balance the needs between the economics of the people who developed and the desire for no change or for a totally rural area.

As part of the plan, they adopted 700 homes, each of which paid $25,000 and donated an acre per acre of open space. They required the planting of vineyards and maintenance for 25 years which is up. So, if they do not do something to increase tourism and provide for the on-site sale of wines, events, and tasting rooms, in 10 years they will not have a South Livermore Plan, so he urged the Commission to support the recommendations of staff.

Paul Mansfield thanked the Commission for the time spent on the Planning Commission, which is challenging and thankless. He is strongly against changing the setback on Hansen Road. The original 100-foot setback requirement has been in place for over 25 years, was authored by experts, and ensures that the beauty of South Livermore is preserved.

The Commission is now being asked to make an exception so the requirements of the Specific Plan comply with the developer's architectural drawings. With all due respect, this seems entirely backwards to him. He thinks as other projects come along, the Commission will find any exception made here tonight will make it that much more difficult to deny other exceptions no matter how far-fetched they might be. A second concern is that when he reviewed the plans, the most stunning thing to him personally was not the location of the parking or visually galling design or the trash pickup point right on Hansen, or even the odd decision to tuck the restaurant away in the least appealing northeast corner of the project. What stood out the most is the amount of earth that needs to be moved to make the land comply to the developer's will.

The plans show that the east side of the property currently has a maximum elevation of 550 feet. The project as proposed has an elevation of 540 feet. In other words, 10 feet of earth will be scraped off the top of the hill to make it comply with this project. On the south and west side, the project will need a buildup over that goes as high as 14 feet to bring the lower elevations of the property up to grade. The results of all this is going to be the exact opposite of what the Specific Plan intended. Therefore, he asked to think carefully about all aspects of whether this large project is truly appropriate for the small lot at this location. Once the heavy equipment starts scraping off the top of the hill, it cannot be undone, and all of Livermore will be shackled to this invasive, unviable project. Residents are counting on the Commission tonight to uphold the requirements in the South Livermore Specific Plan and he asked to deny the change to the Hansen setback.

John Nunes said he became aware of the South Livermore Valley Specific Plan in the late 90's and it is the specific reason he moved here from Danville. He respectfully requests the Commission deny the General Plan Amendment related to the plan and deny the developer application until such time the project is revised to comply with the vision and intent of the plan which was the product of several years of thoughtful imagination and hard work for many stakeholders, including residents, City officials, wine growers and makers, the business community, and many others. It was to preserve the area in an historic wine-growing region and promote the South Livermore Valley as a premier destination for visitors. Any General Plan Amendment to alter this vision of the original architects of the South Livermore Specific Plan needs to be carefully scrutinized and not tinkered lightly to appease one single developer.

It is called the Specific Plan because its vision is very specific. Policy 4.7 states building setbacks for commercial uses shall be 100 feet from road frontages except for commercial sites 3A which shall be 25 feet. All setback areas shall be planted with vineyards and orchards. There is no exception to that. The PUD which was discussed by Planning staff came about 4 years later with a 50 foot setback. The Specific Plan was already in place for 4 years. The amendment is not merely a clarification as Planning staff claims.

In the matter before the Commission, the California Appeals Court ruled on behalf of the Friends of South Livermore that the Specific Plan 100-foot setback policy is mandatory, fundamental, and specific land use policy does not permit discretionary enforcement and concluded the City Council's arbitrary setback of 50 feet on Hansen Road was legally erroneous and an abuse of the City Council's discretion. Right below Policy 4.7 is 4.8. It states, "The design of commercial facilities shall be consistent with the rural wine country character of the area." He asked the Commission if replacing a 100-foot setback planted with vineyards or orchards with a 50-foot setback encroached upon by an asphalt parking lot and garbage dumpsters is consistent with this rural wine country character of the areas as depicted in Policy 4A. He asked to be mindful that if the amendment is not pulled, it will set a bad precedent for similarly situated land owners to apply for much the same land use changes to their own benefit.

Lastly, Hansen Road is designed to be a narrow neighborhood collector street, is particularly narrow where the proposed entry and exit to the Wine Country Inn is designated because it is split with a planted medium divide with no bike lanes or pedestrian walkways. He suggested walking that area where the medium divide is where the exit and entrance is to Hansen Road. He asked to deny the amendment and request conditions of the application be changed to comply with the Specific Plan.

CM Dunbar said with regards to access to Arroyo Road, he is the bike specialist here. He does not believe it is appropriate to cross at a railroad. Hansen Road is the appropriate roadway for reasons delineated in the staff report and thinks slowing people down on Hansen Road is appropriate.

There were questions raised tonight and in emails regarding this design plan. They have a condition of approval that the current design does not seem to show exact compliance with, but will be enforced which is 100 feet of vineyards on the east side. He asked if it is correct to say that will be enforced in its entirety and it will not be overflow parking. Mr. Purewal said this is correct and it is a condition of approval.

CM Dunbar said the applicant does not show this, but it will be that condition. He is supportive of adding a condition that is more specific to say specifically that must be enforced on that side and cannot be moved around. With regards to pedestrian access, Mr. Young raised the trail access into the site. He assumes that would comply with ADA access, and Mr. Purewal confirmed.

With regards to future access to a potential commercial development on the north side of the road, right now it is not there, but at the point it gets developed if a warrant for a pedestrian crossing showed it was necessary along Hansen Road he asked if that could be built in concert with that development. Mr. Purewal said at the time an application gets proposed for site 5.D.1 the Engineering Division will look at the safety of that crosswalk and an existing crosswalk along the trail there. If safe, the project would be conditioned to retain that as is and not add an additional crosswalk along the entrance.

CM Dunbar noted people will walk to the nearest path to get to the commercial development if built and they will want to access it from here, and they probably will not walk all the way around.

CM Dunbar said regarding the site design, the top down view showed individual buildings but he is most interested in the one in the EIR which was referenced in the Addendum. He referred to the aesthetic evaluation in the Addendum in the original EIR which shows the commercial development of this site is wine in form versus structure dominance. It was intended for this to be dominant and that was not an environmental impact and analyzed at that time with respect to design of this hotel. There is a photometric picture in the EIR that shows the view from Arroyo Road at the northeast corner of this site, which shows a building clearly visible. He asked if this building meets that intent as a large building or a dominant visual outlined from the rest of the environment. Colors are intended to blend, but the form is not intended to be dominant which he noted.

With regards to the setback, he asked if staff believes the vines and orchard plantings proposed and somewhat shown in the renderings are adequate to comply with all other design guidelines apart from this one. Mr. Stewart said yes, it is consistent with the South Livermore Specific Plan design guidelines and standards for a commercial development.

CM Dunbar said with respect to precedent, he asked if staff believes there is a problem with precedent in this case. There seems to be a basis we are using based on the original intent that would apply here that may not apply to other properties. If someone came and asked the Commission for an amendment in the future at some other property they would not recommend an amendment. He asked if this is broadly correct.

Mr. Stewart said yes, this is correct. Back in 2004, the City Council approved a Specific Plan Amendment to allow a small winery off Lotus Drive to the west of this site, located 44 feet from Lagiss Drive and that was not completed for several private reasons, but the foundation is out there and exists. This is a case where a project was developed in conjunction with looking at development proposal for a new winery. That was approved by the Council in 2004 with a 44 foot setback.

CM Dunbar said, therefore, they have made amendments before.

CM Kronzak noted when she was interviewed by the Council for this appointment, one of the things that she really tried to hammer home is that the Commission is here tonight because they very much love this City and it is an extension of our personalities, hopes, and those with kids, their futures. She is deeply grateful to have heard from as many people on this as she has because she has a running concern that the workings of the Planning Commission are not so well-observed by the City as they could be. She thinks all democracy is local and all participation is required for the Commission to make the best decision they can.

For clarification, her notes run the gamut from very high level to very detailed and very specific. She would like to reserve time for later and she bucketed her comments into categories. Category 1 are things not germane that she just wants to say for a matter of record she has noticed as part of this. She has some concern about traffic calming on Arroyo Road. As the site plans are executed for this specific site and as the Livermore Valley Specific Plan is executed, the Commission will need to keep an eye on that. Arroyo Road goes very fast and frankly she agrees with some of the public input that this is where all unsanctioned car activities take place.

The second item that CM Dunbar has already raised is the question of pedestrian access between sites 5.D.1 and 5.D.2, and she shares that exact same concern and would want to say in the future additional study is warranted because people do what people do.

Lastly, she reiterated what she said before on a prior application tonight which is she very much understands the aesthetic appeal of open water features. There is nothing in the General Plan or Specific Plan for this area that would enable her to say anything more to please consider those recommendations to the applicant for this regarding water preservation and the future of the State of California which they are coming out of a 3-year drought. Water will become increasingly relevant and how it is used even if aesthetic, she would like to have considered.

With the non-germane items out the way, she zoomed into the one hyper-specific question which is only a clarification from the applicant. She zoomed in way down on page 607 of the packet in the engineering site assessment from NGO. There was a note about undocumented fill on the site and the question she has is, the engineering firm recommended the removal of that fill and replacing it with engineered fill. She asked if this was captured in the intent for project-specific condition number 26 regarding grading and construction. While very specific, that type of soil can be deleterious to sites on the long-term.

Ms. Cilley said at the time of building permit plans the applicant will be required to produce a new, updated geotechnical report that will provide updated recommendations for soils.

CM Kronzak said the Brown Act prevents direct response, but she has several things she wanted to ask as clarifications related to staff. When it comes to the entry point on Hansen Road and the right turn only enforcement, the way that is placed as related to the divide on Hansen Road, it should prevent cars from simply charging across, and asked if this is correct. Mr. Purewal said yes, it will be elevated so vehicles will be unable to cross.

CM Kronzak said with regards to the points being raised about precedent and what has been done in the past to reconcile when these things happen between documents, the question she would ask is that site 5.D.1 and 5.D.3 which is the one recommending a 25 foot setback change on. She asked if those sites are not owned by the same person nor are they owned by the same developer. Mr. Purewal said no, they are not.

CM Kronzak said she wanted to point out that she specifically supports the staff-recommended conditions related to the caretaker's unit. Lastly, she attended the GPAC meeting that had the Wine Country presentation, and she asked if staff could validate her memory of that—with regards to planting vineyards explicit in South Livermore, the amount of land that has been planted versus the amount of land that should be available to plant has a very large gap between those two. Mr. Stewart said this is correct and it is literally hundreds of acres.

CM Kronzak said if there is no space for vineyards on the setback on Hansen Road because of the other proposed items, there is acreage available for planting vines all over South Livermore. Mr. Stewart confirmed.

CM Fintschenko echoed the other Commissioners thanks for everyone who provided public comment and those who wrote correspondence which has been very helpful in guiding her review. In echoing what CM Dunbar said, she has been trying to focus on the question of issues like precedence, what kind of precedence this raises, as well as procedure, and making sure they are adhering to a procedure that is, in fact, something that we are allowed to do. Her understanding of this is that the PUD standards were written in 2001. She was not sure it was immediately before or at the same time as the Specific Plan Update in 2001. Her understanding of what they are doing here today is they are trying to reconcile 2 documents where one is very specific and one is open to interpretation. The specific document is the PUD from 2001 and the other is the Specific Plan last updated in 2020. Ms. Cilley stated this is correct.

CM Fintschenko said this is not a question of trying to make a concession to a specific develop but it seems like it is an effort to try and clarify a document that has been open to interpretation on one side and a second document that is very specific on the other. That has been brought to the City's attention by this court case, and Ms. Cilley confirmed.

CM Fintschenko said this addresses her concerns about precedence and to some degree, procedure. She thinks one of her questions has been how are we allowed to modify something like the Specific Plan. Her understanding is under the California Code, it is based at the will of the legislative body. Ms. Cilley said the adoption or amendment of a Specific Plan is a legislative act by the legislative body and there is not a limit to the number of amendments that can be made to the Specific Plan.

CM Fintschenko asked and confirmed the legislative body is the City Council. She visited the site on Sunday and forgot to take a picture, but she asked what the current state of vines is on the Hansen side of the property for the Wine Country Inn. Mr. Purewal said there are no vines along Hansen Road.

CM Fintschenko said then the only vines that would be removed and replanted would be along Arroyo Road which is prescribed in conditions for building. Mr. Purewal confirmed and said there are existing trees on Hansen Road which will be replanted as part of the project.

CM Fintschenko said it seems like in the drawings of the proposed Wine Country Inn, the actual numbers of trees and shrubs would far exceeds what exists there now. Mr. Purewal said this is very accurate.

CM Fintschenko asked to understand what the difference in height will be at the end of the project proposed here because currently there is a big hill and nothing can be seen.

Mr. Stewart said based on the grading plans, the top of the hill in the middle is an elevation of about 545 feet and then the contours after the result of the grading plan look to be around 539/540, so the high point of the site would be level to about 5 or 6 feet to create a level pad for the most part for the hotel. The gardens to the south would follow the contours down the hill and be terraced.

Vice Chairperson Anderson said when the overflow parking was originally proposed, he asked and confirmed this was because of concerns from residents regarding parking. Then, he confirmed the Council made the decision to make sure they were honoring the 100 foot setbacks and this is why there was a difference between the Planning Commission and Council. He asked if this item will go to the City Council. Ms. Cilley said the prior approval of the Wine Country Inn did not involve the Specific Plan, and this is why it is before the Planning Commission.

Vice Chairperson Anderson asked and confirmed there will be time for the public to review the documents presented prior to it going to the Cit y Council. As far as derogatory comments go between conflicting parties, he confirmed this is between those parties and not the Planning Commission. He said this also does not change the setback on the west side of these subareas, and Mr. Purewal said no, it does not change the setback.

Vice Chairperson Anderson asked what year was the Specific Plan approved for the inn, and Mr. Purewal said it was in 1997. At that time, it was for a 30-room inn and a 100-seat restaurant. What is before the Commission is a 100-room inn and a 77-seat restaurant.

Lastly, Vice Chairperson Anderson thanked Mr. Stein on his work on the South Livermore Plan and his service to Livermore.

Chairperson Leary thanked all speakers for their comments and emails. He referred to the engineering memo which covered some of the site access. It was prepared by the applicant's engineer and it went through discussion about the pathway or walkway. He feels the plan came up with a pretty good solution to that. Basically, the idea the pathway will come in more from the southeast corner where the contours are more at the building level which was not there before. The nice thing about that pathway alignment is it never crosses the roadway. He knows the applicant gave different alternatives and they made the point it is mutually exclusive where cars come in versus where the pedestrians or bikes come in, which he agrees with.

He said on the same memo was Arroyo Road and they had a couple of pages with cross sections and showed what the slope was which ends up being 19%. The idea that the Commission could raise the site, there would still be a 10% slope coming in off Arroyo. If you raise the site, it is also a horizontal impact because contours are coming up from the west. It would be in the 100 foot setback in the Arroyo Road side, plus the building would be higher.

What he would add to that study is imagine going northbound on Arroyo Road and you will turn left into the site. There is a pathway, you are paying attention to the southbound traffic, try to turn left and will have a 10% grade in front of you, with someone coming up on a bike behind you. So, he does not think Arroyo Road would be a good approach for the driveway.

He referred to setbacks given the Commission heard many comments about these. The drawing going back to 1997 showed the 100-foot setback on Arroyo Road is called out and showing it graphically has value. To him it shows something less than 100 feet. Secondly brought up is the PUD. He knows the Specific Plan supersedes the PUD but it shows a 50-foot setback from 2001 that was never challenged and that is what has been on Hansen Road.

He looked at some of the other wine regions around the west coast and California and plan documents for rural communities, and some have a graphic where they show the roads color-coded and there are different categories of setbacks. Often, it is based on whether it is an entry corridor which has a wider setback or if it is has more people using it, but they are not out of bounds having different setbacks for the Specific Plan.

CM Dunbar voiced appreciation of comments and while he is not sure everyone will get everything they want, he hoped to address all comments. He would like more from staff on what is before the Commission legally. This is an Addendum to the Specific Plan EIR. He asked what are the requirements for an Addendum, why was an Addendum chosen, and why it must be chosen.

Ms. Cilley stated there are criteria in CEQA guidelines that there are specific guidelines when a supplemental or subsequent EIR is required. Those are set forth in CEQA guidelines 15162. The Addendum is authorized under CEQA guidelines 15164 when there are minor changes and the criteria has not been met for a supplemental or subsequent EIR, which in this case was found not to be met. Therefore, the Addendum was appropriate for minor changes, and those changes did not result in significant impacts.

CM Dunbar said the reasons are because noise impacts are low especially to the nearest residents, aesthetic reasons because this was intended as a dominant structure property and was intended to be viewed with similar colors to blend in, but otherwise stand out.

Ms. Cilley stated many of the criteria were already evaluated and analyzed in the original EIR. The Addendum went a step further and even took a conservative approach for standards the project is not required to comply with, and analysis was also done for those and still found that no significant impacts were found.

CM Dunbar referred to electrification and he did think there were some things less than plausible on the statement, and he asked staff what the level of requirement and review is.

Mr. Stewart said that determination will be made by the Building Official and not the Planning Commission after his review of the request and current codes and Climate Action Plan.

CM Dunbar referred to outreach and the City wants to continuously improve they meet the specific legal requirements of noticing. They also have emails for those of interest, and he asked staff to comment on this.

Mr. Stewart said in addition to publishing the agenda and distributing it to people who have requested, staff has a standing list and they have the option to increase the radius they send notice to, and in this case they went out to 700 versus 300 feet in addition to publishing in the newspaper and posting on the City's website.

CM Dunbar referred to the caretaker's unit, he confirmed the restaurant is 23 seats under the maximum number for this facility. With that in mind, it seems the Commission can make all the findings for the caretaker's unit which is allowed because it is under the maximum for uses. He thinks there is a benefit for having this unit on site, there are conditions that it not be an Airbnb, and he hopes Ms. Boss will live there to take care of this property.

In reviewing other wineries, they have parking within the 50-foot setback from Wetmore Road and he was not sure this was a precedent or not, but it was suggested that was a high quality use. They have parking along roads and cited Sycamore Grove which is visible and not screened at all.

He then asked and confirmed with Mr. Stewart that the facility that did not go through on Lagiss Drive was approved in 2003. CM Dunbar asked if there is anything the City can do with this property, and Mr. Stewart said it is privately held with a complicated background, which he briefly described.

CM Kronzak echoed the sentiment that she has put a lot of time in driving, reading, and researching this. She asked if the height limit in the Specific Plan for buildings is consistent across the entire area. Mr. Stewart said it is written in the Specific Plan and memorialized in the PUDs across the plan areas.

CM Kronzak said the apex of the roof of the Wine Country Inn would be in similar conformity to residential height limits in the same region. She said CM Dunbar has made the point she has been trying to understand regarding the Wine Country Inn being a dominant structure and intended to be so. That said one other additional piece of information from the presentation given to the GPAC that is specifically important and related to this was the concept of creating gateways to areas of the wine country region. She emphasized that she finds that with the height limit in conformity and the intent for this to be a dominant structure and the compilation of those gateways philosophy that that region has been pursuing, she cannot agree with the idea that the building is overly large.

She asked staff to display the landscaping plan. With regards to what is visible from Hansen Road, the garbage area that is up in the corner, those trees and by virtue of the fact it is below the height of the road, she is not clear if any of this would be visible from the road as designed.

Mr. Purewal said it would not be visible from the road and would be screened.

CM Kronzak said there are some site specific requirements that staff are imposing on this development with regards to events and large gatherings of people. She has been trying to find them in the plan, and she asked staff to review them in terms of what will be allowed to occur at the hotel site versus what will be disallowed.

Mr. Purewal said Condition 2 prohibits any outdoor events at the Inn such as weddings, parties, and receptions. For indoors, it is a 30-room inn and a restaurant. The conference room is allowed for guests staying at the inn. Any guest related event would occur indoors in the conference room and would comply with guests needing to stay at the hotel.

CM Kronzak said it has been a point of concern that is not germane to tonight's decision, but she welcomes dialogue with the City Council around how they can better create community notification methodologies. This has come up often for different projects and this is an area of concern. Lastly, she appreciates the fastidiousness with which the applicant, staff, and the community have worked on this over the past few years.

CM Fintschenko echoed CM Kronzak's gratitude for staff, the applicant, and community members. She said some comments include the issue of the need and support from the wineries in the region for the Specific Plan. Community members have spoken strongly at the impact of not having a facility like this has been to their business to the point that this is a key part of the community in terms of an identity for the City of Livermore. This is something that is also very important and coming from members of the community.

Vice Chairperson Anderson thanked everyone responsible for participating in the process. He knows there are those that do not want this project, but the input lent has made this a better project. It will now have the address of Arroyo Road so it will likely not take drivers through a neighborhood.

He spoke about the sidewalk that did not lead to anything and the result of having a much better pathway and the right-turn only to ensure people are directed away from the neighborhood. He also noted he was the only Commissioner when this came through in 2019 and he had comments about the design, benefits of the project, but this differs tonight as he looks at the common themes from every side from those supporting and opposing the project. The common theme was this is a special City that has so much to offer for everyone now and into the future. Eliminating the vineyards once they are gone will never come back, which is sad. He knows the vines can be replanted but the sentiment is that once they are developed over, they will not be vineyards any longer.

He thinks about the housing crisis and does not think it is unreasonable to think that over the next 10 to 20 years the City will start to see legislation from the State that says unused agricultural areas will need to be housing. There is massive support from the wine industry for this specific project. They think it is vital to their existence. The City will see less tourism, wineries, and less vineyards, but he does not think Livermore in the Tri-Valley can support wineries by themselves and need outside tourism support. So, the question becomes what people want for Livermore, and he believes in Livermore's wine country and is in support of staff recommendations tonight.

CM Dunbar stated if the applicant goes beyond what they say they are going to do and do other things, he asked and confirmed with Mr. Purewal that the City has recourse for that. He echoed Vice Chairperson Anderson's comments about support of Livermore's wine region, and suggested a motion.

MOTION BY DUNBAR, SECONDED BY ANDERSON, TO ADOPT THE ATTACHED RESOLUTION, RECOMMENDING THE CITY COUNCIL: RESCIND SITE PLAN DESIGN REVIEW (SPDR) 19-004 AND CONDITIONAL USE PERMIT (CUP) 19-006 FOR THE LIVERMORE WINE COUNTRY INN.

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

CM Kronzak commented that most wineries are small businesses and if the City loses small business and the economic diversity they provide to the town, the entire character of the town will be lost.

MOTION BY ANDERSON, SECONDED BY KRONZAK, TO ADOPT THE ATTACHED RESOLUTIONS, RECOMMENDING THE CITY COUNCIL: A) ADOPT AN ADDENDUM TO THE 1997 SOUTH LIVERMORE VALLEY SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 1996052025); AND B) APPROVE SPECIFIC PLAN AMENDMENT (SPPA) 23-001, SITE PLAN DESIGN REVIEW (SPDR) 23-001 AND CONDITIONAL USE PERMIT (CUP) 23-002 FOR THE LIVERMORE WINE COUNTRY INN.

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

**6. MATTERS FOR CONSIDERATION** – None.

**7. MATTERS INITIATED BY PLANNING COMMISSION AND STAFF**

Mr. Stewart announced there is an item for the May 16th Planning Commission meeting and staff received an appeal of the telecommunications facility approval in Mocho Park which will move up to the City Council.

He asked Planning Commissioners to reach out if interested in the APA Conference in Fresno.

**8. ADJOURNMENT** – 10:10 p.m. to a regular Planning Commission meeting on Tuesday, May 16, 2023 at 7:00 p.m., Civic Center Meeting Hall, City Council Chambers, 1016 S. Livermore Avenue.

Minutes prepared by:
Lisa Harper Consulting

# ATTACHMENT 4
# RESOLUTION

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION RESCINDING APPROVAL FOR SITE PLAN DESIGN REVIEW (SPDR) 19-004 AND CONDITIONAL USE PERMIT (CUP) 19-006 FOR THE LIVERMORE WINE COUNTRY INN**

On November 5, 2019, the Planning Commission adopted a resolution certifying the environmental document and approved Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 for the Livermore Wine Country Inn.

On November 19, 2019, the City of Livermore ("City") received an application appealing the Planning Commission's approval of the project.

On January 13, 2020, the City Council adopted a resolution denying the appeal and affirming the Planning Commission acted in accordance with the General Plan, South Livermore Valley Specific Plan, Livermore Municipal Code, and the California Environmental Quality Act (CEQA) in approving the Wine Country Inn project.

On February 13, 2020, a petition for writ of mandate was filed in the Alameda County Superior Court alleging violations of the California Environmental Quality Act ("CEQA") and State Planning and Zoning Law by an unincorporated association of residents, Friends of South Livermore (FOSL).

On February 2, 2020, the Alameda County Superior Court filed a judgment denying Friends of South Livermore's petition.

On April 15, 2021, Friends of South Livermore appealed the superior court's judgment to the Court of Appeal for the First Appellate District.

On December 6, 2022, the First Appellate District Court of Appeal issued a decision reversing the superior court's judgment, finding that the 50-foot setback from Hansen Road established for the project under the zoning standards listed in Planned Unit Development (PUDA) 01-001 conflicts with Policy 4-7 of the South Livermore Valley Specific Plan (Specific Plan) and as a result the approved project was inconsistent with the Specific Plan. The First Appellate District Court of Appeal remanded the case to the superior court for further proceedings in accordance with the Appellate Court's opinion.

On May 2, 2023, the Planning Commission of the City of Livermore adopted a resolution recommending the City Council rescind approvals for Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that it rescinds Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 set forth in City Council Resolution Nos. 2020-010 and Planning Commission Resolution 26-19, attached hereto as Exhibit A.

The documents that constitute the record of proceedings upon which this decision is based can be found in the City Clerk's Office, 1052 S. Livermore Avenue, in Livermore California.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Kimberly D. Cilley*
Kimberly D. Cilley
Senior Assistant City Attorney

Exhibit A – City Council Resolution 2010-010 and Planning Commission Resolution 26-19

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION DENYING APPEAL (APL) 19-001 AND UPHOLDING PLANNING COMMISSION APPROVAL OF SITE PLAN DESIGN REVIEW (SPDR) 19-004 AND CONDITIONAL USE PERMIT (CUP) 19-006, SUBJECT TO CONDITIONS**

**(Livermore Valley Wine Country Inn)**

On April 22, 2019, the City received an application for Site Plan Design Review and Conditional Use Permit (Application No.'s SPDR19-004 and CUP19-006) for the development of an approximately 3.2 acre vacant parcel at the southwest corner of Arroyo and Hansen Road. The proposed development includes an approximately 29,345 square-foot, two-story building for a 30-room wine country inn, a restaurant with 77 seats, and an approximately 2,300 square-foot caretaker's unit with 61 paved parking spaces, 19 overflow parking spaces, and associated on and off site improvements.

On November 5, 2019, the Planning Commission considered SPDR 19-004 and CUP19-006, including the staff report, written public testimony, information submitted before the meeting, and public testimony received at the meeting. Based upon the information presented, the Planning Commission adopted its Resolution No. 26-19, attached to this Resolution as Exhibit A, whereby the Commission made the required findings for approval of the Site Plan Design Review and Conditional Use Permit applications, and approved SPDR 19-004 and CUP 19-006 subject to Conditions of Approval, attached to this Resolution as Exhibit B ("Conditions of Approval"), which conditions have been modified to include 3 new conditions that were added by the City Council on January 13, 2020.

On November 19, 2019, an unincorporated association, Friends of South Livermore, appealed the Planning Commission's decision to approve SPDR 19-004 and CUP 19-006, and requested a hearing before the City Council. A Public Hearing Notice was duly published in a newspaper of local circulation.

The City Council held a public hearing on January 13, 2020, wherein it considered a staff report for Appeal 19-001, public testimony and information presented at the hearing, the record of the Planning Commission's actions on November 5, 2019, including the minutes thereto and Planning Commission Resolution No. 26-19.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Livermore is satisfied with the decision and record of the Planning Commission, and finds that substantial evidence was presented to the Planning Commission to support its findings and its decision to approve SPDR 19-004 and CUP 19-006, and that no

new information was presented at the public hearing on January 13, 2020, to justify reversing the Planning Commission's approval of SPDR 19-004 and CUP 19-006.

**BE IT FURTHER RESOLVED** by the City Council that the decision of the Planning Commission is affirmed and that Appeal 19-001 is hereby denied for the reasons contained in Planning Commission Resolution No. 26-19, and as set forth in this resolution.

**BE IT FURTHER RESOLVED** that the City Council has duly considered and hereby adopts the findings contained in Planning Commission Resolution No. 26-19 as its own findings, and Site Plan Design Review 19-004 and Conditional Use Permit 19-006 are approved subject to the Conditions of Approval in Exhibit B to this resolution, which includes three additional Project Specific Conditions imposed by the City Council through the exercise of its authority set forth in Livermore Development Code section 9.15.030E.4.b to mitigate impacts from the project to protect the public convenience, health, interest, safety, and general welfare of the City:

> *Condition B.13* - The project shall provide ten, 24" box *Plantanus Acerifolia (London plane)* trees to be planted along Hansen Road, east of the access driveway. Additionally, the project shall provide a mitigation plan at a one-to-two ratio for all trees that are being removed, for a minimum of twenty-two, 24" box trees. The project shall be required to provide on-site planting for any trees that are being removed.
>
> *Condition B.24* - The overflowing parking shall be removed from the 100-foot agricultural buffer along Arroyo Road.
>
> *Condition B.25* - The maximum number of seats for the restaurant is 77 seats. An increase in the number of seats would require review and approval by the Planning Commission.

**BE IT FURTHER RESOLVED** by the City Council that an Environmental Impact Report (EIR) was adopted by the City Council for the South Livermore Valley Specific Plan (State Clearinghouse No. 96052025). The environmental analysis contained in the EIR was based on the development of a Wine Country Inn, assumed to occupy three acres, provide up to 30 rooms, and include a large restaurant with up to 100 seats on the project site. The project is within the scope of the EIR. There have not been any significant changes in conditions since the adoption of the EIR. An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. The Mitigated Negative Declaration indicates that no significant adverse environmental impacts will result from the project subject to the mitigation monitoring and reporting program and Conditions of Approval. The City Council hereby directs the City Clerk to file a Notice of Determination of the City Council's certification of the environmental document with the Alameda County Clerk.

On motion of Council Member Woerner, seconded by Council Member Carling, the foregoing resolution was passed and adopted on January 13, 2020, by the following vote:

| | |
|---|---|
| AYES: | Council Members Coomber, Munro, Woerner, Vice Mayor Carling, Mayor Marchand |
| NOES: | None |
| ABSENT: | None |
| ABSTAIN: | None |

ATTEST:

Marie Weber
Acting City Clerk

Date: January 15, 2020

APPROVED AS TO FORM:

Jason Alcala
City Attorney

Exhibit A – Planning Commission Resolution 26-19
Exhibit B – Conditions of Approval

# IN THE PLANNING COMMISSION
# OF THE CITY OF LIVERMORE
# STATE OF CALIFORNIA

A RESOLUTION RECOMMENDING APPROVAL

Of Site Plan Design Review 19-004 & Conditional Use Permit 19-006
Development of an approximately 3.2 acre vacant parcel with an approximately 29,345 square-foot, two-story building for a 30-room Wine Country Inn, a restaurant with 77 seats, and an approximately 2,300 square-foot caretaker's unit, 61 paved parking spaces, 19 overflow parking spaces, and associated on and off site improvements. The caretaker's unit is a conditionally permitted use.

Southwest Corner of Arroyo Road and Hansen Road

WHEREAS, the City received an application for Site Plan Design Review 19-004 & Conditional Use Permit 19-006;

WHEREAS, a Public Hearing Notice was duly mailed to neighboring property owners and published in a newspaper of local circulation; and

WHEREAS, the Planning Commission held a public hearing on November 5, 2019, considered the staff recommendation for approval subject to conditions, heard public testimony, and adopted the following findings:

**Site Plan and Design Review**

1. Be allowed within the subject zone.

   Response: Only uses permitted by the South Livermore Valley Specific Plan and PUDA 01-001 will be allowed for the project site. The 30-room wine country inn and 77-seat restaurant are permitted in the Planned Development-South Livermore Valley Specific Plan through the approved Planned Unit Development Amendment (PUDA) 01-001, which includes the land use zoning regulations for the subject site. The caretaker's residence is a conditionally permitted use under the South Livermore Valley Specific Plan and (PUDA) 01-001.

2. Be designed such that:

   a. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;
   b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent developments;

c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and
d. The project's site plan and design is consistent with the City's Design Standards and Guidelines.

Response: A CEQA environmental review (Initial Study and Mitigated Negative Declaration) was conducted for the project, which found no significant impacts on public health, safety, or general welfare. The project conforms to the development standards of the South Livermore Valley Specific Plan, which ensures the orderly development of the subject site and the general area. The proposed building, parking lot, and related improvements are suitable for the 30-room wine country inn, 77-seat restaurant, and caretaker's unit. The architectural design conforms to design standards set forth in the South Livermore Valley Specific Plan for commercial buildings and the City's Design Standards and Guidelines.

3. Be designed to include the following criteria, as applicable:

a. Compliant with Chapter 9.07 of the Development Code (Site Plan and Design Review), Municipal Code Title 15 (Buildings and Construction), and any other applicable City regulations and policies;
b. Efficient site layout and design;
c. Compatible and appropriate scale to neighboring properties and developments.
d. Efficient and safe public access (both pedestrian and vehicular) and parking;
e. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;
f. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;
g. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;
h. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;
i. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;
j. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;
k. Appropriate exterior lighting which provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;
l. Compatible in scale and aesthetic treatment of proposed structures with public areas;
m. Appropriate open space and use of water efficient landscaping; and
n. Consistent with the General Plan and any applicable Specific Plan.

Response: The application complies with Chapter 9.07 of the Development Code as well as all applicable regulations and policies. The project will be required to conform to Municipal Code Title 15 when it is reviewed for building permits. The site plan shows the building meets all setback standards. The site plan shows an efficient layout with the building on the west side of the site with the main parking area to the east, north, and northwest. The driveway accessing the site from Hansen Road provides efficient circulation safe access for vehicles as well as emergency vehicles around the site. The amount of parking provided on site conforms to the parking standards listed in the South Livermore Valley Specific Plan.

The proposed building is approximately 35-feet tall, two-story structure that is appropriate for the site and conforms to the maximum height allowed by the South Livermore Valley Specific Plan. The diverse and innovative architectural style of the building is appropriate for the agricultural setting of the site. It is compatible with other architectural styles found in South Livermore, yet distinct enough to avoid monotonous repetition. The architectural style of the building features a Boral-boosted tile roof, decorative precast stone at the courtyard entrance, and a Barcelona beige stucco finish. Sable colored enhancing shutters surround the windows and decorative metal railings run along the second floor of the building. The roof has small decorative tower elements that add visual articulation to the main building form. Details such as wood doors, a decorative chimney cap, and wood porch columns contribute to the character of the building.

A photometric lighting plan was provided that shows adequate lighting levels in the parking lot and pedestrian areas and no light spilling beyond the subject site to constitute a hazard or nuisance to adjacent properties. The project will be in conformance with the Water Efficient Landscape Ordinance. As explained in the Planning Commission staff report, the application is consistent with the General Plan, the South Livermore Valley Specific Plan, and PUDA01-001.

**Conditional Use Permit**

1. The proposed use is consistent with the General Plan and any applicable Specific Plan.

   Response: The Land Use Element of the General Plan section F establishes Geographical Subareas and Corresponding Land Uses for the South Livermore Valley (General Plan, 3-84). Allowed development in Subarea 5 (project subarea) of the South Livermore Valley, allows for a 30-room inn and large restaurant on three-acres (General Plan 3-88). Additionally, policy LU-19.1, P7 states, "Urban development in the South Livermore Valley shall not be approved unless, at a minimum, the project protects and promotes viticulture or other cultivated agriculture through the following means: . . . (g) Development includes at least one major draw or attraction that would increase recognition of the South Livermore Valley as a premium wine-producing region. Examples of appropriate attractions include a wine related institute, research center or conference center, wine museum, cultural arts center or a resort hotel (General Plan, 3-80). The proposed project is consistent with this General Plan policy to promote

viticulture, attract visitors to the South Livermore Valley by providing a resort hotel attraction, and is an allowed use in Subarea 5 of the South Livermore Valley.

The General Plan land use designation for the project site is South Livermore Valley Specific Plan, Subarea 5—Wine Country Commercial. More detailed land use information regarding this General Plan designation is set forth in the South Livermore Valley Specific Plan.

The Specific Plan identifies 16 sites designated for wine country commercial uses in the Vineyard Commercial Area, which is defined as; "This designation provides for development of small-scale commercial uses that promote the area's image as a wine region, and directly serve wine-country visitors. The intent is not to accommodate commercial uses whose primary purpose is to provide local services, or that would compete with businesses in Downtown Livermore. The designation is intended to accommodate a very limited range of commercial uses including wineries, inns, restaurants, and small-scale wine country-related retail and services." (SLVSP, p.4-9).

The subject parcel, identified as Site 5D2 in the Specific Plan, is designated for a Wine Country Inn and Restaurant. The Specific Plan provides a more detailed description as follows: "In the area immediately south of the Arroyo Road entry to the subarea, a 3-acre site is designated for a wine country inn and restaurant. The inn is assumed to have up to 30 guest rooms and the restaurant would have up to 100 seats. Access to the two commercial sites along Arroyo Road will be from the main subarea entry road, rather than from Arroyo Road." (SLVSP, p. 4-35). The purpose of the project would be to provide lodging and dining options that directly support the viability of the South Livermore Valley and provide necessary services to visitors to the wine country.

The caretaker's residence of the project is a conditionally permitted ancillary use that requires a conditional use permit (SLVSP, Policy 4-5, p.4-4). The project proposes an architecturally integrated two-story, approximately 2,300 square foot, three-bedroom, and two-bathroom caretaker's residence. Having the caretaker's unit on-site would allow visitors to communicate directly with management and would allow immediate resolution to any neighborhood compatibility problems that could occur on site. The primary focus of the site is the inn and restaurant that help support the viability of the wine country. A caretaker's unit is consistent with the Specific Plan and PUDA 01-001 as a conditionally permitted ancillary use supporting the commercial uses. Considering the general definition of an inn and the zoning regulations for the site, having a caretaker's residence as a conditional use on the project site is consistent with the South Livermore Valley Specific Plan and PUDA01-001.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of the Development Code and the Municipal Code.

   Response: The general zoning classification for the site is Planned Development-South Livermore Valley Specific Plan (PD-SLVSP). The PD-SLVSP district also

allows additional uses through the approval of a Planned Development Permit (LDC, Section 2.04.060.B). More specific zoning regulations for the site are established in Planned Unit Development Amendment (PUDA) 01-001.

The Inn and restaurant components of the project are clearly permitted commercial uses in PUDA 01-001. PUDA 01-001 lists one caretaker's unit as a conditionally permitted ancillary use. Based on the broader zoning regulation of PD-SLVSP and (PUDA) 01-001, which permits one caretaker's unit subject to a conditional use permit, and the supporting language in the South Livermore Valley Specific Plan, the caretaker's unit would be allowed as an ancillary use to primary commercial uses on site.

Based on the analysis of the project, it is found to comply with all other applicable provisions of the Development Code and Municipal Code.

3. The design, location, size and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

   Response: The project site is bound on two sides by existing vineyards. The vineyard to the east is covered by an agricultural conservation easement. The vineyard to the south and west is part of Las Positas Vineyards and is also part of a conservation easement. The project site is bound by Hansen Road to the north and Arroyo Road to the east. An undeveloped site designated for a wine country commercial center is located on the other side of Hansen Road to the north of the subject site. The nearest residential use is approximately 230 feet from the project site to the west measured from property line to property line. An existing vineyard provides a buffer between the subject development and the residential neighborhood to the west.

   The approval of the Conditional Use Permit includes operational and site planning conditions to ensure the proposed caretaker's residence is architecturally compatible with the proposed inn. The Conditional Use Permit prohibits renting of the caretaker's residence to guests or as a short-term rental and requires two parking spaces. As described in the staff report, these conditions will reduce the impacts of the caretaker's residence on site.

4. The subject site is:
   a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities.
   b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

   Response: The project site is approximately three acres in area, which is an adequate size to accommodate the 29,345-square foot building and the required amount of parking. The project conforms to all setback standards. The site will be accessed from Hansen Road, which provides adequate emergency vehicle access to

the site. The development has access to existing public utilities located in the adjacent rights-of-way.

The local streets, including Arroyo Road and Hansen Road, have been designed to handle the vehicle trips generated by the full build-out of the Specific Plan, including the development of a 30-room inn and restaurant with up to 100-seats on the project site. Arroyo Road and Hansen Road are classified as collector streets. According to the Circulation Element of the General Plan, collector streets are medium capacity streets with volumes ranging from 5,000 to 20,000 vehicles per day, which is sufficient to carry the anticipated cumulative traffic volume for the project and existing and planned developments in the vicinity, as analyzed in the Initial Study for the project and the South Livermore Valley Specific Plan Environmental Impact Report.

5. The site's suitability ensures that the type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

   Response: An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. The Mitigated Negative Declaration concluded that the project will not have significant impacts on the environment because revisions in the project have been made and the conditions of approval and mitigation monitoring and reporting program will be applied.

6. The applicant agrees in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Conditional Use Permit or Zoning Use Permit.

   Response: The applicant has reviewed the staff-recommended conditions and generally agrees with them. The applicant will agree in writing to comply with the final conditions imposed by the Planning Commission.

7. That any other findings prerequisite to approval of a Conditional Use Permit or Zoning Use Permit states elsewhere in the Development Code can be made.

   Response: There are no other findings stated elsewhere in the Development Code prerequisite for the approval of this Conditional Use Permit.

8. An Environmental Impact Report (EIR) was adopted by the City Council for the South Livermore Valley Specific Plan (State Clearinghouse No. 96052025). The environmental analysis contained in the EIR was based on the development of a Wine Country Inn, assumed to occupy three acres, provide up to 30 rooms, and include a large restaurant with up to 50-100 seats on the project site. The project is within the scope of the EIR. There have not been any significant changes in conditions since the adoption of the EIR. The Initial Study focuses on the project-specific impacts of the proposed project.

An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. The Mitigated Negative Declaration indicates that no significant adverse environmental impacts will result from the project.

BE IT RESOLVED by the Livermore Planning Commission that, based on the above findings, Site Plan Design Review 19-004 and Conditional Use Permit 19-006 is approved. The project approval is subject to the Conditions of Approval dated November 5, 2019, which are necessary to protect the public health, safety, and general welfare.

On the motion by Commissioner Fagundes, seconded by Commissioner Anderson, the foregoing Resolution was adopted at the Planning Commission meeting of November 5, 2019, by the following vote:

AYES: ANDERSON, BONANNO, FAGUNDES, STEIN.
NOES: NONE.
ABSENT: BJORKLUND.

Gina Bonanno, Chairperson

by Steve Stewart, Planning Manager
Secretary to the Planning Commission

FRIENDS OF OPEN SPACE AND VINEYARDS

May 15, 2023

Livermore City Council
VIA EMAIL:
C/O Livermore City Clerk
cityclerk@livermoreca.gov

Re: South Livermore Valley Specific Plan Changes/Wine Country Inn

Dear Council Members:

Friends of Open Space and Vineyards ("FOV") was founded in 1981 in an effort to stop uncontrolled residential development from taking over the land in the South Livermore Valley and displacing our local vineyards, wineries, and open space resources. We believe the growth of agritourism is a key element of the long-term success of the wine industry and the protection of the surrounding landscape. This component has been recognized within the South Livermore Valley Specific Plan ("Specific Plan") with the provision for a wine country inn and commercial area in subareas 5-D1 and 5-D2.

Our organization supports the proposed changes to the open space buffers in the South Livermore Valley Specific Plan for these subareas from 100 foot buffers to 50 feet. We believe this an appropriate step to promote the development of the Wine Country Inn and adjacent commercial parcel. We supported the Wine Country Inn project when it was first presented to the City with the 50 foot buffer. The change to the Specific Plan in the wake of the court decision is an appropriate step to facilitate the development of a project that is within the Urban Growth Boundary and was contemplated as a component of the plan.

It should be noted that FOV would not support a change to the buffers that would effect the entire plan area. Changes to the Specific Plan should not be undertaken lightly and should be consistent with the goals of the plan and designed to protect the urban growth boundary. Given that the proposed change is narrowly drawn and will facilitate the accomplishment of the plan objectives, we support this action by the City Council.

Sincerely,

Tamara Reus
President

Dear Planning Commission members and our City Council,

You are considering a development in our neighborhood at Hansen and Arroyo Roads for a wine country hotel. The developer is requesting to amend the South Livermore Valley Specific Plan (Plan) to reduce the required setbacks from 100ft to 50ft. As long time residents of Livermore and having lived in South Livermore for the past 9 years, we respectfully request that you follow the Plan as it was designed. Our South Livermore community is a beautiful place surrounded by vineyards, wineries and housing developments and changing restrictions for one developer will create a precedent for future developers to also disregard the Plan. This Plan protects the essential parts that make this community a place where people want to live and enhance the beauty and environment in our community.

We did not join the recent litigation over this development as we thought the Commission would uphold the Plan and enforce the mandatory elements of it and were encouraged by the court rulings supporting and upholding the Plan and its elements. Now we find that the developer has again asked for special considerations and expects to do whatever they want instead of adhering to this long standing Plan. We expect the Commission to force the developer to alter the plans for the hotel to accommodate the rules and regulations for the area and attempt to be part of the community. While we don't oppose a hotel in that area we do expect the development to adhere to all of the rules of the Plan and we expect the Commission to enforce that.

Thank you for your consideration

Bill & Jo Taulbee
[redacted]

April 27, 2023

Dear City of Livermore Planning Department,

On behalf of the Board of Directors for Visit Tri-Valley - the destination marketing organization for the cities of Livermore, Pleasanton, Dublin and the Town of Danville, representing 40+ hotels and hundreds of hospitality businesses - we wholeheartedly support the Planning Commission approval of the Livermore Valley Wine Country Inn.

As of 2022*, the Tri-Valley hospitality industry annually brings $87.5M in local and state taxes, 1.3 million visitors, and supports 7,400 jobs in the Tri-Valley. Our geofencing mobile data** reflects visitors enjoying Downtown Livermore, the Bankhead Theater, Vasco Row and attending events and tastings at wineries and breweries. Livermore's wine region remains a top inspirational driver for both visitation and spending within the Tri-Valley. But it could be better.

The Tri-Valley relies on varying levels of lodging options to entice the budget-conscience, extended stay, and luxury travelers. We are in desperate need of the luxury product to match our award-winning wine region, key to growing and preserving overnight visitation and spending. Stakeholder and community input on our 2023 five-year Destination Strategic Plan emphasized the *absolute necessity* in promoting the wine region. By supporting this "lifeline," you are pro-actively supporting the next generation of high-spending, high occupancy travelers, while also keeping your wineries, farms, restaurants, and shops alive. This proposed hotel property is sustainable agritourism at its core mission. With proper infrastructure at hand, the wine industry can continue to compete with other California regions.

We can't wait to package Livermore's newest high-end lodging and dining destination along with your sought-after award-winning wines, brews and attractions. This hotel will put Livermore in a whole new league of must-see destinations.

As your marketing agency of record, whose mission it is to promote overnight visitation that *elevates our resident quality of life*, we highly recommend approval of the Wine Country Inn, which will assuredly assist in sustaining your ongoing investment in Livermore's Wine Industry.

Sincerely,

Tracy Farhad
President & CEO

Cc: VTV Board of Directors

*Dean Runyan Travel Impacts 2022
** Destination Analysts Apollo Dashboard

5075 Hopyard Road, Suite 240, Pleasanton, CA 94588

**From:** Michele Donley
**To:** Sukhamrit Purewal; Steve Stewart; Kimberly Cilley
**Subject:** FW: Wine Country Inn
**Date:** Monday, April 24, 2023 2:59:34 PM

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Dear Planning Department Members,

3 Steves Winery wholeheartedly supports the Wine Country Inn as proposed.

Steve Ziganti
Owner/Winemaker
3 Steves Winery

Sent from my iPad

April 24, 2023

City of Livermore Planning Department,

I am writing to you to please approve and expedite the Livermore Wine Country Inn proposed on Arroyo Road, which has always been a critical component of the SLVP.

The Livermore Valley wine industry is in desperate need of mid/upscale lodging accommodations to bring outside visitors into wine country for overnight visits. It is proven that guests that travel to vacation locations spend money in the destination location. The wine country desperately needs "outside" wine lovers to visit the valley to increase wine dollar spend rates; and to help bring visibility to Livermore Valley Wine Country. This is needed to grow our boutique wineries into sustainable entities; maintain Livermore as a Viticulture area; and to bring new, larger size wineries, into the area. Lack of nice lodging is the #1 inhibitor in sustaining, and growing, our wineries and vineyards.

We have been waiting for luxury hotel accommodations for over 10 years. We went through a laborious process starting 6-7 years ago to get the downtown hotel approved and we still have not seen a shovel in the ground. I urge you to please immediately approve the Wine Country Inn project; and to do whatever is necessary to proceed with the Downtown hotel.

Larry Dino
Cuda Ridge Wines
2400 Arroyo Road

**From:** Alexandra Henkelman
**To:** Sukhamrit Purewal
**Subject:** Livermore Businesses NEED Overnight Guests
**Date:** Tuesday, April 25, 2023 11:02:13 AM

You don't often get email from alexandra@omegaroadwinery.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello! I wanted to reach out to stress the importance of overnight guests in the viability of all Livermore businesses. In order to build long-term and sustainable businesses that will thrive. Additionally, supporting overnight guests in the Valley will fulfill the long overdue promise of the SLVSP!

--

**Alexandra Henkelman** [she/her]
Owner + Winemaker
Omega Road Winery
925-290-8616
www.omegaroadwinery.com

**From:** Michele Donley
**To:** Sukhamrit Purewal; Steve Stewart; Kimberly Cilley
**Subject:** FW: Comments For May 2nd Public Hearing Re: Specific Plan Amendment SLVSP (SPPA) 23-001
**Date:** Wednesday, April 26, 2023 7:11:39 AM

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-----Original Message-----
From: Betsy Johnston [redacted]
Sent: Tuesday, April 25, 2023 8:54 PM
To: Planning Web email <planning@livermoreca.gov>
Subject: Comments For May 2nd Public Hearing Re: Specific Plan Amendment SLVSP (SPPA) 23-001

[Some people who received this message don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Livermore Planning Department and Kam Purewal, Associate Planner,

We strongly disagree with any Proposal to amend the SLVSP to allow a 50' setback area from Hansen Road for commercial sites 5D#1 and 5D#2 that may include parking, landscaping and a trash enclosure. Both 5D#1 and 5D#2 must be maintained at a setback of 100 feet per the original SLVSP.

The SLVSP specifies a 100' setback planted in vineyards and orchards and this 100-foot setback requirement is clear, unambiguous and fundamental to the Plan and the Vision of South Livermore. We had copies of this Plan when we purchased our home on Hansen in 2004. We are the original owners and in the first block west of 5D#1 and 5D#2.

It is unfortunate that we have an applicant who has neglected to follow the SLVSP for 5D#2 and whose proposed Wine Hotel extends 20 feet into the 100 foot setback requirement. Had the applicant followed the SLVSP guidelines and rules there would be no reason to ask for an amendment to the SLVSP.

A 50 foot setback would encroach on our neighborhood and bring even more traffic and unwanted crime and mischief to this area. Also, no one wants to see a trash enclosure on Hansen on 5D#1 and 5D#2 where we are not viewing vineyards and orchards nor more parking spaces which yield more space for those deciding to perform sideshows, hang out or even camp in the parking lot. The current 100 foot setback is very helpful to the privacy of 5D#1, 5D#2 and our neighborhood as the planted vineyards and orchards will not allow for the additional parking to be seen and thus not be a draw to those wishing to create issues in our neighborhood. In other words, it currently mitigates "attractive nuisances" that the 50 foot setback would create on both 5D#1 and 5D#2.

The proposed applicant wants to build a larger (than originally pictured on the sign on site 5D#2 vacant lot) wine hotel and this may not even be financially possible due to a potential lack of funds and investors. If approvals of the SPDR 19-004 and CUP 19-006 are rescinded and re-approved under SPDR 23-001 and CUP 23-003, it may still never be completed. No one wants another unfinished structure to look at like the one on the north east side of Highway 680 at Automall in Fremont where funds ran out, contractors stopped working and investors bailed.

Both 5D#1 and 5D#2 have not been maintained in the same manner and quality that we maintain our homes and our landscaping. High weeds, broken fences, and unkept vineyards facing Arroyo have been the norm for both 5D#1 and 5D#2 over the past few years. This is another reason not to amend the SLVSP but instead keep it at the 100 foot setbacks which was how it was originally written and approved. If the owners/applicants cannot maintain the current sites, how will the applicant for 5D#2 afford to be able to maintain a wine hotel with additional parking, dumpsters, restaurant, landscaping and a pool? Regarding 5D#1, it is currently for sale and has been for quite a while for $1,165,000. There is no mention on the Tourfactory.com listing of the proposal to amend the SLVSP 100 foot

setback requirement to 50 feet for this commercial property.

Lastly, but very much a safety concern of ours for the Planning Commission who originally approved the street and stop sign at the top of Los Olivos at Arroyo where 5D#1 and 5D#2 are located. Please take time to drive up to the stop sign at Hansen/Arroyo as you exit either 5D#1 or 5D#2, stop at the STOP sign. Look at the crosswalk and make sure there are no pedestrians or bicycles crossing. Then you have to go another 15+feet beyond the stop sign and stop again just to see if it is clear to travel onto Arroyo and into traffic. Whoever approved this design on behalf of the Livermore Planning Commission obviously did not do their due diligence. It is a safety hazard to say the least and will become even more of a hazard during development of any of the commercial sites. It is at this intersection that current side shows take place late at night.

In summary, please do not amend the SLVSP as proposed. Keep the 100 foot setback requirements as originally specified in the SLVSP. If you do not amend then there will be no reason to rescind approvals of the SPDR 19-005 and CUP 19-006 for the wine country inn and approve something that will be very controversial and potentially never be built or never be completed after construction is started.

Thank you for your review of our written comments.

We are looking forward to attending the Public Hearing at 7pm on May 2, 2023.

Please confirm your receipt of this email.

Respectfully Submitted,
Elizabeth and Ross Johnston
[redacted]

April 26, 2023

Mayor John Marchand
Livermore City Council
1052 South Livermore Avenue
Livermore, CA 94550

Re: Support of Livermore Valley Wine Country Inn development

Dear Mayor Marchand & Council Members:

On behalf of the Livermore Valley Chamber of Commerce (LVCC), I am writing to express strong support for development of the Livermore Valley Wine Country Inn proposed on Arroyo Road in South Livermore.

LVCC is a membership association comprised of private businesses, non-profit organizations, public agencies, and individuals. Our 400+ members and 20,000 jobs are a diverse and wide-ranging representation of the Livermore Valley economy. LVCC policy priorities includes supporting tourism in our city inclusive of supporting our wine country origins and production.

The merits of this development include support of our fabulous wine country grape growers, wine makers, Livermore tourism, and hotel accommodations that are limited south of 580 freeway. It will also support out restaurants, downtown businesses and contribute positively to the attraction of visitors to our area.

Please expedite this approval for the Livermore Wine Country Inn that is critical to the well being of our wine industry and the South Livermore Valley Plan.

Respectfully,

*Sherri Souza*

Sherri Souza
Interim CEO & President

INNOVATION TRI VALLEY
leadership group
• DANVILLE • DUBLIN • LIVERMORE • PLEASANTON • SAN RAMON

April 26, 2023

John P. Marchand, Mayor
Brittni Kiick, Vice Mayor
Ben Barrientos, Council Member
Evan Branning, Council Member
Robert W. Carling, Council Member

Dear Mayor Marchand, Vice Mayor Kiick and Members of the City Council:

On behalf of Innovation Tri-Valley Leadership Group (ITV), I am writing to confirm that our organization supports the Wine Country Inn proposed on Arroyo Road, which has long been a vital component of the South Livermore Valley Plan.

Innovation Tri-Valley Leadership Group (ITV) is a collection of regional leaders deeply committed to driving a thriving economy powered by innovation and an unparalleled quality of life. Our innovation hub must continue to enhance and strengthen the quality of life in the region for both our residents and our visitors, in order to thrive.

The Livermore Valley wine community has long needed additional lodging and accommodations to attract visitors from all across the Bay Area to our region.

We encourage you to move this project forward and thank you for your continued support of our wine country community and the infrastructure needed to welcome visitors to the Tri-Valley.

Sincerely,

Lynn Wallace Naylor
CEO, Innovation Tri-Valley Leadership Group

**From:** Michele Donley
**To:** Sukhamrit Purewal
**Cc:** Steve Stewart; Kimberly Cilley
**Subject:** FW: Site plan review 5D1 and 5D2.
**Date:** Wednesday, April 26, 2023 1:55:51 PM

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-----Original Message-----
From: John Messier <[redacted]
Sent: Wednesday, April 26, 2023 1:55 PM
To: Planning Web email <planning@livermoreca.gov>
Subject: Site plan review 5D1 and 5D2.

[Some people who received this message don't often get email from j messier1@comcast net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My wife and I do not support any change to the South Livermore Valley specific plan.
John and Marguerite Messier, [redacted].
Sent from my iPhone

McGRAIL VINEYARDS

McGRAIL VINEYARDS AND WINERY

Great Memories are made with Good Wine and Friends.

April 26, 2023

Livermore Planning Department:

I am writing to express my support of the Wine Country Inn. As a Livermore resident and winery owner, I understand the dire need of extra lodging options in the area to guarantee the sustainability of our wine industry.

Recent studies conducted by UC Davis reveal that the Livermore Valley Wine Industry requires long-term solutions, including more available accommodation for overnight guests, to overcome its current struggles. The Wine Country Inn can fulfill this requirement and make the SLVSP promise a reality; I implore the city to do whatever possible to help make this project a success.

Thank you for your help in this matter.

Yours sincerely,

*Heather McGrail*

Heather McGrail
Owner, McGrail Vineyards and Winery

McGrail Vineyards
5600 Greenville Road |
Livermore CA 94550
(925) 215-0717
heather@mcgrailvineyards.com

**From:** Michele Donley
**To:** Sukhamrit Purewal
**Cc:** Steve Stewart; Kimberly Cilley
**Subject:** FW: Public Hearing May 2, 2023
**Date:** Thursday, April 27, 2023 12:13:45 PM

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**From:** Diane <[redacted]>
**Sent:** Thursday, April 27, 2023 12:10 PM
**To:** Planning Web email <planning@LivermoreCA.gov>
**Subject:** Public Hearing May 2, 2023

Some people who received this message don't often get email from [redacted] Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

**Dear Livermore Planning Commission and Kam Purewal, Associate Planner,**

**We totally disagree with the proposal to amend SLVSP commercial sites 5D#1 and 5D#2 from the original 100-foot setbacks to a 50-foot set back. SLVSP was designed and created to balance, control and protect the SLVSP from over building. To maintain the proper size and development for the commercial site specifically 5D#2.**

**This proposed project is massive for the site #5D2. That is why you want to amend SLVSP. This was supposed to be a Wine Country Inn, but is a Wine Country Hotel, restaurant, 2,450 sq. ft. residence/swimming pool and conference room. That is like putting a size 12 foot into a size 11 shoe. It will look out place.**

**The Planning Commission and City Council are on a**

**slippery slope by trying to amend the SLVSP 5D#2! And 5D#1. This is a special city that has so much to offer for everyone now and into the future.**
**The Planning Commission put the right size development on all commercial sites in South Livermore. There is no need to amend the SLVSP. Eliminating the vineyards once they are gone, they will never come back. How sad that is.**

**Mark and Diane Rinetti**

Tri-Valley Conservancy
PRESERVE LAND. CONNECT COMMUNITIES. ENRICH LIFE.

ACCREDITED LAND TRUST ACCREDITATION COMMISSION

*Board of Directors*
Lori Souza, Chair
Kevin Baskin, Vice-Chair
Sblend Sblendorio, Secretary
Jennifer Yeamans, Treasurer
Scott Akin
Lou Astbury
Jim Folta
John Howard
David Kent
Tamara Reus
Cynthia Ross
Mark Triska

*Executive Director*
David Epstein

April 26, 2023

Steve Stewart
Planning Manager
City Hall of Livermore
1052 S. Livermore Ave. Livermore, CA 94550

Re: Livermore Valley Wine Country Inn

Dear Steve:

The Tri-Valley Conservancy's (TVC) mission is "to promote economically sustainable vineyards and orchards, and increase permanently protected, biologically diverse open spaces", and the City of Livermore has been one of our highly valued partners in our pursuit of meeting this objective.

One of TVC's top priorities is ensuring the long-term prosperity of the South Livermore Valley Wine Country, and we were chartered to help ensure the success of the South Livermore Valley Area Plan. The TVC commissioned a research study conducted by the University of California, Davis to examine the economic viability of the South Livermore Wine region. The findings identified several challenges that need to be addressed promptly in order to restore this territory to a premier wine region. The TVC believes that appropriate economic development in South Livermore is important to support this objective. Such economic development includes tourist hospitality accommodations and restaurants.

The need for additional lodging opportunities in the South Livermore Valley Area has been well-documented as a way to support agri-tourism. As stated in the South Livermore Valley Specific Plan (SLVSP) "the South Livermore Valley Area Plan (SLVAP) encourages the development of new wineries and other tourist-related projects that will attract tourists and increase recognition of the South Livermore Valley as a premium wine-producing region."

The Livermore Valley Wine Country Inn proposal is located on one of the parcels identified within the SLVSP "*to provide for limited small-scale commercial development that supports and enhances the South Livermore Valley's image as a premium wine producing region." It further identifies "a Wine Country Inn with no more than 30 guest rooms and may have a large restaurant associated with it is an allowed commercial project*."

We are submitting this letter in support of the proposed Livermore Valley Wine Country Inn. We believe it will attract agri-tourists and enhance the reputation of the South Livermore Valley. It meets the intent of both the SLVAP and SLVSP.

David Epstein
Executive Director

Lori Souza
Chair of TVC Board

**From:** Michele Donley
**To:** Sukhamrit Purewal
**Subject:** Fwd: 50 Foot Setback on Arroyo and Hansen (addendum)
**Date:** Thursday, April 27, 2023 5:03:19 PM
**Attachments:** IMG_8268.pdf
IMG_8282.PNG

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Get Outlook for iOS

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**From:** Paul Mansfield [redacted]>
**Sent:** Thursday, April 27, 2023 4:54:07 PM
**To:** Planning Web email <Planning@cityoflivermore.net>
**Subject:** Re: 50 Foot Setback on Arroyo and Hansen (addendum)

> Some people who received this message don't often get email from [redacted] Learn why this is important

> Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My original email somehow failed to include this document. Please include it as part of my letter.
Thank you.

Paul Mansfield

On Apr 27, 2023, at 4:48 PM, Paul Mansfield [redacted] wrote:

Dear Planning Commission,

Los Olivos residents were sent a “blue card” from the city, notifying us of an upcoming public hearing (5/2/23) on the Livermore Wine Country Inn.
At issue, among other things, is changing the 100 foot set back to a 50 foot setback…
Effectively allowing buildings to be closer to the street.

My inclination is to be against developing that corner, regardless of whether the setback is 100 feet or the now-proposed 50 feet.
(But 50 feet is of course much worse.)

It would be a shame to visually pollute that corner.
It would be a real loss to the public, and it is hard to see how the city that prides itself on a Scenic Corridor on 580 would allow this vista to be diminished forever.

Why is this allowance being proposed, and what specific benefit does it bring?
The tax revenue it brings will be insignificant compared to the loss of beauty and public enjoyment for walkers and bikers.

Likewise, the noise, traffic, litter and parking woes brought by this project to our neighborhood are easy to foresee, and they will be significant.

I've seen little in the specifics of the proposed project to help me feel like it would somehow seamlessly blend in.

I also have concerns that the current developer has plans for the property that are not fully understood by the community.
See the link for an early 2022 archive capture that was on the "Lodging Broker's Network" website, or see the screen shot below.

The Broker Network listed the Livermore Wine Country Inn as being For Sale.
The Price? $3,475,000…. for what appears to be the empty lot only.
Is this why we are being asked to change the setback? You cannot fault me for wondering.

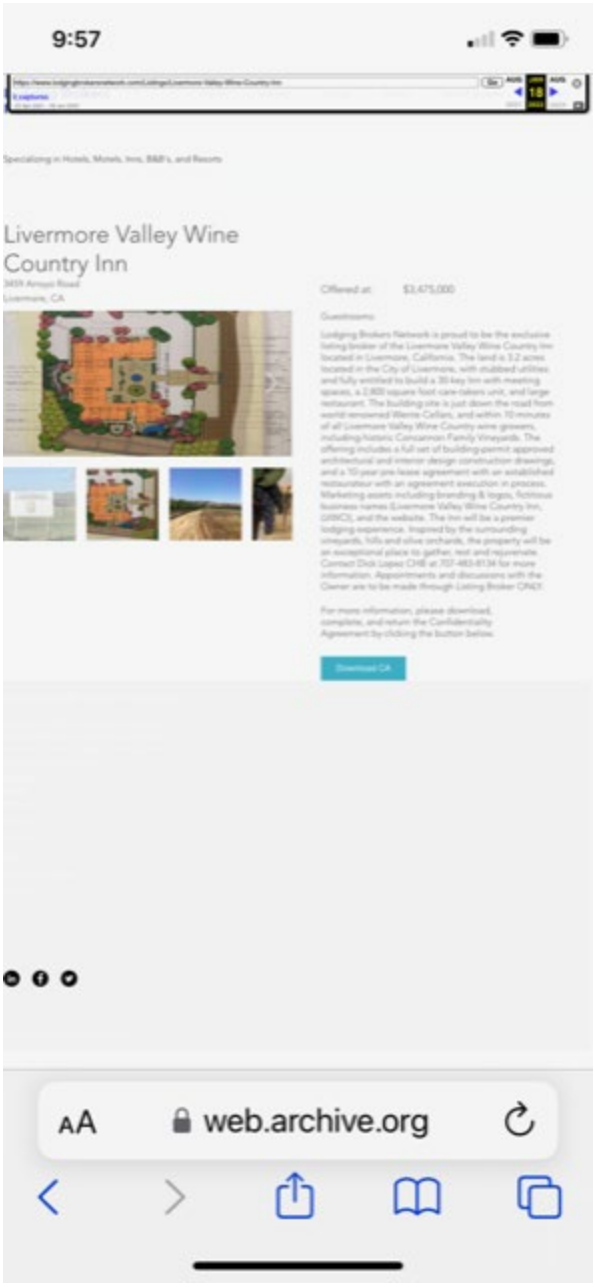
https://web.archive.org/web/20220209203607/https://www.lodgingbrokersnetwork.com/

The ad certainly seems at odds with the developer's narrative of desiring to build and settle into the business herself.
Perhaps the Planning Commission has insight on these conflicting narratives, and can explain why the public's enjoyment
of these vistas should be diminished for the immense benefit of just a few.

And finally, I have very real concerns about what might happen if the business fails.
Economic times are changing and uncertain for the hospitality industry.
The project is in a very high profile location. It's not tucked away in some alcove off of Marina Ave.
If it fails, what mechanisms are in place to ensure this site is well kept?

Thank you for your attention to this matter.

Paul Mansfield
Livermore


9:57
Livermore Valley Wine Country Inn
AA
web.archive.org

11:50

ATTACHMENT 6



## PRINCIPAL CONFIDENTIALITY AGREEMENT AND REQUEST FOR INFORMATION

**Lodging Brokers Network** herein after for referred to as (LBN) has been engaged on behalf of the owner in connection with the sale of property identified as the Livermore Valley Wine County Inn located at Alameda County.

**This Agreement is Intended Solely for a Potential Buyer** hereinafter referred to as Buyer, and its limited use in considering its purchase of the intended property mentioned herein. It is the intent of the Owner to sell the Land Development Project "As Is" with all its vices and defects. A Buyer is expected to inspect the Land Development Project and rely upon its own inspection reports and experts in determining the condition of the Land Development Project in determining the offering price. The information we will deliver to you will contain selected information pertaining to the business affairs of the property and its contents. The information does not purport to be all-inclusive or to contain all the information which a Buyer may desire. The Owner and LBN and any of their officers, employees, or agents, make no representations or warranty, expressed or implied, as to the accuracy or completeness of any of its contents, and no legal liability is assumed or shall be implied with respect thereof.

**Buyer Agrees** the Land Development Project information is proprietary and confidential and will hold and treat it in the strictest of confidence and will not directly or indirectly disclose or permit anyone else to disclose the information to any person, firm, or entity, except that the information may be disclosed to Buyer's partners, employees, legal counsel, and lenders who need to know the information for the purposes of evaluation of the transaction or pursuant to a court order. Buyer understands the Owner may request they provide their financial qualifications to the Owner before any of the Owners financial information is released to them regarding the subject property.

**Buyer Certifies** they are financially and operationally qualified to purchase the Land Development Project being represented herein. If you are unsure if you are qualified as stated, please contact us at 707-257-2759 to help you determine if the Land Development Project will fit your qualifications.

**Buyer Acknowledges** they are contacting LBN directly and has not contacted or entered into any agreements with any real estate brokers, agents, finders, or any other parties about this transaction other than this agreement with LBN or has not taken any action which would result in any real estate fees or commissions to said real estate brokers, agents, consultants, finders, or any other parties with respect to the transaction contemplated herein.

**Buyer Agrees** to not photocopy or duplicate the information materials without the written authorization from the Owner and all inquiries and communications with respect to contemplated sale shall be directed to LBN. The Owner expressly reserves the right at Owner's sole discretion to reject any or all proposals or expressions of interest in the property and to terminate discussions with any party at any time with or without notice.

**Buyer Agrees** if they choose not to pursue or discontinue negotiations regarding this Land Development Project and with this Owner, they will promptly return all of the informational materials they received immediately upon the request of the Owner or Broker. This Agreement will terminate upon the earliest of the following to occur; close of escrow to the prospective Buyer, prospective Buyer and Seller agree in writing to terminate this Agreement, or two years elapse from the date of the Agreement. ***All Information below is to be completed in its entirety***

**By Executing this Agreement**, Buyer agrees to all the terms & conditions mentioned above.

Company:_____ By Print Name:_____

Signature:_____ Address:_____

_____ _____ _____

City, State and Zip Code Office Phone Mobil Phone

Email Address:_____ Date:_____

**PLEASE DO NOT CONTACT THE PROPERTY DIRECTLY. ALL APPOINTMENTS FOR SHOWING TOURS OR INSPECTIONS TO BE MADE THROUGH LODGING BROKERS NETWORK, WHICH TYPICALLY ARE CONDUCTED ON BUSINESS WEEKDAYS AND ARE SUBJECT TO OWNER AND AGENT AVAILABILITY.**

Please return via email to info@lodgingbrokersnetwork.com or fax to 707-257-2155

AA web.archive.org

April 20, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

To Whom it May Concern:

We write this letter in support of the proposed Livermore Valley Wine Country Inn project being developed by Livermore resident Michelle Boss for the following primary reasons:

a. It appears that the project proposed meets all criteria in the South Livermore Valley Specific Plan for this parcel, and what we have wanted here for almost two decades. It will provide lodging for visitors, meeting space for businesses, and another restaurant for our residents.
b. We are in dire need of exceptional boutique lodging experiences, such as this one proposed, to gain international recognition as a wine region, and to help boost our local winegrowers and greater economy.
c. Livermore Valley Wine Community has long been known as a world-class wine region but has faced challenges in getting connoisseurs and luxury consumers to our region due to the absence of adequate wine country lodging. This boutique hotel will go a long way in securing those visits and presenting this region as a world-class luxury wine destination.
d. Michelle has been very thorough in her proposal thus far to seek out and consider community concerns.

Sincerely,

Brandi Lombardi
Executive Director
Livermore Valley Winegrowers Association

**From:** Brandon Cardwell
**To:** Sukhamrit Purewal
**Subject:** FW: Wine country Inn
**Date:** Friday, April 28, 2023 9:31:00 AM
**Attachments:** image001.png

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**From:** rhonda woodfamilyvineyards.com <rhonda@woodfamilyvineyards.com>
**Sent:** Friday, April 28, 2023 8:48 AM
**To:** Brandon Cardwell <bwcardwell@livermoreca.gov>
**Subject:** Wine country Inn

You don't often get email from rhonda@woodfamilyvineyards.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am in support of the Wine Country Inn and its fulfillment of the South Valley Plan. Please vote for its approval.
Thank you,
Rhonda Wood
Owner
Wood Family Vineyards

Sent from my iPad

CONCANNON
VINEYARD
EST. 1883

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

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d. Michelle has been very thorough in her proposal thus far to seek out and consider community concerns.

Sincerely,

Heidi Rasmussen
Director of Sales and Hospitality
Concannon Vineyard

JTM HOSPITALITY

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

To Whom It May Concern:

We write this letter to support the proposed Livermore Valley Wine Country Inn project being developed by Livermore resident Michelle Boss.

Folks are writing letters telling you that this project meets the criteria in the South Livermore Valley Specific Plan and that we desperately need amenities of this variety to help propel the south valley into an economically sustaining entity. And while all this is true, I ask that you consider our local wine country as a technology hub. We rarely or ever have conversations regarding wine country as an innovation hub. Most will only see this proposed project as a B&B. Still, I see this as an opportunity for wine country to gain another asset that supports hospitality and wine-related innovation. The Lawrence Livermore Labs is a behemoth of an operation with some of the rarest forms of technology within its gates, and more importantly, it houses some of the most brilliant minds in the world. We have one of the biggest technology hubs in California that draw some of the most influential people within their respective sectors. Both of these examples are supported by an infrastructure and a regional awareness that promotes their technologies on a global scale.

Wine country is in dire need of this same attention, awareness, and drive. I implore you to see this proposed plan as an added asset serving the bigger wine country picture relative to regional maturity and economic sustainability. A wine country boutique hotel, the growth of our downtown, sewer and water extensions down Tesla, the idea of extending our UGB east of Greenville to preserve and promote viticulture, the organic success story of the Vasco Row businesses, and items like this proposed B&B all serve to add value to our 140-year-old technology hub. As a wine country, we need more infrastructure and tools to attract innovation leaders into our region. Please see this proposal as more than just a building on a hill near wealthy neighborhoods. But as an extension and an example of our commitment to seeing South Livermore remains beautiful and forever thriving.

Sincerely,

Jeremy Troupe-Masi
Resident | Small Business Owner | Regional Ambassador
Vice Chair GPAC - City Of Livermore

# DARCIE KENT VINEYARDS LLC

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

To Whom it May Concern:

We write this letter in support of the proposed Livermore Valley Wine Country Inn project being developed by Livermore resident Michelle Boss for the following primary reasons:

a. The project proposed meets all criteria in the South Livermore Valley Specific Plan for this parcel, and what we have planned and depended upon for almost three decades. It will provide lodging for visitors, meeting space for businesses, and another restaurant for our residents and wine country visitors.
b. We are in dire need of exceptional boutique lodging experiences, such as this one proposed, to gain international recognition as a wine region, and to help boost our local winegrowers and the Agritourism economy. Wine country visitors rely on a variety of lodging options - from B&Bs, to quaint 30-room inns, boutique downtown hotels and rural wine country resort & spas - to meet their expectations for an ideal overnight or multi-day visit.
c. Livermore Valley Wine Community has long been known as a world-class wine region but has faced challenges in getting connoisseurs and luxury consumers to our region due to the absence of adequate wine country lodging. This boutique hotel will go a long way in securing those visits and presenting this region as a world-class luxury wine destination. It is well established that overnight visitors to a wine region spend on average five times as much as day-trippers.
d. Michelle has been very thorough in her proposal thus far to seek out and consider community concerns. The plans for this inn predate the construction of the adjacent neighborhood and were thoroughly disclosed to all homeowners prior to their home purchases.

Sincerely,

David B. Kent
Chief Executive Officer
Darcie Kent Vineyards

7000 Tesla Road Livermore, CA 94550 • TEL (925) 243-9039 • FAX (209) 294-4004

**From:** Brandon Cardwell
**To:** Sukhamrit Purewal
**Subject:** FW: Wine country Inn
**Date:** Friday, April 28, 2023 9:42:37 AM
**Attachments:** image001.png

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**From:** Darcie Kent <darciekent@me.com>
**Sent:** Friday, April 28, 2023 9:38 AM
**To:** Brandon Cardwell <bwcardwell@livermoreca.gov>
**Subject:** Wine country Inn

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April 20, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

To Whom it May Concern:

We write this letter in support of the proposed Livermore Valley Wine Country Inn project being developed by Livermore resident Michelle Boss for the following primary reasons:

a. It appears that the project proposed meets all criteria in the South Livermore Valley Specific Plan for this parcel, and what we have wanted here for almost two decades. It will provide lodging for visitors, meeting space for businesses, and another restaurant for our residents.
b. We are in dire need of exceptional boutique lodging experiences, such as this one proposed, to gain international recognition as a wine region, and to help boost our local winegrowers and greater economy.
c. Livermore Valley Wine Community has long been known as a world-class wine region but has faced challenges in getting connoisseurs and luxury consumers to our region due to the absence of adequate wine country lodging. This boutique hotel will go a long way in securing those visits and presenting this region as a world-class luxury wine destination.
d. Michelle has been very thorough in her proposal thus far to seek out and consider community concerns.

Sincerely,

Darcie Kent
Almost Famous Wine Company
2271 Vasco Rd, Suite D
Livermore, CA 94550

Sent from my iPhone

# ROSA FIERRO CELLARS

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Livermore Valley Wine Country Inn**

Hello, I am Rosa Fierro and I own a winery in Livermore called Rosa Fierro Cellars. I am located on South Vasco Road in an area we call "Vasco Row" which includes 9 wineries and 2 breweries. Vasco Row has become quite the destination for wine tasting in Livermore Valley and I love being part of the winegrowing and winemaking community there.

I am writing in support of the Livermore Valley Wine Country Inn. Livermore is really lacking a high quality, boutique hotel for out of town visitors. Out of town customers want to stay overnight, enjoy an evening out, and spend the next day in Livermore as well – they want to freshen up and explore our restaurants and theaters in downtown instead of having to drive home, stay near the airport or stay in another city. Instead of coming to Livermore, they go to "get away locations" such as Paso Robles, Santa Cruz or Napa. Without a nice hotel, we cannot elevate the experience here and promote our city, downtown businesses and wineries.

I am also a member of the Livermore Valley Wine Association and am on several committees within the association. We are a world-class wine region and have spent countless hours trying to promote our region to help bring in wine connoisseurs and luxury customers, which would not only boost our local winegrowers, but also other businesses in our downtown area. This boutique hotel will be a huge asset in promoting our winegrowing region and downtown businesses (and we already have such an awesome downtown area!!!), and will keep revenues from these cutomers focused in Livermore. Without it, we are losing out on a great opportunity.

Michelle Boss' proposed Livermore Valley Wine Country Inn project is exactly what we need here in Livermore. The hotel will still be a small size boutique hotel, owned by Livermore residents. I would love to be able to promote this hotel to my customers – I would love to stay there myself! I really hope you consider it.

Thanks so much for your time.

Sincerely,

Rosa Fierro, Owner/Winemaker
Rosa Fierro Cellars, Livermore Valley

WENTE FAMILY ESTATES | CELEBRATING 140 HARVESTS

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

To Whom it May Concern:

We (Wente Family Estates) write this letter in support of the proposed Livermore Valley Wine Country Inn project being developed by Livermore resident Michelle Boss for the following primary reasons:

a. This project's specifications have been part of our long-term planning for a viable South Livermore plan. We have supported the implementation and development of this plan since inception.
b. We have heard directly from wine business trade and media that for the Livermore Valley Wine Country to be recognized as 'serious' wine valley, we need more overnight lodging and wine country 'beds' to become a true destination. We will not receive the coverage or advertising that we deserve until media knows that consumers/tourists will be able to complete their visit with a wine country hotel accommodation. This boutique hotel is exactly what our valley needs to be recognized.
c. Michelle and her team have worked diligently to provide thorough and thoughtful plans and represent this community.

Sincerely,

Aly Wente & the Wente Family
Vice President, Marketing & Customer Experience
5th Generation Winegrower, Wente Family Estates
Livermore Resident

# WOOD FAMILY VINEYARDS

April 28, 2023

City of Livermore - Community Development Department
**Attn: Planning Commission**
1052 South Livermore Avenue
Livermore, CA 94550

**RE: Letter of Support for Proposed Livermore Valley Wine Country Inn**

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c. Livermore Valley Wine Community has long been known as a world-class wine region but has faced challenges in getting connoisseurs and luxury consumers to our region due to the absence of adequate wine country lodging. This boutique hotel will go a long way in securing those visits and presenting this region as a world-class luxury wine destination.
d. Michelle has been very thorough in her proposal thus far to seek out and consider community concerns.

Sincerely,

Harrison Wood
Executive Vice President
Wood Family Vineyards

2407 Research Drive | Livermore, CA | 925.606.7411 | harrison@woodfamilyvineyards.com

**From:** Yvonne Lysakowski
**To:** Planning Web email; Planning Web email
**Subject:** 5D#1 and 5D#2
**Date:** Tuesday, May 2, 2023 12:26:52 PM

Some people who received this message don't often get email from yvonne.lysakowski@sbcglobal.net. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Livermore Planning Department:

I am a Livermore resident and strongly disagree with the Proposal to amend the SLVSP to allow a 50’ setback area from Hansen Road for commercial sites 5D#1 and 5D#2. The SLVSP specifies a 100' setback to maintain the rural vineyard environment that South Livermore visitors and residents currently enjoy.

The 100' setback is an essential component of the SLVSP that the city planning commission can not ignore solely for commercial development. The applicant for the wine country inn (M. Boss) can change the wine country inn plans to be in compliance, rather than expect the SLVSP to be amended to accommodate an overly large inn and large caretaker (personal) residence. The Planning Commission needs to show respect for the SLVSP and keep a long term vision in mind for Livermore.

Sincerely,
Yvonne Lysakowski

**From:** David Richter
**To:** Planning Web email
**Subject:** 5D#1 and 5D#2
**Date:** Tuesday, May 2, 2023 12:47:16 PM

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Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Livermore Planning Department:

I am a Livermore residents and I strongly disagree with the Proposal to amend the SLVSP to allow a 50’ setback area from Hansen Road for commercial sites 5D#1 and 5D#2. The SLVSP specifies a 100' setback to maintain the rural vineyard environment that South Livermore visitors and residents currently enjoy.

The 100' setback is an essential component of the SLVSP that the city planning commission can not ignore solely for commercial development. The applicant for the wine country inn (M. Boss) can change the wine country inn plans to be in compliance, rather than expect the SLVSP to be amended to accommodate an overly large inn and large caretaker (personal) residence. The Planning commission needs to show respect for the SLVSP and keep a long term vision in mind for Livermore.

Sincerely,

David Richter

Sent from Mail for Windows

BERNARD CABANNE [redacted] 5/2/2023 3:17 PM

# Final letter for Planning Commissioners

Planning Commissioners
May 2,2023
Re: Item 5.1 Amendment to South Livermore Valley Specific Plan

Dear Planning Commissioners:
**We respectfully ask for a 30 day continuance:**
a. This is the minimum time necessary to allow you to read and review the new application, drawings, and CEQA documents (EIR Addendum 375 pages) all materials only released last Friday April 28th;
b. This is the minimum time necessary for you and the public to be able to read and consider the Court of Appeals decision, December 2022 stating 100 ft. setbacks are" **mandatory, fundamental; and not open to subjective interpretation** * " and;
c. This is the minimum time necessary for you and the public to read and consider the 400 page South Livermore Valley Specific Plan(SLVSP).
(*All quotations in this letter are from the Court of Appeals decision, December 2022.)

We urge you to deny the proposed amendment to the SLVSP.

**Why is the 100 ft. setback considered the linchpin of the plan?**

1. The setback policy is the "**means** by which the plan achieves its goals of preserving and enhancing the rural wine-country character and **IMAGE** of the area"; the proposed amendment would impede those goals.
2. **Eliminating the vines on Hansen would seriously degrade the visual resources of the area**; we are trading vines for paved parking spaces. Is that the desired image needed to promote Livermore as a prime grape-growing and wine producing area?
3. "The plan is designed to preserve the area's unique **RURAL** and scenic qualities"; this amendment would seriously erode our ability to do so.
4. "The plan thoughtfully introduces new development within the agricultural setting, reducing the **visual impacts** on the rural character of the area"; the proposed amendment would negate efforts that have been in place for twenty years.
5.**" The plan is designed to expand viticultural acreage", the proposed amendment would reduce and devalue it with cars, parking spaces, and a trash enclosure.**
6.We are indeed committed to this plan. We helped fund this plan; the original homeowners in the neighboring developments paid a fee of approx.10,000 dollars when we purchased our homes.170 homes x 10,000 dollars. This is a considerable neighborhood investment demonstrating we value preserving and expanding the vineyards.

Please think **very** carefully about the long term consequences of **changing an entire plan** to suit one developer.
a. Why should arbitrary exceptions be made? Nonconforming uses may occur before the enactment of a specific plan. However, once a plan is enacted and long-standing---in this case, 20 years,---exceptions should NOT be made.

b. Once the setback is changed, it will **seriously** weaken the very viticultural acreage the plan is supposed to protect.
c. This is a slippery slope, if one exception is made, others will ask for equal treatment.
d. It will set a precedent and the City will not have the moral authority to turn down other applicants.

The project can go forward if the Inn is reconfigured. Don't change the plan---change the configuration of the Inn.

**Tonight in addition to the amendment plan, you are also being asked to consider a new application and a new addendum to the 1997 EIR.**
Please see below a list of concerns which need to be addressed before moving forward with the approval of the application and the EIR addendum:

**I. Concerns with the EIR Addendum and Attachments:**
A. Changes in the EIR addendum and application indicate that new laws have been applied; this requires a new traffic study using **Vehicle Miles Traveled** (VMT).
B. The hydrology section is inadequate; 100 yr. drainage requirement and how climate changes may affect hydrology at this site known for high water tables is insufficient.
C. Electric appliance requirement and exemption do not include factual information.
D. Requirement for solar panels needs to be extended
E. Engineering Considerations ( Attachment 10) is dated April 21st, 2023---not adequate time for public and commissioners to review
F. New air quality standards for fugitive dust impacts ( PM2.5 and PM10 ) near sensitive receptors ( children/elderly) during construction has not been adequately addressed in addendum ( project property line is 25 ft. from the nearest residence---(Staff report p1.)
G. Seismic risks of new fault line not analyzed --- recently identified Greenville fault off East Ave. has not been addressed in EIR Addendum.

**II. The safety of the neighborhood is our number one priority.**
A. The safety of pedestrians, families with strollers, young children on bikes, and cyclists cannot be assured with an entrance/exit on Hansen Road.
B. **The safer solution would be to move the entrance to Arroyo Road.**
C. The reasons the staff listed against moving the entrance are not demonstrated with current drawings or proven with facts; staff lists unproven assumptions (Staff report p.14)
D. Safety should take priority over not wanting to slow traffic on Arroyo Road. (Staff report p.14)
E. Breaks in the trail systems have been allowed at neighboring wineries and could work in front of the Inn as well.
F. **The staff has never presented drawings showing how circulation would flow with entrances/exits for BOTH 5D2 and 5D1 on Hansen Road.**
G. What would happen to the existing bicycle lane at the stop sign of Hansen and Arroyo?
H. Why were the plans for the required sidewalk from entrance/exit on Hansen Road next to hotel omitted from new application?
I. There are several add-ons that are not listed in the application such as a gift shop, nail salon, and hair salon which have nothing to do with wine production or agricultural products. These uses are not permitted in the SLVSP and will create additional parking issues. (See emails)
**J. This is not a commercial area**; it is a buffer area between urban and the open space of the South Livermore Plan; commercial uses that can be located downtown and in other

commercial areas of the city **should not** be located at the Inn.
K. There are many technical problems regarding the Arroyo setback as currently documented.
L. Grading and Engineering drawing/studies for the site including the use of Bioswales for a large commercial site are insufficient.

**Inconsistencies between the conditions and the proposed plan:**
A. Overflow parking
1. p. 244: "Recommended Condition:: Any vines in the100-foot agricultural buffer along Arroyo Road that are removed during construction must be replaced prior to issuance of a certificate of occupancy. "
2.However, traffic study still discusses possibility of overflow parking
3.Landscape plan still shows gravel, no vines (p. 737)
**Please explain these inconsistencies.** Conditions need to be reworded.

**B Other Parking Concerns and Issues**
1.Traffic island to direct guests' right-turns on to Arroyo mentioned p. 247& 667;one drawing shows the island but the rest do not. The island does not prevent left hand turns by vehicles exiting through the entrance lane or prevent vehicles from making a u turn at the Hansen/Arroyo intersection. "Add an island in the driveway to prohibit left-hand turns from the property onto Hansen Road and provide signage stating either no left turn or right-turn only."
**Please clarify # 1 with to scale drawings.**
2. Conditions do not prohibit hotel parking and/or hotel employee parking on Hansen Road, Verdala, Talinga and on all adjacent neighborhood streets.
3. Need signs in parking cutouts in front of homes stating parking reserved for residents only; violators will be towed.
4. Restrict wine bar hours to conform to tasting room hours of 11am to 5pm including weekends.
5 Seating for guests (p. 233) implies **additional bar &restaurant seating = additional parking.** No way to distinguish between hotel guests & diners who are not hotel guests.
6. Disability requirements for access path along Hansen not addressed
7. "An event center is not a permitted use" (p. 242) However, emails have been sent indicating banquets accommodating up to 100 persons will be available.( emails suggest weddings, business awards ceremonies, etc. )

All concerns regarding the EIR Addendum and the incomplete new application should be addressed before approval.
Thank you for your time addressing detailed amendments, and conditions to an enacted, complex SLVSP ( 400 pages).

At this juncture, we urge you to deny the proposed amendment, deny the new application and the addendum to the 1997 EIR until the Inn can be reconfigured to comply with the current SLVSP, and deficiencies and inconsistencies in the new application and addendum can be rectified.

Sincerely,
Donna Cabanne
Friends of South Livermore

# LIVERMORE PLANNING COMMISSION MEETING 5-2-23

Good evening Planning Commission members, my name is John Nunes and I have been a resident of Livermore for 22 years. I respectfully request that you deny the General Plan Amendment related to the South Livermore Valley Specific Plan and deny the developer application until such time the project is revised to comply with the vision and intent of the South Livermore Valley Specific Plan.

The Specific Plan was the product of several years of thoughtful imagination and hard work from many stakeholders including residents, city officials, winegrowers, winemakers, the business community and many others. It was to preserve the area as an historic wine growing region and promote the South Livermore Valley as a premier destination for visitors.

Accordingly, any General Plan Amendments to alter this vision of the original architects of the South Livermore Valley Specific Plan needs to be carefully scrutinized and not tinkered with lightly to appease a single developer.

It is called a Specific Plan because it's vision is very specific. Policy 4-7 states: "Building setbacks for commercial uses shall be 100 feet from road frontages except for commercial site #3A, which shall be 25 feet. All set back areas shall be planted with vineyards or orchards."

The Amendment is not merely a ***clarification*** as the planning staff report claims. In the matter before you the California Appeals Court ruled on behalf of the Friends of South Livermore that the Specific Plan's 100-foot setback policy is mandatory, fundamental and specific land use policy that does not permit discretionary enforcement and concluded the City Council's arbitrary setback of 50 feet on Hansen Road was legally erroneous and an abuse of City Council's discretion.

Right below Policy 4-7 is Policy 4-8 which states; "***The design of commercial facilities,*** should be consistent with the rural wine country character of the area."

Please ask yourselves if replacing the 100-foot setback planted with vineyards or olive orchards with a 50-foot setback encroached upon by an asphalt parking lot and garbage dumpsters is consistent with the rural wine country character of the area as depicted in Policy 4-8. Please be mindful that if the Amendment is approved it will set an undesireable precedent for similarly situated landowners to apply for much the same land use changes for their own benefit.

Lastly, Hansen Road was designed to be a narrow neighborhood collector street. It is particularly narrow where the proposed entry and exit to the Wine Country Inn is designated because it is split with a planted medium divide with no bike lanes or pedestrian walkways, creating a dangerous safety concern. Please consider, as a condition of approval, to relocate the Hansen Road entry/exit to the more appropriate and safer Arroyo Road. Again, I respectfully ask that you deny the Amendment and request the conditions of the application be changed to comply with the Specific Plan.

**From:** Helen Paul
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 10:44:30 AM

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Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed.

The SLVSP  was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel.

**From:** paul victor
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 11:12:52 AM

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Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Vote NO on the amendment and the approval of the hotel.

Paul Victor

**From:** Mary Anne Victor
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 11:14:33 AM

Some people who received this message don't often get email from maryanne.v@hotmail.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

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Vote NO on the amendment and the approval of the hotel.

Mary Anne Victor

**From:** Karen E
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 11:50:06 AM

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I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

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The SLVSP was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel.

Best,
Karen Engler

**From:** Louise Victor
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 2:29:27 PM

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I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

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The SLVSP  was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel.

Sincerely,
Louise Victor

**From:** Yolanda Fintschenko
**To:** Michele Donley; Kimberly Cilley; City Clerk; Steve Stewart
**Subject:** Fwd: Requesting continuance for Item 5.1 May 2,2023 Planning Commission Hearing
**Date:** Sunday, April 30, 2023 3:18:21 PM

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[redacted]

---------- Forwarded message ---------
From: **BERNARD CABANNE** [redacted]
Date: Sun, Apr 30, 2023 at 2:55 PM
Subject: Fwd: Requesting continuance for Item 5.1 May 2,2023 Planning Commission Hearing
[redacted], BERNARD CABANNE
[redacted]

April 30,2023

Dear Planning Commissioner Fintschenko:

I request a thirty day continuance of the proposal to amend the South Livermore Valley Specific Plan, to reduce the mandatory 100 foot planted set back to a 50 ft. set back for commercial sites 5D1 and 5D2.

(All passages in quotation marks are from the Court of Appeals decision which quoted verbatim the SLVSP).

"The SLVSP was adopted in 1997 and amended in 2004; is is not a hastily conceived or adopted measure. "
There is a lengthy legislative record, an enactment of 400 pages and a history of why "City decision-makers, landowners, neighbors, and the community-at-large" determined that this is required. Vines planted as a 100 ft. set back are " the major thrust " of the SLVSP and necessary " **to preserve and expand viticultural acreage**" and "**preserve the area's unique rural, scenic and historic qualities**. "

Moreover, the Court of Appeals, District One, ruled in December 2022, the 100 foot depth setback is " **mandatory, fundamental, and specific land use policy that does not permit discretionary enforcement**."

In order for Planning Commissioners to make a truly informed decision with adequate information, as required under CEQA provisions, I respectfully believe a 30 day continuance is the minimum time necessary to allow Commissioners sufficient time to thoroughly read and consider the 400 page SLVSP, the legal ruling of the Court of

Appeals, and to review the new documents and drawings for the application as well as the new CEQA documentation.

Please confirm by email that you have received this request.

Sincerely,
Donna Cabanne
[redacted]

**From:** Yolanda Fintschenko
**To:** Kimberly Cilley
**Cc:** Steve Stewart; Michele Donley
**Subject:** Fwd: Defamatory comments in letter from Ms. Boss --- Planning Packet for May 2, 2023 hearing /item 5.1 Attachment 17
**Date:** Monday, May 1, 2023 2:24:33 PM

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**From:** BERNARD CABANNE [redacted]>
**Date:** May 1, 2023 at 2:17:25 PM PDT
**To:** [redacted] BERNARD CABANNE
<[redacted]
**Subject: Fwd: Defamatory comments in letter from Ms. Boss --- Planning Packet for May 2, 2023 hearing /item 5.1 Attachment 17**

May 1st, 2023

Dear Planning Commissioners:

Please address the defamatory comments made in the letter submitted by Ms. Boss (Attachment 17),included in the Planning Commission packet, Item 5.1,for the May 2, 2023 hearing. This letter was included in your packet and posted on the city website. In the letter, Ms. Boss falsely accuses four of us by name of vandalizing her hotel signage multiple times. These accusations are unfounded and false. Making false accusations is not constructive to a fair outcome.

We had and still have major concerns about the project as it was configured in 2019. Those concerns centered around safety, consistency with the South Livermore Valley Specific Plan, and the project's impacts to our families and neighborhoods. Those unaddressed concerns were the

driving force to exercise our right to bring this matter to the courts . We prevailed in the courts with the Court of Appeals decision December 2022 which ruled the planted 100ft. setback was **"fundamental, clear, mandatory and not open to discretionary interpretation"** by the City Council.

We respectfully request that the Planning Commission ask Ms. Boss at the May 2 public hearing to retract the last two paragraphs on the bottom of page 4 ( Attachment 17) and paragraphs 1-5 on page 5 (Attachment 17), and that she also be admonished to refrain from any further scurrilous attacks on us individually or on the Friends of South Livermore in the future.

Please confirm by email that you have received this request.

Sincerely,
Friends of South Livermore
[redacted]

To: City of Livermore Planning Commissioners
From Dennis R. Elchesen
[redacted]

Subject: My comments on the Proposed Amendment to the South Livermore Valley Specific Plan regarding the Livermore Wine Country Inn to be discussed at the Planning Commission meeting on May 2, 2023
Date: May 1, 2023

The South Livermore Valley Specific Plan (SLVSP) was the result of a four-year collaborative effort among all the major stakeholders in Livermore's wine county. The SLVSP plan was adopted in November 1997. The SLVSP has won awards of excellence from national organizations involved in urban and land-use planning.

The SLVSP has only been amended twice since being adopted in 1997. These amendments clarified the city's Urban Growth Boundaries, created conservation easements, and extended sewer service to our wineries. These changes were beneficial to Livermore's entire wine-growing region and were approved by Livermore voters.

In contrast, the proposed amendment to the SLVSP before you now will be detrimental to Livermore's wine country. This amendment would allow agricultural setbacks to be reduced by half and would allow rows of established grape vines to be replaced by parking spaces. This amendment is contrary to the letter, spirit, and intent of the SLVSP.

The ramifications of this amendment are far-reaching. I believe that other past, current, and future applicants for commercial development in our wine country region will rightly object to the preferential treatment being afforded to this applicant. These other applicants may very well file lawsuits for redress and equal treatment. In other words, if you approve the proposed amendment to the SLVSP you may be opening a legal Pandora's Box.

Some of my neighbors and I who oppose the proposed wine county inn have been accused of NIMBY-ism, or "Not in My Back Yard" syndrome. That accusation is false. When we purchased our homes in the vicinity of the proposed inn, we were all provided with links to the SLVSP and were informed about plans for future commercial development in our area. We support the construction of a wine country inn, provided that its design conforms to the SLVSP.

It's important to note that the proposed inn will not only be in my "back yard". Given its location, the inn will also be in Livermore's "front yard." The inn will be front and center to the entrance of our city's wine growing region. Do we want visitors to Livermore's wine country to enjoy views of vineyards and orchards or do we want them to see overflow parking on our streets?

Rather than amend the SLVSP to conform to the applicant's design, I ask that you require the applicant to submit a design that conforms to the SLVSP. The main problem with the applicant's

design, in my opinion, is the shortage of on-site parking. The parking spots in the applicant's design might be sufficient for the inn and the restaurant, but whenever classes, meetings, or special events are held there, the parking will surely overflow onto Arroyo Rd. and Hansen Rd.

There are several ways in which the applicant's design could be modified to be compliant with the SLVSP: the applicant's on-site residence and swimming pool could be removed, special events could be prohibited, and the building's large footprint could be reduced by eliminating the central courtyard. Any of these changes would allow for 100-ft. setbacks, avoid the need to remove grapevines, and provide adequate space for on-site parking.

Respectfully submitted,

Dennis Elchesen

Dennis Elchesen

**From:** Robert Paul
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Monday, May 1, 2023 4:36:22 PM

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Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed.

The SLVSP  was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel.

Dear City of Livermore Planning Commission, May 1, 2023

First let me say, welcome to the Planning Commission, to the new members: Jacob Anderson, Tracy Kronzak, and Yolanda Fintschenko. You now join fellow commissioners Steven Dunbar and Daniel Leary to complete the five-member advisory committee. Please know that you are doing a great service to the City of Livermore. Many times, you will be making decisions on issues that will leave a lasting impression on our city for decades to come. In some instances, you will come across contentious issues and I know that you will do your best to guide the City Council, to make the best choices for our dear city. I have resided in Livermore just shy of 30 years by choice. I have watched this city flourish and I am proud to call Livermore home, as I, now, raise my own children here.

I am writing to you today to respectfully request that the Planning Committee allow more time before deciding to reduce the 100-foot setbacks to 50 feet for future development(s) in the South Livermore Valley Specific Plan (SLVSP) area. The Planning Commissioners and the public need more time to read, understand, and consider the 400-page SLVSP. By the date the Planning Committee meets to discuss the proposed changes to the SLVSP, the 'Wine Country Inn's' new application and attachments / supporting documentation will only have been released for public viewing for four (4) days (two of which are weekend days) more time is needed to allow for thorough Planning Committee and public review as the documents were just released April 28 to the public. Not enough time has been allotted for the public to come prepared to discuss the topic at the Planning Committee meeting, dated May 2, 2023.

I would like it to be noted that I cordially object to the addendum proposed to the SLVSP, specifically, the Planning Committee proposing to change the SLVSP setback requirement of 100-foot to 50 feet for future development(s). Setbacks play a vital role as they ensure that buildings do not infringe on another person's property rights to sunlight, ventilation, greenery, and vehicular access. Cutting the vine plantings in half would seriously degrade the visual resources of the area; we are trading vines for paved parking spaces and shrubs. More cars and shrubs are not the desired image needed to promote Livermore as a prime grape-growing and wine producing area. The SLVSP 100-foot setback rule was designed to preserve the area's unique rural and picturesque qualities. As homeowners in the Los Olivos and The Corners communities we helped fund the SLVSP by paying tens of thousands of dollars in fees; and we did so willingly to live in this picturesque area and preserve and expand the vineyards.

The SLVSP has been in place for two decades and any builder who wants to construct on land within SLVSP must abide by its regulations. The East County Area Plan is governed by the South Livermore Valley Plan as the SLVSP supersedes any regulations pertaining to Livermore in the ECAP. Therefore, any changes made must not be taken

lightly as other legal documents are dependent on the regulations outlined by the SLVSP.

The South Livermore Valley Specific Plan (SLVSP) has an extensive legislative history. It was adopted in 1997 and amended in 2004 and has been the product of many years of effort. The SLVSP was developed with a thorough analysis of environmental conditions and extensive input from City decision makers, landowners, neighbors, and the community-at-large.

Please consider the fact that there may have been other potential builders who have walked away from this site knowing that the 100-foot setback, which has been in place for the last 20 years, created a hurdle or obstacle for their project, and therefore precluded them from building the Inn they had envisioned. If you were to change the SLVSP plan for the 'Wine Country Inn', then what would happen to those who potentially considered the site, but did not purchase the land, as it was not feasible to create the Inn they envisioned while abiding by the SLVSP? This is just not fair to them. If the addendum passes, then, this sets a new precedent. In future, citing precedent, a new landowner or developer may present an application and request that the Planning Committee change the SLVSP to accommodate their plan designs. It is a very slippery slope that is being created if the SLVSP is fundamentally changed after being in place for two decades.

Additionally, the current SLVSP 100-foot setback portion of the plan matches the setback requirement outlined in the Alameda County Zoning Ordinance for South Livermore Agricultural Zones. The Alameda County Zoning Ordinance currently states the setback requirements are "200 feet from a major street and 100 feet from any other street unless site-specific studies of noise, traffic, visual impacts or other land use compatibility factors convince the director of community development to approve a lessor setback through the site development review process…" (Alameda County Zoning Ordinance (Excerpts pertaining to South Livermore Valley - Chapter 17.06 A Districts- Section C.# 5). This would then need to be adjusted as well.

In order to make sure a drastic change to the SLVSP is not made arbitrarily, the Planning Committee should be aware there is a history of litigation that has taken place during the past few years pertaining to the building of the 'Wine Country Inn'. The latest ruling was given by the Court of Appeals, District One, in which the judge ruled that the 100-foot setback requirement was clear, unambiguous and fundamental to the plan and the vision of South Livermore and the SLVSP.

If the City of Livermore Planning Commission decides to arbitrarily change the SLVSP and approves the 50 foot setback for the 'Wine Country Inn' and sends its recommendations to the City Council for approval, this creates a potential dilemma, since the Planning Commission is not only proposing to change the SLVSP, but is doing so in order to approve the 'Wine Country Inn' with the new setback of 50 feet not 100 feet as outlined in the current SLVSP. The committee must pay attention to the

interrelatedness of decisions and long-range consequences. In approving the addendum at this time, the City of Livermore Planning Committee is creating a slippery slope, as other builders / landowners will want addendums made for their build site.

Please consider that by making a fundamental change to the SLVSP (as observed by the Court of Appeals, District One, judge) you are overhauling several years' worth of planning and legislation that went into the formation of the SLVSP, that has stood on its own merit for the past two decades.

I am not against the 'Wine Country Inn', I am cordially objecting to the proposed addendum to change the current 100-foot setback requirement to 50 feet. I think that if the addendum is approved by the Planning Committee and goes on to win the approval of the City Council, it will do a great disservice to the neighborhood and South Livermore as it will create an eye sore that will potentially make property values in Los Olivos and The Corners decrease. No one wants to go home to the view of a parking lot. South Livermore is known for its beautiful, lush vineyards, replacing vines with asphalt and shrubs is not what the SLVSP had envisioned. I concur with the Court of Appeals, District One, judge, in their statement that the 100-foot setback requirement was clear, unambiguous, and fundamental to the plan and the vision of South Livermore and the SLVSP.

Thank you for your time and consideration.

Cordially,

Sylvia Ramos-Hans & Steven Hans

[redacted]

[redacted]

May 1, 2023

City of Livermore-Community Development Department
ATTEN: Planning Commission & City Council
1052 South Livermore Avenue
Livermore, CA 94550

Re: Livermore Valley Wine Country Inn Project

Dear Planning Commissioners, Council Members and Mr. Mayor

Please accept this letter as my overwhelming support for the Livermore Valley Wine Country Inn project. As and East Bay resident and small business owner for over 40 years, I whole heartedly support this project for so many reasons. As a major supporter of agriculture and in particularly the winery industry I would rather take my business locally than to the Napa Valley. With over 60 independently owned wineries in the Livermore Valley we could do a better job of attracting wine enthusiast and other tourists if we only had more lodging options. Currently there is only one other Bed and Breakfast option and it is only 10 rooms. I am also a big fan of the Wente Concert series and would prefer to stay locally after a show verses driving home.

This currently vacant land parcel produces absolutely no value to the community for so many reasons including but not limited to; 1) No jobs for local residents, 2) No development fees/income to the city, 3) Reduced long term property tax revenue to the County, 4) A lack of a valuable amenity to the serve the local residents and visitors, 5) No sales tax revenue to the City and 6) Fewer options for lodging, dining, meetings and spa services. It is my understanding that there is a small number of local neighbors who oppose this project and have delayed its construction for years.

In addition to creating significant revenue for the local community this proposed project will create many new jobs initially in construction trades and long term in so many areas including but not limited to; 1) Hotel, restaurant and spa managers, 2) Hotel, restaurant, bar and spa workers, 3) Cleaning people, 4) Maintenance and repair professionals, 5) Bookkeepers and accountants and 6) Delivery and supply chain professionals just to name a few. That doesn't even

include part time employees and student interns looking for an entry into the lodging and culinary industries.

As elected officials, you all need to serve the great good of the community at large not the limited interest of a very small group who do not represent the best interest of the Livermore Valley. Thank you very much for hearing me out and I hope my passion for this project comes thru. I well know the complexity of making everyone happy every time but in this case the good of the overall community must take precedent.

Sincerely,

Craig Davey

[redacted]

**From:** Bill Taulbee
**To:** Planning Web email
**Subject:** Planning Commission resident comments
**Date:** Tuesday, May 2, 2023 7:54:00 AM

Some people who received this message don't often get email from bill.taulbee@gmail.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commission members and our City Council,

You are considering a development in our neighborhood at Hansen and Arroyo Roads for a wine country hotel. The developer is requesting to amend the South Livermore Valley Specific Plan (Plan) to reduce the required setbacks from 100ft to 50ft. As long time residents of Livermore and having lived in South Livermore for the past 9 years, we respectfully request that you follow the Plan as it was designed. Our South Livermore community is a beautiful place surrounded by vineyards, wineries and housing developments and changing restrictions for one developer will create a precedent for future developers to also disregard the Plan. This Plan protects the essential parts that make this community a place where people want to live and enhance the beauty and environment in our community.

We did not join the recent litigation over this development as we thought the Commission would uphold the Plan and enforce the mandatory elements of it and were encouraged by the court rulings supporting and upholding the Plan and its elements. Now we find that the developer has again asked for special considerations and expects to do whatever they want instead of adhering to this long standing Plan. We expect the Commission to force the developer to alter the plans for the hotel to accommodate the rules and regulations for the area and attempt to be part of the community. While we don't oppose a hotel in that area we do expect the development to adhere to all of the rules of the Plan and we expect the Commission to enforce that.

Thank you for your consideration

Bill & Jo Taulbee
[redacted]

Subject: **No to SLVSP amendment and no to Wine Country Inn**

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed.

**From:** Cheryl Littauer
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Tuesday, May 2, 2023 9:28:15 AM

Some people who received this message don't often get email from cheryl.littauer@gmail.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed.

The SLVSP was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel.

Cheryl Littauer
[redacted]

**From:** Young Ann
**To:** Planning Web email
**Subject:** item 5.1: Amendment to the South Livermore Valley Specific Plan
**Date:** Tuesday, May 2, 2023 9:35:25 AM

Some people who received this message don't often get email from ayoung1249@comcast.net. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi— I am Ann Young, [redacted] **Friends of South Livermore**.
And I have a couple of questions for the Planning Committee.

**If you are changing the SLVSP's setback from 100' to 50' on both Hansen and Arroyo Roads to accommodate the building of this hotel**

Won't this set up a precedent for future building sites in Livermore?

**And secondly since you are amending the SLVSP,** why can't the hotel's entrance/exit is now planned on Hansen Rd. inside a neighborhood be moved to Arroyo Rd.

**This would solve the neighborhood's objections and provide a more welcoming** advertisement by coming around a courtyard to enter the hotel instead of going around the planned dumpsters on Hansen Rd.

**As to cost it would not be that much of an increase**. The construction already plans by remove 10' of soil to flatten the hilltop for their building site.

**The Arroyo entrance meets all requirements—the analysis in in Attachment 20 is incorrect.**The hotel level would be lowered by less than 5 inches. Extending the slope all the way to the parking lot instead of ending at the end of the agricultural setback, and lowering the entrance level by 2 feet to match the street level, giving a slope of 10%, which meets the fire entry requirement.

**Lastly, the other parcels marked for development along Arroyo also** cross LARPD trails and have similar issues with traffic.
traffic turn lanes on Arroyo can easily be modified as in Dante Robere Winery's left turn on off Wetmore Rd around the corner from Hansen.

**I hope you consider these suggestions**
**Thank you for your time**

**From:** Nigel Hacker
**To:** Planning Web email
**Subject:** 5D#1 and 5D#2
**Date:** Tuesday, May 2, 2023 10:32:21 AM

Some people who received this message don't often get email from nigelhacker3060@yahoo.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Livermore Planning Department:

We are Livermore residents and we strongly disagree with the Proposal to amend the SLVSP to allow a 50’ setback area from Hansen Road for commercial sites 5D#1 and 5D#2. The SLVSP specifies a 100' setback to maintain the rural vineyard environment that South Livermore visitors and residents currently enjoy.

The 100' setback is an essential component of the SLVSP that the city planning commission can not ignore solely for commercial development. The applicant for the wine country inn (M. Boss) can change the wine country inn plans to be in compliance, rather than expect the SLVSP to be amended to accommodate an overly large inn and large caretaker (personal) residence. The Planning commission needs to show respect for the SLVSP and keep a long term vision in mind for Livermore.

The 100' setback should be maintained for any proposed development and should never be amended

Sincerely,

Nigel Hacker

**From:** Vicki Hackerv
**To:** Planning Web email
**Subject:** 5D#1 and 5D#2
**Date:** Tuesday, May 2, 2023 10:16:58 AM

Some people who received this message don't often get email from vickihacker3060@yahoo.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To Livermore Planning Department:

We are Livermore residents and we strongly disagree with the Proposal to amend the SLVSP to allow a 50’ setback area from Hansen Road for commercial sites 5D#1 and 5D#2. The SLVSP specifies a 100' setback to maintain the rural vineyard environment that South Livermore visitors and residents currently enjoy.

The 100' setback is an essential component of the SLVSP that the city planning commission can not ignore solely for commercial development. The applicant for the wine country inn (M. Boss) can change the wine country inn plans to be in compliance, rather than expect the SLVSP to be amended to accommodate an overly large inn and large caretaker (personal) residence. The Planning commission needs to show respect for the SLVSP and keep a long term vision in mind for Livermore.

Sincerely,
Victoria Hacker

**From:** S Lempke
**To:** Planning Web email
**Date:** Tuesday, May 2, 2023 9:40:03 AM

Some people who received this message don't often get email from lempke.s@gmail.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am writing to express my opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023).

Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley.

The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed.

The SLVSP  was the product of many years of effort, yet the City proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

Vote NO on the amendment and the approval of the hotel

Suzanne Lempke

**From:** Peter
**To:** Planning Web email
**Subject:** Comments on Planning Commission meeting 5/2, Item 5.1
**Date:** Tuesday, May 2, 2023 10:47:47 AM
**Attachments:** PC_Attachments.pdf

Some people who received this message don't often get email from petereyoung@comcast.net. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Planning Commissioners:

RE: Agenda Item 5.1 Proposed Wine Country Inn

I begin by asking the Commissioners to address the defamatory comments made in the letter submitted by Ms. Boss (Attachment 17) that makes accusations that are unfounded and false. False accusations are not conducive to a fair outcome.

We exercised our rights as citizens to contest the matter in the courts. We prevailed with the Court of Appeals decision in December 2022, which ruled the planted 100-foot setback from Hansen Road was "fundamental, clear, mandatory and not open to discretionary interpretation" by the City Council.

We respectfully request that the Planning Commission ask Ms. Boss to retract the last two paragraphs on the bottom of page 4, and paragraphs 1-5 on page 5 (Attachment 17), and that she also be admonished to refrain from any further scurrilous attacks on us individually or on the Friends of South Livermore in the future.

Returning to the hotel proposal, there are many problems with the Staff Report. The Staff Report does not mention that the hotel proposed in 2018 had overflow parking located in the 100-foot agricultural setback from Arroyo Road. The overflow parking was one of the issues cited by the Friends of South Livermore that was in conflict with the South Livermore Plan in its appeal to the City Council. The City Council subsequently prohibited the overflow parking in Condition B.24 – "The overflow parking shall be removed from the 100-foot agricultural buffer along Arroyo Road." (Attachment 1)

In the current proposal, there is no request for overflow parking. In the Conditions for Approval (p. 654) is the section "Project Specific Conditions", is stated (item #8): "Any vines

in the 100-foot agricultural buffer along Arroyo Road that are removed during construction, must be replaced prior to an issuance of a certificate of occupancy." (Attachment 2) The problem is the location of the vines is not specified. The landscaping plan shown on page 737 of the packet does not show six rows of vines but open space where the vines should be. The vines currently in place begin 30 feet from the trail, whereas the vines in the drawing begin less than 5 feet from the trail. The concern is that the owner will return later to place overflow parking in that area. The Condition should be modified to specify: "**the vines shall be replanted in the same location**. **No overflow parking is allowed in the agricultural buffer**."

This also brings up the issue of the large (33-feet long X 29 feet wide) EVA turnout that extends into the agricultural buffer, in violation of the South Livermore Plan. This is another example where this project has been allowed to expand beyond the constraints imposed by the Plan.

Why was overflow parking requested when the City-specified parking space count of 65 was deemed "conservative" by the City engineers. A clue comes from her website (Attachment 5) which advertises a "hair salon with day spa and gift shop" both of which would require additional permanent parking spaces to accommodate outside customers. Neither additional use is included in the proposal. Also, despite the declaration that the conference room will only be used for incidental meetings, the owner advertises: "Meeting Space for up to 100" (Attachment 5) and lists activities such as award banquets. 100 spaces means outside visitors since there would have to be over 3 people per room for it to be hotel guests only. The Conditional Use Plan should specify: **No businesses may be added that are not in the original approved Plan**.

I also note that the Traffic Study repeatedly refers to overflow parking and **all references to overflow parking should be removed.**

There is also a new trail that connects the hotel to the Arroyo Road trail. I would like to end by pointing out that there is no analysis of whether this new trail meets the American Disability Act (ADA) requirement.

Please do not approve the amendment to the South Livermore Plan without careful consideration.

Peter Young

Friends of South Livermore

new information was presented at the public hearing on January 13, 2020, to justify reversing the Planning Commission's approval of SPDR 19-004 and CUP 19-006.

**BE IT FURTHER RESOLVED** by the City Council that the decision of the Planning Commission is affirmed and that Appeal 19-001 is hereby denied for the reasons contained in Planning Commission Resolution No. 26-19, and as set forth in this resolution.

**BE IT FURTHER RESOLVED** that the City Council has duly considered and hereby adopts the findings contained in Planning Commission Resolution No. 26-19 as its own findings, and Site Plan Design Review 19-004 and Conditional Use Permit 19-006 are approved subject to the Conditions of Approval in Exhibit B to this resolution, which includes three additional Project Specific Conditions imposed by the City Council through the exercise of its authority set forth in Livermore Development Code section 9.15.030E.4.b to mitigate impacts from the project to protect the public convenience, health, interest, safety, and general welfare of the City:

> *Condition B.13* - The project shall provide ten, 24" box *Plantanus Acerifolia (London plane)* trees to be planted along Hansen Road, east of the access driveway. Additionally, the project shall provide a mitigation plan at a one-to-two ratio for all trees that are being removed, for a minimum of twenty-two, 24" box trees. The project shall be required to provide on-site planting for any trees that are being removed.
>
> *Condition B.24* - The overflowing parking shall be removed from the 100-foot agricultural buffer along Arroyo Road.
>
> *Condition B.25* - The maximum number of seats for the restaurant is 77 seats. An increase in the number of seats would require review and approval by the Planning Commission.

**BE IT FURTHER RESOLVED** by the City Council that an Environmental Impact Report (EIR) was adopted by the City Council for the South Livermore Valley Specific Plan (State Clearinghouse No. 96052025). The environmental analysis contained in the EIR was based on the development of a Wine Country Inn, assumed to occupy three acres, provide up to 30 rooms, and include a large restaurant with up to 100 seats on the project site. The project is within the scope of the EIR. There have not been any significant changes in conditions since the adoption of the EIR. An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. The Mitigated Negative Declaration indicates that no significant adverse environmental impacts will result from the project subject to the mitigation monitoring and reporting program and Conditions of Approval. The City Council hereby directs the City Clerk to file a Notice of Determination of the City Council's certification of the environmental document with the Alameda County Clerk.

a. Two parking spaces shall be provided for the caretaker's residence, apart from the required parking for the Inn.

b. The caretaker's residence cannot be rented by guests staying at the Inn or utilized as a short-term rental.

2. Outdoor events at the Inn (such as weddings, parties, or receptions) are prohibited.

3. Parking shall be contained on site. No-use related parking shall occur within the surrounding residential neighborhoods.

4. Indoor and outdoor dining shall be limited to 77 seats combined.

5. Add a no-left turn island on the driveway to discourage left-hand turns onto Hansen Road. Provide signage stating either no left turn or right-turn only.

6. Noise generated by the project shall be in conformance with the Noise Element of the General Plan.

7. No construction allowed between the following time periods:

   a. 6:00 p.m. Saturday to 7:00 a.m. Monday;
   b. 8:00 p.m. to 7:00 a.m. on Monday, Tuesday, Wednesday, and Thursday;
   c. 8:00 p.m. Friday to 9:00 a.m. Saturday; and
   d. All City-observed holidays.

8. Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction, must be replaced prior to issuance of a certificate of occupancy.

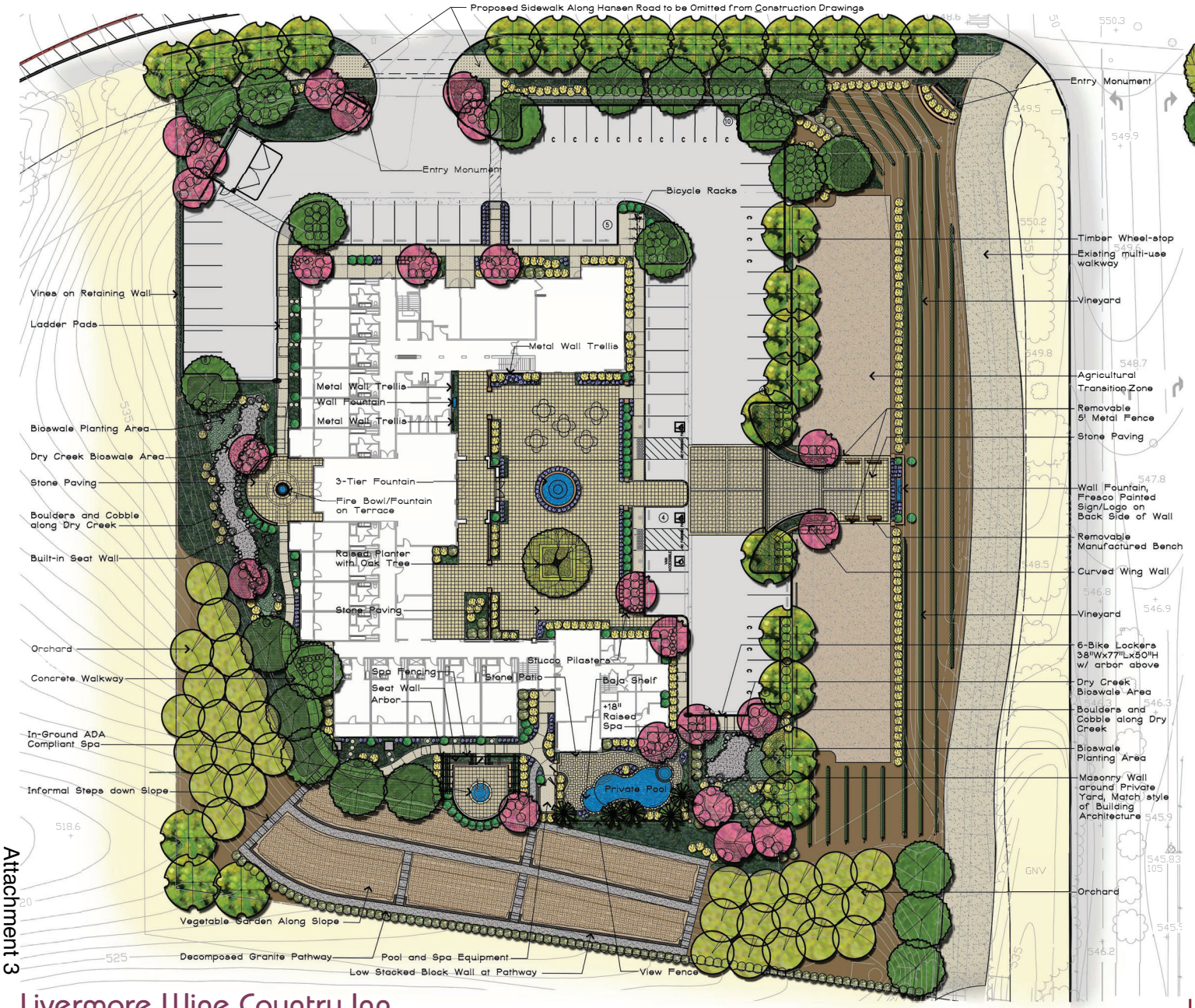
9. The area to the east and west of the access driveway is required to conform to the City Engineering standard for clear visibility at the driveway.

10. The development must include a minimum of 12 bicycle-parking stalls on site.

11. The project shall provide ten, 24" box *Plantanus Acerifolia (London plane)* trees to be planted along Hansen Road, east of the access driveway. Additionally, the project shall provide a mitigation plan at a one-to-two ratio for all trees that are being removed, for a minimum of twenty-two, 24" box trees. The project shall be required to provide on-site planting for any trees that are

# ATTACHMENT 6

ATTACHMENT 14




## Planting Legend

| | |
|---|---|
| **FOCAL TREE (Selection Options)** | **36" Box** |
| Quercus agrifolia | LIVE OAK |
| Quercus lobata | VALLEY OAK |
| **CANOPY TREE (Selection Options)** | **24" Box & 15Gal** |
| Pistacia chinensis | CHINESE PISTACHE |
| Ulmus parvifolia | CHINESE ELM |
| Olea europaea 'Swan Hill' | OLIVE |
| Platanus acerifolia | LONDON PLANE |
| **SMALL SCALE TREE (Selection Options)** | **24"-Box & 15-Gal** |
| Arbutus 'Marina' | N.C.N. |
| Cercis canadensis | EASTERN REDBUD |
| Prunus caroliniana | CAROLINA CHERRY LAUR |
| Lagerstroemia x.f. | CRAPE MYRTLE |
| **ORCHARD FRUIT TREES** | **24"-Box & 15 Gal** |
| Selection by Owner | |
| **PALMS** | **24"-Box** |
| Syagrus romanzoffiana | QUEEN PALM |
| Trachycarpus fortunei | WINDMILL PALM |
| **SHRUB AND GROUND COVER AREAS (Selection Options)** | |
| **LARGE SHRUB (Selection Options):** | **15-Gal & 5 Gal** |
| Cupressus sempervirens | ITALIAN CYPRESS |
| Lavatera assurgentiflora | TREE MALLOW |
| Juniperus s. 'Skyrocket' | SKYROCKET JUNIPTER |
| **MEDIUM SHRUB (Selection Options):** | **5-Gal** |
| Arctostaphylos 'Pacific Mist | NCN |
| Berberis spp. | BARBERRY |
| Buxus spp. | BOXWOOD |
| Coleonema spp. | BREATH OF HEAVEN |
| Correa spp. | AUSTRALIAN FUCHSIA |
| Dietes vegeta | FORTNIGHT LILY |
| Lantana montevidensis | LANTANA |
| Lavandula spp. | LAVENDER |
| Nandina spp. | HEAVENLY BAMBOO |
| Phormium spp. | NEW ZEALAND FLAX |
| Pittosporum spp | PITTOSPORUM |
| Rhaphiolepis u. 'Minor' | DW. YEDDO HAWTHORN |
| Teucrium fruticans | BUSH GERMANDER |
| **GRASSES/SUB SHRUB (Selection Options):** | **1-Gal** |
| Helictotrichon sempervirens | BLUE OAT GRASS |
| Lavandula a. 'Munstead' | MUNSTEAD LAVENDER |
| Muhlenbergia capillaris 'Irvine' | PINK MUHLY GRASS |
| Teucrium chamaedrys | GERMANDER |
| **VINES (Selection Options):** | **5-Gal** |
| Ficus pumila | CREEPING FIG |
| Parthenocissus tricspidata | BOSTON IVY |
| **GROUNDCOVER (Selection Options):** | **1-Gal** |
| Arctostaphulos 'Emerald Carpet' | NCN |
| Ceanothus g. 'Anchor Bay' | NCN |
| Erigeron karvinskianus | MEXICAN DAISY |
| Native Mow Free™ | DELTA BLUEGRASS SOD |
| **BIOSWALE PLANTS (Selection Options):** | **1-Gal** |
| Biofiltration Sod™ | DELTA BLUEGRASS SOD |
| Carex divulsa | BERKELEY SEDGE |
| Chondropetalum | CAPE RUSH |
| Ceanothus 'Anchor Bay' | ANCHOR BAY CEANOTHU |
| Iris douglasiana | DOUGLAS IRIS |
| Juncas patens | CALIFORNIA GRAY SEDG |
| Muhlenbergia rigens | DEER GRASS |
| Ribes viburnifolium | EVERGREEN CURRENT |

Attachment 3

# Livermore Wine Country Inn

Preliminary Landscape Plan

Livermore, California

August 2019

0 5 10 20 40

1 of 5


HWA
Landscape Architecture Site Planning
762 Pitesso Drive
Brentwood, California 95413
Phone 925.513.3091
Fax 925.513.3099
Project #18.008

Present vineyards

# Welcome to Wine Country!

The Livermore Valley Wine Country Inn is a proposed 30-room Inn with large restaurant, full bar, hair salon with day spa and gift shop located in the beautiful South Livermore Wine Country. Providing exceptional boutique lodging experiences, our guests will remember their visits for years to come.

Learn more

https://www.livermorevalleywinecountryinn.com

https://www.livermorevalleywinecountryinn.com/about

Planning Commission May 2, 2023
Item 5.1

I urge the Planning Commission not to support the proposed changes to the South Livermore Valley Specific Plan.
Do not approve the Livermore Wine Country Inn as presented.
Do not approve the requested Electric Kitchen Equipment Exception.

I was a community activist when the South LivermoreValley Area Plan and South Livermore Valley Specific Plans were created and there was much work done, meetings held with stakeholders and compromises made to come up with the Plans. The standards and guidelines of the Plans were supported by the citizens and the Specific Plan was adopted by the City.

I have since served on the Board and was chair of the Tri Valley Conservancy and have supported the South Livermore Valley Plans and its protection and promotion of the open space and agriculture.

Item 17, Applicant's Statement Letter, has a list of previous supporters of the Inn project. I am Jean King and am #6 on that list.
I thank Michelle Boss for reaching out to me and others when she was first working on the project. I support a wine country inn on the location, as did others. An inn in the location is in the Specific Plan. But, the present Inn design does not adhere to the Specific Plan as the recent ruling of the Appellant court pointed out so correctly.

I believe that others who agreed to the concept would not support the final plan and its violation of the Specific Plan.

This location is not in a total commercial area. It is in a buffer area between urban and the open space of the South Livermore Valley.

The Specific Plan states "The design of commercial facilities shall be consistent with the rural, wine country character of the area."

Do not approve these proposed Text Amendments in Item #9. The Plan should not be changed to fit the Inn. The Inn should conform to the Plan. They are trying to fit too much in the space available. The setback requirements on this particular location should not be changed The setback on the Hansen Street access street should remain 100 feet and should be required to be planted with vineyards and orchards and not include parking and a trash enclosure.

The plan has a 2-story, approximately 2,300 square foot, three-bedroom, and two-bathroom "caretakers" unit with it's own private swimming pool. The caretaker's unit is excluded from the Floor Area Ratio (FAR) requirements for the site. From the report, the rational for having this unit on-site is so that it "would allow visitors to communicate directly with management and would permit more immediate resolution contact with neighbors if the need arises". Maybe at the swimming pool. This seems highly unlikely. This is excessive and another reason that the development does not fit in the space under the Specific Plan rules and is asking for exceptions.

By making these changes for a particular project, the City is opening the precedent to every development wanting to have particular changes to a project. Plans are worked out so that there is consistency and uniformity in decisions.

A change can be made if there is a circumstance that affects the whole area. An example of this is the quality of the ground water in the South Valley. Since septic tanks are no long adequate, limited sewer service is now allowed in the valley for uses that support the agriculture in the Valley. Also, because of additional requirements on storage of agricultural equipment, the allowed size of agricultural buildings was increased in the county. These are changes that were studied with input from stakeholders including the vineyard and other agricultural interests and environmental groups. They were not specific changes for an individual.

Item #18 asks for Electric Kitchen Equipment Exception. The reasons given are not factual. The independent Consumers Union highly recommends induction for energy-efficiency, speed and precision cooking, safety, absence of toxic fumes, absence of fossil fuels and funding from the Inflation Reduction Act.

Here are quotes from Consumers Reports:

By not having to heat that glass, induction elements are about 5 to 10 percent more energy-efficient than traditional electric heating elements. They're also able to heat pots more precisely because of their digital controls and to bring liquids to a boil faster. In fact, high-power induction burners can boil a pot of water roughly 20 to 40 percent faster than the best gas and radiant electric ranges and cooktops we've tested. And because the glass top stays relatively cool, induction appliances are generally considered safer than other types.

Another safety bonus: Induction, like other electric appliances, won't produce toxic emissions like gas stovetops do.

Induction ranges and cooktops are some of the best performers we test when compared with gas and electric models. But this cool new technology comes at a slightly higher price than traditional ranges and cooktops.

But because induction heats food faster, you're likely to use less energy and may save on your electric bill.

You may find induction options for as little as 5 percent more than a comparable electric appliance, but premium models can cost quite a bit more.

Keep in mind that the new Inflation Reduction Act allocates funding for states to offer credits of up to $840 for new electric ranges and cooktops, including induction models.

In our testing, electric ranges are far better than gas models at broiling, and induction models are no exception—all but one of the induction models in our ratings earn a rating of Good or better for broiling. The best models heat evenly and get roaring hot, which should mean nicely seared meats or beautifully baked ziti.

You may be surprised to discover that almost all your existing pots and pans are compatible with induction, with the exception of a few nonstick aluminum pieces. “Magnetic stainless steel, cast iron, and pretty much all cookware made from multiple layers of metal is magnetic. It’s really just stamped aluminum fry pans and anodized aluminum cookware that won’t work,” says Paul Hope, a trained chef who is also our in-house cooking appliance expert.

All the cast-iron Dutch ovens, cast-iron and carbon steel frying pans, and stainless steel cookware sets and frying pans we test can be used with induction cooktops. All-copper frying pans and aluminum nonstick cookware sets and frying pans typically cannot.

The oven works exactly like one on any electric range, so you can use all the cookware and bakeware you have in your cabinets now.

End of quotes from Consumer Union Reports

Statement from the American Lung Association September 2022
“After a comprehensive literature review, our research found that the household use of methane gas, wood, propane and heating oil impacts indoor air quality, health, and drives climate change through the emission of compounds such as carbon monoxide, nitrogen oxides, particulate matter, formaldehyde and others.”

A recent study published in the Journal of Environmental Science and Technology found that **at least 21 different types of VOC classified as hazardous air pollutants can be emitted into your home via gas stoves**.Jan 11, 2023

Natural gas cooking appliances, which are used by a third of U.S. households, can contribute to poor indoor air quality, especially when used without an exhaust hood.[1] Gas stoves emit nitrogen dioxide ($NO_2$), carbon monoxide (CO), and formaldehyde (HCHO), each of which can exacerbate various respiratory and other health ailments.[2,3,4] In a study reported in this issue of *EHP*, researchers from Lawrence Berkeley National Laboratory and Stanford University developed a simulation model to estimate gas stoves emissions and the exposures experienced by different household members.

This new building should comply with climate goals to reduce fossil fuel use.  It should be electric induction cooking.

It seems like another instance where the applicant does not want to conform to the city rules but wants the the city to conform to their wishes.

I urge the Planning Commission not to support the proposed changes to the Specific Plan.
Do not approve this Livermore Wine Country Inn.
Do not approve the requested Electric Kitchen Equipment Exception.

Thank you.
Jean King
Livermore CA

**From:** PATRICK J MCMENAMIN
**To:** Planning Web email
**Cc:** Madeline McMenamin
**Subject:** No to SLVSP amendment and No to Wine Country Inn
**Date:** Tuesday, May 2, 2023 11:32:37 AM

Some people who received this message don't often get email from pjmcmenamin@mac.com. Learn why this is important

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the members of the City of Livermore Planning Commission:

I am writing to express my opposition to:
(A) the currently proposed amendment to the South Livermore Specific Plan (SLVSP) and;

(B) the reapproval of the Livermore Wine Country Inn (Agenda 5.1 of the Planning Commission meeting on May 2, 2023).

As residents of South Livermore, my wife and I do not object to an Inn being built on this site. We understood that an Inn could be built on the corner of Arroyo and Hansen when we purchased our home.

Based on our understanding of the SLVSP, we believed the illustrations of the Inn (SLVSP Page 12-13) reflected what would be built and what the City would approve -- single story cottages positioned across open space and a central restaurant building.

The current hotel design is NOT that.

Currently the Planning Commission is proposing to amend the Plan to reduce the required 100 foot setback of vineyard to 50 feet -- to accommodate a parking lot and a large trash dumpster.

Many members of our community note this proposal and amendment would NOT be required if the proposed hotel design met the restrictions clearly defined in the SLVSP. The Plan was designed to preserve the area's unique rural and scenic qualities - to expand viticultural acerage.

This proposed amendment would seriously diminish the ability to meet these stated goals.

The SLVSP was the product of many years of effort, yet the City now proposes to make significant changes in a single meeting.

This proposed hotel is NOT what we understood was even possible under the "SPECIFICS" of the South Livermore Valley SPECIFIC Plan.

I oppose the amendment and I oppose the reapproval of the hotel, and ask that you vote NO on the amendment and the reapproval of this hotel.

Respectfully submitted,

Patrick McMenamin
[redacted]

[redacted]

Sent from my iPhone

**From:** Madeline McMenamin
**To:** Planning Web email
**Subject:** No to SLVSP amendment and no to Wine Country Inn
**Date:** Tuesday, May 2, 2023 11:36:19 AM

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Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Members of the Livermore Planning Commission,

I am writing to express my opposition to the proposed amendment to the South Livermore Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda 5.1 of the Planning Commission meeting on May 2, 2023).

Many of the residents of our neighborhood would welcome an Inn like the one we all saw in the South Livermore Valley Specific Plan when we purchased our homes. That design (page 12-13 of the SLVSP) described single story cottages with open, planted spaces between and a central garden court for dining. What is now being proposed is certainly not the design in the SLVSP.

As residents of South Livermore, the purchase prices of our homes included a included a significant contribution to the property sites in our area, including the two parcels, 5D1 and 5D2. We are invested in the specific requirements of the Plan and its enforcement.

The South Livermore Specific Plan was the product of many years of effort, developed with input from City decision makers, landowners, neighbors and the community at large. The 100 foot setbacks are an essential part of the way the SLVSP achieves its goals of enhancing the character of this area, expanding viticultural acreage, and our unique rural and scenic qualities.

The 100 foot setback is a fixed element - a clear, unambiguous element of the South Livermore Specific Plan and the vision for South Livermore.

Simply put, the Planning Commission's proposed amendment trades vines and plantings for paved parking. And we have to ask why make a change to an essential element of the Plan to simply suit the needs of one developer.

I oppose the amendment and the approval of the hotel, and ask you to vote NO on the amendment and the reapproval of this hotel.

Respectfully submitted,

Madeline McMenamin
[redacted]

# PLANNED DEVELOPMENT STANDARDS

**Planned Unit Development Amendment #01-001**
**(Amending PUD #165)**

South Livermore Valley Specific Plan
Subarea 5, Parcel D

Centex Homes
Establish residential and commercial development standards for 94 residential lots, and three commercial parcels measuring between two and three acres each

Northwest corner of the Arroyo Road / Wetmore Road intersection

Prepared: April 5, 2001
Recommended by Planning Commission
June 5, 2001
Approved by City Council
July 23, 2001

**PURPOSE:** The purpose of establishing this Planned Unit Development Permit is to regulate the development of 81.7 acres of land at the northwest corner of the Arroyo Road / Wetmore Road intersection consistently with the South Livermore Valley Specific Plan (Specific Plan).

**I.** The intent of this Planned Unit Development Permit is to accomplish the following:

1. To provide an environment exclusive for and conductive to the development and protection of residential and limited commercial development.

2. To provide for an aesthetically attractive residential and limited commercial environment.

3. Implement the goals and policies of the South Livermore Valley Specific Plan ("Specific Plan") for Subarea 5 Parcel D (Specific Plan).

4. To protect the natural resources and amenities present on the site including vineyards, open space, and the various plant and animal species which use the site.

Zoning Code Conformance: Development shall be in conformance with the requirements of the Specific Plan and Zoning Code as it exists now or as modified by the City and as modified by the following regulations:

## II. COMMERCIAL DEVELOPMENT

**A. USES PERMITTED:** The following are the permitted principal uses for **Site 5D1** and **5D2** and **5D3** as identified in the Specific Plan Chapter 12 (also identified as Parcels D and E and F on VTTM #7171. All commercial development shall be subject to Site Plan Approval (Specific Plan Policy 4-5). Only those commercial uses identified in the Specific Plan (Page 4-30 and Chapter 12) will be permitted.

1. Site 5D1
   Wine Country Center: The following uses are permitted in the Wine Country Center: (Tenant spaces shall not to exceed 5,000 square feet)

   a. Wine Country Restaurants, including delis

   b. Specialty Food, including:
      i) Wine, Beer
      ii) Cheese
      iii) Chocolate / Candy
      iv) General Gourmet
      v) Ice Cream
      vi) Pastry / Deserts
      vii) Yogurt / Dairy
      viii) Wine Tasting

   c. Specialty Goods and Services, including:
      i) Cooking Supplies / Culinary
      ii) Decorator / Arts
      iii) Art Galleries
      iv) China / Specialty Glassware
      v) Specialty Crafts
      vi) Cameras / Photography
      vii) Flowers

   d. Visitor Services, including:
      i) Bicycle Rental
      ii) Hot Air Balloon Rides
      iii) Tourism Information

   Maximum site area is 3 acres. Maximum development potential is 25,000 square feet.

2. Site 5D2
   Wine Country Inn: A hotel facility with no more than 30 guestrooms. May have a large restaurant (defined as: a sit-down restaurant, i.e. no take-out, that seats between 50 and 100 people) associated with it. Maximum site size is 3 acres. Maximum Floor Area Ratio is 0.25.

3. Site 5D3
   Small winery: A winery that produces 5,000 to 10,000 cases of wine per year. Maximum site area of 3 acres, with up to 10,000 square feet of building area, including bottling/crushing facilities, lab and office space, tasting room storage, an indoor events room, and a small out door event or picnic area. A winery must accomplish at least two of the following four activities on site: crushing, fermentation, bulk aging/storage, and bottling.

**B. CONDITIONAL USES:**

1. Additional accessory activities and uses that support the listed uses may be permitted with the approval of a Conditional Use Permit.
2. One caretakers unit. (Specific Plan Policy 4-5)

**C. ACCESSORY USES:**

1. Temporary subdivision construction office, sales office, and model home complex subject to the issuance of a Zoning Use Permit.
2. Off-street parking related to any use permitted.
3. Accessory structures and buildings related to any use permitted
4. Signs.
5. Temporary Uses.

**D. COMMERCIAL SITE REQUIREMENTS / COMMUNITY DESIGN**

1. Setbacks:
   a. Building setbacks for all commercial uses shall be 100 feet from road frontages (setback shall be measured from the closest commercial building to the nearest right-of-way frontage). Setback areas shall be planted with orchard or vineyards.
   b. Setbacks from Hansen Way: 50 feet
   c. Side and rear yard: none, provided consistent with Chapter 12 of the Specific Plan.

2. Development must comply with Chapter 12, Commercial Design Guidelines, of the Specific Plan (Chapter 12 of the Specific Plan attached for reference, Attachment #1)

3. Access to commercial sites 5D1 and 5D2 shall be limited to one access point on Hansen Road (the east-west collector road) for each site. Access to commercial site 5D3 shall be limited to one point of access to Wetmore Road (page 12-8 through 12-11 Prototypical site plans Site 5D1, 5D2, and 5D3).

4. The project shall protect Livermore's cultural heritage and historic resources consistent with City policies, including the preservation and/or adaptive re-use of sites, buildings, structures, and other features that are related to or reminiscent of the South Valley's rural, agricultural heritage. Specific Plan

Parcel 5D3 is the location of the remains Wetmore home. Although the remains of the home have no formal status an historic resource, future commercial development shall commemorate by marking and, preferably, incorporating the site into the new development of the site. Such development might utilize the foundations in the structuring of a garden or picnic area for wine country visitors.

## III. RESIDENTIAL DEVELOPMENT

**A. USES PERMITTED:** The following are the permitted principal uses:

1. 94 Detached Single Family Dwellings on 81.7 acres as shown on attached PUD Site Plan Exhibit #1 House Plotting Plan - Preliminary Development Plan (VTTM #7171 – Exhibit #1 is for illustrative purposes only, denoting the areas of streets, vineyards, residential, and potential housing plan layout).

2. Secondary housing units above detached garages on Lots identified on the development plans only, subject to Specific Plan requirements including but not limited to height, setback and Floor Area Ratio restrictions.

3. Open space, park, and agricultural uses limited to vineyards or orchards on Parcel A and Lots G, H, and I (VTTM #7171).

**B. ACCESSORY USES:** The following are the permitted accessory uses:

1. Temporary subdivision construction office, sales office, and model home complex subject to the issuance of a Zoning Use Permit.
2. Off-street parking related to any use permitted.
3. Accessory structures and buildings related to any use permitted except home occupations. The Specific Plan provisions govern detached garages approved and constructed with the original development. All other accessory structures are subject to General Provisions Section 20.00 as it exist now or amended in the future.
4. Accessory uses as follows:
   a. Rooming and/or boarding of more than two persons.
   b. Home Occupations.
   c. Nursery Schools and Day Care Centers as regulated by Section 21.59 of the Zoning Code.
   d. Signs (Section 21.70).

**C. CONDITIONAL USES:** The following uses are intended as secondary uses for the residential portion of this Planned Unit Development Permit and are to be permitted only after the permitted uses have created a demonstrable demand for the conditional uses.

1. Nursery schools and day care centers as regulated by Section 21.59.

2. Secondary dwelling units as regulated by Section 21.30 and page 9-20 of the Specific Plan.
3. Bed and breakfast uses limited to six units per use.

**D. SITE REQUIREMENTS/COMMUNITY DESIGN** Development must comply with Chapter 9, Community Design, of the Specific Plan (Chapter 9 copied herein for reference, see Attachment #2)

**E. PROJECT SPECIFIC CONDITIONS:**

Prior to recordation of the Final Map for VTTM #7171, the applicant shall demonstrate compliance of the project with the following requirements to the approval of the Planning Division.

1. Plot plans shall be reviewed and approved by release. Each release shall provide evidence of consistency with the above sections regulating floor area ratio, elevation mix, lot variation, garage variation, and setback variation (Specific Plan, Chapter 9). Applicant shall submit individual plot plans indicating the following information: plot plan to scale, lot area and dimensions, floor plan, roof pitch distribution and percentage, porch areas, number of stories, building height, roof lines, floor area ratio calculation (including maximum square foot allowed and proposed), tentative tract map number, final map number, lot number for both the tentative and final map, setback configuration (lot setback type A, B, C, or D), on-site landscaped square footage, fencing locations including type, and required setbacks, (see Specific Plan Page 9-12). The applicant shall also submit figures for total number of lots with A, B, C, D configurations for the overall project to date. A housing mix plan similar to Exhibit #1 shall be submitted with each release. (Note: Any house with a front porch that encroaches at least five feet into the front setback and whose porch depth exceeds five feet shall be deemed consistent with the “build to” setback requirements of the SLVSP.)

**F. DESIGN REVIEW COMMITTEE CONDITIONS:**

1. Building Elevations

   a. Revise the Craftsman style elevation for Plan One to create a wider porch that is better proportioned relative to the rest of the front facade.

   b. Revise the Shingle style elevation for Plan One to provide a six-foot depth to the section of porch on the left-hand side of the elevation.

   c. Revise the glazing pattern on the garage door of the Folk Victorian style elevations in Plans Two, Three and Four to be more consistent with the simple, rectilinear glazing patterns used on the house.

2. Landscape Design

   a. Submit a comprehensive fencing plan that demonstrates consistency with SLVSP fencing guidelines. Specifically, the fencing plan needs to:

      - show where agricultural fencing will be used and provide a design detail for that fencing;
      - identify where and what type of fencing will be used throughout the project;
      - demonstrate that street frontage side yard privacy fencing does not extend along more than 50 percent of the length of the lot frontage, and is set back at least five feet from pedestrian walkways; and
      - show that no privacy fencing is proposed forward of or within 10 feet of the front façade of the associated home.

   b. Revise the Tentative Map and Entry Landscape diagram to identify the location of future driveways into commercial parcels B and C from Twin Oaks Drive, and adjust landscape treatment accordingly.

   c. Submit a more detailed landscape plan that clearly demonstrates consistency with the design intentions of policies on pages 9-29 and -30 of the SLVSP relating to streetscape character, number and spacing of trees and shade coverage.

   d. Minor revisions to the plans may be approved by City Staff.

**G. OTHER REQUIRED CONDITIONS:** The following additional conditions shall apply to any project within this Planned Development.

1. No more than 50 percent of the street trees shall be of a single species.

2. The hedgerow near Wetmore Road shall not be modified without approval of the City Council.

3. Architectural elevations and floor plans shall be modified as follows:

   a. Elevation 1A – Double pillars shall be replaced with single pillars, the stone façade between pillar bases shall be replaced with shingle siding.

   b. Elevation 1C – The design of the upper level arched window shall be redesigned to a more traditional style.

   c. Elevation 3B – The second story hipped roof shall be redesigned to have proportions that are consistent with the mass of the building.

d. Elevation 3C – The paired columns shall be replaced with single columns.

e. Elevation 3E – The diameter of the columns on the lower part of the building shall be increased and the French doors glass style shall be consistent with the other windows.

f. Elevation 5C – The design of the upper level arched window shall be redesigned to a more traditional style, the doorway shall be emphasized, and the double columns shall be eliminated.

g. Elevation 5E – Wrought iron grill elements shall be added to the window boxes in the central section of the house and shall coordinate with the wrought iron on the right side of the house.

h. A minimum five-foot windowsill height is required for the secondary housing units above the detached garages on TTM #7171 Lots 2, 19, 34, 40, 46, 47, 62, 81, and 82.

i. Secondary Unit windows shall be clear and operable.

4. The applicant shall provide a written response for every condition of approval contained herein. The response shall clearly identify how the condition has been satisfied. Where a condition has been satisfied in a specific document or drawing set, the response shall direct the plan checker to the specific page/reference where the condition has been met.

5. The exercise of the rights granted by this Planned Unit Development Permit (PUD #01-001) shall coincide with the life of Development Agreement #70-99 as it is approved or as may be amended in the future.

6. Within 90 days following the date of approval, the applicant shall cause to be filed with the Planning Division: 1) a recorded description of the subject property in conformance with Section 26.74 of the Zoning Ordinance noting that said property is regulated by a Planned Unit Development Permit, and 2) a statement of agreement to the conditions imposed by this permit.

7. A variance to the terms of this Planned Unit Development Permit may be approved by the Planning Commission subject to the requirements of Specific Plan and Chapter 27.00 of the Zoning Code.

8. The developer shall provide for an ongoing agricultural information officer consistent with the City's Right-to-Farm Ordinance.

9. This Planned Unit Development Permit (PUD #01-001) is not valid until the developer has successfully processed an annexation application through the

Local Agency Formation Commission and the City. The annexation must be consistent with Annexation # Z-537 (DA #70-99).

10. The permittee shall dedicate, plant, and secure maintenance of agricultural lands within the South Livermore Valley Area Plan in a location and manner consistent with all applicable Specific Plan policies and Development Agreement #70-99.

11. The applicant shall execute agricultural easements on all on-site mitigation lands with the filing of the first final map. Planting of the on-site mitigation lands shall occur prior to or within 12 months of the filing of each final map, consistent with the Tentative Tract Map and pursuant to Development Agreement #70-99 (VTTM #7171 on-site mitigation Parcels D, E, and F and Lots G, H, and I).

~~12. The project site shall comply with the maximum 38 percent floor area ratio of the Specific Plan (no averaging will be used, and therefore, additions consistent with the Specific Plan are permitted). (Specific Plan Chapter 9, Page 9-10, Section b.1).~~

12) **FAR.** Lots 11,000 square feet or less shall have a Maximum FAR of 40 percent and an Average FAR (for all lots 11,000 square feet or less within the project) of 35 percent.

Lots larger than 11,000 square feet shall have a Maximum FAR of 38 percent and an Average FAR (for all lots over 11,000 square feet within the project) of 35 percent.

**FAR Averaging.** FAR Averaging Provisions listed above (Maximum-FAR/Average-FAR Provisions) are authorized for the development. No subsequent additions of floor area shall be permitted for any building on any lot within the development. (Specific Plan Chapter 9, Page 9-10, Section b.1).

13. The developer shall include a Notice of Land Use Limitation on the deeds to alert property owners that no subsequent additions are permitted within the development.

14. The developer shall periodically notify all property owners that no further residential additions are permitted.

15. Additional tree studies will be required with the individual Site Plan Approval applications for development on the commercial sites.

16. The agricultural clear zones along the Arroyo Road and Wetmore shall be 35 feet, if parallel and 18 if perpendicular. (Specific Plan Page 9-25).

17. Retail uses and for-profit major attractions in the Specific Plan area will be required to pay an agricultural mitigation fee of $2.50 per square foot to the South Livermore Valley Agricultural Land Trust. Fee amounts should be adjusted annually to reflect changes in the Consumer Price Index. Only those uses that might be considered “pure” retail (e.g., retail uses that sell products that are not produced in the South Valley) would be subject to the mitigation fee. This definition includes primarily the retail uses and for-profit major attractions that are proposed in the “wine country center” in Subarea #5D of the Specific Plan. Commercial uses not subject to the agricultural mitigation fee include restaurants, bed-and-breakfasts, inns, and wineries or other agriculture-based commercial operations.

Exhibits:

#1 - Housing Mix Plan / Preliminary Development Plan (for illustrative purposes only)

Attachments:

#1 - Specific Plan Chapter 9
#2 - Specific Plan Chapter 12

s/apps/puds/2001/amendments/pud amend. #01-001

CENTEX HOMES

ATTACHMENT 7
PUDA 01-001

October 24, 2003

1855 Gateway Blvd. Suite #650
Concord, California 94520-8417
Phone: 925 827-8100
Fax: 925 827-8110

Steve Stewart
City of Livermore
Community Development Department
1052 S. Livermore Ave.
Livermore, CA 94550-4899

PLANNING
ADMINISTRATIVE APPROVAL
DATE 10-30-03
BY
☒ SEE CONDITIONS OF APPROVAL
☐ SEE "RED MARKS" ON PLANS
☐ NO CONDITIONS REQUIRED
→ Minimum window sill height of 5' adjacent to PL are required

Re: Tr. 7171 & 7343– Los Olivos
Request for 2 additional Guest suites

Steve:

The City Council approved Los Olivos for 23 Guest Suites To date five granny suites have been constructed and 13 lots approved for guest suites have been built **without** their inclusion. Five lots approved for guest suites have not been permitted. This information is summarized in the table below.

**Lots Approved For Guest Suites**

| Lot / Tract | House permitted and built **with** guest suite | House permitted and built **without** guest suite | House not yet permitted |
|---|---|---|---|
| 2 / 7171 | | | X |
| 4 / 7171 | X | | |
| 15 / 7171 | | X | |
| 19 / 7171 | | | X |
| 25 / 7171 | | | X |
| 33 / 7171 | X | | |
| 34 / 7171 | | X | |
| 40 / 7171 | | X | |
| 46 / 7171 | | X | |
| 47 / 7171 | | X | |
| 52 / 7171 | X | | |
| 60 / 7171 | X | | |
| 62 / 7171 | | X | |
| 66 / 7171 | X | | |
| 72 / 7171 | | X | |
| 73 / 7171 | | X | |
| 75 / 7171 | | X | |
| 76 / 7171 | | X | |
| 79 / 7171 | | X | |
| 81 / 7171 | | X | |
| 82 / 7171 | | X | |
| 1 / 7343 | | | X |
| 7 / 7343 | | | X |

As you know, we have deleted 5 plan 2's from the original B-1 and replaced them with Plan 1's and Plan 3's. This change has allowed for opportunity to build two additional guest suites and still be within the allowable FAR's.

Please consider approving Lot 16 tr. 7171 and Lot 9 tr. 7343 for guest suites

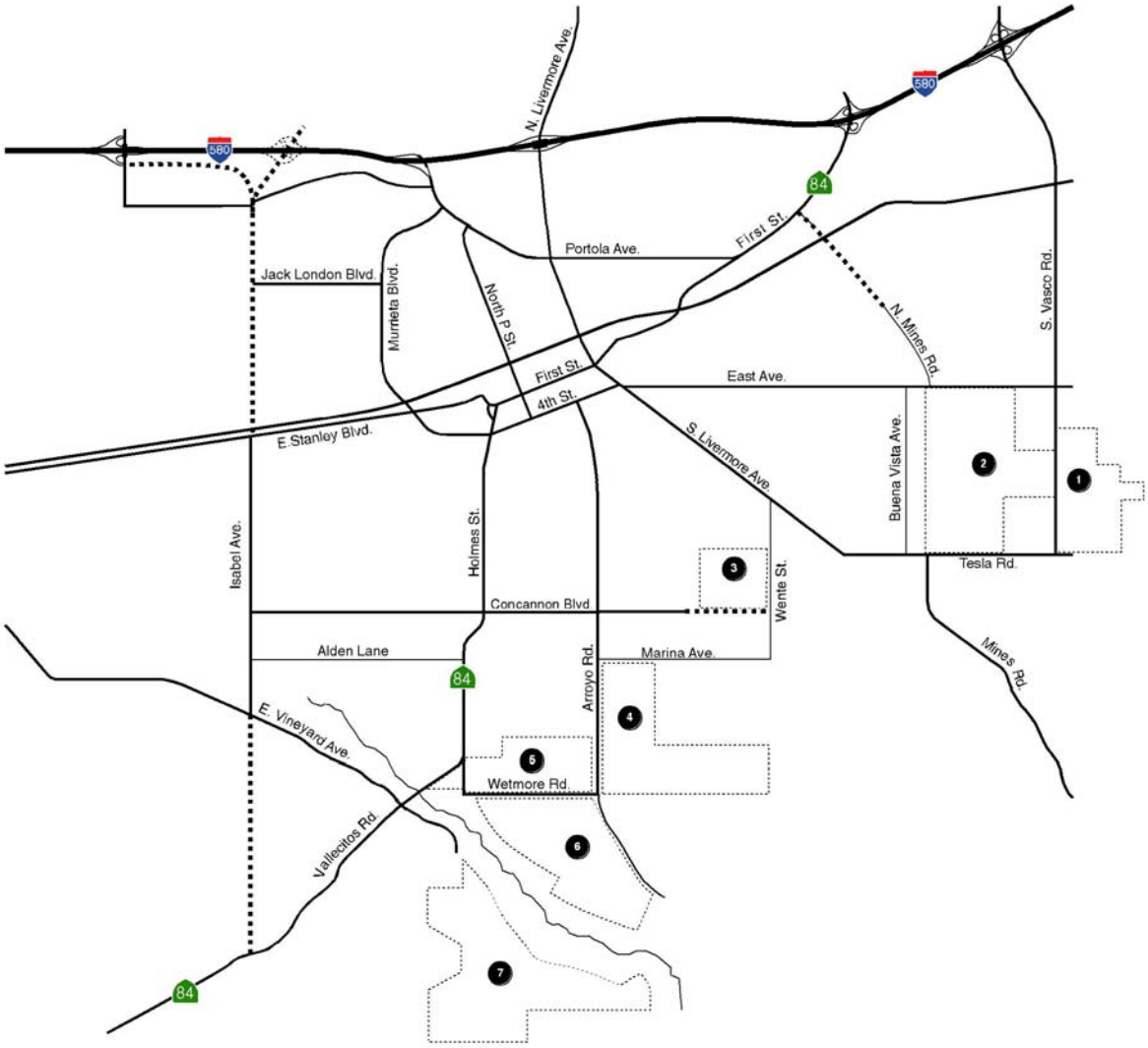
If you have any further questions, please notify me at (925) 827-8100 x264.

Thank you

Sincerely,
CENTEX HOMES
Northern California Division

Jeff Jacobs
Land Development Manager

cc: file




LEGEND
FUTURE ROADWAY EXTENSIONS
# SPECIFIC PLAN SUB-AREA

N

Not to Scale

Fehr & Peers Associates, Inc.
Transportation Consultants

**South Livermore Valley Specific Plan**
Wallace Roberts & Todd

Figure 2.2
PROJECT VICINITY MAP

# LIVERMORE WINE COUNTRY INN

SDG 399.158

## LIVERMORE, CALIFORNIA

## PLANNING SUBMITTAL

## AUGUST 19, 2019

### SHEET INDEX


| | |
|---|---|
| A000 | COVER SHEET |
| A001 | PROPOSED ARCHITECTURAL SITE PLAN |
| A002 | FIRST FLOOR PLAN |
| A003 | SECOND FLOOR PLAN |
| A004 | GUEST ROOM PLANS |
| A005 | ROOF PLAN |
| A006 | FRONT ELEVATION |
| A006-A | COLOR & MATERIAL SHEET |
| A007 | RIGHT ELEVATION |
| A008 | REAR ELEVATION |
| A009 | LEFT ELEVATION |
| A010 | COURTYARD ELEVATION |
| A011 | COURTYARD ELEVATION |
| A012 | COURTYARD ELEVATION |
| A013 | TRASH ENCLOSURE |
| A014 | TRASH ENCLOSURE - COLORED |
| A015 | ARROYO STREETSCAPE |
| A015-A | CONTEXTUAL VIEWS |
| A016 | LADDER PADS EXHIBIT |
| A017 | ARCHITECTURAL DETAILS |
| 1 | PHOTOMETRIC PLAN |
| 2 | PHOTOMETRIC PLAN |

LANDSCAPE

| | |
|---|---|
| 1 | PRELIMINARY LANDSCAPE PLAN |
| 2 | PRELIMINARY LANDSCAPE ELEMENT |
| 3 | PRELIMINARY LANDSCAPE ELEMENT |
| 4 | PLANTING PALLETTE |
| 5 | PLANTING PALLETTE |

CIVIL

| | |
|---|---|
| C1 | TITLE SHEET, GENERAL NOTES AND EXISTING CONDITIONS |
| C2 | PRELIMINARY SITE PLAN |
| C3 | PRELIMINARY GRADING PLAN |
| C4 | PRELIMINARY UTILITY PLAN |
| C5 | PRELIMINARY FIRE ACCESS PLAN |
| C6 | PRELIMINARY STORMWATER CONTROL PLAN |


### PROJECT DIRECTORY


OWNER
CONTACT: **MICHELLE BOSS**
LIVERMORE VALLEY COUNTRY INN
2231 HAMPTON ROAD
LIVERMORE, CA 94550
PHONE: 408-449-7697

ARCHITECT
CONTACT: **LANCE CRANNELL, AIA**
SDG ARCHITECTS INC.
3361 WALNUT BLVD. SUITE 120
BRENTWOOD, CA 94513
PHONE: (925) 634-7000

CIVIL ENGINEER
CONTACT: **JASON VOGAN, P.E.**
CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
PHONE: 925-866-0322 x244

LANDSCAPE ARCHITECT
CONTACT : **ROSS WELLS**
HWA LANDSCAPE ARCHITECTS
762 ALTESSA DRIVE
BRENTWOOD, CA 94513
PHONE: (925) 513-3091


### PROJECT DATA SUMMARY

ADDRESS: 19952 HANSEN ROAD
LIVERMORE, CA 94550
APN: 099-0460-008

ZONING: 5D2 PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN

SITE AREA: 130,680 S.F. ( 3.0 ACRES )

TYPE OF CONSTRUCTION: VB

OCCUPANCY GROUP: A-2, A-3, B, R-1, R-3 AND S-2

PROPOSED USE: HOTEL INN AND RESTAURANT

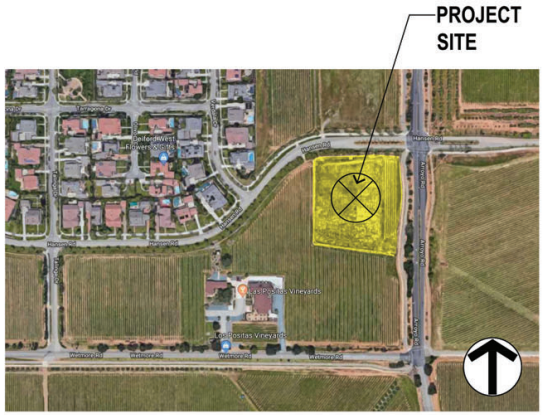
CONDITIONAL USE: CARETAKER UNIT

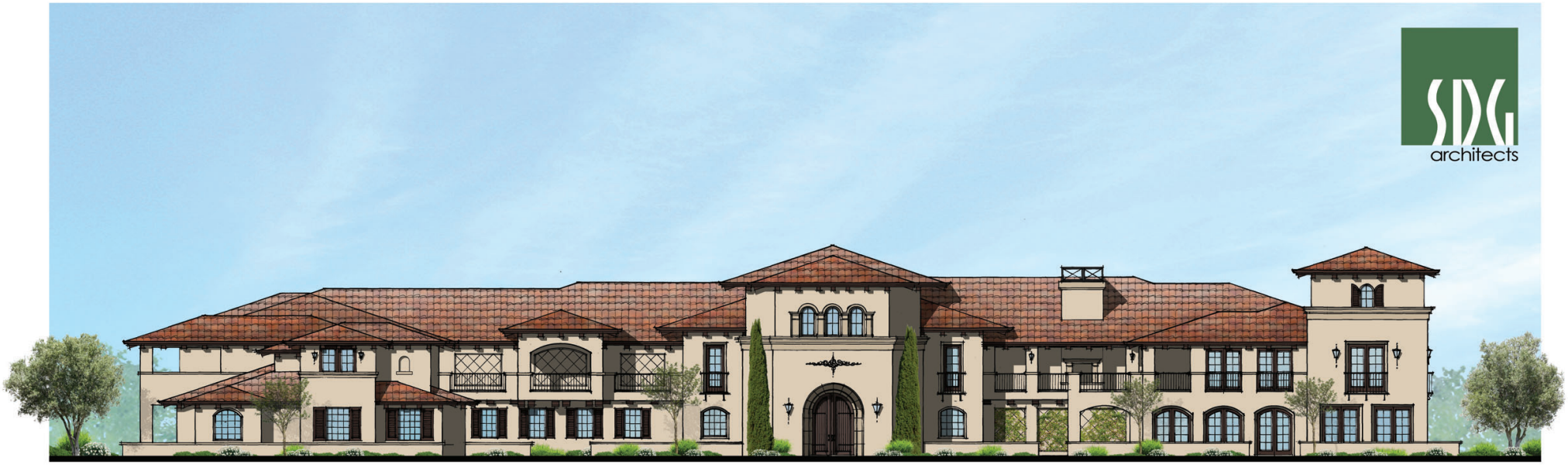
PROJECT AREA SUMMARY

| | |
|---|---|
| 1ST FLOOR : | 17,698 SF |
| 2ND FLOOR : | 11,647 SF |
| TOTAL | 29,345 SF |
| TOTAL AREA : | 29,345 SF |
| MAX. F.A.R. (SF) : | 32,500 SF |
| DIFFERENCE | 3,155 SF |
| 1ST FLOOR DECKS : | 2,957 SF |
| 2ND FLOOR DECKS : | 3,765 SF |
| TOTAL DECKS : | 6,722 SF |

**UNIT COUNT SUMMARY**

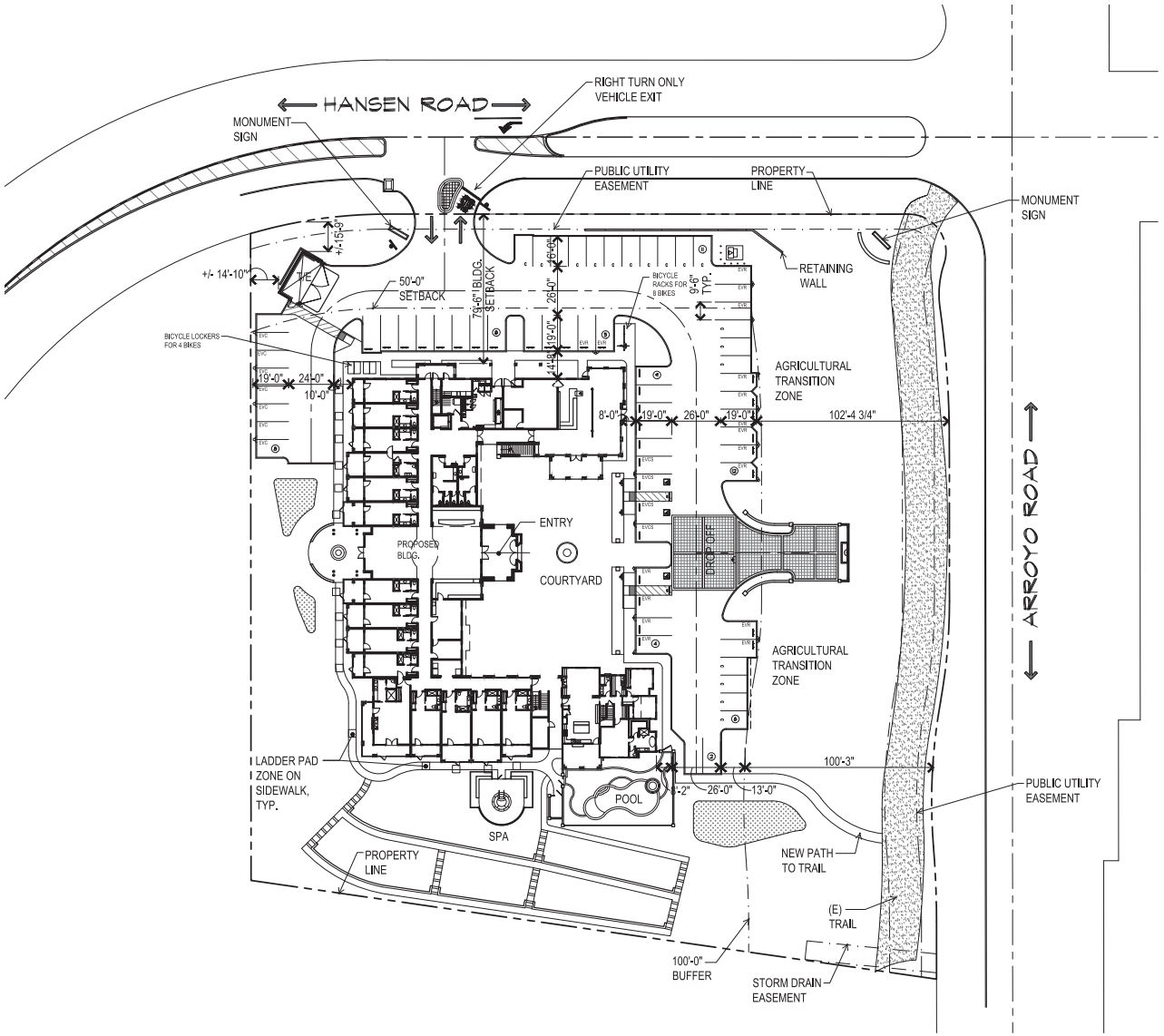
| | |
|---|---|
| 1 BED KING (STANDARD): | 18 |
| 1 BED KING (SUITE) | 2 |
| 2 BED QUEEN (STANDARD): | 7 |
| 1 BED KING (ADA SUITES) | 3 |
| **TOTAL UNITS:** | **30** |



SDG architects

# ATTACHMENT 9




## PARKING SUMMARY

PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN

| TYPE | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BED & BREAKFAST (LODGING) | 1 PER ROOM + 1/10 UNITS | 30 + 3 | 33 |
| RESTAURANT (DINING) | 1 PER 3 SEATS | 77 / 3 = 25.6 | 30 |
| ATTACHED RESIDENTIAL (CARETAKER UNIT) | 2 PER 2 OR MORE BEDROOMS | 2 | 2 |
| | TOTAL | 61 | 65 |

## PARKING DISTRIBUTION

| PARKING TYPE | STALL COUNT | ELECTRIC VEHICLE CHARGING SPACES - CAGBC 4.106.4.2.2 - EV CAPABLE - 10% | EV READY - 25% | EV CHARGERS - 5% |
|---|---|---|---|---|
| STANDARD STALLS | 43 | 7 | 15 | 2 |
| COMPACT STALLS | 18 | | | |
| ACCESSIBLE STALLS | 4 | | 2 | 2 |
| TOTAL STALLS | 65 | 10.7% | 26.1% | 6.1% |
| CHARGING SPACE SYMBOLS | | EVC | EVR | EVCS |

## BICYCLE PARKING

| | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BICYCLE PARKING | 20 % OF REQUIRED PARKING, MINUMUM OF 4 SPACES | 12 | 12 |

0 15' 30' 60'

Livermore Wine Country Inn
Livermore, CA
April 20, 2023

PROPOSED ARCHITECTURAL SITE PLAN
A001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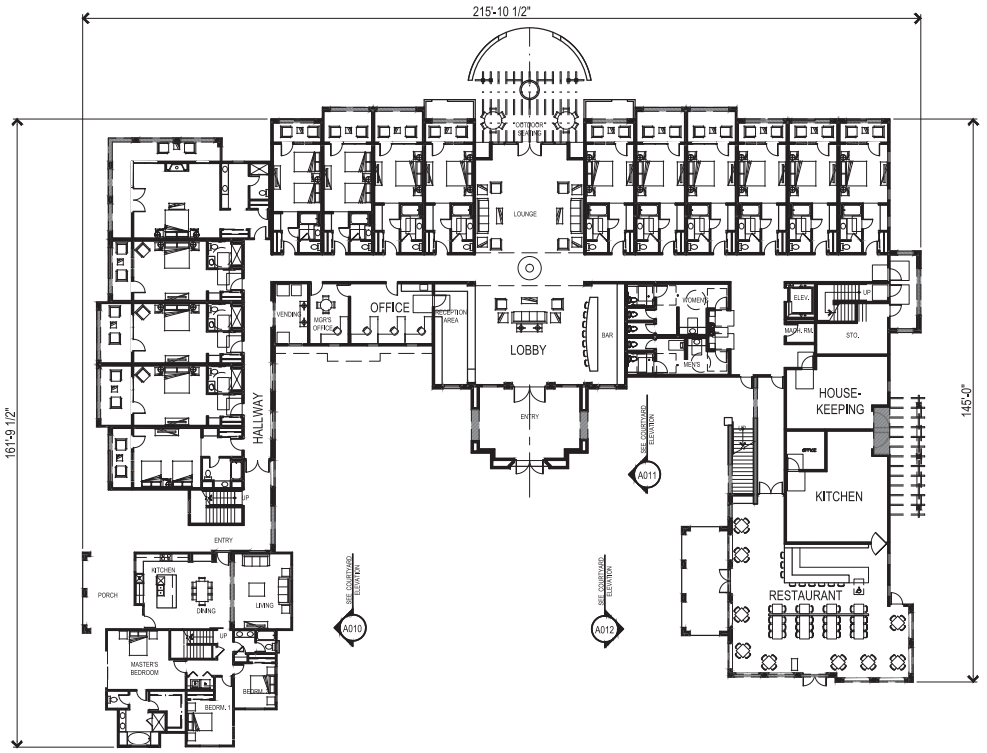
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

# ATTACHMENT 9




PROJECT AREA SUMMARY

| | |
|---|---|
| 1ST FLOOR CONDITIONED : | 17,698 SF |
| 2ND FLOOR CONDITIONED : | 11,647 SF |
| TOTAL CONDITIONED : | 29,345 SF |
| TOTAL CONDITIONED : | 29,345 SF |
| TARGET F.A.R. : | 32,500 SF |
| DIFFERENCE : | 3,155 SF |
| 1ST FLOOR DECKS : | 2,957 SF |
| 2ND FLOOR DECKS : | 3,765 SF |
| TOTAL DECKS : | 6,722 SF |
| 1ST FLOOR UNCONDITIONED : | 1,308 SF |
| 2ND FLOOR UNCONDITIONED : | 1,359 SF |
| TOTAL UNCONDITIONED : | 2,667 SF |

0 4' 8' 12' 16' 32'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

FIRST FLOOR PLAN
A002

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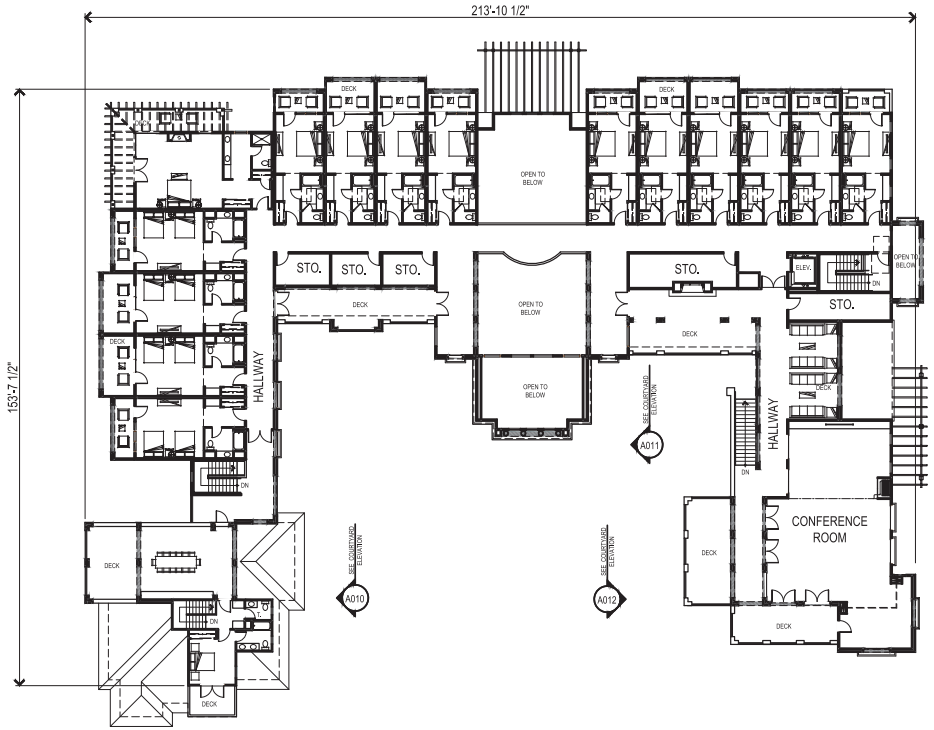
# ATTACHMENT 9




0 4' 8' 12' 16' 32'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

SECOND FLOOR PLAN
A003

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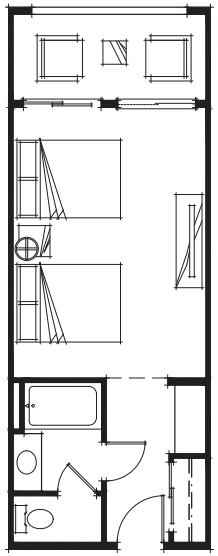
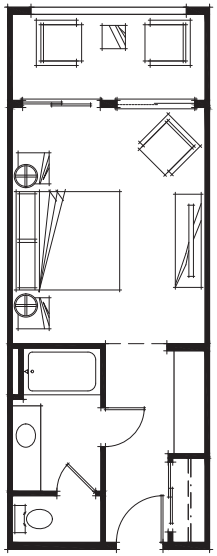
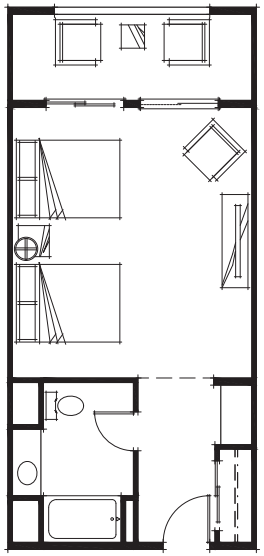


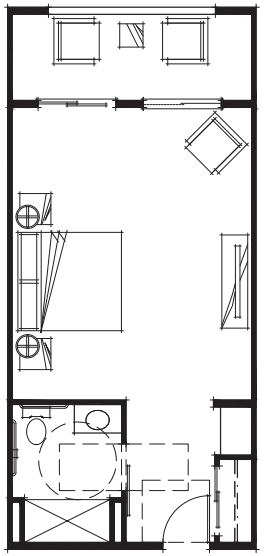
GUESTROOM -
DOUBLE QUEEN BEDS



GUESTROOM -
KING BED



GUESTROOM -
DOUBLE QUEEN BEDS



ADA GUESTROOM -
KING BED

0' 2' 4' 6' 8' 16'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

GUEST ROOM PLANS
A004

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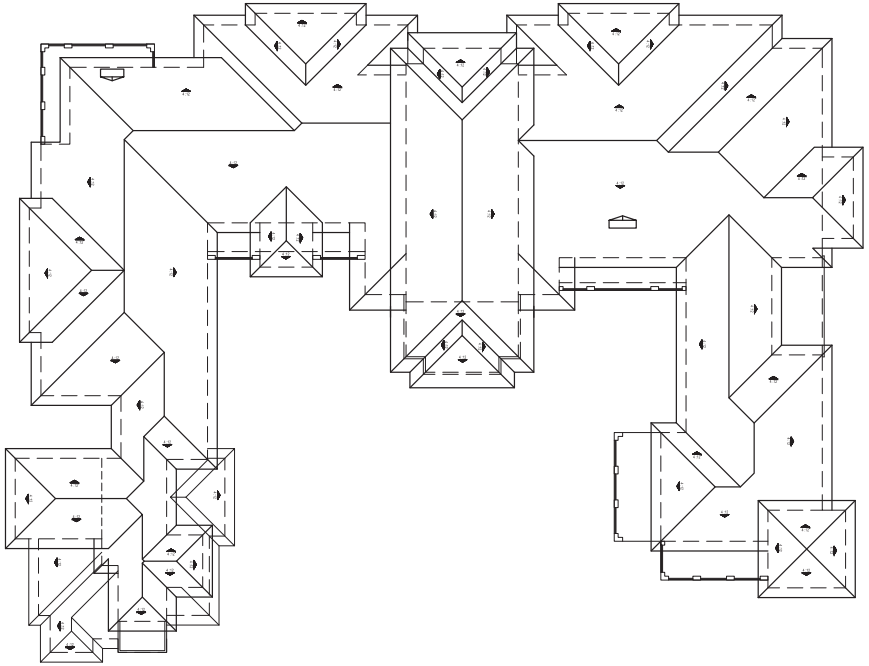

0' 2' 4' 6' 8' 16'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

ROOF PLAN
A005

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

FRONT ELEVATION
A006

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**ROOF**
BOOSTED BARCELONA - CASA GRANDE BLEND

**STUCCO**
SW 7530 BARCELONA BEIGE

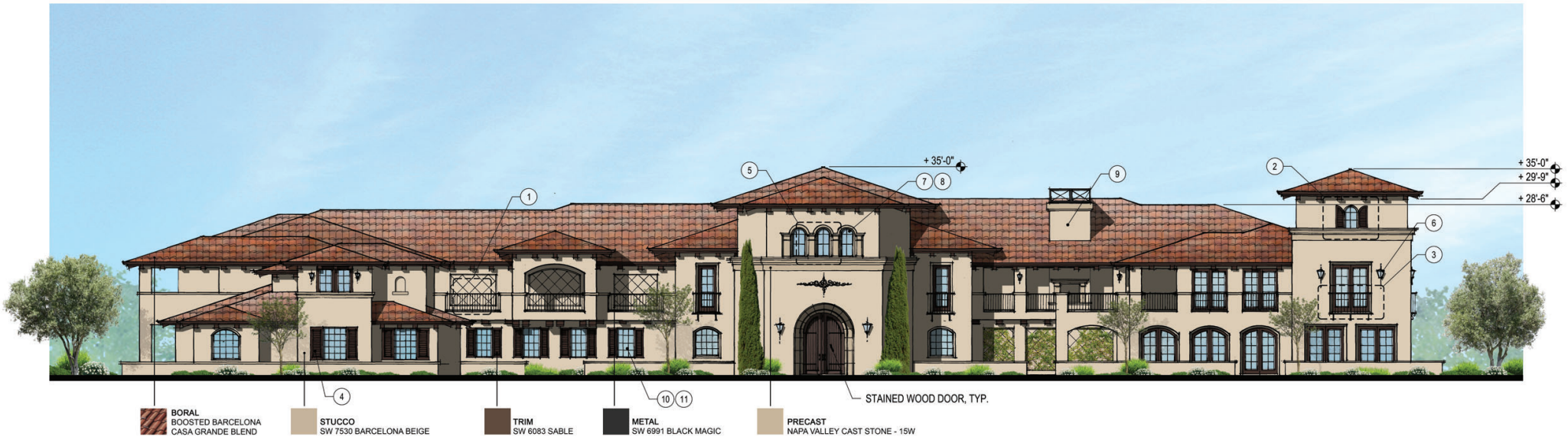
**TRIM**
SW 6083 SABLE

**METAL**
SW 6991 BLACK MAGIC

**PRECAST**
NAPA VALLEY CAST STONE 15 W

KEY NOTES
SEE SHEET A017 FOR DETAILS

1. RAILING
2. DECORATIVE SHUTTER
3. JULIET BALCONY
4. WOOD SHUTTER
5. DECORATIVE COLUMN
6. WALL MTD LIGHT FIXTURES
7. RECESSED WINDOW HEAD
8. RECESSED WINDOW SILL
9. DECORATIVE CHIMNEY CAP
10. RECESSED WINDOW HEAD
11. RECESSED WINDOW SILL
12. WOOD TRELLIS

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Livermore, CA
July 18, 2019

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COLOR AND MATERIAL
A006-A

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

RIGHT ELEVATION
A007

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

REAR ELEVATION
A008

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

LEFT ELEVATION
A009

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

COURTYARD ELEVATION
A010

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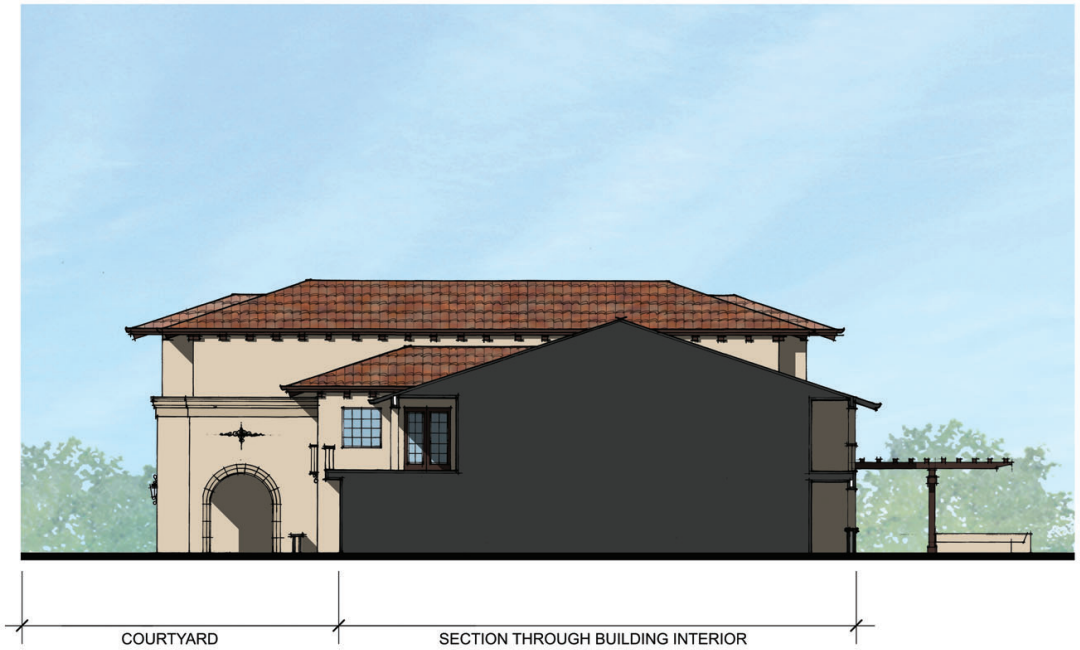


Livermore Wine Country Inn
Livermore, CA
July 18, 2019

COURTYARD ELEVATION
A011

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

COURTYARD ELEVATION
A012

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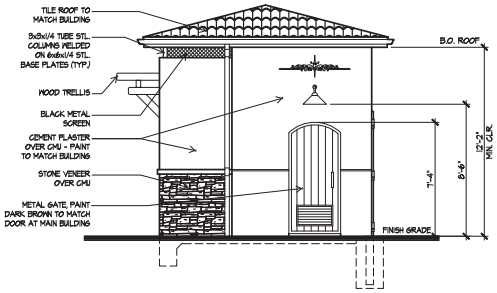
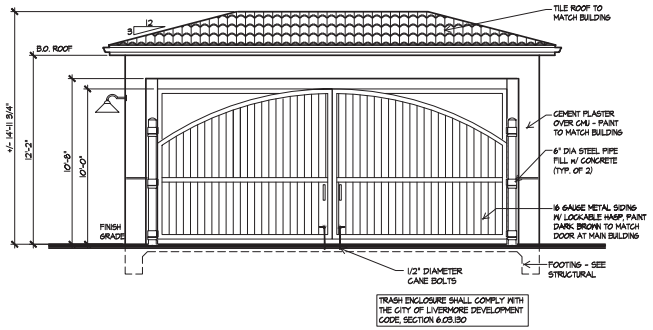
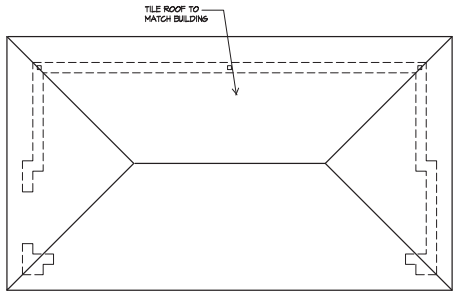


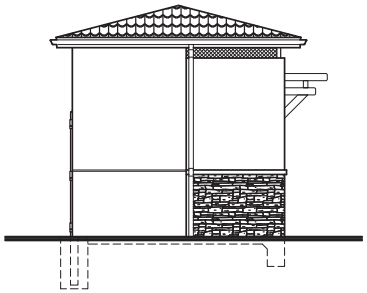

SIDE ELEVATION



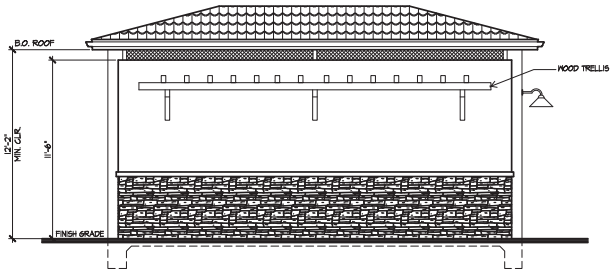

FRONT ELEVATION



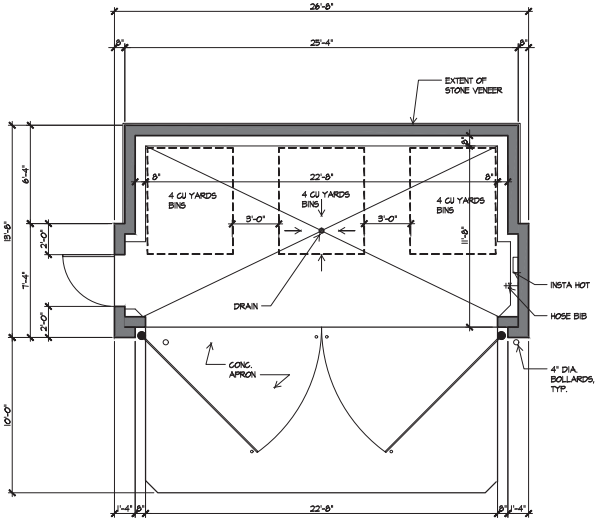

ROOF PLAN



SIDE ELEVATION




REAR ELEVATION




FLOOR PLAN

0 1' 2' 3' 4' 8'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

TRASH ENCLOSURE
A013

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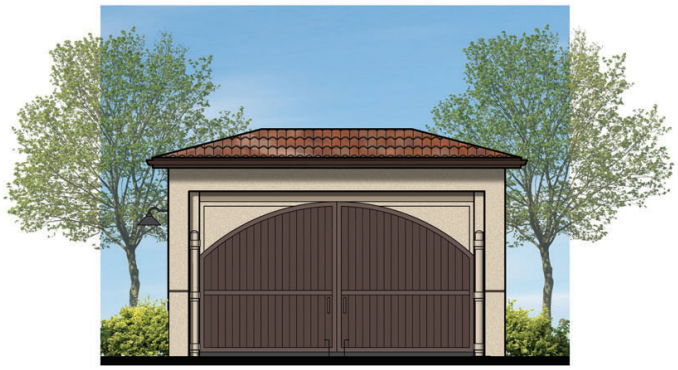
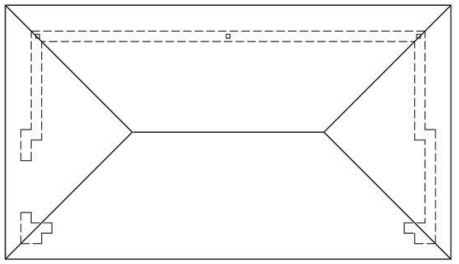
SIDE ELEVATION



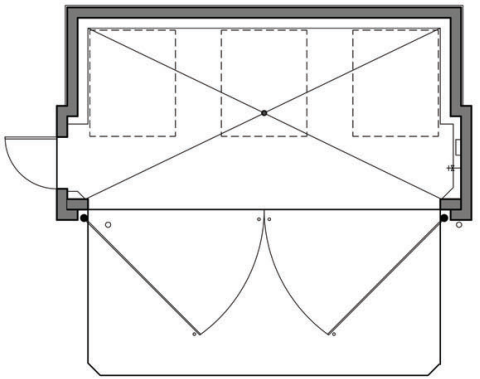
FRONT ELEVATION



ROOF PLAN

SIDE ELEVATION

REAR ELEVATION



FLOOR PLAN

0 1' 2' 3' 4' 8'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

TRASH ENCLOSURE - COLORED
A014

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PROPOSED

EXISTING

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

ARROYO STREETSCAPE
A015

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VIEW D

VIEW C

VIEW A

VIEW E

VIEW B

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

CONTEXTUAL VIEWS
A015-A

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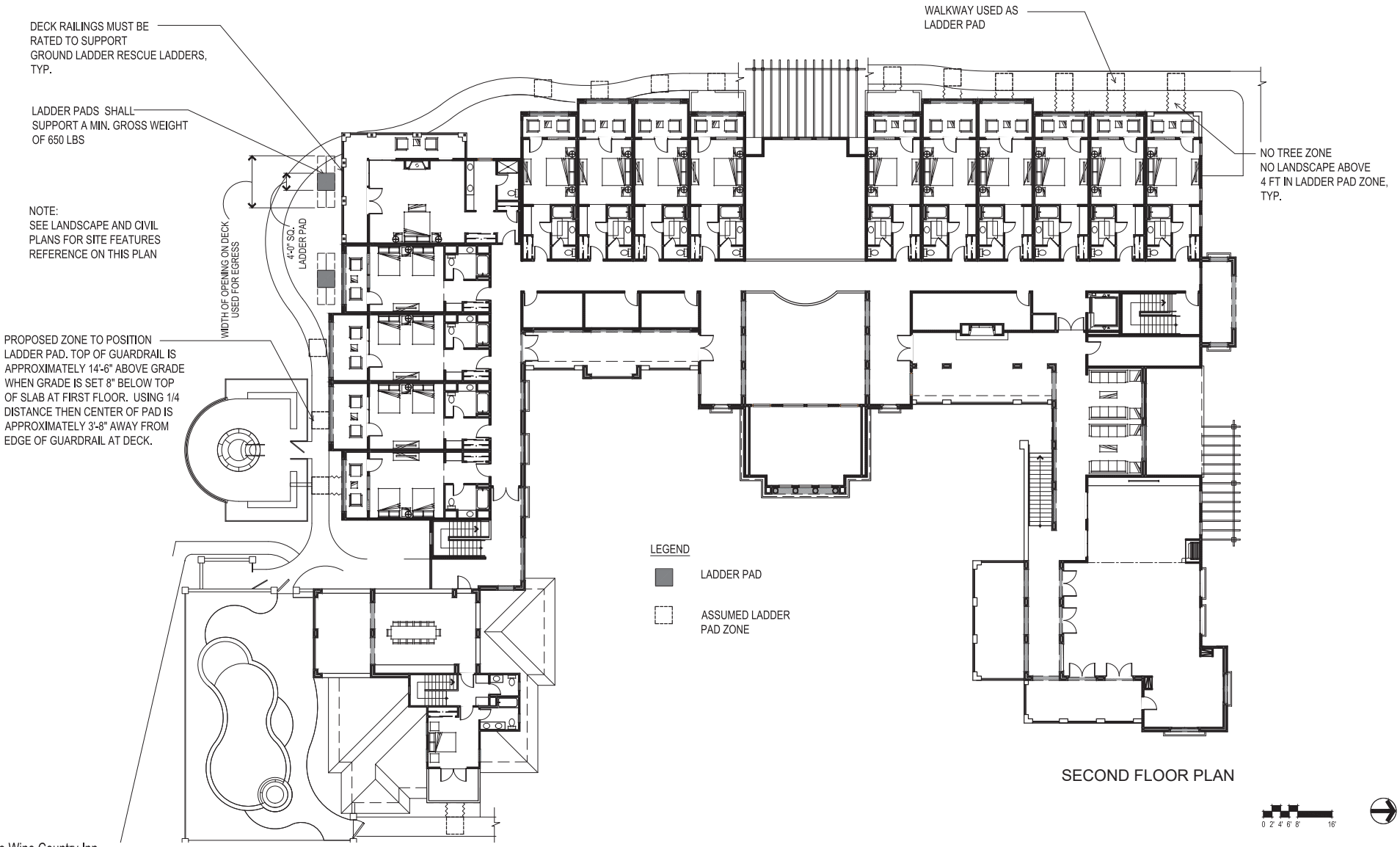


SECOND FLOOR PLAN

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

LADDER PADS EXHIBIT
A016

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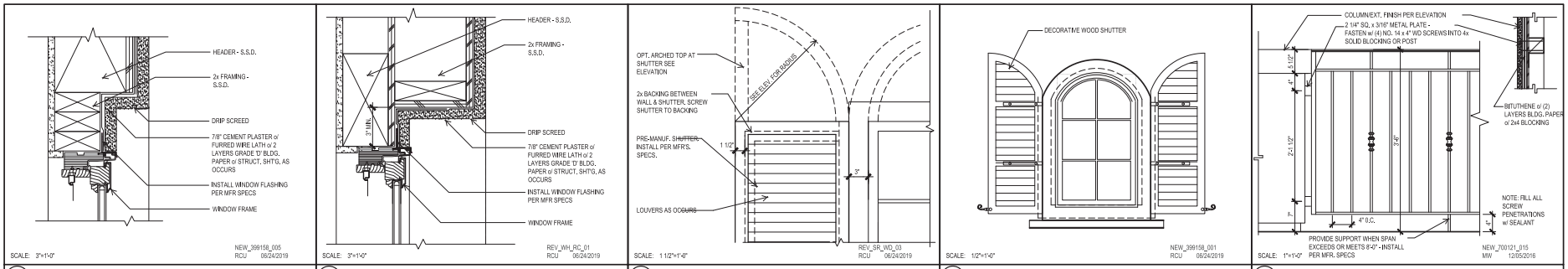
# ATTACHMENT 9




Livermore Wine Country Inn
Livermore, CA
July 18, 2019

ARCHITECTURAL DETAILS
A017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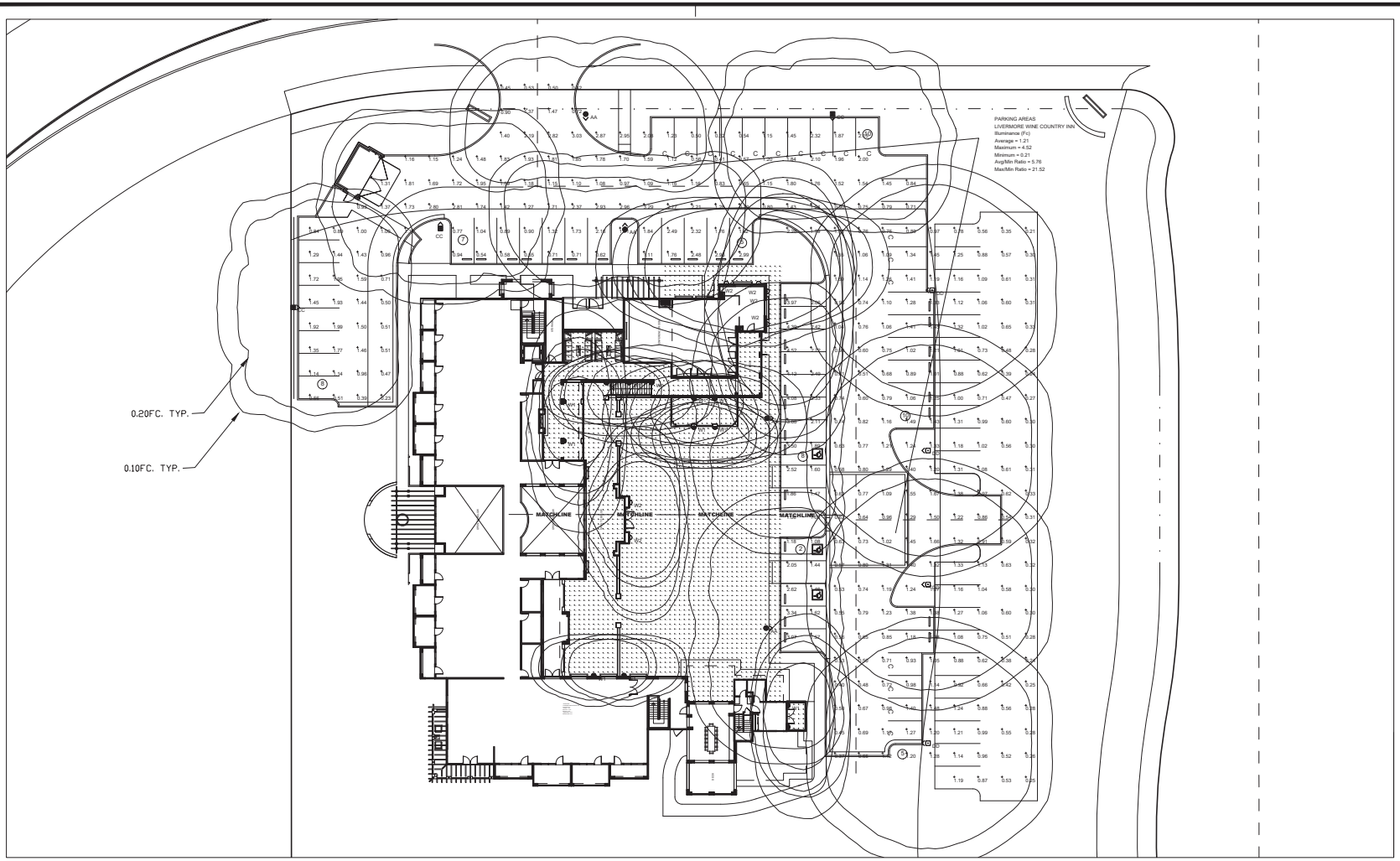


| Luminaire Schedule - LED | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Project: LIVERMORE WINE COUNTRY INN | | | | | | | | | | | |
| Symbol | Qty | Label | Arrangement | Lum. Watts | Lum. Lumens | LLF | LLD | LDD | UDF | Description | Filename |
| | 4 | AA | SINGLE | 64.7 | 6002 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC4ST2-MDL03-CSA - 16' | 6130LED-4ARC4ST2-MDL03-CSA.IES |
| | 3 | CC | SINGLE | 65.2 | 5927 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC4ST4-MDL03-CSA - 16' | 6130LED-4ARC4ST4-MDL03-CSA.IES |
| | 4 | DD | SINGLE | 65.1 | 5951 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC4ST5-MDL03-CSA - 16' | 6130LED-4ARC4ST5-MDL03-CSA.IES |
| | 13 | W1 | SINGLE | 10 | 975 | 0.900 | 0.900 | 1.000 | 1.000 | EVERGREEN FLO2210LS (PRORATED FROM FLO2220L) | FLO2220LS.ies |
| | 6 | W2 | SINGLE | 40 | 3901 | 0.900 | 0.900 | 1.000 | 1.000 | EVERGREEN FLO2240L | FLO2240L.ies |

| Calculation Summary | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Project: LIVERMORE WINE COUNTRY INN | | | | | | | | |
| Description | CalcType | Units | Grid Z | Avg | Max | Min | Avg/Min | Max/Min |
| 2ND FLOOR DECK AND HALLWAYS | Illuminance | Fc | 11 | 0.77 | 4.85 | 0.00 | N.A. | N.A. |
| PARKING AREAS | Illuminance | Fc | 0 | 1.21 | 4.52 | 0.21 | 5.76 | 21.52 |
| COURTYARD | Illuminance | Fc | 0 | 1.26 | 13.04 | 0.00 | N.A. | N.A. |
| LARGE DECK | Illuminance | Fc | 11 | 3.04 | 7.17 | 0.53 | 5.74 | 13.53 |
| SMALL BALCONY | Illuminance | Fc | 11 | 4.86 | 7.05 | 2.86 | 1.70 | 2.47 |
| STAIRS | Illuminance | Fc | 1.154 | 4.87 | 7.49 | 2.40 | 2.03 | 3.12 |

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

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Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

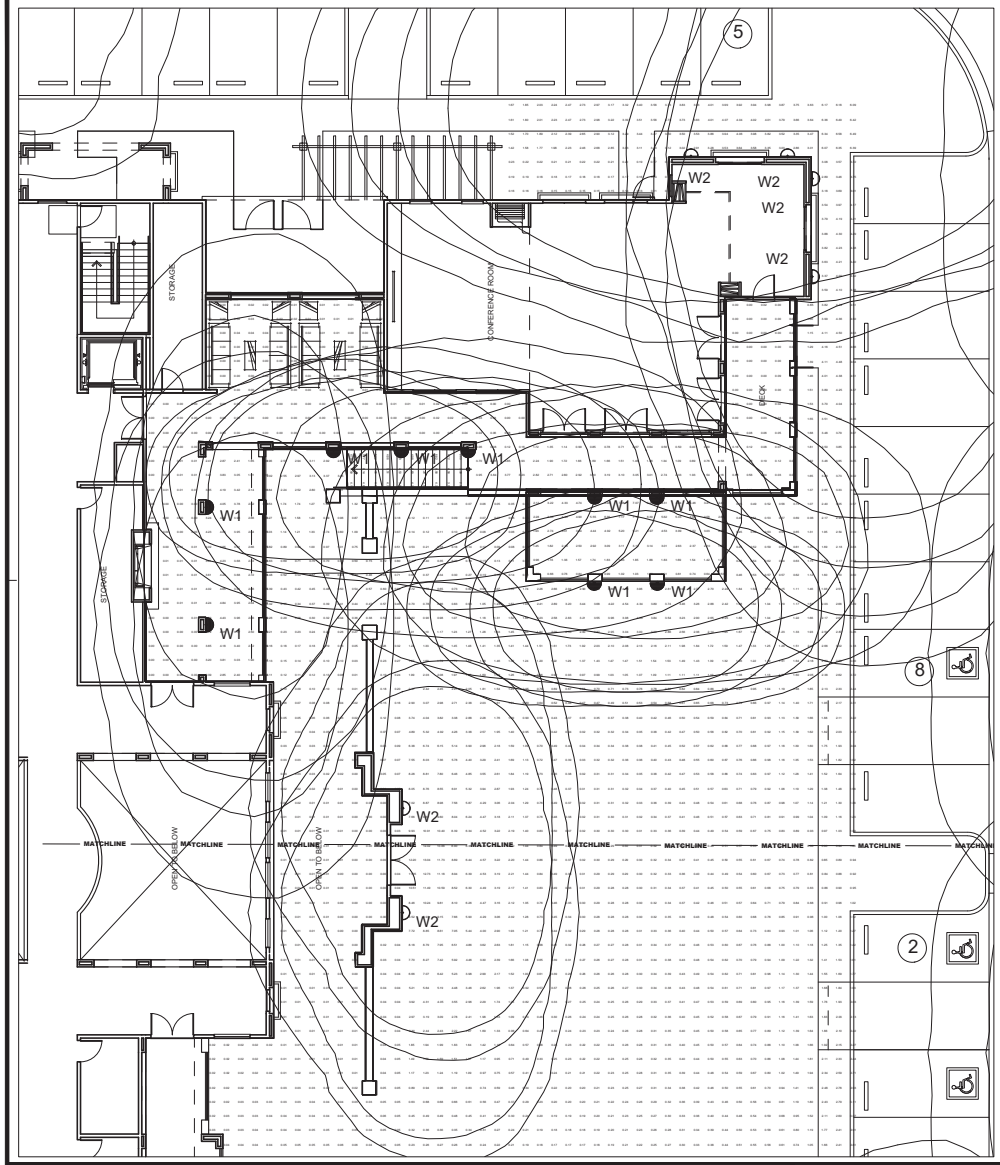
REPORT FOR: SDG ARCHITECTS
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; JOHN BENSON

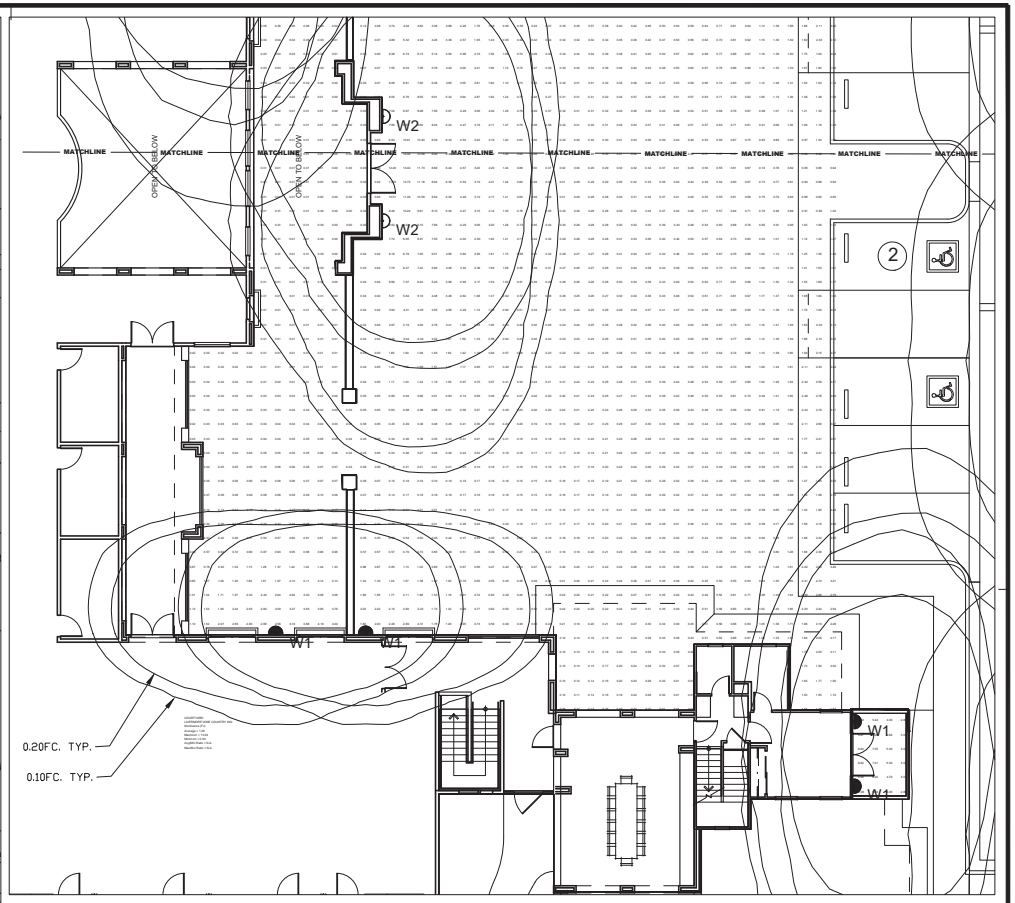
AGI32 VERSION 19.7
AGI (C) 2019 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

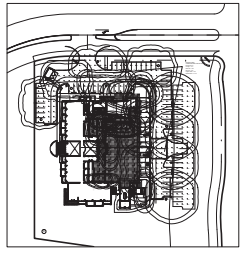
PROJECT DESCRIPTION
LIVERMORE WINE COUNTRY INN
CITY OF LIVERMORE

DRAWING NO. / INPUT FILE
17003BEN-R1.DWG / 17003BEN-R1.A32

| SCALE | SHEET | DATE | REV |
|---|---|---|---|
| 1" = 20' | 1 OF 2 | 07.10.2019 | 1 |



Luminaire Schedule - LED

Project: LIVERMORE WINE COUNTRY INN

| Symbol | Qty | Label | Arrangement | Lum. Watts | Lum. Lumens | LLF | LLD | LDD | UDF | Description | Filename |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4 | AA | SINGLE | 64.7 | 6002 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC45T2-MDL03-CSA - 16' | 6130LED-4ARC45T2-MDL03-CSA.IES |
| | 3 | CC | SINGLE | 65.2 | 5927 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC45T4-MDL03-CSA - 16' | 6130LED-4ARC45T4-MDL03-CSA.IES |
| | 4 | DD | SINGLE | 65.1 | 5951 | 0.900 | 0.900 | 1.000 | 1.000 | STERNBERG 6130LED-4ARC45TS-MDL03-CSA - 16' | 6130LED-4ARC45TS-MDL03-CSA.IES |
| | 13 | W1 | SINGLE | 10 | 975 | 0.900 | 0.900 | 1.000 | 1.000 | EVERGREEN FLO2210LS (PRORATED FROM FLO2220L) | FLO2220LS.ies |
| | 6 | W2 | SINGLE | 40 | 3901 | 0.900 | 0.900 | 1.000 | 1.000 | EVERGREEN FLO2240L | FLO2240L.ies |

Calculation Summary

Project: LIVERMORE WINE COUNTRY INN

| Description | CalcType | Units | Grid Z | Avg | Max | Min | Avg/Min | Max/Min |
|---|---|---|---|---|---|---|---|---|
| 2ND FLOOR DECK AND HALLWAYS | Illuminance | Fc | 11 | 0.77 | 4.85 | 0.00 | N.A. | N.A. |
| PARKING AREAS | Illuminance | Fc | 0 | 1.21 | 4.52 | 0.21 | 5.76 | 21.52 |
| COURTYARD | Illuminance | Fc | 0 | 1.26 | 13.04 | 0.00 | N.A. | N.A. |
| LARGE DECK | Illuminance | Fc | 11 | 3.04 | 7.17 | 0.53 | 5.74 | 13.53 |
| SMALL BALCONY | Illuminance | Fc | 11 | 4.86 | 7.05 | 2.86 | 1.70 | 2.47 |
| STAIRS | Illuminance | Fc | 1.154 | 4.87 | 7.49 | 2.40 | 2.03 | 3.12 |

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

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PROJECT DESCRIPTION

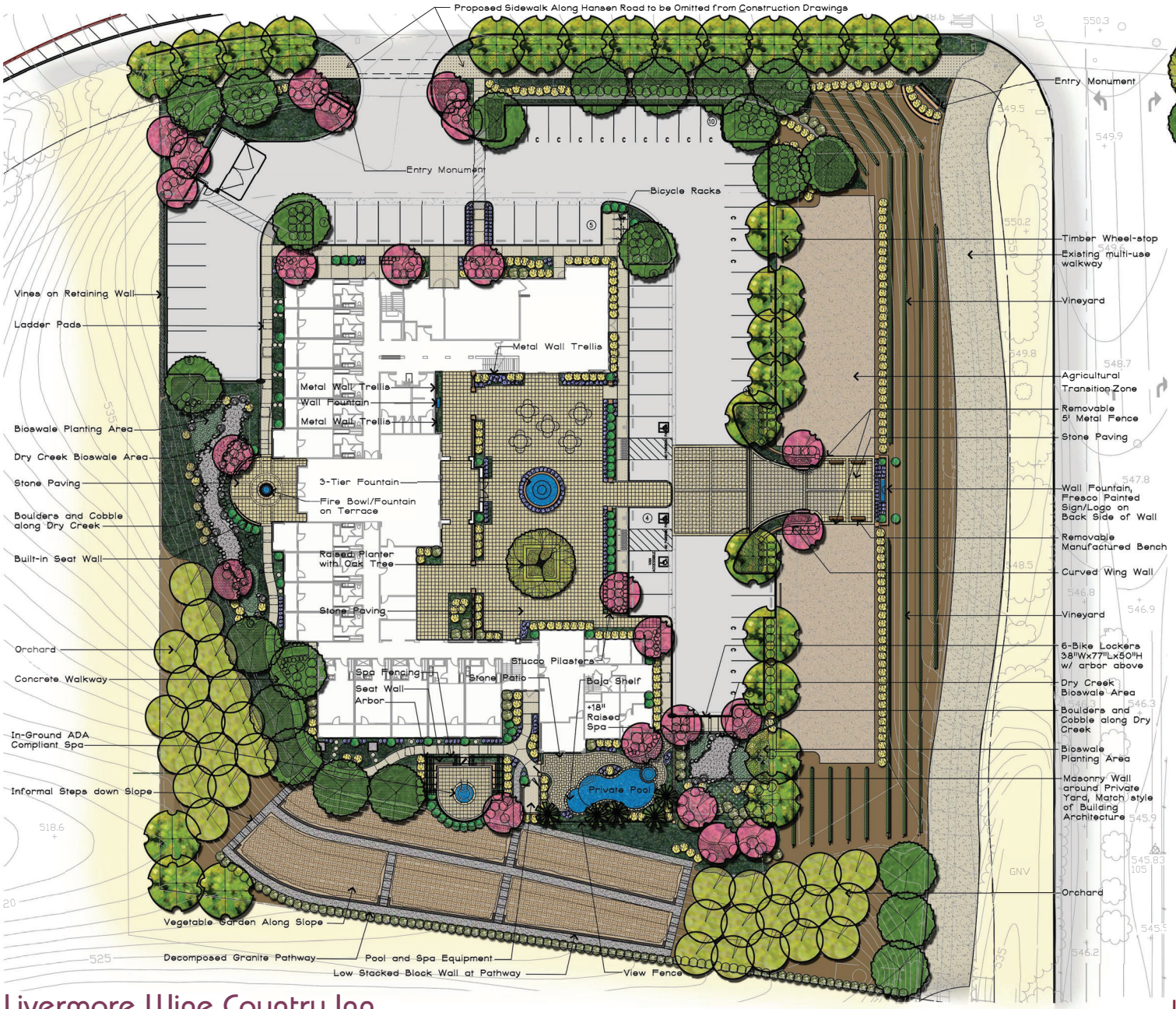
LIVERMORE WINE COUNTRY INN
CITY OF LIVERMORE

DRAWING NO. / INPUT FILE: 17003BEN-R1.DWG / 17003BEN-R1.A32

COURTYARD DETAIL

| SCALE | SHEET | DATE | REV |
|---|---|---|---|
| 1" = 8' | 2 OF 2 | 07.10.2019 | 1 |

# ATTACHMENT 9




## Planting Legend

| | |
|---|---|
| **FOCAL TREE (Selection Options)** | **36" Box** |
| Quercus agrifolia | LIVE OAK |
| Quercus lobata | VALLEY OAK |
| **CANOPY TREE (Selection Options)** | **24" Box & 15Gal** |
| Pistacia chinensis | CHINESE PISTACHE |
| Ulmus parvifolia | CHINESE ELM |
| Olea europaea 'Swan Hill' | OLIVE |
| Platanus acerifolia | LONDON PLANE |
| **SMALL SCALE TREE (Selection Options)** | **24"-Box & 15-Gal** |
| Arbutus 'Marina' | N.C.N. |
| Cercis canadensis | EASTERN REDBUD |
| Prunus caroliniana | CAROLINA CHERRY LAUREL |
| Lagerstroemia x.f. | CRAPE MYRTLE |
| **ORCHARD FRUIT TREES** | **24"-Box & 15 Gal** |
| Selection by Owner | |
| **PALMS** | **24"-Box** |
| Syagrus romanzoffiana | QUEEN PALM |
| Trachycarpus fortunei | WINDMILL PALM |

**SHRUB AND GROUND COVER AREAS (Selection Options)**

| | |
|---|---|
| **LARGE SHRUB (Selection Options):** | **15-Gal & 5 Gal** |
| Cupressus sempervirens | ITALIAN CYPRESS |
| Lavatera assurgentiflora | TREE MALLOW |
| Juniperus s. 'Skyrocket' | SKYROCKET JUNIPTER |
| **MEDIUM SHRUB (Selection Options):** | **5-Gal** |
| Arctostaphylos 'Pacific Mist | NCN |
| Berberis spp. | BARBERRY |
| Buxus spp. | BOXWOOD |
| Coleonema spp. | BREATH OF HEAVEN |
| Correa spp. | AUSTRALIAN FUCHSIA |
| Dietes vegeta | FORTNIGHT LILY |
| Lantana montevidensis | LANTANA |
| Lavandula spp. | LAVENDER |
| Nandina spp. | HEAVENLY BAMBOO |
| Phormium spp. | NEW ZEALAND FLAX |
| Pittosporum spp | PITTOSPORUM |
| Rhaphiolepis u. 'Minor' | DW. YEDDO HAWTHORN |
| Teucrium fruticans | BUSH GERMANDER |
| **GRASSES/SUB SHRUB (Selection Options):** | **1-Gal** |
| Helictotrichon sempervirens | BLUE OAT GRASS |
| Lavandula a. 'Munstead' | MUNSTEAD LAVENDER |
| Muhlenbergia capillaris 'Irvine' | PINK MUHLY GRASS |
| Teucrium chamaedrys | GERMANDER |
| **VINES (Selection Options):** | **5-Gal** |
| Ficus pumila | CREEPING FIG |
| Parthenocissus tricspidata | BOSTON IVY |
| **GROUNDCOVER (Selection Options):** | **1-Gal** |
| Arctostaphulos 'Emerald Carpet' | NCN |
| Ceanothus g. 'Anchor Bay' | NCN |
| Erigeron karvinskianus | MEXICAN DAISY |
| Native Mow Free™ | DELTA BLUEGRASS SOD |
| **BIOSWALE PLANTS (Selection Options):** | **1-Gal** |
| Biofiltration Sod™ | DELTA BLUEGRASS SOD |
| Carex divulsa | BERKELEY SEDGE |
| Chondropetalum | CAPE RUSH |
| Ceanothus 'Anchor Bay' | ANCHOR BAY CEANOTHUS |
| Iris douglasiana | DOUGLAS IRIS |
| Juncas patens | CALIFORNIA GRAY SEDGE |
| Muhlenbergia rigens | DEER GRASS |
| Ribes viburnifolium | EVERGREEN CURRENT |

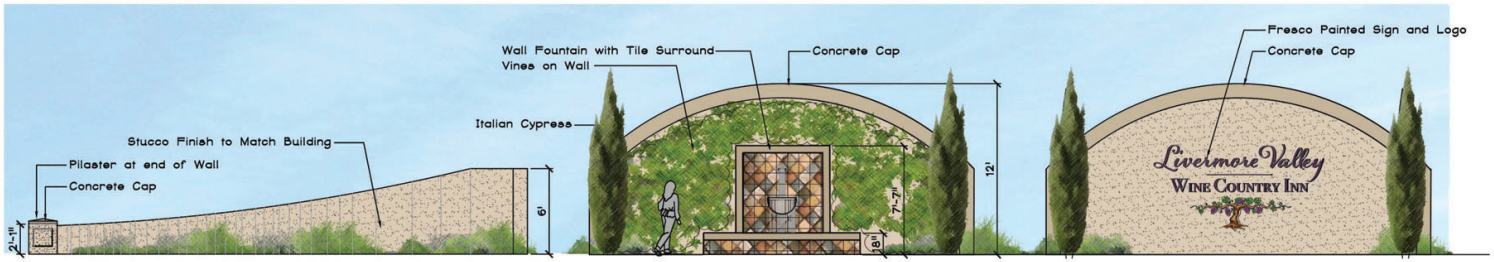
# Livermore Wine Country Inn

## Preliminary Landscape Plan

Livermore, California

August 2019


HWA
Landscape Architecture Site Planning
762 Pitesso Drive
Brentwood, California 95413
Phone 925.513.3091
Fax 925.513.3099
Project #18.008

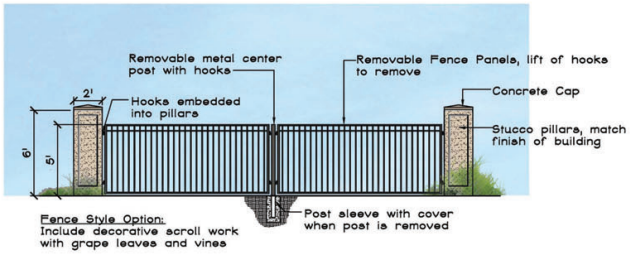



WING WALL ELEVATION | FRONT ELEVATION | BACK ELEVATION

Focal Feature Wall

Scale: 1"=4'

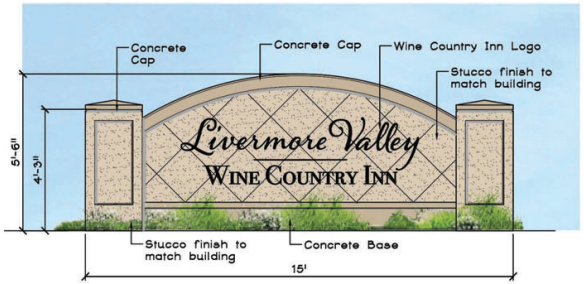
Stone Paving




ELEVATION

Removable Fence at Overflow Parking

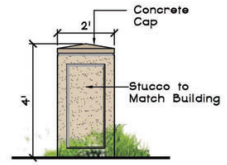
Scale: 1"=4'




ELEVATION

Entry Signage

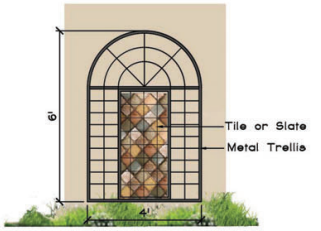
Scale: 1"=2'




ELEVATION

Pilaster

Scale: 1"=2'



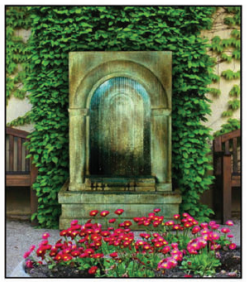

ELEVATION

Wall Trellis

Scale: 1"=2'

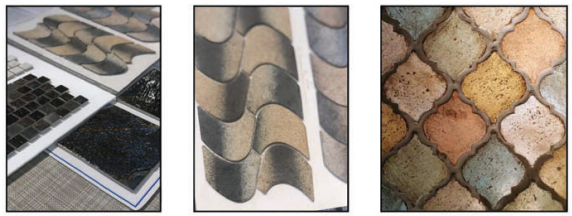
3-Tier Fountain

Wall Fountain

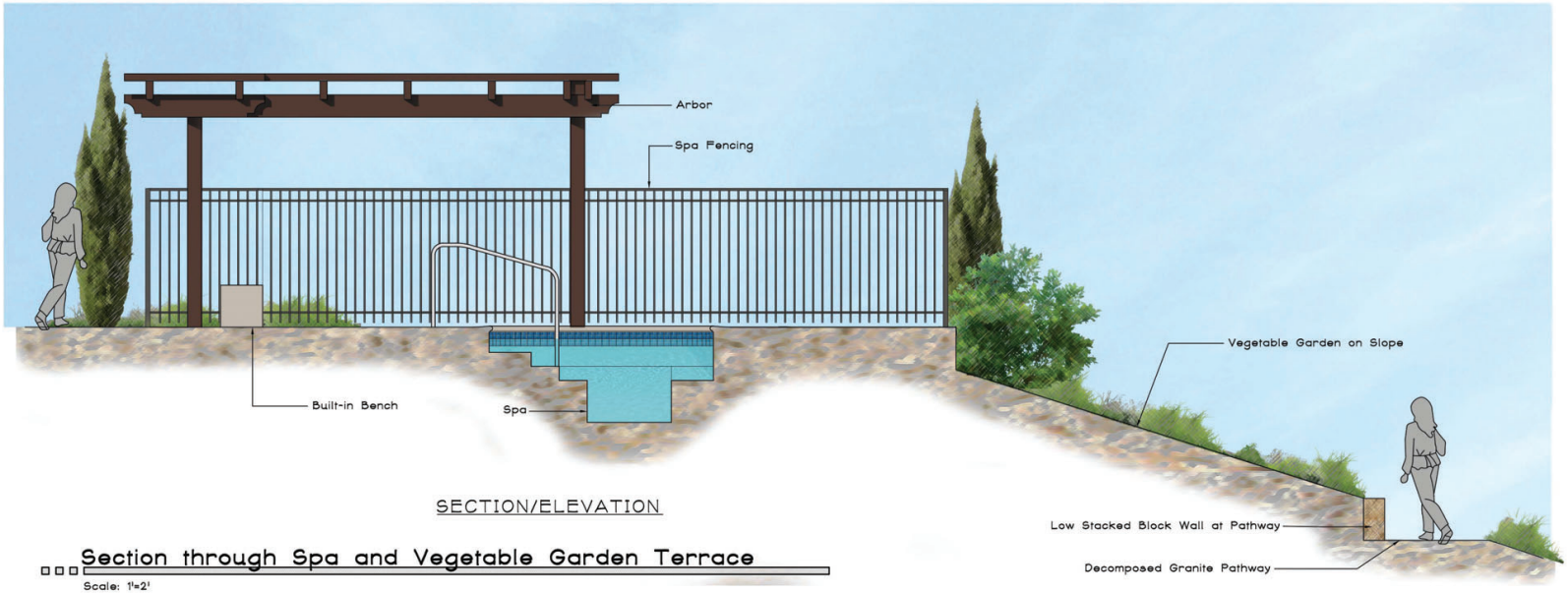


Wall Fountain

Fire Bowl/ Fountain



Tile at Fountain & Wall Trellis




SECTION/ELEVATION

Section through Spa and Vegetable Garden Terrace

Scale: 1'=2'

Bicycle Racks

Bicycle Lockers

Portable ADA Spa Lift

Covered Terrace Dining

Courtyard Lounge

Patio Bistro Dining

Terrace Lounge

Terrace Dining

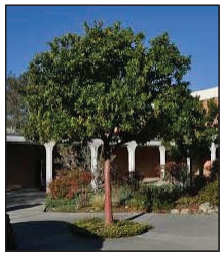
Livermore Wine Country Inn
Preliminary Landscape Elements

Livermore, California
July 2019

3 of 5

HWA
Landscape Architecture
Site Planning
762 Altessa Drive
Brentwood, California 95413
Phone 925.513.3091
Fax 925.513.3099
Project #18.008

844



Arbutus 'Marina'
Marina Strawberry Tree

Cercis canadensis
Eastern Redbud

Lagerstroemia x.f. 'Muskogee'
Muskogee Crape Myrtle

Olea e. 'Swan Hill'
Swan Hill Olive

Pistacia chinenensis
Chinese Pistache

Prunus caroliniana
Carolina Cherry Laurel

Quercus agrifolia
Live Oak

Quercus lobata
Valley Oak

Ulmus parvifolia
Chinese Elm

Syagrus romanzoffiana
Queen Palm

Trachycarpus fortunei
Windmill Palm

Trees

Ficus pumila
Creeping Fig

Parthenocissus tricuspidata
Boston Ivy

Vines

Native Mow Free™
Delta Bluegrass Sod

Mow Free Grass

Carex divulsa
Berkeley Sedge

Chondropetalum tectorum
Cape Rush

Iris douglasiana
Douglas Iris

Muhlenbergia rigena
Deer Grass

Ribes viburnifolium
Evergreen Current

Biofiltration Sod™
Delta Bluegrass Sod

Bio-swale Planting

Arbutus unedo
Strawberry Tree

Arctostaphylos 'Emerald Carpet'
Emerald Carpet Manzanita

Arctostaphylos 'Pacific Mist'
Pacific Mist Manzanita

Berberis t. 'Crimson Pygmy'
Crimson Pygmy Barberry'

Buxus j. 'Winter Gem'
Korean Boxwood

Callistemon v. 'Little John'
Dwarf Bottle Brush

Ceanothus species
Wild Lilac

Coleonema p. 'Sunset Gold'
Sunset Gold Breath of Heaven

Correa 'Dusky Bells'
Australian Fuchsia

Cupressus sempervirens
Italian Cypress

Dietes vegeta
Fortnight Lily

Erigeron karvinskianus
Mexican Daisy

Juniperus 'Sky Rocket'
Sky Rocket Juniper

Helictotrichon sempervirens
Blue Oat Grass

Lantana m. 'Alba'
White Flowering Lantana

Lavandula species
Lavender

Lavatera assurgentiflora
Tree Mallow

Muhlenbergia c. 'Irvine'
Pink Muhly Grass

Myoporum parvifolium
Myoporum

Nandina d. species
Heavenly Bamboo

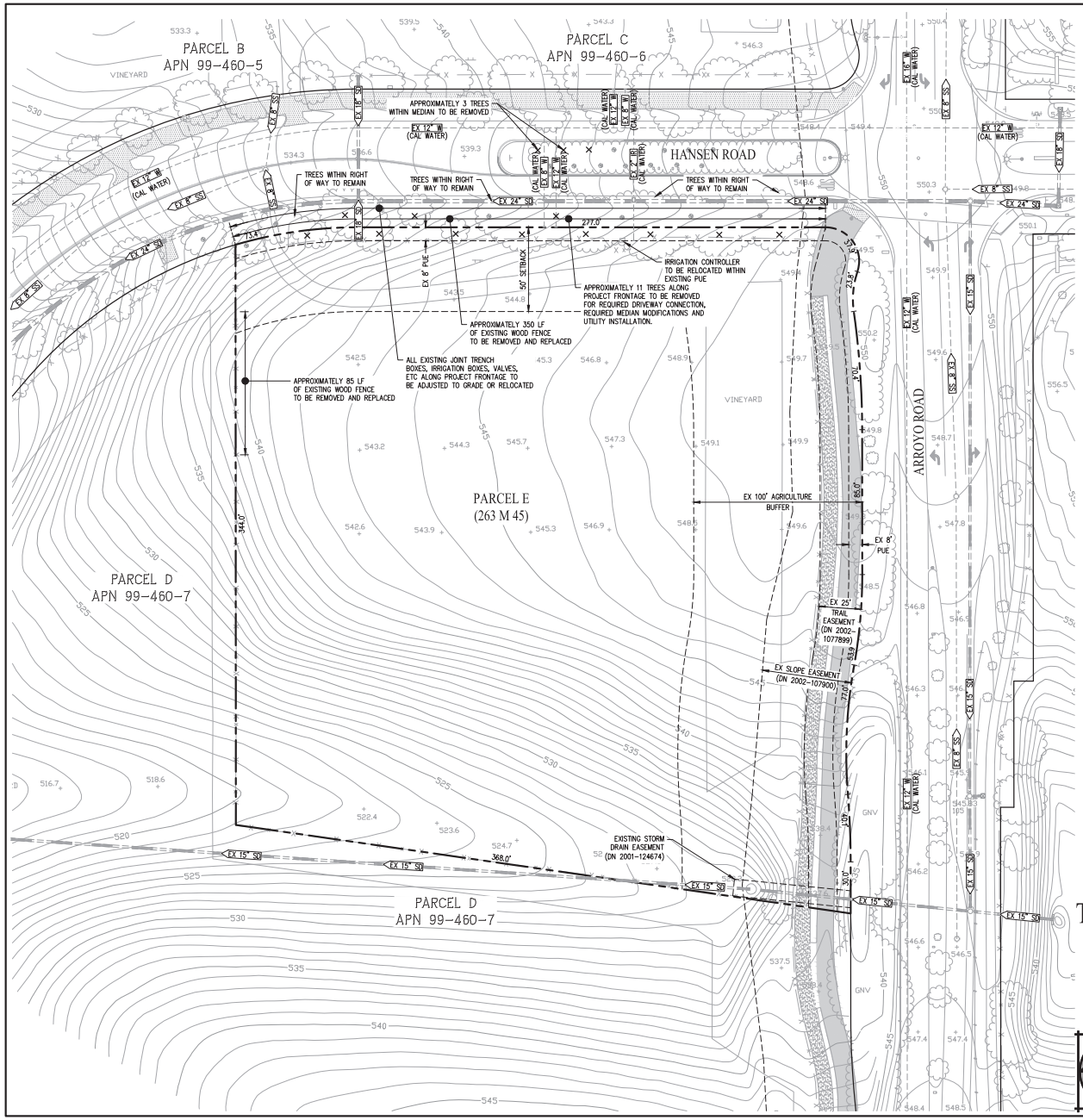
Phormium tenax varieties
New Zealand Flax

Pittosporum t. 'Variegata'
Variegated Tobira

Rhaphiolepis u. 'Minor'
Dwarf Yeddo Hawthorn

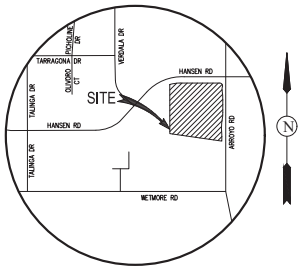
Teucrium species
Germander

Shrubs and Ground Covers




## CONTACTS & GENERAL NOTES:

| | | |
|---|---|---|
| 1. | OWNER/APPLICANT: | LWCI, LLC<br>2231 HAMPTON ROAD<br>LIVERMORE, CA 94550<br>PHONE: (408) 449-7697<br>MICHELLE BOSS |
| 2. | CIVIL ENGINEER: | CARLSON, BARBEE & GIBSON, INC.<br>2633 CAMINO RAMON, SUITE 350<br>SAN RAMON, CA 94583<br>PHONE: (925) 866-0322<br>JASON D. VOGAN, RCE 59299 |
| 3. | GEOTECHNICAL ENGINEER: | ENGEO INCORPORATED<br>17278 GOLDEN VALLEY PARKWAY<br>LATHROP, CA 95330<br>PHONE: (209) 835-0610<br>STEVE HARRIS, GE 2804 |
| 4. | TOPOGRAPHIC SOURCE: | MOUNTAIN PACIFIC SURVEYS<br>1735 ENTERPRISE DRIVE, SUITE 109<br>FAIRFIELD, CA 94533<br>PHONE: (707) 425-6234 |
| 5. | BENCHMARK: | CITY OF LIVERMORE BENCHMARK NO. 2K-562, BEING A BRASS DISC IN MONUMENT WELL AT THE INTERSECTION OF WETMORE ROAD AND ARROYO ROAD, HAVING A CITY OF LIVERMORE PUBLISHED ELEVATION OF 555.145 FEET. |
| 6. | FLOOD ZONE: | ZONE X<br>REFER TO FLOOD INSURANCE RATE MAP<br>PANEL 06001C0344G (AUGUST 3, 2009) |
| 7. | SITE ADDRESS: | 3459 ARROYO ROAD<br>LIVERMORE, CA 94550 |
| 8. | ASSESSORS PARCEL NO: | 99-460-8 |
| 9. | SITE AREA: | 3.214± AC |
| 10. | EXISTING ZONING:<br>PROPOSED ZONING: | PUDA 01-001 / PD-SLVSP SUBAREA #5<br>PUDA 01-001 / PD-SLVSP SUBAREA #5 |
| 11. | EXISTING LAND USE:<br>PROPOSED LAND USE: | VINEYARD COMMERCIAL<br>COMMERCIAL / WINE COUNTRY INN |
| 12. | PROPOSED FACILITY: | BED & BREAKFAST FACILITY WITH NO MORE THAN 30 GUEST ROOMS, RESTAURANT AND RESIDENTIAL CARE TAKER UNIT. |
| 13. | EXISTING STRUCTURES: | NONE. |
| 14. | EXISTING UTILITIES: | ALL EXISTING UTILITIES WITHIN THE BOUNDARY TO REMAIN UNLESS OTHERWISE NOTED. |
| 15. | EXISTING FENCING: | ALL EXISTING FENCES ALONG THE PROJECT BOUNDARY TO BE REMAIN UNLESS OTHERWISE NOTED. |
| 16. | EXISTING ONSITE WELLS: | NONE – TO BE VERIFIED BY GEOTECHNICAL ENGINEER. |
| 17. | DRIVE AISLE/PARKING LOTS: | ALL DRIVE AISLES OR PARKING LOTS WITHIN THE DEVELOPMENT WILL BE PRIVATE AND WILL BE PRIVATELY OWNED AND MAINTAINED BY THE THE OWNER. THE MINIMUM LONGITUDINAL SLOPE OF ALL DRIVE AISLES WILL BE 0.50%. |
| 18. | STREET LIGHTS: | ALL STREET LIGHTS ALONG HANSEN ROAD AND ARROYO ROAD SHALL BE OWNED AND MAINTAINED BY THE CITY OF LIVERMORE. ALL STREET LIGHTS WITHIN THE PROJECT BOUNDARY WILL BE PRIVATE AND PRIVATELY OWNED AND MAINTAINED BY THE OWNER. |
| 19. | PUBLIC UTILITIES: | PROPOSED UTILITIES WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE PUBLIC AND PUBLICLY OWNED AND MAINTAINED BY THE CITY. |
| 20. | PRIVATE UTILITIES: | PROPOSED ONSITE STORM DRAIN AND SANITARY SEWER UTILITIES WILL BE PRIVATE AND WILL BE PRIVATELY MAINTAINED BY THE OWNER. |
| 21. | WATER: | CALIFORNIA WATER SERVICE COMPANY (CAL WATER) |
| 22. | SEWER: | CITY OF LIVERMORE |
| 23. | STORM DRAIN: | CITY OF LIVERMORE |
| 24. | GAS & ELECTRIC: | PACIFIC GAS & ELECTRIC |
| 25. | TELEPHONE: | AT&T OR COMCAST |
| 26. | CABLE TV: | AT&T OR COMCAST |
| 27. | LANDSCAPE: | ALL LANDSCAPE WITHIN THE PROJECT BOUNDARY WILL BE OWNED AND MAINTAINED BY THE OWNER. |
| 28. | STREET TREES: | APPROXIMATELY 8 TREES WITHIN THE PROJECT PARCEL ARE PROPOSED TO BE REMOVED. APPROXIMATELY 6 TREES WITHIN THE PUBLIC RIGHT OF WAY ALONG HANSEN ROAD ARE PROPOSED TO BE REMOVED TO ALLOW FOR REQUIRED DRIVEWAY CONNECTION, REQUIRED MEDIAN MODIFICATIONS AND REQUIRED UTILITIES. |




VICINITY MAP
NOT TO SCALE

### SHEET INDEX


| Sheet Number | Sheet Title |
|---|---|
| C1 | TITLE SHEET, GENERAL NOTES & EXISTING CONDITIONS |
| C2 | PRELIMINARY SITE PLAN |
| C3 | PRELIMINARY GRADING PLAN |
| C4 | PRELIMINARY UTILITY PLAN |
| C5 | PRELIMINARY FIRE ACCESS PLAN |
| C6 | PRELIMINARY STORMWATER CONTROL PLAN |


### LEGEND
EXISTING

- PROJECT BOUNDARY
- RIGHT-OF-WAY
- CENTERLINE
- WATER PIPE
- SANITARY SEWER PIPE
- STORM DRAIN PIPE
- VALVE
- IRRIGATION METER
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- STORM DRAIN FIELD INLET
- TREE TO BE REMOVED

### ABBREVIATIONS

| | |
|---|---|
| EX | EXISTING |
| PUE | PUBLIC UTILITY EASEMENT |

# TITLE SHEET, GENERAL NOTES & EXISTING CONDITIONS

# PLANNING SUBMITTAL

## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

0' 30' 90' 120'

SCALE: 1" = 30' DATE: APRIL 24, 2023


cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM


SHEET NO. C1 OF 6 SHEETS

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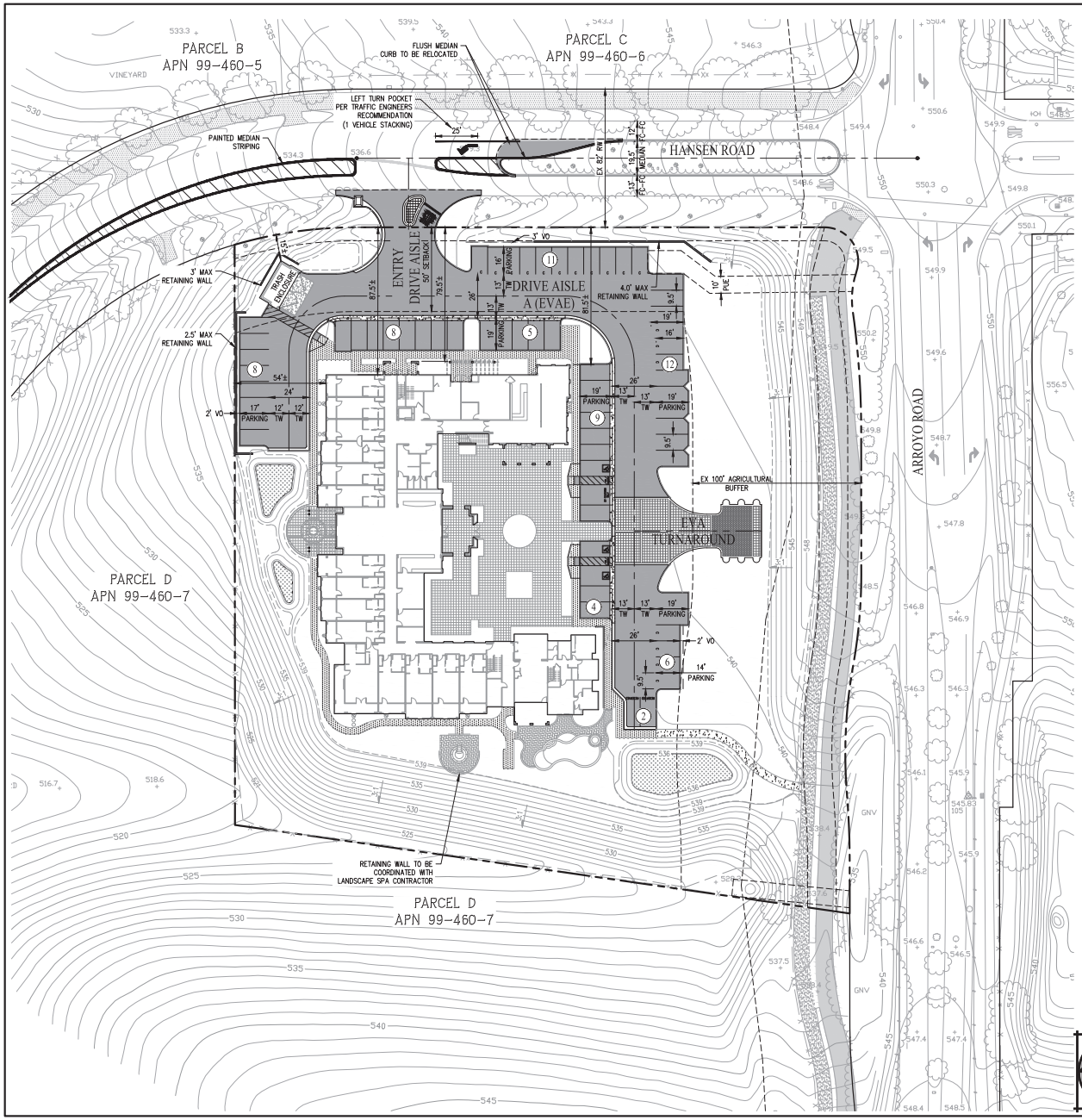



PAVEMENT DESIGN CHART

| STREET | TI | R | ASPHALTIC CONCRETE (AC) | CALTRANS CLASS 2 AGGREGATE BASE (AB) | TOTAL PAVEMENT THICKNESS |
|---|---|---|---|---|---|
| DRIVE AISLE | 5.0 | 5 | 3" | 10" | 13" |

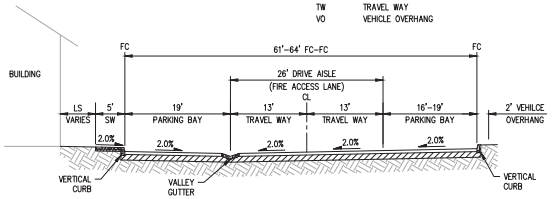
NOTES:
1. R-VALUE TO BE FINALIZED BY GEOTECHNICAL ENGINEER WITH FINAL DESIGN.
2. FINAL PAVEMENT DESIGN TO BE DETERMINED BY GEOTECHNICAL ENGINEER.

LEGEND

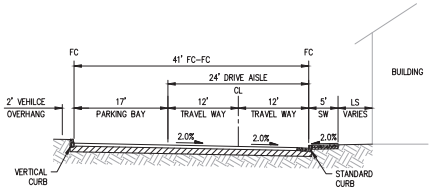
| EXISTING | PROPOSED | |
|---|---|---|
| | | PROJECT BOUNDARY |
| | | RIGHT-OF-WAY |
| | | LOT LINE |
| | | CENTERLINE |

ABBREVIATIONS

| | |
|---|---|
| AB | AGGREGATE BASE |
| AC | ASPHALT CONCRETE |
| BD | BOUNDARY |
| C | COMPACT |
| CL | CENTERLINE |
| DW | DRIVEWAY |
| EM | EASEMENT |
| EVAE | EMERGENCY VEHICLE ACCESS EASEMENT |
| FC | FACE OF CURB |
| FFC | FACE OF FLUSH CURB |
| FL | FLOW LINE |
| LS | LANDSCAPE |
| PUE | PUBLIC UTILITY EASEMENT |
| RW | RIGHT OF WAY |
| SW | SIDEWALK |
| TI | TRAFFIC INDEX |
| TW | TRAVEL WAY |
| VO | VEHICLE OVERHANG |




DRIVE AISLE (PARKING ON BOTH SIDES)
NOT TO SCALE




DRIVE AISLE (PARKING ON ONE SIDE)
NOT TO SCALE

# PRELIMINARY SITE PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

0' 30' 90' 120'
SCALE: 1" = 30'

DATE: APRIL 24, 2023

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WWW.CBANDG.COM

SHEET NO. C2 OF 6 SHEETS

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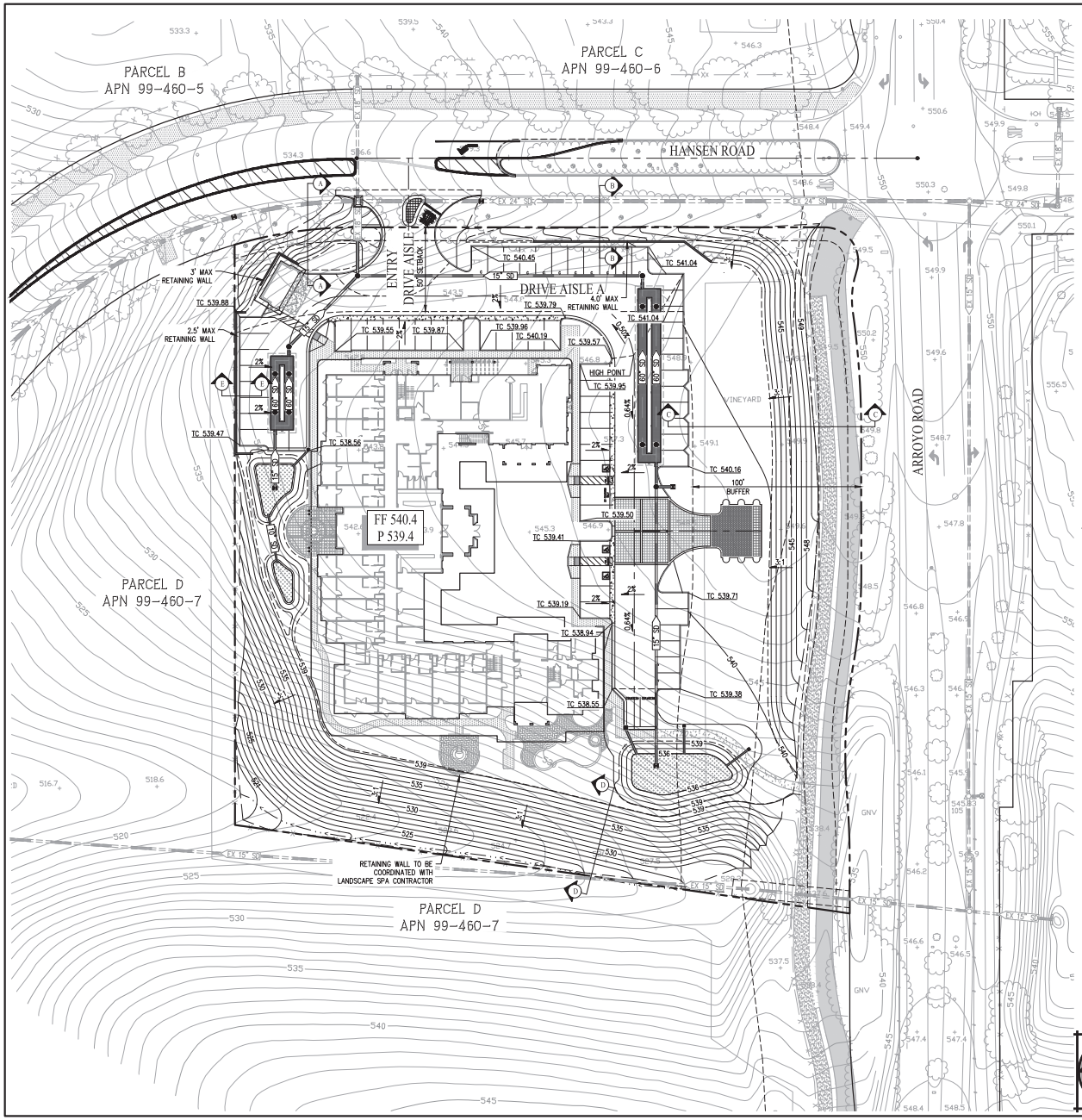


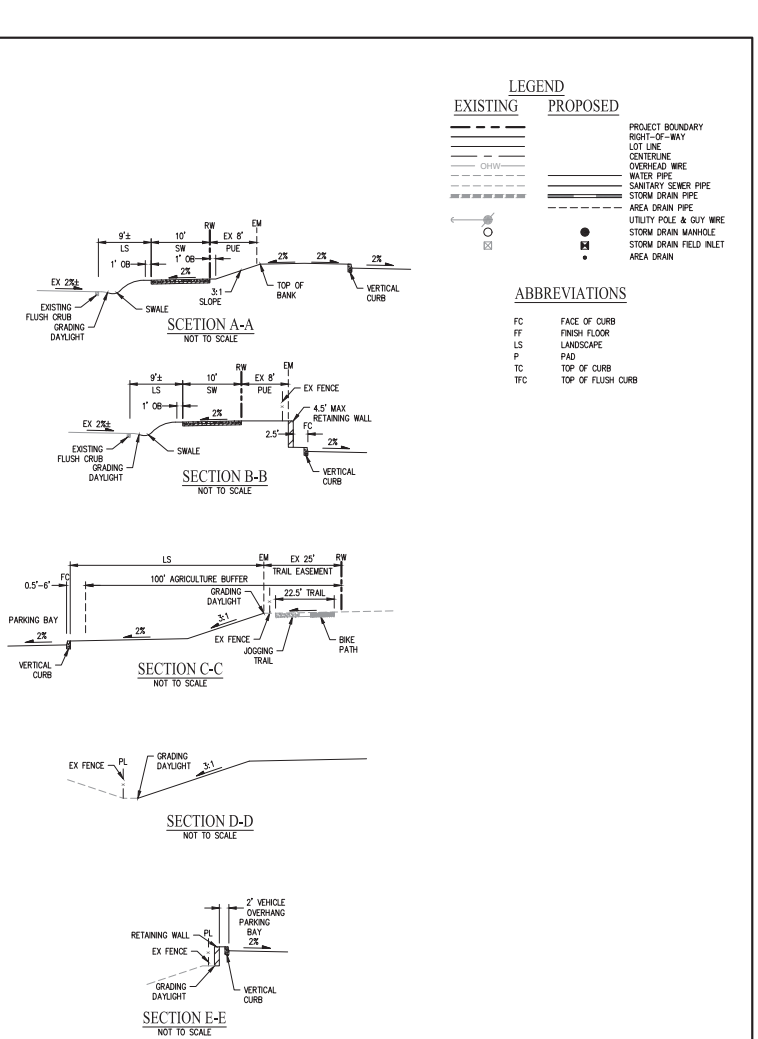


# PRELIMINARY GRADING PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 30' DATE: APRIL 24, 2023

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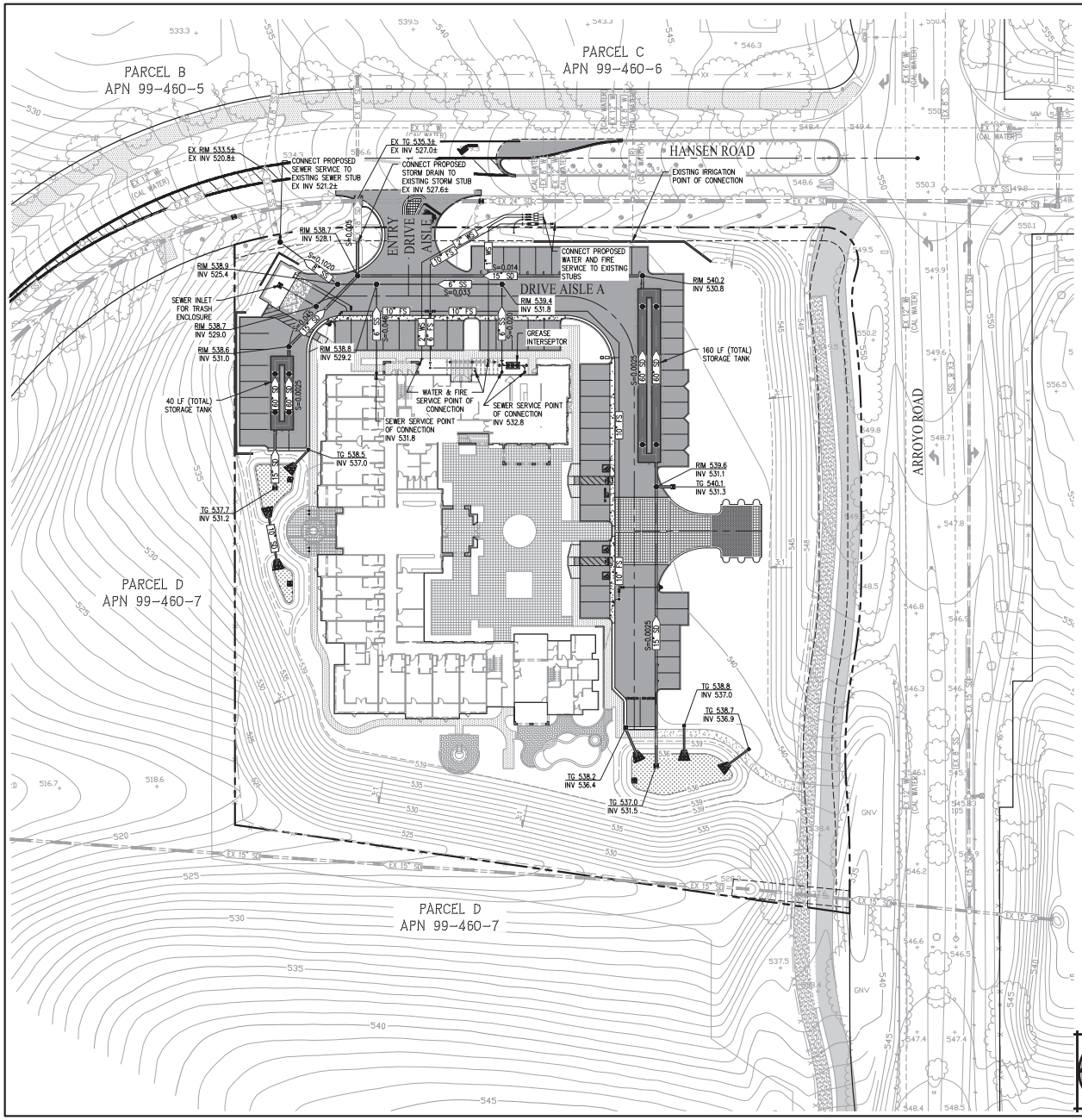
SHEET NO. C3 OF 6 SHEETS




LEGEND

| EXISTING | PROPOSED |
|---|---|
| | PROJECT BOUNDARY |
| | RIGHT-OF-WAY |
| | LOT LINE |
| | CENTERLINE |
| | WATER PIPE |
| | FIRE SERVICE |
| | SANITARY SEWER PIPE |
| | STORM DRAIN PIPE |
| | AREA DRAIN PIPE |
| | VALVE |
| | IRRIGATION METER |
| | BACKFLOW PREVENTER |
| | POST INDICATOR VALVE |
| | FIRE DEPARTMENT CONNECTION |
| | FIRE HYDRANT |
| | SANITARY SEWER MANHOLE |
| | SANITARY SEWER CLEANOUT |
| | SANITARY SEWER GREASE TRAP |
| | STORM DRAIN MANHOLE |
| | STORM DRAIN FIELD INLET |
| | AREA DRAIN |

# PRELIMINARY UTILITY PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

0' 30' 90' 120'

SCALE: 1" = 30'

DATE: APRIL 24, 2023

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SHEET NO. C4 OF 6 SHEETS

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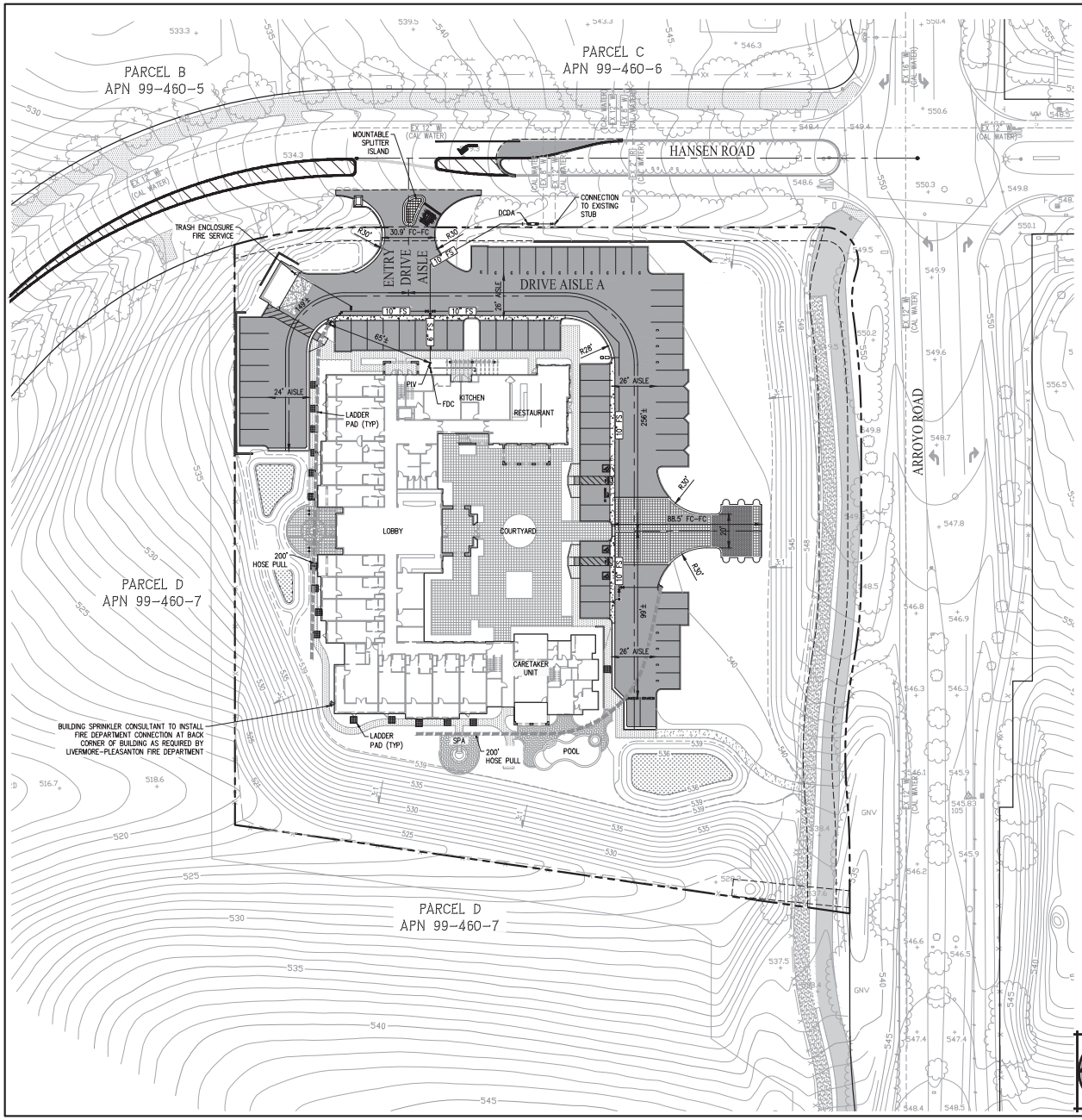


LEGEND

| EXISTING | PROPOSED |
|---|---|
| | PROJECT BOUNDARY |
| | RIGHT-OF-WAY |
| | LOT LINE |
| | CENTERLINE |
| | WATER PIPE |
| | FIRE SERVICE |
| | VALVE |
| | BACKFLOW PREVENTER |
| | POST INDICATOR VALVE |
| | FIRE DEPARTMENT CONNECTION |
| | FIRE HYDRANT |
| | LADDER PAD (PER ARCHITECT) |
| | WALL MOUNTED FIRE DEPARTMENT CONNECTION |
| | HOSE PULL |

LADDER PAD NOTES:
1. LADDER PAD MUST SUPPORT A GROSS WEIGHT OF 650 LBS.
2. DECK RAILINGS MUST BE RATED TO SUPPORT GROUND LADDER RESCUE LADDERS.

# PRELIMINARY FIRE ACCESS PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

0' 30' 90' 120'
SCALE: 1" = 30'

DATE: APRIL 24, 2023

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SHEET NO. C5 OF 6 SHEETS

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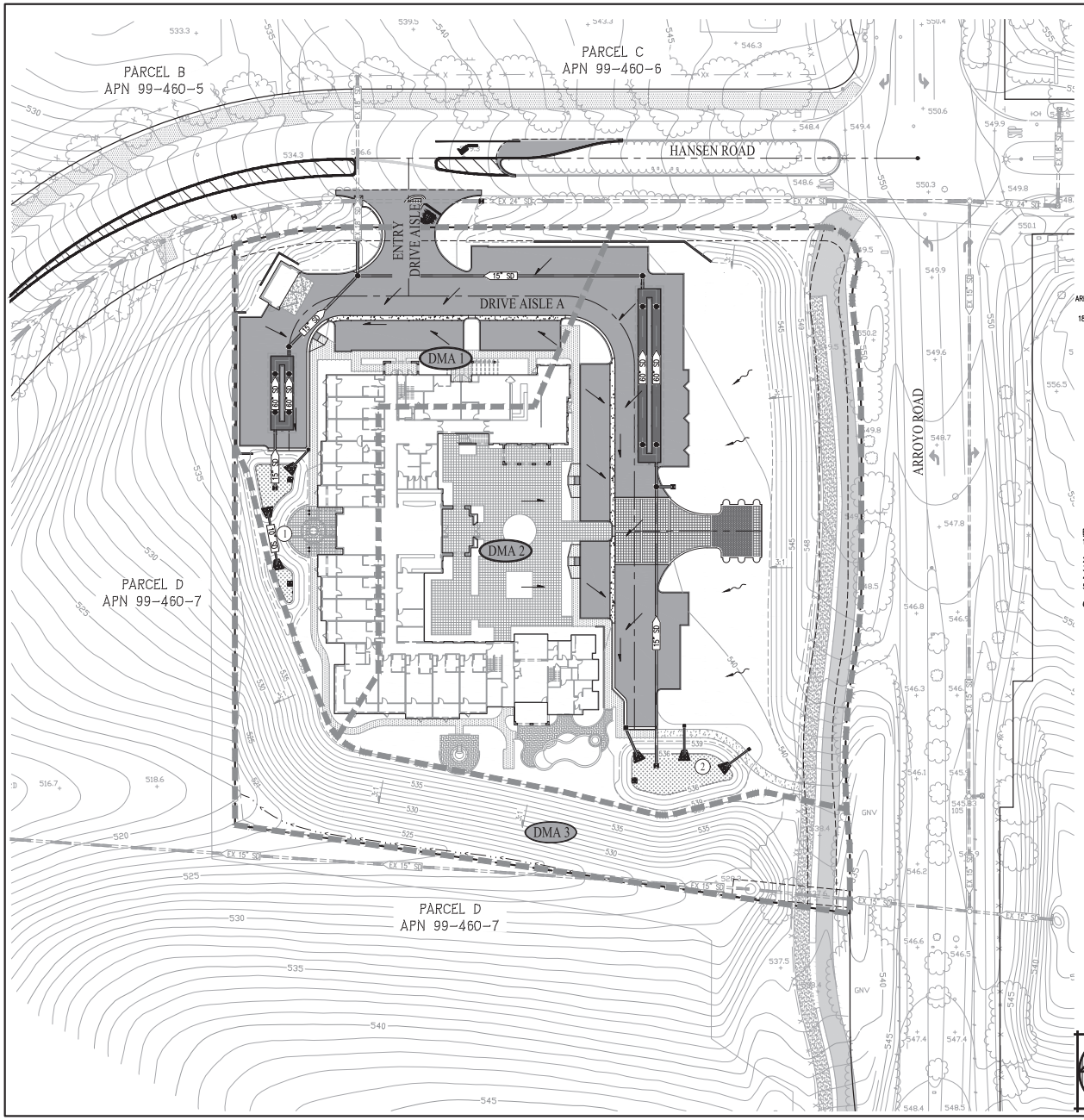
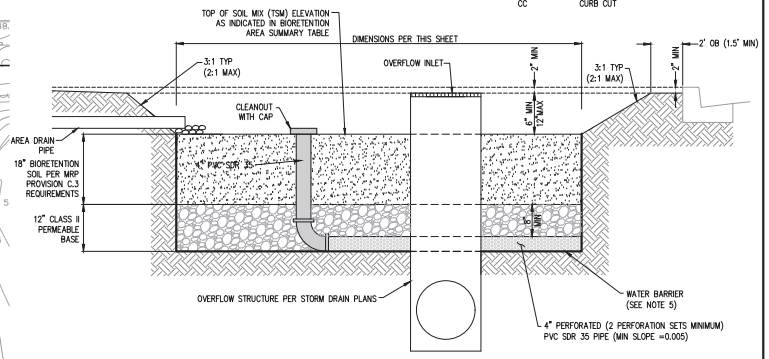



LEGEND

- PROJECT BOUNDARY
- ULTIMATE BUILDING PROJECTION
- LIMIT OF DRAINAGE MANAGEMENT AREA (DMA)
- BIORETENTION AREA
- 15" SD — STORM DRAIN PIPE (SIZE AND FLOW DIRECTION) / OVERLAND FLOW DIRECTION
- DMA 1 — DRAINAGE MANAGEMENT AREA
- CC — CURB CUT




BIORETENTION AREA
NOT TO SCALE

BIORETENTION AREA NOTES:
1. INSTALL A 4"x4" GROUTED COBBLE OUTFALL AT ALL DRAIN OUTLETS AND SWALE CONNECTION LOCATIONS TO BIORETENTION.
2. ALL COBBLES TO BE SPECIFIED PER THE LANDSCAPE PLANS AND TO BE 4"–6" IN DIAMETER.
3. MINIMUM SLOPE OF ALL PERFORATED PIPE TO BE 0.005.
4. ALL PERFORATED DRAIN PIPES TO HAVE 6" MINIMUM OF DRAIN ROCK ABOVE THE PIPE.
5. LINE SIDES AND BOTTOM OF THE BIORETENTION AREA WITH MINIMUM 30 MIL IMPERMEABLE PLASTIC MEMBRANE OR EQUIVALENT PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATION.
6. CONTRACTOR TO PROVIDE AT LEAST 3 INCHES OF COMPOSTED NON–FLOATING MULCH ON ANY EXPOSED EARTH WITHIN THE BIORETENTION AREA.

BIORETENTION AREA SUMMARY

| LOCATION | DRAINAGE MANAGMENT AREA (SF) | REQUIRED TREATMENT FACILITY AREA (SF) | PROVIDED TREATMENT FACILITY AREA (SF) | TSM ELEV | RISER/TG ELEV | REQUIRED PONDING DEPTH | DIMENSIONS |
|---|---|---|---|---|---|---|---|
| 1 | 32,583 | 485 | 577 | 536.7 | 537.7 | 12" | 22.5' X 25.5' |
| 2 | 83,164 | 1,100 | 1,210 | 536.2 | 537.2 | 12" | 34.0' X 35.5' |

NOTES:
1. ALL BIORETENTION AREAS HAVE BEEN SIZED PER THE ALAMEDA COUNTY CLEANWATER PROGRAM C.3 STORMWATER TECHNICAL GUIDANCE DATED OCTOBER 31, 2017, USING FLOW AND VOLUME COMBINATION CALCULATIONS.
2. DIMENSIONS INDICATED ABOVE ARE APPROXIMATE DUE TO THE IRREGULAR SHAPE OF EACH AREA. DIMENSIONS PROVIDED REPRESENT THE APPROXIMATE SHAPE REQUIRED TO ACHIEVE THE REQUIRED SQUARE FOOTAGE.

SELF-TREATING AREA SUMMARY

| LOCATION | DRAINAGE MANAGMENT AREA (SF) |
|---|---|
| 3 | 24,229 |

# PRELIMINARY STORMWATER CONTROL PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

0' 30' 90' 120'
SCALE: 1" = 30'

DATE: APRIL 24, 2023

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SHEET NO. C6 OF 6 SHEETS

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Livermore Wine Country Inn
Livermore, CA
July 18, 2019

REAR ELEVATION
A008

Michelle Boss
2231 Hampton Road, Livermore CA 94550
408-449-7697

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

Heading East on Hansen Road towards Arroyo Road

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

Michelle Boss
2231 Hampton Road, Livermore CA 94550
408-449-7697

REAR ELEVATION
A008

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

RIGHT ELEVATION
A007

Michelle Boss
2231 Hampton Road, Livermore CA 94550
408-449-7697

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

Project entrance on Hansen Road

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

Michelle Boss
2231 Hampton Road, Livermore CA 94550
408-449-7697

RIGHT ELEVATION
A007

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

September 17, 2019

Mr. Kam Purewal,
Assistant Planner
CITY OF LIVERMORE
1052 S. Livermore Avenue
Livermore, CA 94550

Subject: Designed Meeting Space as an Accessory Use at the Livermore Valley Wine Country Inn

Dear Mr. Purewal:

In follow up to our conversation on Friday 9/13/19, you asked me to send a written description of the intended use for the designed meeting space as an accessory use at the proposed Livermore Valley Wine Country Inn.

**Size:** Approx. 1,800 sf with a flexible room divider to break the space into 2 smaller areas as needed.

**Purpose/Use intent:** The indoor meeting space will primarily be for internal use (i.e. staff meetings), as well as **registered inn guest use** including: team building, classes, workshops, presentations, meetings and similar activities. The business plan of the Inn incorporates the marketing of this meeting space to attract guests to **fill room bookings mid-week**.

There is no plan at any point to hold weddings, concerts or other loud gatherings and parties, attracting a large number of the public in this space who are not occupying the **inn rooms as registered guests**.

**Capacity:** Would be determined by Fire Dept. Occupancy Limits

**Meeting Times:** Meetings could occur anytime from 8am - 10pm, 7 days a week, outside of Inn Quiet Hours.

Please let me know if any additional information is required.

Thank you,

Michelle Boss
Applicant

**L. Michelle Boss**
2231 Hampton Road
Livermore, CA 94550
(408) 449-7697
lmichelleboss@gmail.com

April 20, 2023

**City of Livermore - Community Development Department**
ATTN: Planning Commission & City Council
1052 South Livermore Avenue
Livermore, CA 94550

Re: APPLICANT STATEMENT

Esteemed Planning Commissioners, Council Members and Mr. Mayor:

As the Applicant of the Livermore Valley Wine Country Inn (LVWCI) project, located on the southwest corner of Hansen and Arroyo Roads, this is the first time I have submitted a public statement on behalf of the project.

As a Livermore resident, I am not your typical developer. I live, work and raise my children in the City and community of Livermore. My husband, Jason Lake, and I have been residents of Livermore and neighbors of our project since 2005 and 2016, respectively. Once this project is built, we plan to live onsite and continue being very involved in the business and our community.

We are responsible individuals, citizens, and parents. We are responsible business owners and neighbors dedicated to the community of Livermore.

I have spent the last five years working on this project. I encourage you to view our website and the video of me talking about the vision of this project at: https://www.livermorevalleywinecountryinn.com.

Not only have I contributed personal funds, countless hours and entrepreneurial risk into this project, but have faced 2 ½ years of litigation. As a result of the court delays, my development and carrying costs have more than doubled from the original project budget. This endeavor has certainly been a labor of love. My passion persists however, not only because of the

potential entrepreneurial reward, but because of what I repeatedly heard from many community stakeholders before deciding to pursue this project: **there is a *dire* need in Livermore for wine country lodging.**

It is well known and now well documented in the 2022 study by the Tri-Valley Conservancy and UC Davis, that our beloved and historic Wine Country is at a critical tipping point. Did you know that Livermore is actually the origin of the California wine industry? Many of the Cabernet and Chardonnay clones from Livermore, originally brought from Europe and propagated here in the Livermore Valley, now cover much of California. I learned that in Leadership Livermore as a graduate of the 2019 class. I was even more endeared to the region upon learning this, and share that with all visitors my husband and I host.

**As you know, this project is very important to the City of Livermore.** It represents significant support for our wine growers, economic benefits via tax revenues and job generation. It is a critical milestone to get the Livermore Wine region on the International map so we can continue to grow our agri-tourism industry.

**The LVWCI project is exactly what was intended in the South Livermore Valley Specific Development Plan and is designed in the exact spirit of what was envisioned over twenty years ago.**

In the initial City approval process of this project in 2018 and 2019, there was **very significant support demonstrated by our community**. The County of Alameda, City of Livermore, local and regional business owners, community stakeholders, residents and even out of town supporters were in support of this project. Many attended the Planning Commission and City Council meetings to speak in favor of the project.

**Additionally, a compelling number of letters of overwhelming support were submitted to the City of Livermore on behalf of the LVWCI project**. I encourage you to read through those letters in the City records from:

1. Tri-Valley Conservancy
2. Livermore Valley Chamber of Commerce
3. Charles T. Crohare, Olivina LLC
4. Dan Rosenberg & Bob Bossi, Owners of Dante Robere Vineyards
5. Livermore Downtown, Inc.
6. Jean King, Livermore Resident
7. Kim Fuller, General Partner, Livermore Valley Tennis Club
8. Livermore Valley WineGrowers Association
9. Michael Fredrich, Livermore Resident
10. Derek & Rhiannon Eddy, Proprietors of The Purple Orchid Inn & Spa
11. Visit Tri-Valley

12. Teresa A. Lagiss, Livermore Resident & Project Neighbor
13. Friends of Open Space & Vineyards
14. Christine Wente, President, Wente Foundation for Arts Education, Fifth Generation Winegrower, Wente Family Estates
15. Nicholas Harvey, Founder / CEO, Bay Area Redwood
16. Vicki Hubbard, Pleasanton Resident
17. Charlene & Tim Doppee, Livermore Residents & Project Neighbor
18. Eric Eltringham, Southern California Resident
19. Craig Waugh, Livermore Resident
20. Chris Chandler, Former Executive Director of the Livermore Valley WineGrowers Association
21. Debbie Davison, Petaluma Resident and future consumer of the Livermore Valley
22. Kat Weiss, Livermore Resident & Landscape Architect, Project Neighbor
23. Michael & Renata Class, Livermore Residents
24. Stephanie Stuart, former Livermore Resident
25. Terry Land, Livermore Resident
26. Mony Nop, Livermore Resident
27. Brad Tucker, Tri-Valley Resident
28. John Farris, Livermore Resident
29. Chelsea Anderson, Livermore Resident
30. Ryan Ranchhod, Hotel Developer & Central Valley Resident
31. Grace Pomroy, Washington State Resident
32. Tim Otto, Stockton, CA Resident
33. Heidi Griffin, Livermore Resident
34. Jennifer Karp, Michigan State Resident
35. Ellen Goold, Livermore Resident
36. Kurt Chambliss, Tri-Valley Resident
37. Peter Niles, Tri-Valley Resident
38. Lisa Fairchild, Pleasanton Resident
39. Jim & Peg Folta, Livermore Residents
40. Nathan O'Neal, Livermore Resident
41. Tyler Clements, Livermore Resident
42. Laura Batti & John Hogan, Livermore Residents
43. Nick Bell, Former Tri-Valley Resident
44. Kelly Bair, Livermore Resident & Project Neighbor
45. Cameran Haire & Bruce Mackinlay, Livermore Residents & Project Neighbor
46. S.P.A.R.C Theatre & Livermore Shakespeare Festival Board
47. Edison Guerra, Livermore Resident
48. Nancy Calhoun Mueller, 5th Generation Livermore resident
49. Jim Fiato, Livermore Resident

50. Sandra Stuart, Livermore Resident
51. Karl Wente, COO & Chief Winemaker, Wente Family Vineyards
52. Stu Bailey, Tri-Valley Resident
53. Jeff McDaniel, Lake Tahoe Resident
54. John Boss, Pacific Properties, Business Owner in Rohnert Park, CA
55. James Kicker, Livermore Resident
56. Mark Codiroli, Livermore Resident & Project Neighbor
57. Thomas Eltringham, Rio Vista, CA Resident
58. CJ Stark, Half Moon Bay, CA Resident
59. Kimbrely Gruidl, Fremont Bank Executive & Livermore Resident
60. Linda Green, Stockton, CA Resident
61. Aly Wente O'Neal, 5th Generation Winemaker, Livermore Resident & Project Neighbor
62. Steven Kirch, Livermore Resident
63. Jake & Kate Walsh, Livermore Residents & Project Neighbor
64. Larry Dino, Owner, Cuda Ridge Winery, Project Neighbor
65. Ron Scudder, Livermore Resident & Project Neighbor
66. Holger Hornisch, Former Wood Family Winery General Manager
67. Tamara O'Meara, Livermore Resident
68. Kimm Hargraves, Livermore Resident & Project Neighbor
69. Dara Connolly, Tri-Valley Resident
70. Wendy Travis-Cook, Tri-Valley Resident
71. David Tognela, Tri-Valley Resident
72. Angela Casillas, Tri-Valley Resident
73. Shelley Lumm, Dublin, CA Resident
74. Lydia Eltringham, Rio Vista, CA Resident
75. Susie Boss, Arboga, CA Resident

The project now has an even larger group of supporters in favor of moving forward as designed.

**What I'd like to instill today, if nothing else, is that the sole reason this project is coming before you for re-approval is because of a very small, but loud, group of NIMBY (not in my backyard) neighbors, that have vehemently opposed this project from the start and got lucky in finding a legal loophole to get to where we are at today.** This group does NOT represent the greater neighborhood sentiment, community majority or any other significant community stakeholder nor business owner in Livermore.

The fact is, this exact project - a 30-room Inn with a large restaurant and caretaker's unit - was planned and zoned for this specific parcel many years before the nearby homes were built. The time and place for opposing this development was long before a developer came along and invested significant time and resources to make this Inn a reality for our community.

Unfortunately, despite myself and City staff reaching out early in the planning process, gathering feedback from all neighbors at two separate community meetings, and then addressing concerns with multiple concessions and conditions, this small group of NIMBY's still pursued litigation.

**After 2 ½ years of court delays, there are absolutely no material changes required to the development plan or project itself. We are doing nothing wrong or illegal here!**

I'd like to be clear, this group of neighbors who have formed the group "Friends of South Livermore" are not the typical dissenters. This group **does not** include Joan Seppala or Jean King. Please see the list above and reference City records noting that Jean King submitted a letter of support for this project back in 2019. Joan Seppala was on the original planning committee for the South Livermore Valley Specific Development Plan and endorses this beneficial project.

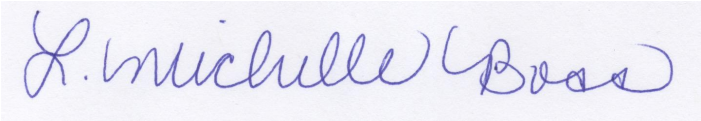
Rather, the residents hiding behind the "Friends of South Livermore" or "F.O.S.L." group, consist of John Nunes, Donna Cabanne, Peter Young and Kendall Smith. This is a tiny fraction of the immediate neighborhood. Following court mandated settlement attempts with this group, it is clear that NOTHING - no condition or concession - will EVER satisfy the F.O.S.L group. It is also clear that the unreasonable demands and complaints of the F.O.S.L. are completely unfounded, fear-based and a result of imagined circumstances of operating this small business over 300 yards away from their homes. They are not taking the well-being of the community into account, but rather trying to slow down the project for their own selfish motives until I give up or run out of funding. They are bullies and sore losers. They have verbally attacked me at the community meetings, harassed me online, and graffitied the signage on the project parcel multiple times. Who graffiti's property in their own neighborhood? The members of F.O.S.L. Their behavior speaks for itself.

The F.O.S.L. are at the end of their legal rope. They have lost, which is why I anticipate you will see them throwing a public temper tantrum at both the upcoming Planning Commission and City Council meetings where this issue is on the agenda (May 2 and May 22, 2023). The F.O.S.L. do not represent the Livermore community at large. The F.O.S.L. do not speak for a majority of the surrounding neighborhood. It's time for us all to agree to disagree and move forward.

In conclusion, I thank you for taking the care and diligence to become familiar with the extensive history and background of this project. I thank you for your time to read through to the end of this statement. **I urge you to approve the amendment before you specifying the 50 foot setback from Hansen Road, and re-entitle this well-thought out, responsibly developed project.**

This is a very beneficial project for our entire community that has been long desired and much needed.  We all deserve to see it happen!

Sincerely,



L. Michelle Boss

Founder, Livermore Valley Wine Country Inn

Managing Member, LWCI LLC

**Rodney Worth**
The Worth Group, Chef & Owner
(925) 389-2176
rworth@rodneyworth.com
https://www.rodneyworth.com/

April 24, 2023

**City of Livermore - Community Development Department**
ATTN: Kam Purewal
1052 South Livermore Avenue
Livermore, CA 94550

Re: Gas Appliance Exemption for New Construction Commercial Kitchen

Dear Kam:

This letter is in regards to an exemption for the use of combustion equipment rather than electric in the planned commercial kitchen at the Livermore Valley Wine Country Inn project located at 3459 Arroyo Road, Livermore, CA 94550.

As a professional chef since 2003, and the Executive Chef / Owner of the restaurant planned for the Livermore Valley Wine Country Inn, I am seeking an exemption to use gas appliances for the following critical reasons based on my experience, and for the success of this restaurant business:

1. Electric and induction tops have a serious lag time and make it difficult to regulate temperatures while cooking. Temperature regulation is essential for proper menu execution.

2. There is a massive supply chain shortage in the pot stock and equipment that is required for cooking on an electric or induction top. Lack of inventory and the ability to replace equipment when needed is a serious operational concern that could severely and negatively impact our ability to serve our customers.

3. Lastly and most importantly, electric and induction tops are approximately 10x more expensive to operate and maintain, as well as require different pots and pans which are also more expensive to purchase and maintain. The anticipated costs required with using the electric equipment is a serious detriment to cost controls, profitability and business viability.

This request is a business need which cannot be achieved equivalently with an electric heating appliance. Further, energy efficient equipment will be used throughout the business and property based on Energy Star or California Energy Wise qualifications, as available.

Thank you for the consideration of my request.

Sincerely,

Chef Rodney Worth

# Electric Kitchen Equipment Exemption

Final Audit Report 2023-04-24

| | |
|---|---|
| Created: | 2023-04-24 |
| By: | Michelle Boss (lmichelleboss@gmail.com) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAARrz8dm5VtZiUlrGTmFO1Cr-h9JXugj9L |

## "Electric Kitchen Equipment Exemption" History

Document created by Michelle Boss (lmichelleboss@gmail.com)
2023-04-24 - 8:19:48 PM GMT- IP address: 73.223.34.140

Document emailed to rworth@rodneyworth.com for signature
2023-04-24 - 8:20:35 PM GMT

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Traffic Impact Study

# Livermore Wine Country Inn

Livermore, CA

August 23, 2019

TJKM

## Table of Contents

**Introduction and Summary ..... 1**
Introduction ..... 1
Summary ..... 1
**Intersection Analysis Methodology ..... 7**
Study Methodology ..... 7
Level of Service Methodology ..... 7
Significant Impact Criteria ..... 10
**Existing Traffic Conditions ..... 11**
Roadway Network ..... 11
Existing Peak Hour Volumes ..... 11
Intersection Level of Service Analysis – Existing Conditions ..... 14
**Existing plus Project Conditions ..... 15**
Project Trip Generation ..... 15
Project Trip Distribution and Assignment ..... 16
Intersection Level of Service Analysis – Existing plus Project Conditions ..... 16
**Cumulative (2040) Conditions ..... 20**
Intersection Level of Service Analysis – Cumulative No Project Conditions ..... 20
Intersection Level of Service Analysis – Cumulative plus Project Conditions ..... 21
**Multi-modal Impact Findings ..... 25**
Bicycle Impacts ..... 25
Pedestrian Impacts ..... 25
Public Transit Impacts ..... 25
**Site Plan Evaluation ..... 26**
Site Access Provisions ..... 26
Parking Supply Evaluation ..... 26
**Impact Findings & Recommendations ..... 28**

**Tables**

Table 1: Level of Service Definitions for Signalized Intersections ..... 8
Table 2: Level of Service Definitions for Stop-controlled Intersections ..... 9
Table 3: Peak Hour Intersection Level of Service – Existing Conditions ..... 14
Table 4: Project Trip Generation Forecast ..... 15
Table 5: Peak Hour Intersection Level of Service – Existing plus Project Conditions ..... 17
Table 6: Peak Hour Queues – Existing plus Project Conditions ..... 17
Table 7: Peak Hour Intersection Level of Service – Cumulative 2040 (No Project) Conditions ..... 20
Table 8: Peak Hour Intersection Level of Service – Cumulative 2040 plus Project Conditions ..... 21
Table 9: Peak Hour Queues – Cumulative 2040 plus Project Conditions ..... 22
Table 10: Shared Parking Demand by Time of Day ..... 27

**Figures**

Figure 1: Vicinity Map ..... 3
Figure 2: Proposed Site Plan ..... 4
Figure 2b: Proposed Overflow Parking Provisions ..... 5
Figure 3: Study Intersections ..... 6
Figure 4: Existing Lane Geometries and Traffic Controls ..... 12
Figure 5: Existing Peak Hour Traffic Volumes ..... 13
Figure 6: Project Trip Distribution and Trip Assignment ..... 18
Figure 7: Existing Plus Project Peak Hour Traffic Volumes ..... 19
Figure 8: Cumulative No Project Peak Hour Traffic Volumes ..... 23
Figure 9: Cumulative plus Project Peak Hour Traffic Volumes ..... 24

**List of Appendices**

Appendix A – Project Plan Set
Appendix B – Intersection Count Data
Appendix C – Level of Service Results
Appendix D – Queuing Reports for Signalized Intersection

## Introduction and Summary

### Introduction

This report presents the results of the Traffic Impact Study (TIS) conducted for the proposed *Livermore Wine Country Inn* in Livermore, CA. The purpose of this report is to provide results of transportation impacts to the surrounding transportation system. To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, study intersections were evaluated in accordance with the standards set forth by the transportation impact analysis requirements of the City of Livermore.

The project location is at the southwest corner of Hansen Road and Arroyo Road in Livermore, as shown on **Figure 1**. The project site is an agricultural parcel located adjacent to the southwest corner of Hansen Road and Arroyo Road. A bicycle and pedestrian path separates the project site from Arroyo Road.

The proposed project would develop the parcel with a 30-room bed & breakfast and a 2,000 square foot restaurant, and a 2-story 2,400-square foot 3-bedroom/2 bath caretakers' residence.

As proposed, site access for all travel modes would be provided from Hansen Road (west of the intersection with Arroyo Road). Internal circulation would be provided by a U-shaped internal drive aisle that would provide vehicle access to drop-off areas and parking spaces. A sidewalk would be constructed adjacent to the south side of Hanson Road that would connect with the bicycle and pedestrian path on the west side of Arroyo Road. A pedestrian path adjacent to the driveway would connect the sidewalk with an internal pedestrian path to/from building entrances. The existing median on Hansen Road would be modified to accommodate inbound left-turns to the project driveway.

The preliminary proposed site plan is shown on **Figure 2**, and the preliminary site plan set of architectural drawings in provided in **Appendix A**.

The project would provide 12 bicycle parking spaces and up to 80 on-site motor vehicle parking spaces to include:

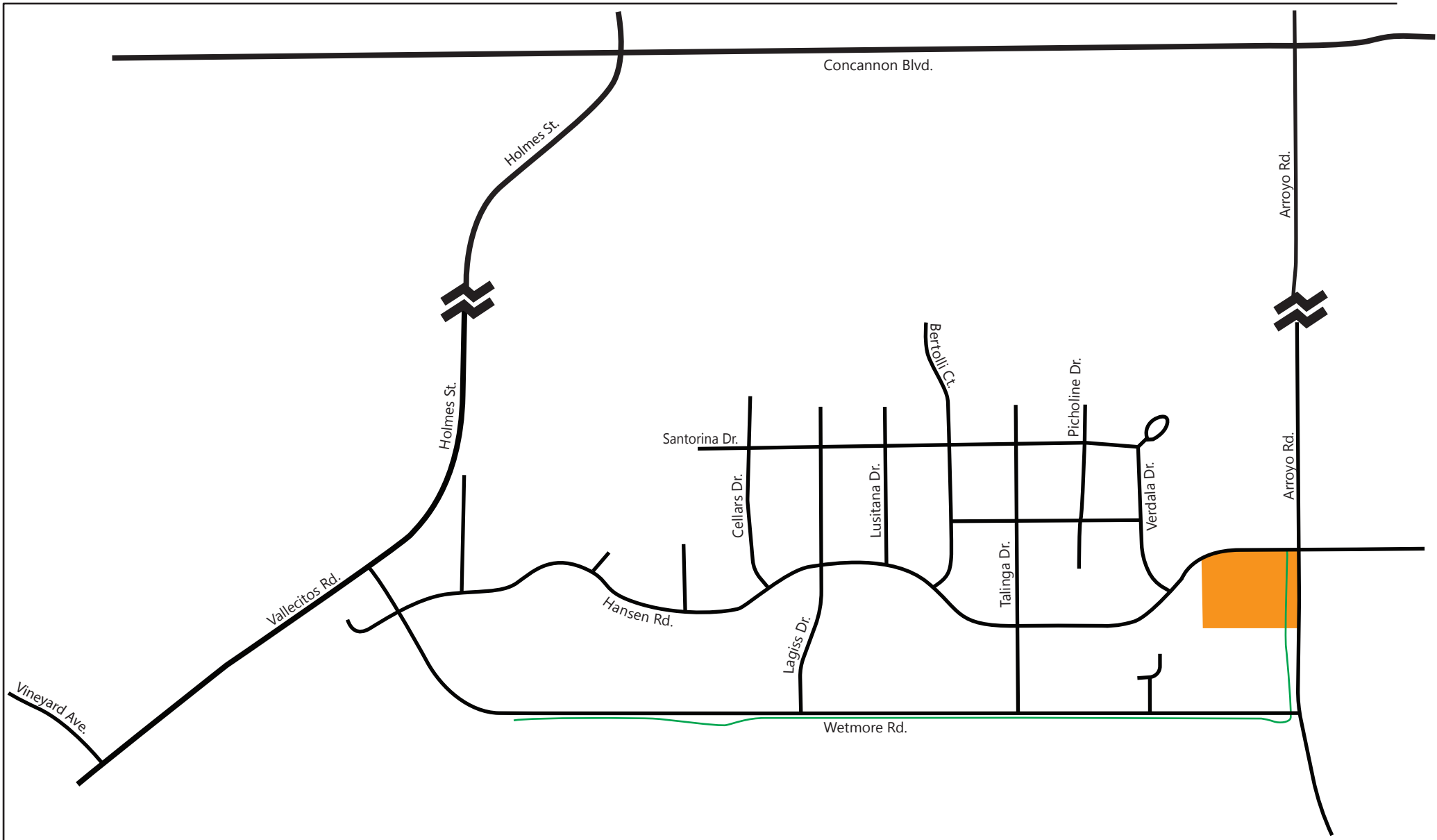
- 61 paved on-site motor vehicle parking spaces.
- 19 additional unpaved, on-site motor vehicle parking spaces would be provided within an overflow parking area, near the emergency vehicle access (EVA) turnaround on the east side of the site. The proposed overflow parking area is shown on Figure 2a.

### Summary

The proposed project is expected to generate a net increase of 14 vehicle trips during the a.m. peak hour (6 inbound and 8 outbound) and 37 vehicle trips during the p.m. peak hour (24 inbound and 13 outbound). TJKM evaluated peak-hour traffic operations at five study intersections. Under Existing Conditions, all study intersections operate at acceptable levels of service for both the a.m. and p.m. peak hours, based on City standards. Under Project Conditions, with the addition of project-generated traffic in addition to traffic that would be generated by future traffic growth in the vicinity, all study intersections are expected to continue operating at acceptable levels of service for both the a.m. and p.m. peak hours with minor changes in average delay, and without resulting in left-turn queues exceeding storage capacity. Therefore, traffic impacts are less than significant and no mitigations are required.

The project is proposing to modify the median on Hansen Road at the project entrance and construct a new sidewalk on the south side of Hansen Road. The proposed project entrance is expected to adequately accommodate ingress and egress for motorists, bicyclists and pedestrians, and the proposed supply of 80 on-site parking spaces would accommodate peak demand.

***Figure 1: Vicinity Map***



## *Figure 2: Site Plan*

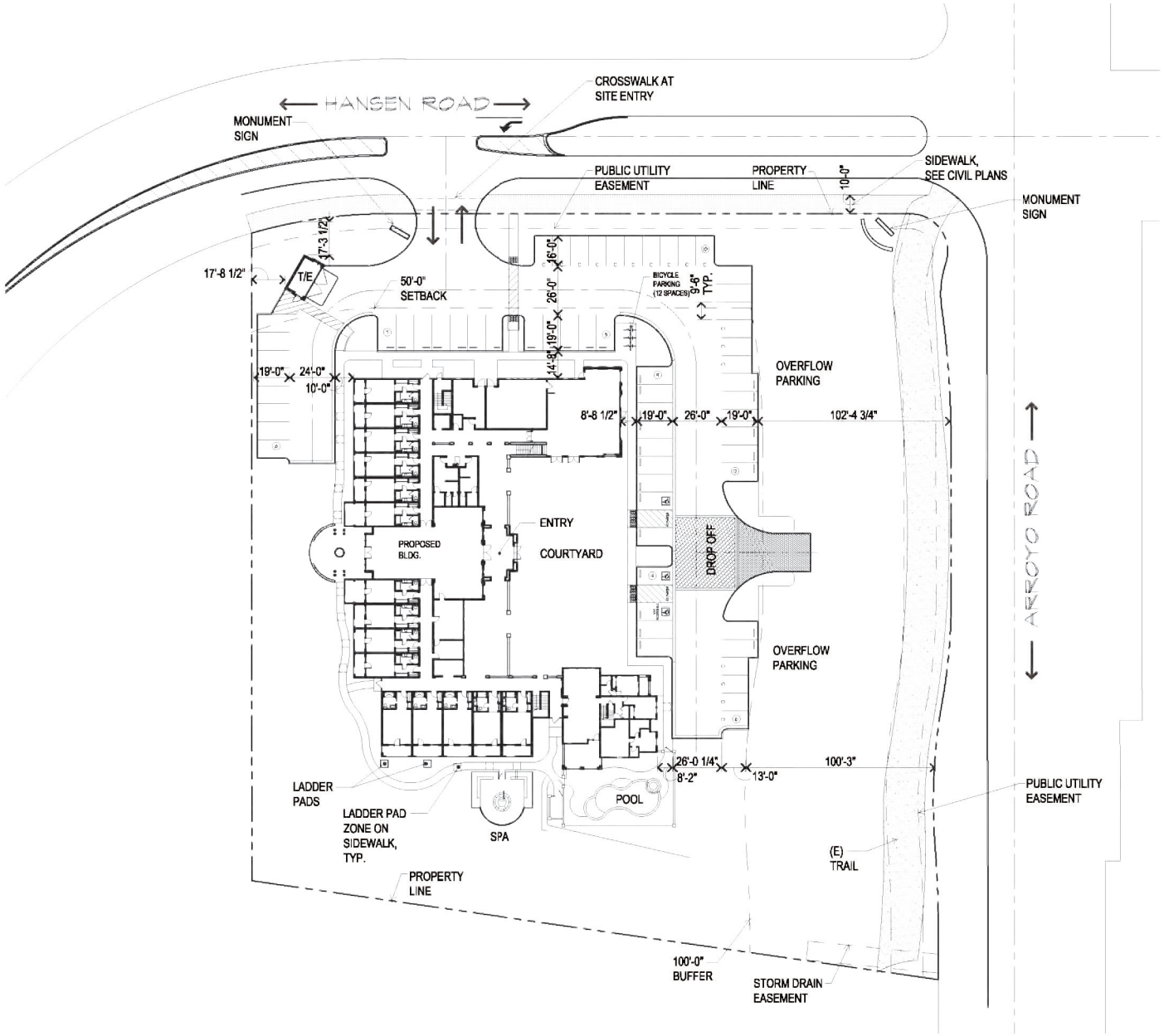
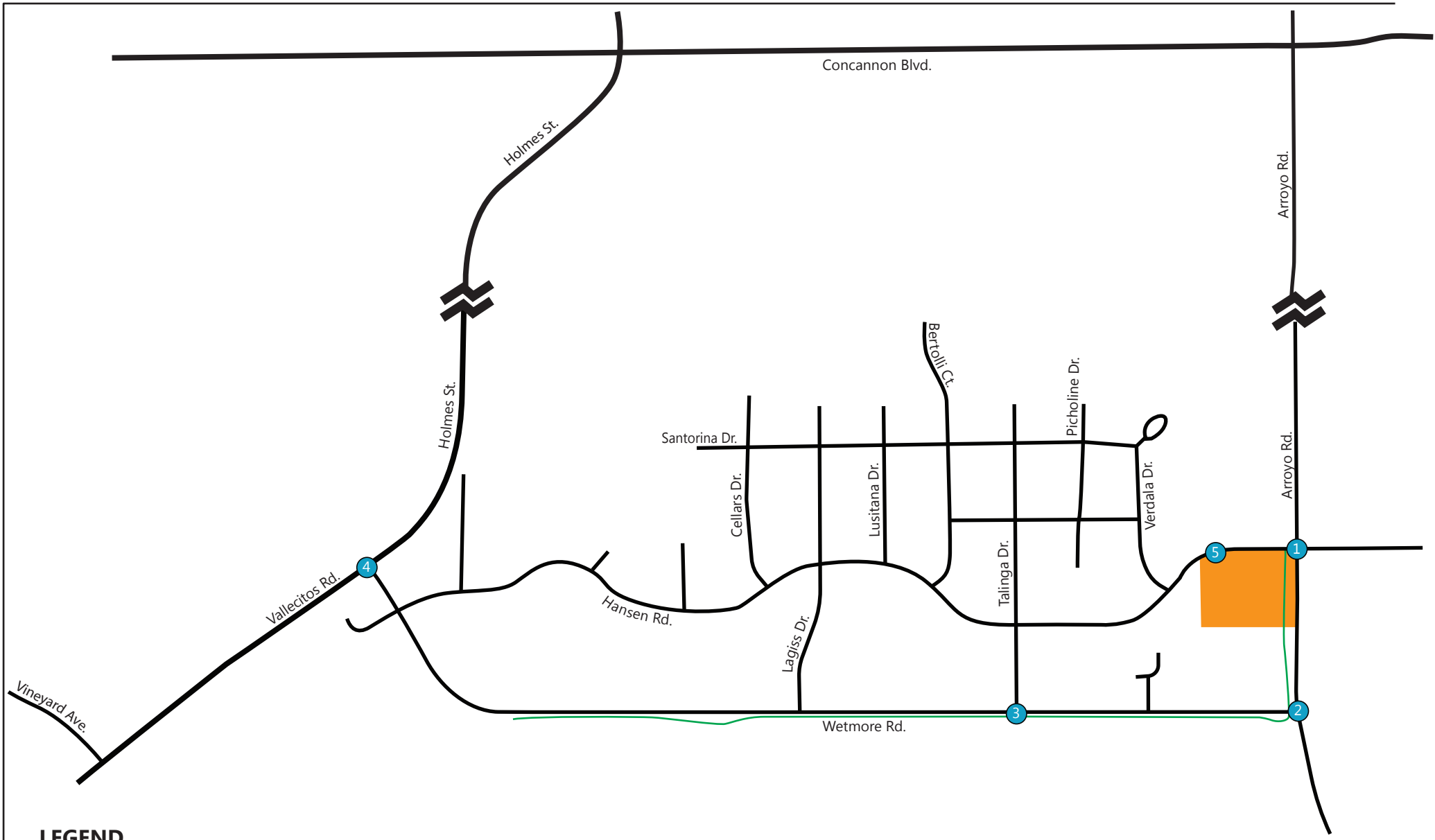


**Figure 2b: Proposed Overflow Parking Provisions**

***Figure 3: Study Intersections***



## Intersection Analysis Methodology

### Study Methodology

The assessment of potential traffic impacts is based on a comparison of a.m. and p.m. peak hour traffic conditions under the following four scenarios:

1. *Existing Conditions*: This scenario assess the existing bicycle, motor vehicle and pedestrian circulation conditions, and describe existing transit service within walking distance of the site.
2. *Existing plus Project Conditions*: This scenario evaluates potential impacts of the project trips to the surrounding transportation network, as well as potential transportation impacts that could result from proposed physical improvements under the proposed project.
3. *Cumulative (2040) No Project conditions:* In this scenario, an annual growth rate of two percent is applied to the existing conditions without adding project generated trips.
4. *Cumulative (2040) plus project conditions:* Under this scenario, potential impacts will based on the addition of project trips to the surrounding transportation network, as well as potential transportation impacts that could result from proposed physical improvements under the proposed project.

The following five study intersections were selected based on the project location, local travel patterns, and review by City staff:

1. Arroyo Rd & Hansen Rd
2. Arroyo Rd & Wetmore Rd
3. Talinga Dr & Wetmore Rd
4. Vallecitos Rd-Holmes St & Wetmore Rd
5. Hansen Rd & Project Driveway

The location of each study intersection is shown on **Figure 3**.

### Level of Service Methodology

Traffic impacts on the study intersections were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. There are six levels of service defined for each type of facility (i.e., roadway or intersection) analyzed. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups. Procedures for analyzing each type of facility are based on the *Highway Capacity Manual*. The HCM methods for calculating LOS for signalized and unsignalized intersections are described below.

*Signalized Intersections*

Traffic operations at signalized intersections is based on the weighted average control delay measured in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections.

Table 1: Level of Service Definitions for Signalized Intersections

| Level of Service | Description |
|---|---|
| A | Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values. |
| B | Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay. |
| C | Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping. |
| D | Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. |
| E | Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent. |
| F | Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay. |

Source: Highway Capacity Manual

*Unsignalized Intersections*

The LOS for unsignalized intersections (side-street or all-way stop controlled intersections) is also defined by the average control delay per vehicle (measured in seconds). The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side-street stop-controlled intersections, delay is calculated for each stop-controlled movement and for the uncontrolled left turns, if any, from the main street. The delay and LOS for the intersection as a whole and for the worst movement are reported for side-street stop intersections. The intersection average delay is reported for all-way stop intersections. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections. The delay ranges for unsignalized intersections are lower than for signalized intersections as drivers expect less delay at unsignalized intersections.

Table 2: Level of Service Definitions for Stop-controlled Intersections

| Level of Service | Description |
|---|---|
| A | Very low control delay less than 10 seconds per vehicle for each movement subject to delay. |
| B | Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay. |
| C | Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay. |
| D | Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay. |
| E | Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay. |
| F | Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay. |

Source: Highway Capacity Manual

Each of the study intersections were analyzed using *Synchro Version 10* software and *HCM 6th Edition* methodology. The LOS assessment under all scenarios is based on current traffic controls and signal timing. Signal timing sheets were provided by the City of Livermore for the signalized study intersection of Vallecitos Road/Holmes Street and Wetmore Road.

**Significant Impact Criteria**

According to the City's adopted 2004 General Plan (Circulation element, amended 2014), the intersection LOS standard for signalized intersections is mid-level D (up to 45 seconds of average vehicle delay), except in the Downtown Area and near freeway interchanges where LOS E is acceptable. The intersection standard for all-way stop-controlled intersections is mid-level E (up to 45 seconds of average vehicle delay). The intersection standard for one-way or two-way stop-controlled intersections is up to 90 seconds of average delay for the critical movement.

A signalized or all-way stop-controlled intersection already operating at an unacceptable LOS would experience a significant impact if the addition of project traffic would increase average delay by five seconds or more, and project traffic increases the overall v/c value by 0.03 or more, or increases the critical v/c value by 0.05 or more. A one-way or side-street stop-controlled intersection operating at an unacceptable LOS would experience a significant impact if the project increases the critical v/c value by 0.05 or more.

City staff indicated that the City of Livermore has no adopted impact criteria for determining the significance of impacts to bicycle, pedestrian or transit circulation. Therefore, as directed by City staff, such impacts will be assessed based on standard CEQA checklist criteria that identifies impacts as potentially significant if a project disrupts existing or planned bicycle, pedestrian or transit facilities, or conflicts with an adopted policy, plan or program supporting alternative transportion.

## Existing Traffic Conditions

This section describes the existing conditions in the project site vicinity, including roadway facilities, bicycle and pedestrian facilities. In addition, existing traffic volumes and operations are presented for study intersections, including the results of LOS calculations.

### Roadway Network

Major local roadway facilities providing access to the proposed development are discussed below.

***Arroyo Road*** is a north-south collector street and special rural route that provides regional access to Lake Del Valle and other rural areas in the Alameda County. Within the City of Livermore, this road turns into L Street moving further north. Adjacent to the project site, a right and left turn lane pockets are provided in both directions while approaching Hansen Road. Near the project site, the road also provides an adjacent bike/pedestrian path. The posted speed limit is 40 miles per hour (mph).

***Vallecitos Road/Holmes Street*** is a major street that merges First Street in the north and State Route – 84 in the South. The posted speed limit is 45 miles per hour (mph) and has adjacent bike lanes in both the direction.

***Wetmore Road*** similar to the Arroyo Road is a collector street and special rural route, which connects Major Street Vallecitos Road and Arroyo Road. The posted speed limit is 40 miles per hour (mph).

***Hansen Road*** is a local street with a posted speed limit of 25 miles per hour (mph). This road provides a buffered sidewalk for the westbound traffic.

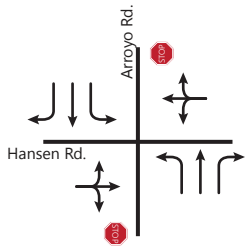
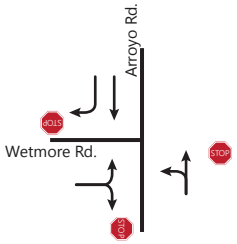
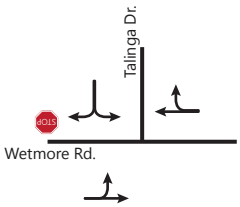
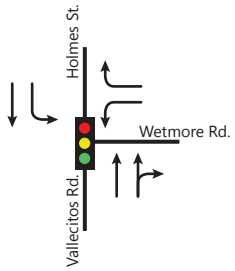
***Talinga Drive*** is a local street with a posted speed limit of 25 miles per hour (mph).

### Existing Peak Hour Volumes

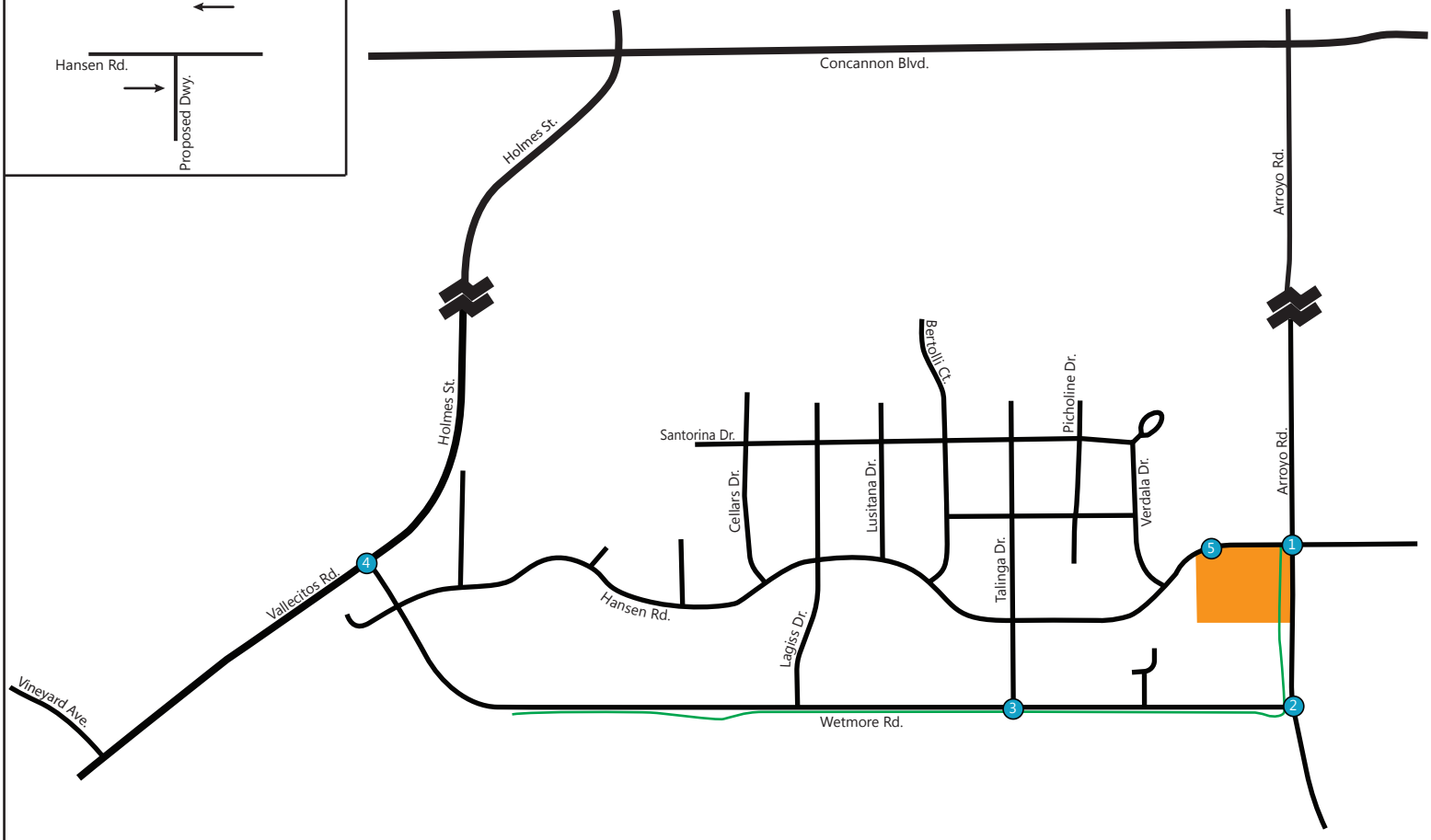
TJKM evaluated existing traffic conditions at selected study intersections during both the a.m. and p.m. peak hour on a typical weekday. Intersection turning movement counts of vehicles, bicycles, and pedestrians were collected during the a.m. peak period (7:00-9:00 a.m.) and p.m. peak period (4:00-6:00 p.m.) on Tuesday, March 26, 2019. Detailed data sheets showing the results of the intersection counts are provided in **Appendix B**.

The existing motor vehicle turning movement volumes, lane geometry, and traffic controls at each study intersections are illustrated on **Figure 4**.

## *Figure 4: Existing Lane Geometries & Traffic Controls*

| **Intersection #1**<br>Arroyo Rd. / Hansen Rd. | **Intersection #2**<br>Arroyo Rd. / Wetmore Rd. | **Intersection #3**<br>Talinga Dr. / Wetmore Rd. | **Intersection #4**<br>Vallecitos Rd. & Holmes St. / Wetmore Rd. |
|---|---|---|---|
|  |  |  |  |

| **Intersection #5**<br>Project Dwy. / Hansen Rd. |
|---|
|  |




## LEGEND

- Study Intersection
- Bike Path
- Project Site
- Stop Sign
- Traffic Signal

N

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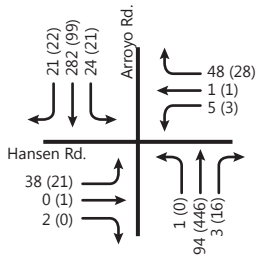
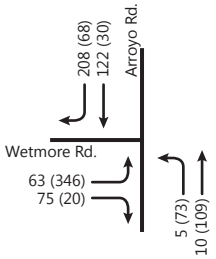
089-381

## *Figure 5: Existing Peak Hour Traffic Volumes*

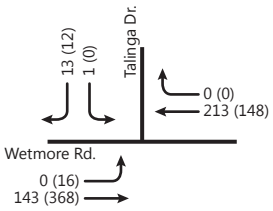
**Intersection #1**
Arroyo Rd. / Hansen Rd.



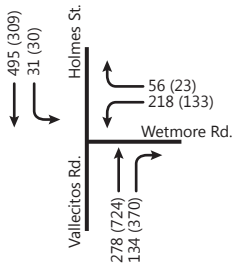

**Intersection #2**
Arroyo Rd. / Wetmore Rd.




**Intersection #3**
Talinga Dr. / Wetmore Rd.

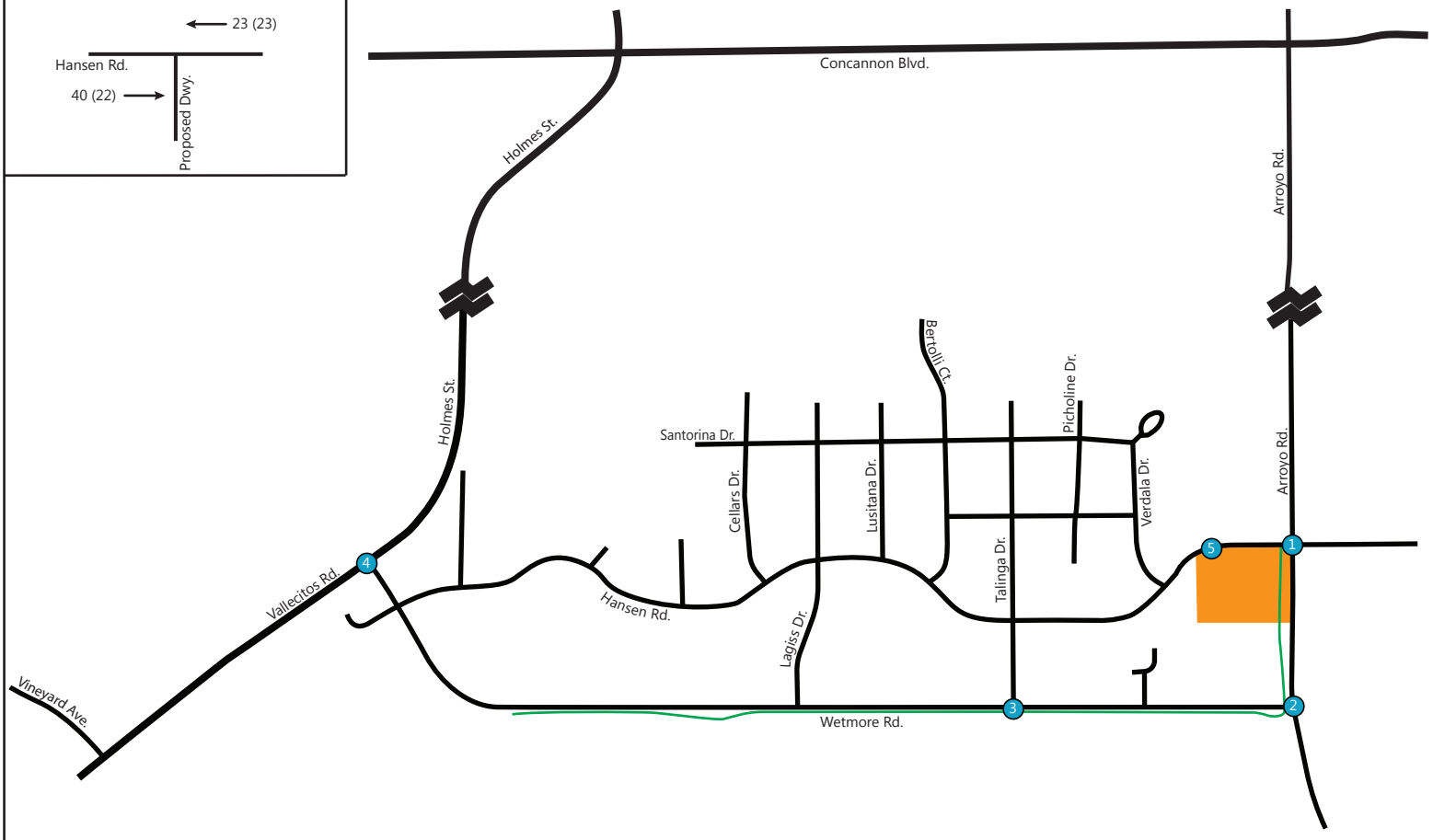



**Intersection #4**
Vallecitos Rd. & Holmes St. / Wetmore Rd.




**Intersection #5**
Project Dwy. / Hansen Rd.




## LEGEND

- X — Study Intersection
- Bike Path
- Project Site
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume

N

TJKM

**Intersection Level of Service Analysis – Existing Conditions**

Under Existing Conditions, all study intersections are operating acceptably based on City of Livermore standards during both the a.m. and p.m. peak hours. Average delay does not exceed mid-level C at any study intersections. Motorists experience the longest delay during both peak hours at the intersection of Vallecitos Road/Holmes Street and Wetmore Road.

The existing peak hour LOS at each study intersection under Existing Conditions is shown on **Table 3**. LOS calculations are provided in **Appendix B**.

Table 3: Peak Hour Intersection Level of Service – Existing Conditions

| *ID* | *Intersection* | *Intersection Control* | *A.M. Peak Hour* | | *P.M. Peak Hour* | |
|---|---|---|---|---|---|---|
| | | | *Average Delay* | *LOS* | *Average Delay* | *LOS* |
| 1 | Arroyo Road & Hansen Road | Side-street Stop | 15.1 | C | 17.8 | C |
| 2 | Arroyo Road & Wetmore Road | All-way Stop | 8.6 | A | 12.4 | B |
| 3 | Talinga Drive & Wetmore Road | Side-street Stop | 9.6 | A | 9.3 | A |
| 4 | Vallecitos Road-Holmes Street & Wetmore | Signal | 22.6 | C | 15.1 | B |
| 5 | Hansen Road & Project Driveway | Side-street Stop | N/A | N/A | N/A | N/A |

Notes: 1. LOS = Level of Service;
2. Average intersection delay expressed in seconds per vehicle for signalized intersections and all-way stop controlled intersections. Average control delay for the worst approach is presented for side-street stop controlled intersections.
**Bold** indicates intersections that operate at a deficient Level of Service.

## Existing plus Project Conditions

This scenario provides as assessment of the potential impacts of the additional project trips to the surrounding transportation network, as well as potential transportation impacts that could result from proposed physical improvements under the proposed project.

### Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation, 10th Edition* (2017). To provide a conservative assessment, trip generation for the restaurant was based on a restaurant with up to 90 seats, exceeding the proposed provision of 77 seats identified in the proposed site plan.

Based on the Institute of Transportation Engineers (ITE) trip generation data the project is forecasted to generate 14 vehicle trips during the a.m. peak hour, 37 vehicle trips during the p.m. peak hour and 344 daily vehicle trips. The trip generation forecast is summarized on **Table 4**.

Table 4: Project Trip Generation Forecast

| Land Use | ITE Land Use Category (ITE Code) | Size (Unit) | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | In | Out | Total | Rate | In | Out | Total |
| Bed and Breakfast | Motel (320) | 30 (Rooms) | 3.35 | 101 | 0.38 | 4 | 7 | 11 | 0.38 | 6 | 5 | 11 |
| Restaurant | Quality Restaurant (931) | 90 (Seats) | 2.6 | 234 | 0.02 | 2 | 0 | 2 | 0.28 | 17 | 8 | 25 |
| Caretakers Residence | Single Family Housing (210) | 1 (Dwelling Units) | 9.44 | 9 | 0.74 | 0 | 1 | 1 | 0.9 | 1 | 0 | 1 |
| **Total Vehicle Trips** | | | | **344** | | 6 | 8 | **14** | | 24 | 13 | **37** |

Rate Source: ITE Trip Generation Manual, 10th Edition,

**Project Trip Distribution and Assignment**

Trip distribution is a process that determines in what proportion vehicles would travel between a project site and various destinations outside the project study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

TJKM developed trip distribution percentages for project traffic based on review of prior studies and knowledge of the study area. The distribution assumptions are as follows:

- 15 percent via Vineyard Avenue
- 15 percent via Vallecitos Avenue (south of Vineyard Avenue)
- 5 percent via Arroyo Road (south of Wetmore Rd)
- 55 percent via Arroyo Road (north of the project site)
- 10 percent via Holmes Street (north of Wetmore Rd)

The project trips were assigned to the study area roadway network based on the above trip distribution assumptions. The trip distribution assumptions and the resulting net increase in trips assigned to the study intersections are illustrated in **Figure 6**. The resulting turning movement volumes at each study intersection, with the addition of project trips, are shown on **Figure 7**.

**Intersection Level of Service Analysis – Existing plus Project Conditions**

The peak hour LOS at each study intersection under Project Conditions is shown on **Table 5**. LOS calculations are provided in **Appendix B**.

With the addition of trips generated by the proposed project, each of the study intersections will continue to operate at the same LOS as under Existing Conditions, and will continue operating acceptably based on City of Livermore LOS D/E standards during both the a.m. and p.m. peak hours. Average vehicle delay is not expected to exceed mid-level D at any study intersection. Average delay would increase by less than one-half second at each study intersection. As shown on **Table 6**: 95$^{th}$ percentile queue lengths would not exceed capacities at any existing study intersections (while accommodation for inbound left-turns to the project driveway will also be adequate as described later in this report on page 28). Project impacts under Existing plus Project conditions would be less than significant.

Table 5: Peak Hour Intersection Level of Service – Existing plus Project Conditions

| ID | Intersection | Intersection Control | A.M. Peak Hour | | P.M. Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Average Delay | LOS | Average Delay | LOS |
| 1 | Arroyo Road & Hansen Road | Side-street Stop | 15.1 | C | 17.4 | C |
| 2 | Arroyo Road & Wetmore Road | All-way Stop | 8.6 | A | 12.7 | B |
| 3 | Talinga Drive & Wetmore Road | Side-street Stop | 9.6 | A | 9.3 | A |
| 4 | Vallecitos Road-Holmes Street & Wetmore Road | Signal | 22.7 | C | 15.3 | B |
| 5 | Hansen Road & Project Driveway | Side-street Stop | 8.6 | A | 8.5 | A |

Notes: 1. LOS = Level of Service;
2. Average intersection delay expressed in seconds per vehicle for signalized intersections and all-way stop controlled intersections. Average control delay for the worst approach is presented for side-street stop controlled intersections.
**Bold** indicates intersections that operate at a deficient Level of Service.

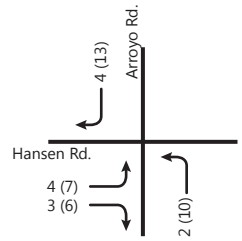
Table 6: Peak Hour Queues – Existing plus Project Conditions

| ID # | Intersection | Turn Pocket Movement | Stacking Capacity (feet) | 95th Percentile Queue Length in Feet | | | |
|---|---|---|---|---|---|---|---|
| | | | | Existing Conditions | | Existing plus Project Conditions | |
| | | | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Arroyo Road & Hansen Road | Northbound Arroyo Rd. Left-turn | 150 | 0 | 0 | 0 | <20 |
| | | Southbound Arroyo Rd. Left-turn | 130 | <20 | <20 | <20 | <20 |
| 2 | Arroyo Road & Wetmore Road | Southbound Arroyo Rd. Right-turn | 185 | 20 | <20 | 20 | <20 |
| 4 | Vallecitos Rd/ Homes Street & Wetmore Road | Westbound Holmes St Left-turn | 360 | 230 | 95 | 230 | 95 |
| | | Northbound Wetmore Rd. Left-turn | 90 | 55 | 35 | 55 | 40 |
| 5 | Hanson Road & Project Driveway | Westbound Hansen Rd. Left-turn | N/A | N/A | N/A | 0 | <20 |

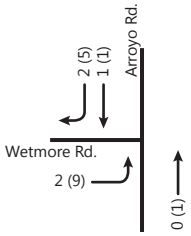
Notes: Queue length rounded to nearest 5 feet

## *Figure 6: Project Trip Distribution & Assignment*

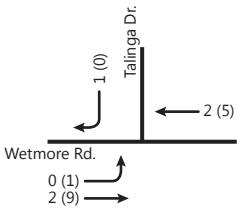
**Intersection #1**
Arroyo Rd. / Hansen Rd.



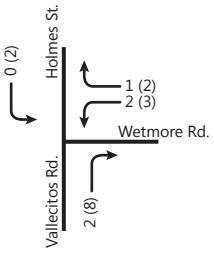

**Intersection #2**
Arroyo Rd. / Wetmore Rd.




**Intersection #3**
Talinga Dr. / Wetmore Rd.

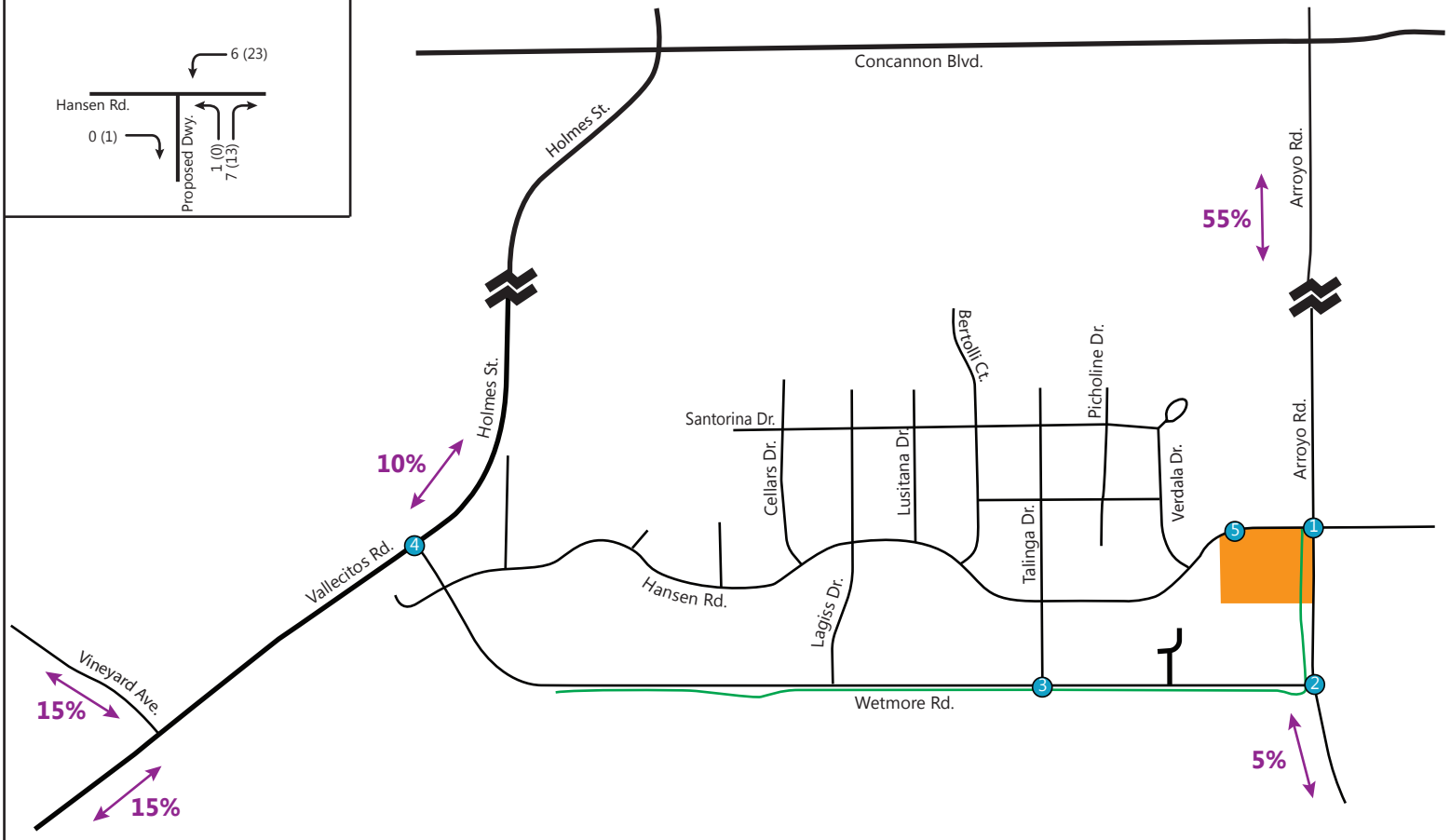



**Intersection #4**
Vallecitos Rd. & Holmes St. / Wetmore Rd.




**Intersection #5**
Project Dwy. / Hansen Rd.




## LEGEND

- X — Study Intersection
- Bike Path
- Project Site
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- XX% — Trip Distributions (%)

N

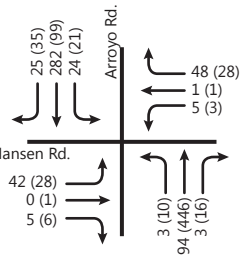
TJKM



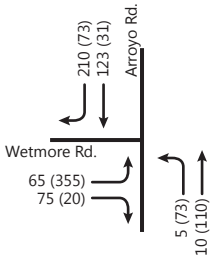
089-381

## *Figure 7: Existing Plus Project Peak Hour Traffic Volumes*

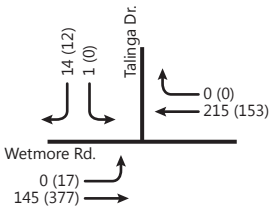
**Intersection #1**
Arroyo Rd. / Hansen Rd.



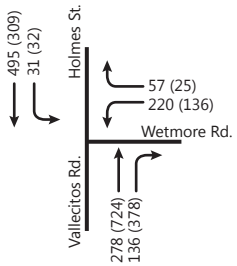

**Intersection #2**
Arroyo Rd. / Wetmore Rd.




**Intersection #3**
Talinga Dr. / Wetmore Rd.

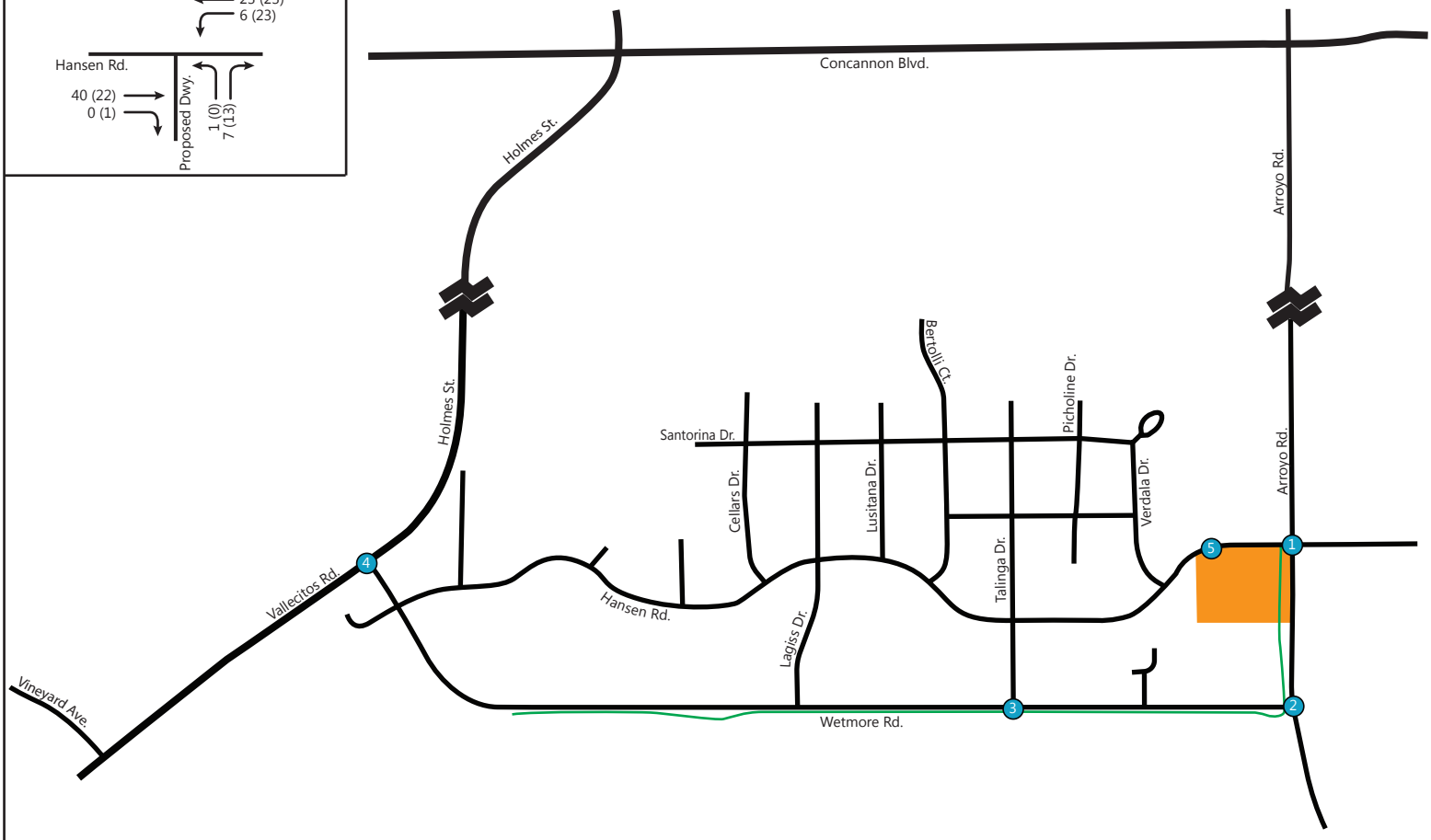



**Intersection #4**
Vallecitos Rd. & Holmes St. / Wetmore Rd.




**Intersection #5**
Project Dwy. / Hansen Rd.




## LEGEND

- X — Study Intersection
- Bike Path
- Project Site
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume

N

TJKM



089-381

## Cumulative (2040) Conditions

This scenario provides an assessment of traffic conditions by applying a two percent non-compounded annual growth rate to the 2019 counts (thus 42 percent growth), as directed by the city. The Cumulative No Project assessment will describe the Cumulative Baseline LOS for motor vehicle traffic at each of the study intersections. The resulting turning movement volumes at each study intersection under Cumulative (2040) No Project Conditions is shown on **Figure 8**.

### Intersection Level of Service Analysis – Cumulative No Project Conditions

The peak hour LOS at each study intersection under Cumulative No Project Conditions is shown on **Table 7**. LOS calculations are provided in **Appendix B**.

Under Cumulative No Project Conditions, all study intersections will continue operating acceptably based on City of Livermore LOS standards during both the a.m. and p.m. peak hours.

Table 7: Peak Hour Intersection Level of Service – Cumulative 2040 (No Project) Conditions

| *ID* | *Intersection* | *Intersection Control* | *A.M. Peak Hour* | | *P.M. Peak Hour* | |
|---|---|---|---|---|---|---|
| | | | *Average Delay[2]* | *LOS[1]* | *Average Delay[2]* | *LOS[1]* |
| 1 | Arroyo Road & Hansen Road | Side-street Stop | 21.5 | C | 30.9 | D |
| 2 | Arroyo Road & Wetmore Road | All-way Stop | 10.1 | B | 26.4 | D |
| 3 | Talinga Drive & Wetmore Road | Side-street Stop | 10.7 | B | 9.8 | A |
| 4 | Vallecitos Road-Holmes Street & Wetmore Road | Signal | 29.8 | C | 23.0 | C |
| 5 | Hansen Road & Project Driveway | Side-street Stop | N/A | N/A | N/A | N/A |

Notes: 1. LOS = Level of Service;
2. Average intersection delay expressed in seconds per vehicle for signalized intersections and all way stop controlled intersections. Total control delay for the worst approach is presented for side-street stop controlled intersections.
**Bold** indicates intersections that operate at a deficient Level of Service.

**Intersection Level of Service Analysis – Cumulative plus Project Conditions**

The peak hour LOS at each study intersection under Cumulative 2040 plus Project Conditions is shown on **Table 8**. LOS calculations are provided in **Appendix C.**

With the addition of trips generated by the proposed project, each of the study intersections will continue to operate at the same LOS as under Cumulative (No Project) Conditions, and will continue operating acceptably based on City of Livermore LOS standards during both the a.m. and p.m. peak hours

Average delay would increase by less than two seconds at each study intersection. As shown on **Table 9**: 95th percentile queue lengths would not exceed capacities at any existing study intersections (while accommodation for inbound left-turns to the project driveway are discussed on pages 26 and 28). Project impacts under Cumulative plus Project conditions would be less than significant.

Table 8: Peak Hour Intersection Level of Service – Cumulative 2040 plus Project Conditions

| *ID* | *Intersection* | *Intersection Control* | *A.M. Peak Hour* | | *P.M. Peak Hour* | |
|---|---|---|---|---|---|---|
| | | | *Average Delay[2]* | *LOS[1]* | *Average Delay[2]* | *LOS[1]* |
| 1 | Arroyo Road & Hansen Road | Side-street Stop | 22.1 | C | 31.5 | D |
| 2 | Arroyo Road & Wetmore Road | All-way Stop | 10.1 | B | 28.1 | D |
| 3 | Talinga Drive & Wetmore Road | Side-street Stop | 10.7 | B | 9.8 | A |
| 4 | Vallecitos Road-Holmes Street & Wetmore Road | Signal | 30.3 | C | 23.5 | C |
| 5 | Hansen Road & Project Driveway | Side-street Stop | 8.7 | A | 8.5 | A |

Notes: 1. LOS = Level of Service;
2. Average intersection delay expressed in seconds per vehicle for signalized intersections and all way stop controlled intersections. Total control delay for the worst approach is presented for side-street stop controlled intersections.
**Bold** indicates intersections that operate at a deficient Level of Service.

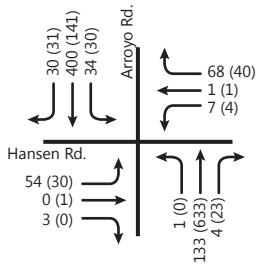
Table 9: Peak Hour Queues – Cumulative 2040 plus Project Conditions

| ID # | Intersection | Turn Pocket Movement | Stacking Capacity (feet) | 95th Percentile Queue Length in Feet | | | |
|---|---|---|---|---|---|---|---|
| | | | | Cumulative No Project Conditions | | Cumulative plus Project Conditions | |
| | | | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | Arroyo Road & Hansen Road | Northbound Arroyo Rd. Left-turn | 150 | 0 | 0 | 0 | <20 |
| | | Southbound Arroyo Rd. Left-turn | 130 | <20 | <20 | <20 | <20 |
| 2 | Arroyo Road & Wetmore Road | Southbound Arroyo Rd. Right-turn | 185 | 40 | <20 | 45 | <20 |
| 4 | Vallecitos Rd/ Homes Street & Wetmore Road | Westbound Holmes St Left-turn | 360 | 255 | 130 | 260 | 135 |
| | | Northbound Wetmore Rd. Left-turn | 90 | 45 | 45 | 45 | 50 |
| 5 | Hanson Road & Project Driveway | Westbound Hansen Rd. Left-turn | N/A | N/A | N/A | 0 | <20 |

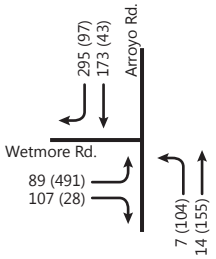
Notes: Queue length rounded to nearest 5 feet

## *Figure 8: Cumulative No Project Peak Hour Traffic Volumes*

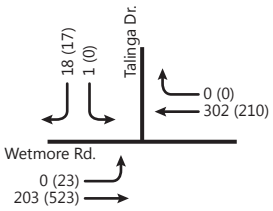
**Intersection #1**
Arroyo Rd. / Hansen Rd.



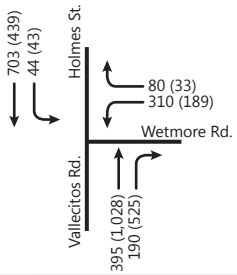

**Intersection #2**
Arroyo Rd. / Wetmore Rd.




**Intersection #3**
Talinga Dr. / Wetmore Rd.

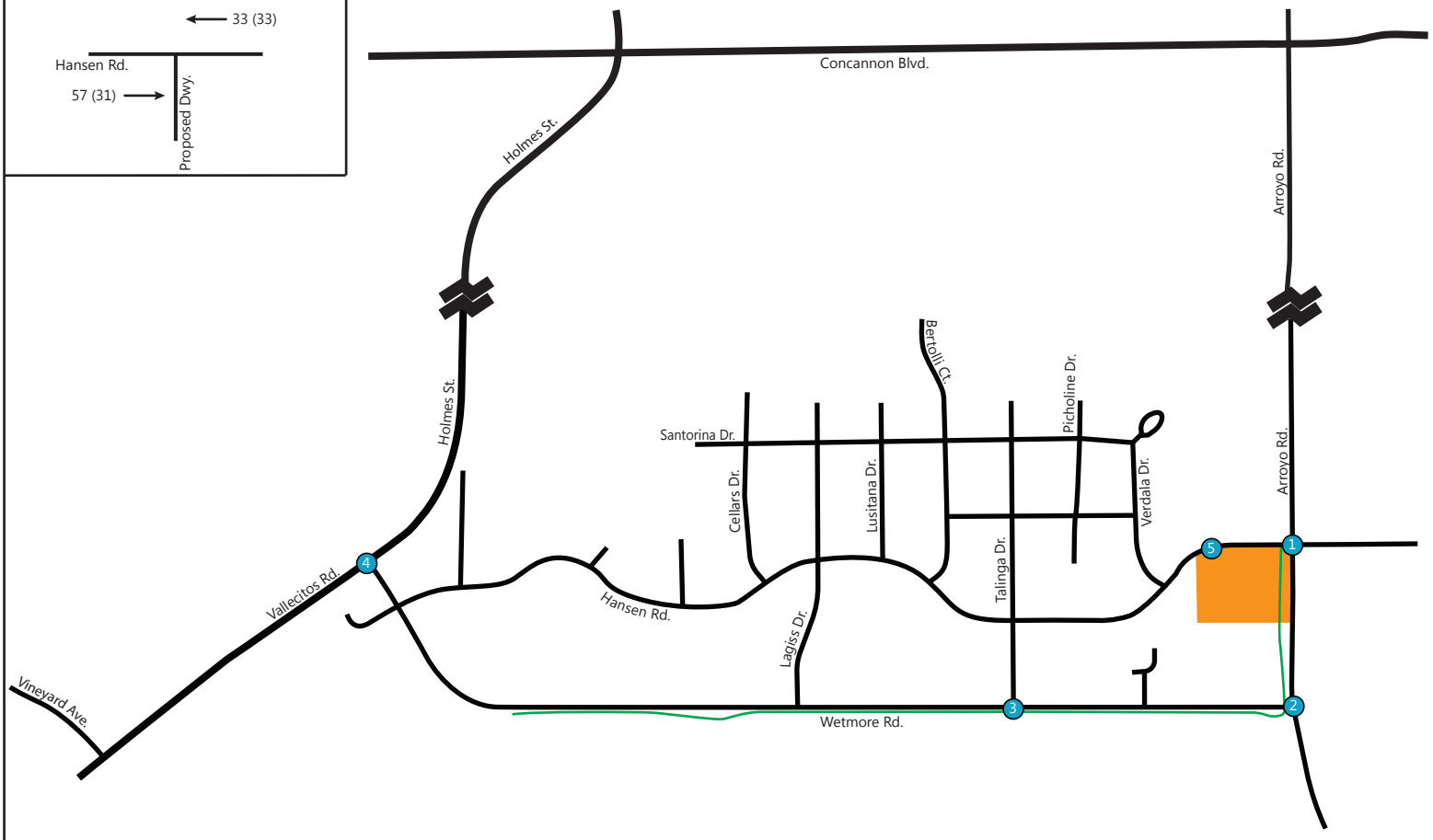



**Intersection #4**
Vallecitos Rd. & Holmes St. / Wetmore Rd.




**Intersection #5**
Project Dwy. / Hansen Rd.




## LEGEND

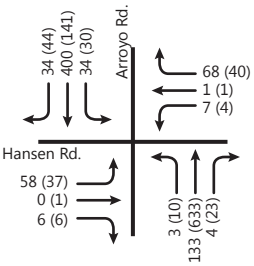
- X — Study Intersection
- Bike Path
- Project Site
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume

N

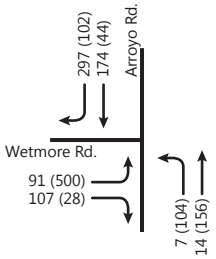
TJKM

## *Figure 9: Cumulative Plus Project Peak Hour Traffic Volumes*

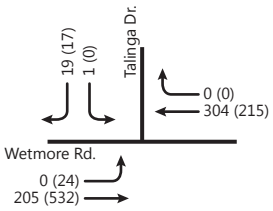
**Intersection #1**
Arroyo Rd. / Hansen Rd.



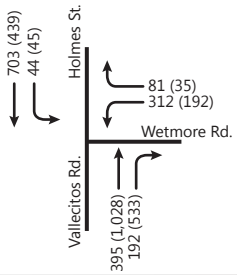

**Intersection #2**
Arroyo Rd. / Wetmore Rd.




**Intersection #3**
Talinga Dr. / Wetmore Rd.

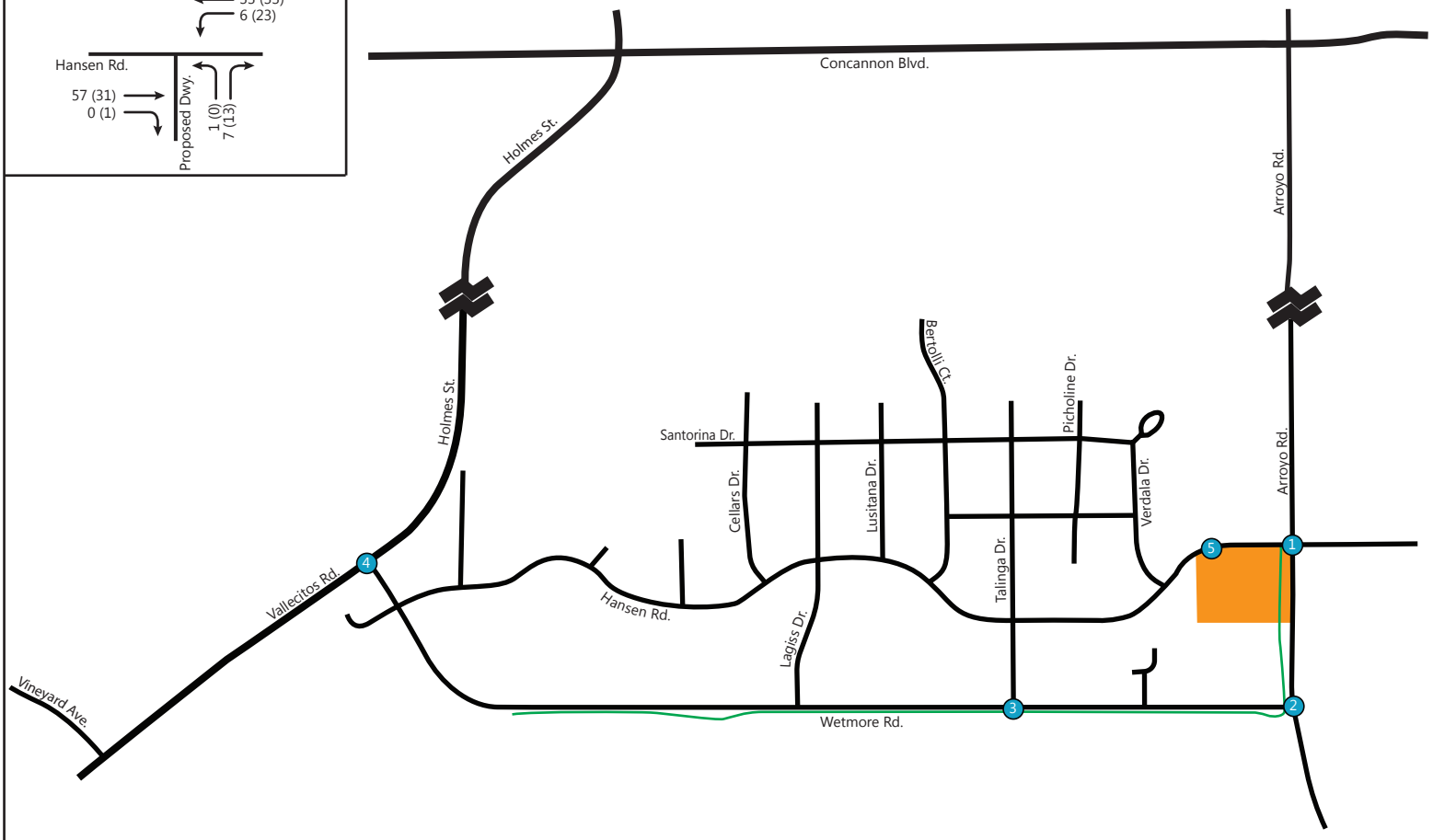



**Intersection #4**
Vallecitos Rd. & Holmes St. / Wetmore Rd.




**Intersection #5**
Project Dwy. / Hansen Rd.




## LEGEND

- X — Study Intersection
- Bike Path
- Project Site
- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume

N

TJKM

## Multi-modal Impact Findings

### Bicycle Impacts

A significant impact to bicycle transportation would potentially occur if the proposed project disrupt existing bicycle facilities; or conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies or standards of the City of Livermore. Planned bicycle facilities in Livermore are identified in the Livermore *Active Transportation Plan*.

A bicycle and pedestrian path separates the project site from Arroyo Road. As proposed, site access for all travel modes including bicyclists would be provided from Hansen Road, west of the intersection with Arroyo Road. Bicyclists would enter and exit the site via Hansen Road and the project driveway, which would adequately accommodate shared motor vehicle and bicycle travel. The project would provide 12 on-site bicycle parking spaces.

The project does not conflict with existing or planned bicycle facilities. Therefore, the impact to bicycle transportation is less-than-significant.

### Pedestrian Impacts

A significant impact to pedestrians would potentially occur if the proposed project disrupts existing pedestrian facilities or create inconsistencies with planned pedestrian facilities or the City of Livermore's adopted pedestrian system plans, guidelines, policies or standards.

A bicycle and pedestrian path separates the project site from Arroyo Road, and an existing sidewalk is provided on the north side of Hanson Road that connects with residential parcels to the west. As proposed, site access for all travel modes would be provided from Hansen Road (west of the intersection with Arroyo Road).

A new sidewalk would be constructed adjacent to the south side of Hanson Road that would connect with the bicycle and pedestrian path on the west side of Arroyo Road. A pedestrian path adjacent to the driveway would connect the sidewalk with an internal pedestrian path to/from building entrances.

The proposed project will have adequate pedestrian access to the project site from the surrounding area. The proposed project will not result in significant impacts to existing or planned pedestrian facilities in the immediate vicinity of the project. The proposed project does not conflict with existing or planned pedestrian facilities. Therefore, the impact to pedestrian facilities is less-than-significant.

### Public Transit Impacts

A significant impact to public transit would potentially occur if the proposed project disrupt existing transit facilities; or conflict or create inconsistencies with adopted transit system plans, guidelines, policies or standards of the City of Livermore. Public transit within Livermore is provided by the Livermore Amador Valley Transit Authority (LAFTA) also known as Wheels. There is no bus service provided on Arroyo Road or Hansen Road.

The proposed project does not conflict with existing or planned transit service. Therefore, the project would have a less-than-significant impact to public transit.

## Site Plan Evaluation

### Site Access Provisions

As proposed, site access for all travel modes would be provided from Hansen Road (west of the intersection with Arroyo Road). Internal circulation would be provided by a U-shaped internal drive aisle that would provide vehicle access to drop-off areas and parking spaces. A pedestrian path adjacent to the driveway would connect with an internal pedestrian path to/from building

The 95$^{th}$ percentile left-turn queue, for vehicles entering the site, would not exceed one car length. With the proposed left-turn provisions entering the site: the proposed project entrances are expected to adequately accommodate ingress and egress for motor vehicles, bicyclists and pedestrians, and provide adequate approaching sight distance.

### Parking Supply Evaluation

The project would provide up to 80 on-site parking spaces to include:

- 61 paved on-site motor vehicle parking spaces.
- 19 additional unpaved, on-site parking spaces would be provided within an overflow parking area, near the emergency vehicle access (EVA) turnaround on the east side of the site. The proposed overflow parking area is shown on Figure 2a.

Based on parking demand data collected by the Institute of Transportation Engineers (ITE), TJKM predicted the total parking demand generated by each of the proposed uses by time of day, as shown on **Table 10**. As shown:

- Peak parking demand would coincide with the evening dinner period at the proposed restaurant, during which time parking demand would peak with up to 63 vehicles parked on-site at 8 p.m. on weekdays, and 58 vehicles parked on-site at 8 p.m. on weekends. To provide a conservative assessment: parking demand for the proposed restaurant was estimated based on a 90-seat restaurant (exceeding the proposed provision of 77 seats indicated on the most recent site plan).
- During all other time periods: the predicted on-site parking demand would be 50 vehicles or less.
- Based on this analysis: the proposed provision of 80 on-site motor vehicle parking spaces (including 61 paved parking spaces and 19 unpaved, overflow spaces) will be adequate to accommodate peak parking demand. Use of the overflow spaces would be limited to the peak dinner period at 8 p.m. on weeknights. The peak parking demand estimate is conservative, in presuming that the restaurant and bed & breakfast would each generate separate parking demand (but actual demand should be reduced given the likelihood that a portion of restaurant customers will also be guests of the bed-and-breakfast, thus reducing the total number of vehicles on-site.

Table 10: Shared Parking Demand by Time of Day

| | Bed & Breakfast | | | Quality Restaurant | | | Residence | | | | **Total Vehicles** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time of Day** | Percent of Daily Peak Parking Demand | Weekday | Weekend | Percent of Daily Peak Parking Demand | Weekday | Weekend | Percent of Weekday Peak Parking Demand | Weekday | Percent of Saturday Peak Parking Demand | Weekend | **Weekday** | **Weekend** |
| 9:00 AM | 100% | 22 | 22 | 0% | 0 | 0 | 45% | 1 | 56% | 1 | 23 | 23 |
| 12:00 PM | 86% | 19 | 19 | 51% | 24 | 21 | 36% | 1 | 56% | 1 | 44 | 41 |
| 6:00 PM | 73% | 16 | 16 | 71% | 33 | 29 | 66% | 1 | 81% | 1 | 50 | 46 |
| 8:00 PM | 80% | 17 | 17 | 97% | 45 | 40 | 77% | 1 | 61% | 1 | **63** | **58** |
| 10:00 PM | 94% | 20 | 20 | 0% | 0 | 0 | 92% | 2 | 75% | 1 | 22 | 21 |

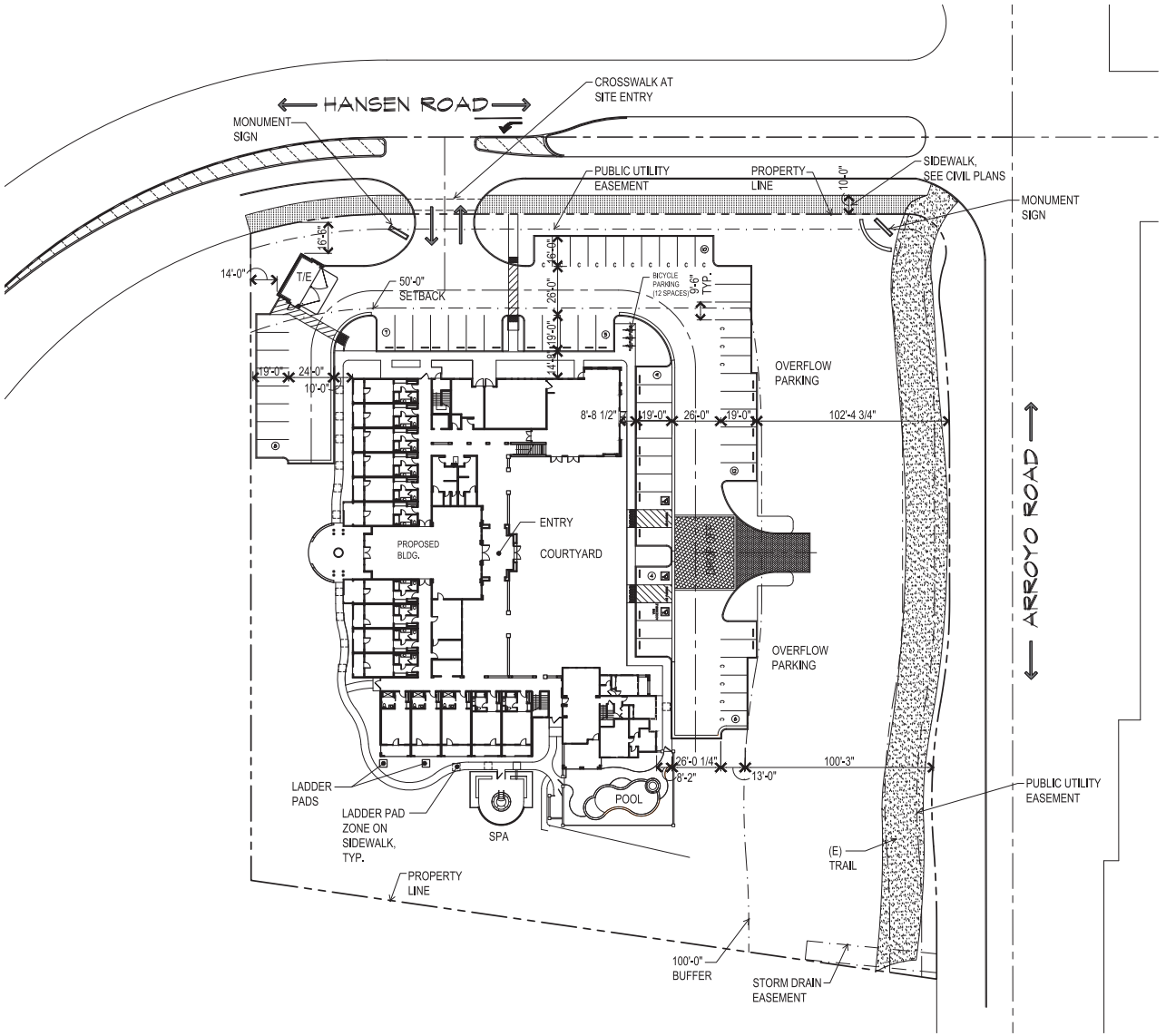
Source: TJKM, based on ITE Parking Generation Manual (2019).

**Impact Findings & Recommendations**

TJKM has reached the following conclusions with respect to the proposed project:

- The 95th percentile left-turn queue, for vehicles entering the site, would not exceed one car length. As described earlier in this report and shown on the site plan: the existing median on Hansen Road would be modified to accommodate inbound left-turns and would provide more than adequate storage space to accommodate the anticipated queue length.
- The proposed project entrances are expected to adequately accommodate ingress and egress for motor vehicles, bicyclists and pedestrians, and provide adequate approaching sight distance.
- The proposed project is expected to generate a net increase of 14 vehicle trips during the a.m. peak hour (6 inbound and 8 outbound) and 37 vehicle trips during the p.m. peak hour (24 inbound and 13 outbound), and 344 daily vehicle rips.
- Impacts to study intersections are **less-than-significant** and no mitigations are required.
    - Under Existing plus Project Conditions, with the addition of traffic generated by proposed project, all study intersections are expected to continue to operate at acceptable levels of service for both the a.m. and p.m. peak hours, based on City standards of LOS D/E or better. Average delay would increase by less than one-half second at each study intersection.
    - Under Cumulative (2040) plus Project Conditions, with the addition of project-generated traffic in addition to background traffic growth that would be generated by upcoming projects in the vicinity, all study intersections are expected to continue operating at acceptable levels of service for both the a.m. and p.m. peak hours with minor changes in average delay. Average delay would increase by less than two seconds at each study intersection.
- The proposed project does not create a significant impact to the expected left-turn or right-turn queues at the study intersections. The project driveways are expected to operate at an acceptable LOS and the 95th percentile queueing at the outbound approach of project driveway is expected to be minimal.
- The proposed project would include provision of a sidewalk on the south side of Hansen Drive, and does not conflict with existing and planned pedestrian or bicycle facilities, and is not expected to generate transit demand in excess of the existing transit capacity. Therefore, the impact to pedestrian, bicycle, and transit facilities is ***less-than-significant*** and no mitigations are required.
- The proposed provision of 80 on-site motor vehicle parking spaces (61 paved parking spaces and 19 unpaved, overflow spaces) will be adequate to accommodate peak parking demand. Peak parking demand would coincide with the evening dinner period at the proposed restaurant, during which time parking demand would peak with up to 63 vehicles parked on-site at 8 p.m. on weekdays, and 58 vehicles parked on-site at 8 p.m. on weekends. The peak parking demand estimate is conservative, in presuming that the restaurant and bed & breakfast would each generate separate parking demand (but actual demand should be reduced given the likelihood that a portion of restaurant customers will also be guests of the bed-and-breakfast, thus reducing the total number of vehicles on-site. During all other time periods: the predicted parking demand would be 50 vehicles or less.

# Appendix A – Project Plan Set




## PARKING SUMMARY

PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN

| TYPE | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BED & BREAKFAST (LODGING) | 1 PER ROOM + 1/10 UNITS | 30 + 3 | 33 |
| RESTAURANT (DINING) | 1 PER 3 SEATS | 77 / 3 = 25.6 | 26 |
| ATTACHED RESIDENTIAL (CARETAKER UNIT) | 2 PER 2 OR MORE BEDROOMS | 2 | 2 |
| | TOTAL | 61 | 61 |

## PARKING DISTRIBUTION

| | | |
|---|---|---|
| STANDARD STALLS | 41 | |
| COMPACT STALLS | 17 | |
| ACCESSIBLE STALLS | 3 | |
| OVERFLOW PARKING | 19 | |
| | | |

## BICYCLE PARKING

| | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BICYCLE PARKING | 20 % OF REQUIRED PARKING, MINUMUM OF 4 SPACES | 12 | 12 |

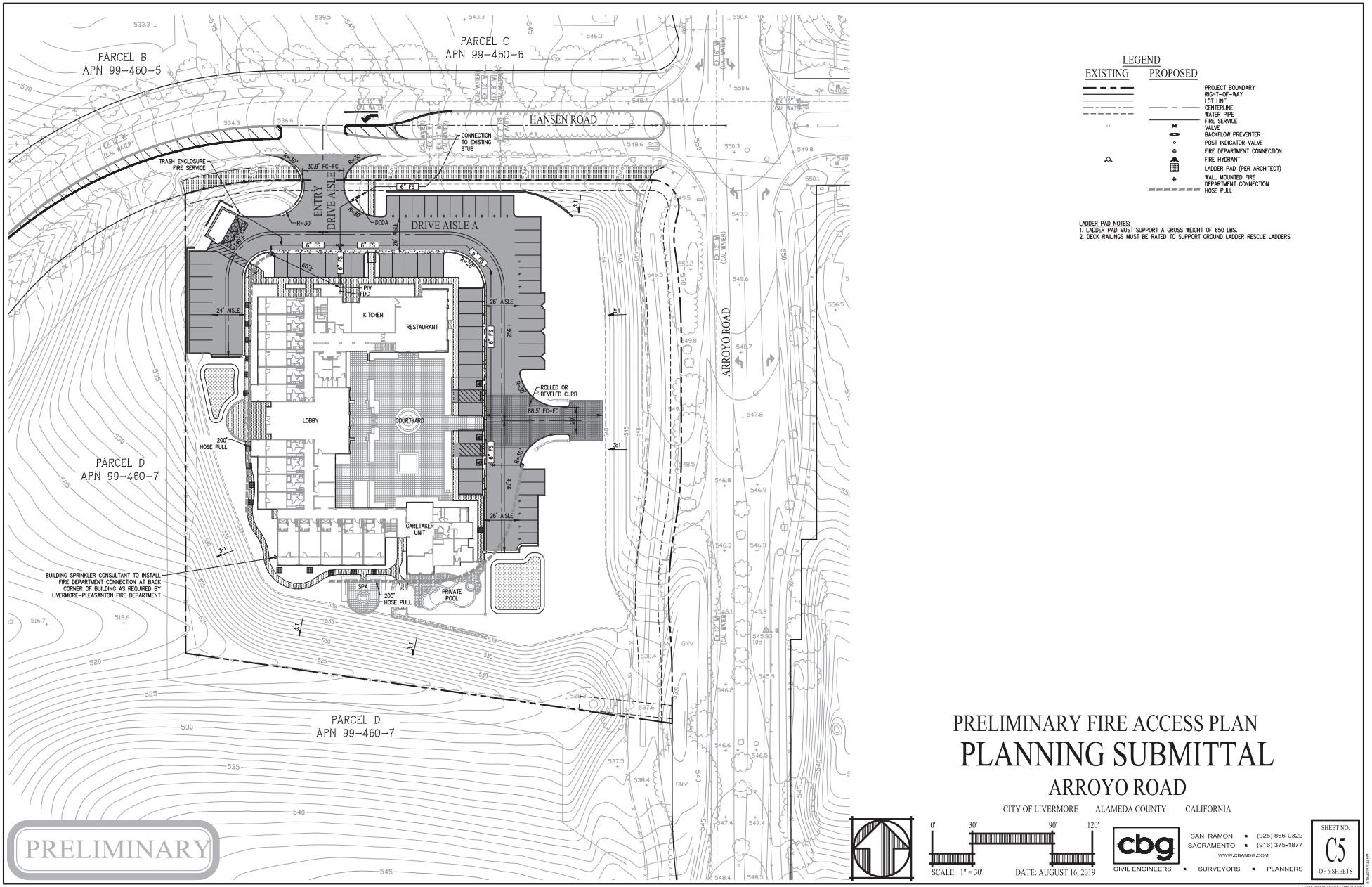
0 15' 30' 60'

Livermore Wine Country Inn
Livermore, CA
July 18, 2019

PROPOSED ARCHITECTURAL SITE PLAN
A001

Michelle Boss
2231 Hampton Road, Livermore CA 94550
408-449-7697

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com




LEGEND

| EXISTING | PROPOSED |
|---|---|
| | PROJECT BOUNDARY |
| | RIGHT-OF-WAY |
| | LOT LINE |
| | CENTERLINE |
| | WATER PIPE |
| | FIRE SERVICE |
| | VALVE |
| | BACKFLOW PREVENTER |
| | POST INDICATOR VALVE |
| | FIRE DEPARTMENT CONNECTION |
| | FIRE HYDRANT |
| | LADDER PAD (PER ARCHITECT) |
| | WALL MOUNTED FIRE DEPARTMENT CONNECTION |
| | HOSE PULL |

LADDER PAD NOTES:
1. LADDER PAD MUST SUPPORT A GROSS WEIGHT OF 650 LBS.
2. DECK RAILINGS MUST BE RATED TO SUPPORT GROUND LADDER RESCUE LADDERS.

# PRELIMINARY FIRE ACCESS PLAN
# PLANNING SUBMITTAL
## ARROYO ROAD

CITY OF LIVERMORE ALAMEDA COUNTY CALIFORNIA

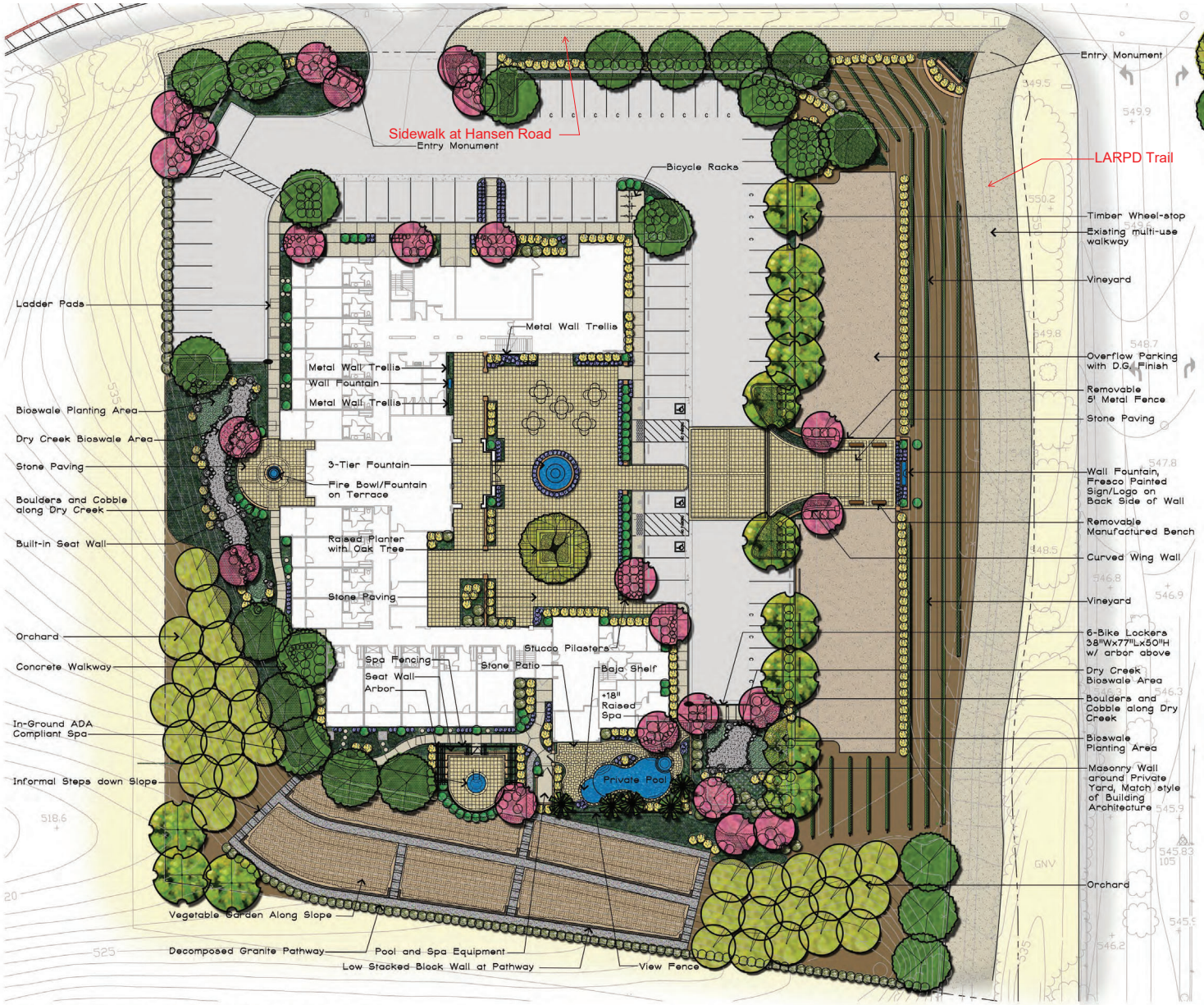
0' 30' 90' 120'
SCALE: 1" = 30'

DATE: AUGUST 16, 2019

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM

SHEET NO. C5 OF 6 SHEETS

F:\2085-000\ACAD\PRE-APP\C5.DWG




## Planting Legend

| | | |
|---|---|---|
| FOCAL TREE (Selection Options) | | 36" Box |
| Quercus agrifolia | | LIVE OAK |
| Quercus lobata | | VALLEY OAK |
| CANOPY TREE (Selection Options) | | 24" Box & 15Gal |
| Platacia chinensis | | BRISBANE BOX |
| Ulmus parvifolia | | CHINESE ELM |
| Olea europaea 'Swan Hill' | | OLIVE |
| SMALL SCALE TREE (Selection Options) | | 24"-Box & 15-Gal |
| Arbutus 'Marina' | | N.C.N. |
| Cercis canadensis | | EASTERN REDBUD |
| Prunus caroliniana | | CAROLINA CHERRY LAUREL |
| Lagerstroemia x.f. | | CRAPE MYRTLE |
| ORCHARD FRUIT TREES | | 24"-Box & 15 Gal |
| Selection by Owner | | |
| PALMS | | 24"-Box |
| Syagrus romanzoffiana | | QUEEN PALM |
| Trachycarpus fortunei | | WINDMILL PALM |
| SHRUB AND GROUND COVER AREAS (Selection Options) | | |
| LARGE SHRUB (Selection Options): | | 15-Gal & 5 Gal |
| Cupressus sempervirens | | ITALIAN CYPRESS |
| Lavatera assurgentiflora | | TREE MALLOW |
| Juniperus s. 'Skyrocket' | | SKYROCKET JUNIPTER |
| MEDIUM SHRUB (Selection Options): | | 5-Gal |
| Arctostaphylos 'Pacific Mist | | NCN |
| Berberis spp. | | BARBERRY |
| Buxus spp. | | BOXWOOD |
| Coleonema spp. | | BREATH OF HEAVEN |
| Correa spp. | | AUSTRALIAN FUCHSIA |
| Dietes vegeta | | FORTNIGHT LILY |
| Lantana montevidensis | | LANTANA |
| Lavandula spp. | | LAVENDER |
| Nandina spp. | | HEAVENLY BAMBOO |
| Phormium spp. | | NEW ZEALAND FLAX |
| Pittosporum spp | | PITTOSPORUM |
| Rhaphiolepis u. 'Minor' | | DW. YEDDO HAWTHORN |
| Teucrium fruticans | | BUSH GERMANDER |
| GRASSES/SUB SHRUB (Selection Options): | | 1-Gal |
| Helictotrichon sempervirens | | BLUE OAT GRASS |
| Lavandula a. 'Munstead' | | MUNSTEAD LAVENDER |
| Muhlenbergia capillaris 'Irvine' | | PINK MUHLY GRASS |
| Teucrium chamaedrys | | GERMANDER |
| VINES (Selection Options): | | 5-Gal |
| Ficus pumila | | CREEPING FIG |
| Parthenocissus tricapidata | | BOSTON IVY |
| GROUNDCOVER (Selection Options): | | 1-Gal |
| Arctostaphylos 'Emerald Carpet' | | NCN |
| Ceanothus g. 'Anchor Bay' | | NCN |
| Erigeron karvinskianus | | MEXICAN DAISY |
| Native Mow Free™ | | DELTA BLUEGRASS SOD |
| BIOSWALE PLANTS (Selection Options): | | 1-Gal |
| Biofiltration Sod™ | | DELTA BLUEGRASS SOD |
| Carex divulsa | | BERKELEY SEDGE |
| Chondropetalum | | CAPE RUSH |
| Ceanothus 'Anchor Bay' | | ANCHOR BAY CEANOTHUS |
| Iris douglasiana | | DOUGLAS IRIS |
| Juncus patens | | CALIFORNIA GRAY SEDGE |
| Muhlenbergia rigens | | DEER GRASS |
| Ribes viburnifolium | | EVERGREEN CURRENT |

# Livermore Wine Country Inn

## Preliminary Landscape Plan

Livermore, California

July 2019

0' 5' 10' 20' 40'

1 of 5

HWA
Landscape Architecture
Site Planning
768 Rheem Drive
Brentwood, California 94513
Phone 925.513.5091
Fax 925.513.5099
Project # 18.008

# Appendix B – Intersection Count Data

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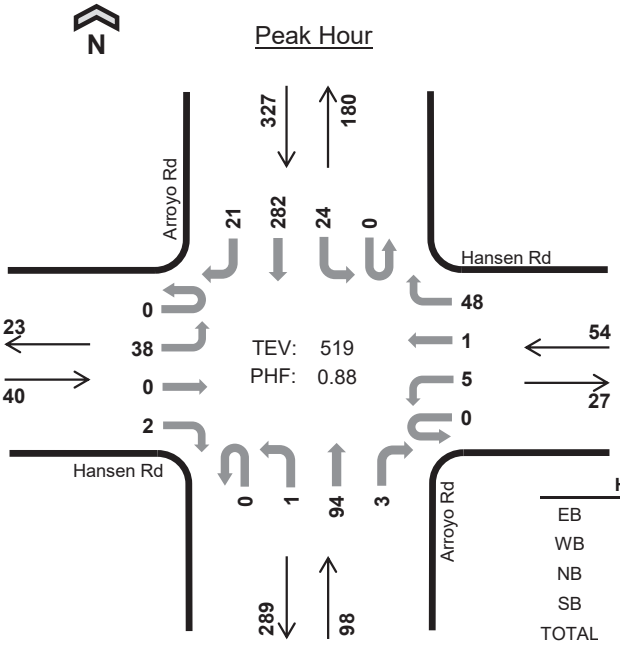
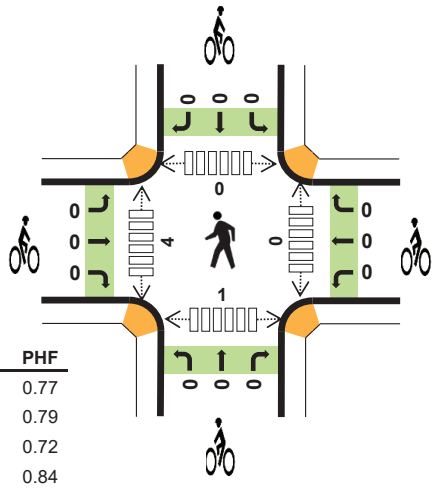
# Arroyo Rd
# Hansen Rd

Peak Hour




**Date:** 03-26-2019
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:30 AM to 8:30 AM



| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.77 |
| WB | 0.0% | 0.79 |
| NB | 1.0% | 0.72 |
| SB | 1.2% | 0.84 |
| TOTAL | 1.0% | 0.88 |

## Two-Hour Count Summaries

| Interval Start | Hansen Rd Eastbound | | | | Hansen Rd Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 18 | 1 | 0 | 2 | 80 | 4 | 114 | 0 |
| 7:15 AM | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 18 | 1 | 0 | 2 | 77 | 2 | 120 | 0 |
| **7:30 AM** | **0** | **12** | **0** | **1** | **0** | **2** | **0** | **15** | **0** | **1** | **19** | **0** | **0** | **2** | **89** | **6** | **147** | 0 |
| **7:45 AM** | **0** | **7** | **0** | **1** | **0** | **2** | **0** | **9** | **0** | **0** | **13** | **2** | **0** | **5** | **77** | **6** | **122** | 503 |
| **8:00 AM** | **0** | **11** | **0** | **0** | **0** | **1** | **0** | **11** | **0** | **0** | **33** | **1** | **0** | **7** | **48** | **4** | **116** | 505 |
| **8:15 AM** | **0** | **8** | **0** | **0** | **0** | **0** | **1** | **13** | **0** | **0** | **29** | **0** | **0** | **10** | **68** | **5** | **134** | **519** |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 24 | 1 | 0 | 4 | 65 | 4 | 108 | 480 |
| 8:45 AM | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 23 | 2 | 0 | 6 | 57 | 6 | 112 | 470 |
| Count Total | 0 | 61 | 0 | 2 | 0 | 11 | 1 | 76 | 0 | 1 | 177 | 8 | 0 | 38 | 561 | 37 | 973 | 0 |
| **Peak Hour All** | **0** | **38** | **0** | **2** | **0** | **5** | **1** | **48** | **0** | **1** | **94** | **3** | **0** | **24** | **282** | **21** | **519** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **2** | **5** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **-** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **1%** | **0%** | **-** | **0%** | **1%** | **10%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| **7:30 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **1** | *2* |
| **8:15 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **0** | **0** | ***3*** |
| 8:30 AM | 0 | 0 | 1 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 1 | 1 | 0 | 1 | *3* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* | 2 | 8 | 0 | 0 | *10* |
| Count Total | 0 | 0 | 2 | 7 | *9* | 0 | 0 | 0 | 1 | *1* | 5 | 13 | 0 | 2 | *20* |
| **Peak Hour** | **0** | **0** | **1** | **4** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **4** | **0** | **1** | ***5*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hansen Rd Eastbound | | | | Hansen Rd Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | 4 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | 5 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **5** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 7 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 2 | 9 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **2** | **5** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hansen Rd Eastbound | | | Hansen Rd Westbound | | | Arroyo Rd Northbound | | | Arroyo Rd Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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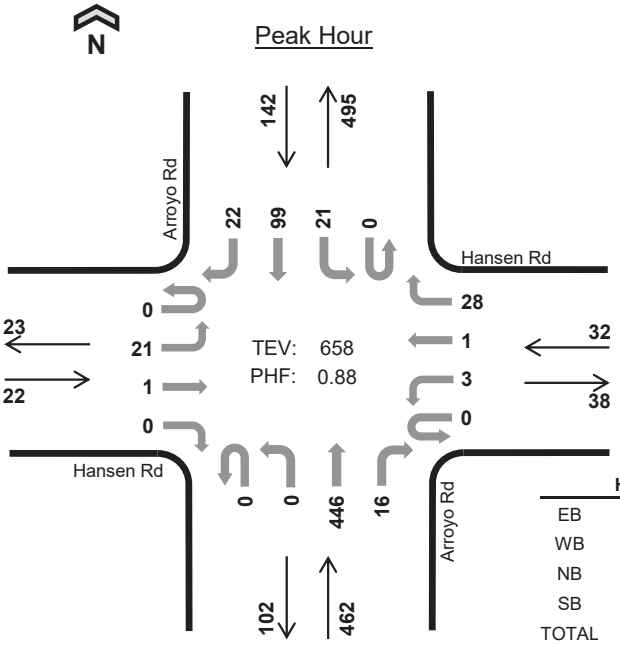
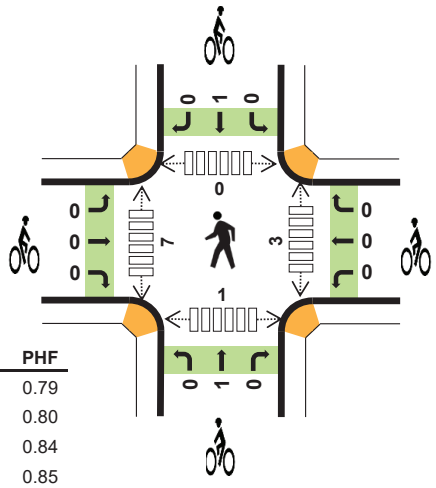
# Arroyo Rd
# Hansen Rd

Peak Hour

Date: 03-26-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.79 |
| WB | 3.1% | 0.80 |
| NB | 1.1% | 0.84 |
| SB | 0.7% | 0.85 |
| TOTAL | 1.1% | 0.88 |

## Two-Hour Count Summaries

| Interval Start | Hansen Rd Eastbound | | | | Hansen Rd Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **6** | **1** | **0** | **0** | **1** | **1** | **8** | **0** | **0** | **126** | **4** | **0** | **6** | **20** | **7** | **180** | 0 |
| **4:15 PM** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **88** | **7** | **0** | **3** | **30** | **9** | **147** | 0 |
| **4:30 PM** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **134** | **3** | **0** | **8** | **23** | **4** | **187** | 0 |
| **4:45 PM** | **0** | **4** | **0** | **0** | **0** | **2** | **0** | **6** | **0** | **0** | **98** | **2** | **0** | **4** | **26** | **2** | **144** | **658** |
| 5:00 PM | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 89 | 1 | 1 | 4 | 33 | 8 | 152 | 630 |
| 5:15 PM | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 8 | 0 | 0 | 93 | 6 | 0 | 6 | 44 | 8 | 173 | 656 |
| 5:30 PM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 90 | 3 | 0 | 8 | 20 | 11 | 146 | 615 |
| 5:45 PM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 77 | 1 | 0 | 10 | 24 | 11 | 134 | 605 |
| Count Total | 0 | 39 | 4 | 0 | 0 | 7 | 3 | 58 | 0 | 0 | 795 | 27 | 1 | 49 | 220 | 60 | 1,263 | 0 |
| **Peak Hour All** | **0** | **21** | **1** | **0** | **0** | **3** | **1** | **28** | **0** | **0** | **446** | **16** | **0** | **21** | **99** | **22** | **658** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **5** | **0** | **0** | **1** | **0** | **0** | **7** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **0%** | **-** | **-** | **0%** | **100%** | **0%** | **-** | **-** | **1%** | **0%** | **-** | **5%** | **0%** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **4:00 PM** | **0** | **1** | **3** | **1** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **2** | **0** | **0** | *3* |
| **4:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **5** | **0** | **0** | *7* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **1** | ***1*** |
| 5:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| 5:30 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 6 | 2 | 0 | 1 | *9* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* | 0 | 3 | 0 | 0 | *3* |
| Count Total | 0 | 1 | 6 | 2 | *9* | 0 | 0 | 3 | 1 | *4* | 11 | 12 | 0 | 2 | *25* |
| **Peak Hour** | **0** | **1** | **5** | **1** | ***7*** | **0** | **0** | **1** | **1** | ***2*** | **3** | **7** | **0** | **1** | ***11*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hansen Rd Eastbound | | | | Hansen Rd Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **0** | **0** | **5** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **7** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 9 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **5** | **0** | **0** | **1** | **0** | **0** | **7** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hansen Rd Eastbound | | | Hansen Rd Westbound | | | Arroyo Rd Northbound | | | Arroyo Rd Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **2** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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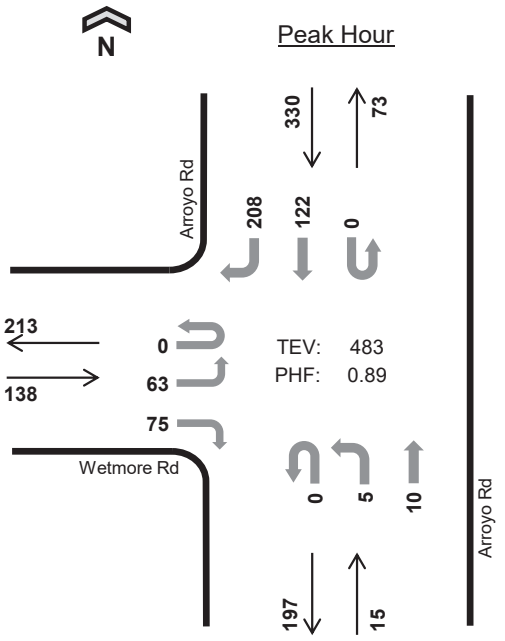
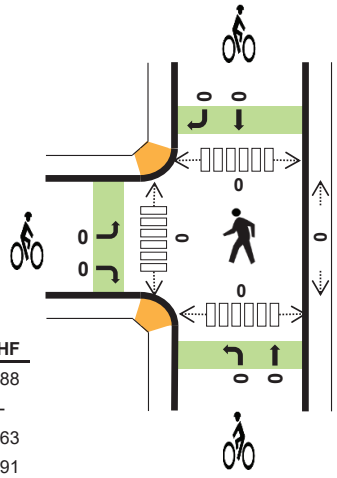
# Arroyo Rd
# Wetmore Rd

Date: 03-26-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM




| | HV %: | PHF |
|---|---|---|
| EB | 2.9% | 0.88 |
| WB | - | - |
| NB | 0.0% | 0.63 |
| SB | 0.6% | 0.91 |
| TOTAL | 1.2% | 0.89 |

## Two-Hour Count Summaries

| Interval Start | Wetmore Rd Eastbound | | | | 0 Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **17** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **24** | **56** | **116** | 0 |
| **7:15 AM** | **0** | **17** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **26** | **52** | **112** | 0 |
| **7:30 AM** | **0** | **16** | **0** | **23** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **0** | **0** | **0** | **37** | **54** | **136** | 0 |
| **7:45 AM** | **0** | **13** | **0** | **20** | **0** | **0** | **0** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **35** | **46** | **119** | **483** |
| 8:00 AM | 0 | 20 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 12 | 38 | 108 | 475 |
| 8:15 AM | 0 | 21 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 34 | 35 | 110 | 473 |
| 8:30 AM | 0 | 15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 23 | 42 | 97 | 434 |
| 8:45 AM | 0 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 24 | 35 | 96 | 411 |
| Count Total | 0 | 135 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 11 | 51 | 0 | 0 | 0 | 215 | 358 | 894 | 0 |
| Peak Hour **All** | **0** | **63** | **0** | **75** | **0** | **0** | **0** | **0** | **0** | **5** | **10** | **0** | **0** | **0** | **122** | **208** | **483** | **0** |
| Peak Hour **HV** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **6** | **0** |
| Peak Hour **HV%** | **-** | **0%** | **-** | **5%** | **-** | **-** | **-** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **1%** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **2** | **0** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **0** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 0 | 1 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 4 | 1 | 0 | *5* |
| 8:30 AM | 1 | 0 | 1 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 1 | 1 | 1 | *4* |
| 8:45 AM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 0 | 1 | *1* | 3 | 4 | 4 | 0 | *11* |
| Count Total | 6 | 0 | 4 | 5 | *15* | 0 | 0 | 0 | 1 | *1* | 4 | 9 | 6 | 1 | *20* |
| **Peak Hr** | **4** | **0** | **0** | **2** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Wetmore Rd | | | | 0 | | | | Arroyo Rd | | | | Arroyo Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **3** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 7 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 |
| Count Total | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 15 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **6** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Wetmore Rd | | | 0 | | | Arroyo Rd | | | Arroyo Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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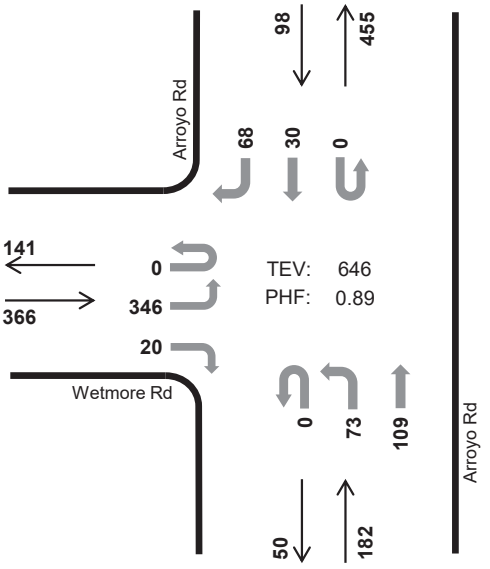
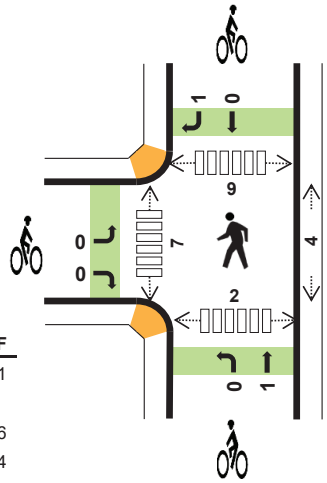
# Arroyo Rd
# Wetmore Rd

Peak Hour

Date: 03-26-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM




| | HV %: | PHF |
|---|---|---|
| EB | 1.4% | 0.91 |
| WB | - | - |
| NB | 0.5% | 0.76 |
| SB | 0.0% | 0.84 |
| TOTAL | 0.9% | 0.89 |




## Two-Hour Count Summaries

| Interval Start | Wetmore Rd Eastbound | | | | 0 Westbound | | | | Arroyo Rd Northbound | | | | Arroyo Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **90** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **21** | **39** | **0** | **0** | **0** | **6** | **14** | **177** | 0 |
| **4:15 PM** | **0** | **75** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **22** | **17** | **0** | **0** | **0** | **8** | **21** | **146** | 0 |
| **4:30 PM** | **0** | **97** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **21** | **38** | **0** | **0** | **0** | **6** | **16** | **182** | 0 |
| **4:45 PM** | **0** | **84** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **9** | **15** | **0** | **0** | **0** | **10** | **17** | **141** | **646** |
| 5:00 PM | 0 | 75 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 14 | 17 | 0 | 0 | 0 | 11 | 23 | 150 | 619 |
| 5:15 PM | 0 | 85 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 0 | 0 | 0 | 11 | 35 | 156 | 629 |
| 5:30 PM | 0 | 85 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 3 | 18 | 123 | 570 |
| 5:45 PM | 0 | 70 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 11 | 14 | 114 | 543 |
| Count Total | 0 | 661 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 108 | 155 | 0 | 0 | 0 | 66 | 158 | 1,189 | 0 |
| **Peak Hour All** | **0** | **346** | **0** | **20** | **0** | **0** | **0** | **0** | **0** | **73** | **109** | **0** | **0** | **0** | **30** | **68** | **646** | **0** |
| **Peak Hour HV** | **0** | **4** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |
| **Peak Hour HV%** | **-** | **1%** | **-** | **5%** | **-** | **-** | **-** | **-** | **-** | **0%** | **1%** | **-** | **-** | **-** | **0%** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **4:00 PM** | **3** | **0** | **1** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **3** | **4** | **0** | *9* |
| **4:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **3** | **5** | **1** | *10* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** | **1** | **1** | **0** | **1** | *3* |
| **4:45 PM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* | 0 | 3 | 4 | 0 | *7* |
| 5:15 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 2 | 0 | *3* |
| 5:30 PM | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 1 | 2 | *5* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 1 | 0 | *1* |
| Count Total | 7 | 0 | 1 | 1 | *9* | 1 | 0 | 2 | 1 | *4* | 6 | 11 | 17 | 4 | *38* |
| **Peak Hr** | **5** | **0** | **1** | **0** | ***6*** | **0** | **0** | **1** | **1** | ***2*** | **4** | **7** | **9** | **2** | ***22*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Wetmore Rd | | | | 0 | | | | Arroyo Rd | | | | Arroyo Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **6** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 5:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 |
| **Peak Hour** | **0** | **4** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Wetmore Rd | | | 0 | | | Arroyo Rd | | | Arroyo Rd | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **2** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Count Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **2** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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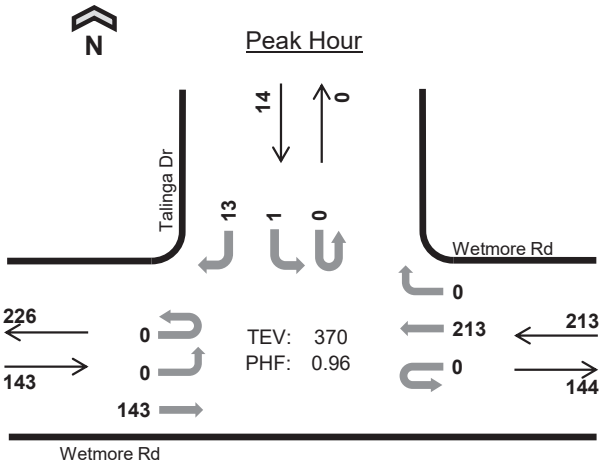
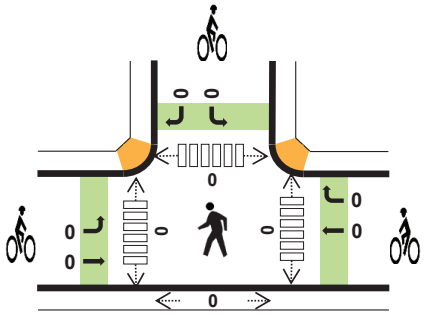
# Talinga Dr
# Wetmore Rd




**Date:** 03-26-2019
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM



| | HV %: | PHF |
|---|---|---|
| EB | 2.8% | 0.94 |
| WB | 0.5% | 0.97 |
| NB | - | - |
| SB | 0.0% | 0.58 |
| TOTAL | 1.4% | 0.96 |

## Two-Hour Count Summaries

| Interval Start | Wetmore Rd Eastbound | | | | Wetmore Rd Westbound | | | | 0 Northbound | | | | Talinga Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **38** | **0** | **0** | **0** | **54** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **95** | 0 |
| **7:15 AM** | **0** | **0** | **31** | **0** | **0** | **0** | **53** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **85** | 0 |
| **7:30 AM** | **0** | **0** | **37** | **0** | **0** | **0** | **55** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **96** | 0 |
| **7:45 AM** | **0** | **0** | **37** | **0** | **0** | **0** | **51** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **94** | **370** |
| 8:00 AM | 0 | 2 | 37 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 84 | 359 |
| 8:15 AM | 0 | 4 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 74 | 348 |
| 8:30 AM | 0 | 0 | 24 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 70 | 322 |
| 8:45 AM | 0 | 1 | 24 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 67 | 295 |
| Count Total | 0 | 7 | 262 | 0 | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21 | 665 | 0 |
| **Peak Hour All** | **0** | **0** | **143** | **0** | **0** | **0** | **213** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **13** | **370** | **0** |
| **Peak Hour HV** | **0** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |
| **Peak Hour HV%** | **-** | **-** | **3%** | **-** | **-** | **-** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 0 | *2* |
| 8:30 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 0 | *2* |
| 8:45 AM | 0 | 2 | 0 | 0 | *2* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 2 | *2* |
| Count Total | 6 | 3 | 0 | 0 | *9* | 0 | 1 | 0 | 0 | *1* | 0 | 4 | 0 | 2 | *6* |
| **Peak Hr** | **4** | **1** | **0** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Wetmore Rd Eastbound | | | | Wetmore Rd Westbound | | | | 0 Northbound | | | | Talinga Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **7:15 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **7:30 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| Count Total | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| **Peak Hour** | **0** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Wetmore Rd Eastbound | | | Wetmore Rd Westbound | | | 0 Northbound | | | Talinga Dr Southbound | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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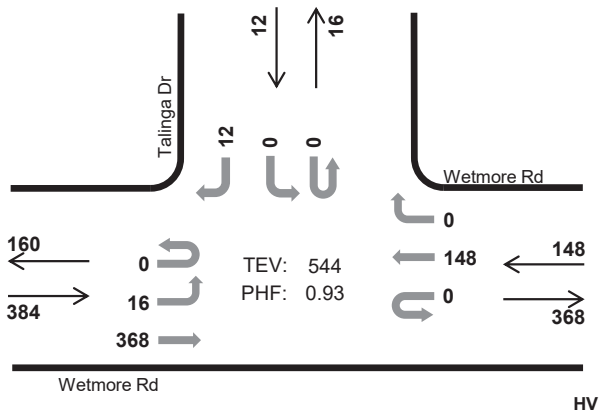
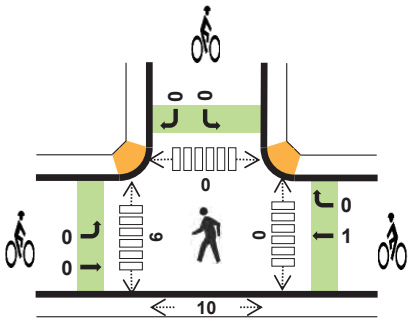
# Talinga Dr
# Wetmore Rd

Peak Hour




**Date:** 03-26-2019
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM




| | HV %: | PHF |
|---|---|---|
| EB | 0.5% | 0.92 |
| WB | 0.7% | 0.84 |
| NB | - | - |
| SB | 0.0% | 0.75 |
| TOTAL | 0.6% | 0.93 |

## Two-Hour Count Summaries

| Interval Start | | Wetmore Rd Eastbound | | | | Wetmore Rd Westbound | | | | 0 Northbound | | | | Talinga Dr Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 5 | 89 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 133 | 0 |
| 4:15 PM | | 0 | 5 | 87 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 136 | 0 |
| **4:30 PM** | | **0** | **5** | **99** | **0** | **0** | **0** | **39** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **147** | 0 |
| **4:45 PM** | | **0** | **2** | **94** | **0** | **0** | **0** | **25** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **123** | 539 |
| **5:00 PM** | | **0** | **6** | **83** | **0** | **0** | **0** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **132** | 538 |
| **5:15 PM** | | **0** | **3** | **92** | **0** | **0** | **0** | **44** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **142** | **544** |
| 5:30 PM | | 0 | 2 | 89 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 512 |
| 5:45 PM | | 0 | 6 | 76 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 492 |
| Count Total | | 0 | 34 | 709 | 0 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 1,031 | 0 |
| **Peak Hour** | **All** | **0** | **16** | **368** | **0** | **0** | **0** | **148** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **12** | **544** | **0** |
| | **HV** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** |
| | **HV%** | **-** | **0%** | **1%** | **-** | **-** | **-** | **1%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 3 | 0 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 3 | *3* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 4 | *5* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **4** | **0** | **3** | *7* |
| **4:45 PM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **3** | *3* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **3** | *3* |
| **5:15 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **1** | ***3*** |
| 5:30 PM | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 3 | *3* |
| Count Total | 7 | 1 | 0 | 0 | *8* | 1 | 1 | 0 | 0 | *2* | 0 | 7 | 0 | 20 | *27* |
| **Peak Hr** | **2** | **1** | **0** | **0** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **6** | **0** | **10** | ***16*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Wetmore Rd | | | | Wetmore Rd | | | | 0 | | | | Talinga Dr | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 5 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **3** |
| 5:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Count Total | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| **Peak Hour** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Wetmore Rd | | | Wetmore Rd | | | 0 | | | Talinga Dr | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 1 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Count Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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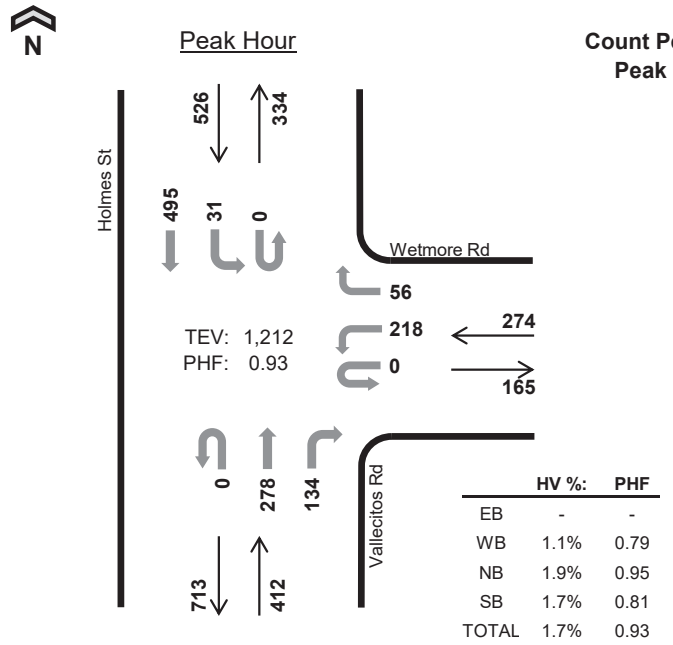
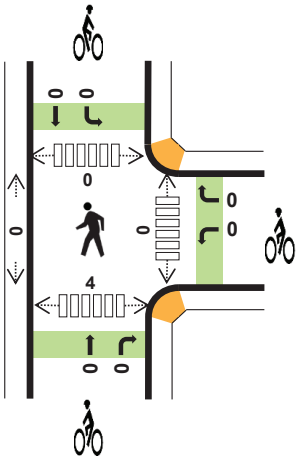
# Vallecitos Rd
# Wetmore Rd




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.1% | 0.79 |
| NB | 1.9% | 0.95 |
| SB | 1.7% | 0.81 |
| TOTAL | 1.7% | 0.93 |

**Date:** 03-26-2019
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




## Two-Hour Count Summaries

| Interval Start | | 0 Eastbound | | | | Wetmore Rd Westbound | | | | Vallecitos Rd Northbound | | | | Holmes St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 5 | 0 | 0 | 57 | 33 | 0 | 2 | 112 | 0 | 273 | 0 |
| **7:15 AM** | | **0** | **0** | **0** | **0** | **0** | **60** | **0** | **8** | **0** | **0** | **74** | **30** | **0** | **5** | **104** | **0** | **281** | 0 |
| **7:30 AM** | | **0** | **0** | **0** | **0** | **0** | **65** | **0** | **22** | **0** | **0** | **76** | **32** | **0** | **4** | **113** | **0** | **312** | 0 |
| **7:45 AM** | | **0** | **0** | **0** | **0** | **0** | **56** | **0** | **6** | **0** | **0** | **66** | **35** | **0** | **6** | **156** | **0** | **325** | 1,191 |
| **8:00 AM** | | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **20** | **0** | **0** | **62** | **37** | **0** | **16** | **122** | **0** | **294** | **1,212** |
| 8:15 AM | | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 14 | 0 | 0 | 56 | 36 | 0 | 14 | 103 | 0 | 263 | 1,194 |
| 8:30 AM | | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 5 | 0 | 0 | 70 | 20 | 0 | 7 | 113 | 0 | 265 | 1,147 |
| 8:45 AM | | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 6 | 0 | 0 | 73 | 26 | 0 | 3 | 88 | 0 | 236 | 1,058 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 412 | 0 | 86 | 0 | 0 | 534 | 249 | 0 | 57 | 911 | 0 | 2,249 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **218** | **0** | **56** | **0** | **0** | **278** | **134** | **0** | **31** | **495** | **0** | **1,212** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **6** | **2** | **0** | **1** | **8** | **0** | **20** | **0** |
| | **HV%** | **-** | **-** | **-** | **-** | **-** | **1%** | **-** | **2%** | **-** | **-** | **2%** | **1%** | **-** | **3%** | **2%** | **-** | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 4 | 2 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| **7:15 AM** | **0** | **1** | **1** | **2** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **2** | **2** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **3** | *3* |
| **8:00 AM** | **0** | **2** | **4** | **4** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | ***1*** |
| 8:15 AM | 0 | 0 | 1 | 4 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:30 AM | 0 | 1 | 3 | 4 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:45 AM | 0 | 2 | 1 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 2 | *3* |
| Count Total | 0 | 6 | 17 | 20 | *43* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 10 | *11* |
| **Peak Hr** | **0** | **3** | **8** | **9** | ***20*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **4** | ***4*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 0 | | | | Wetmore Rd | | | | Vallecitos Rd | | | | Holmes St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 6 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **4** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **2** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **0** | **4** | 16 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **3** | **1** | **0** | **0** | **4** | **0** | **10** | **20** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 5 | 21 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 8 | 27 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 27 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 12 | 5 | 0 | 3 | 17 | 0 | 43 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **6** | **2** | **0** | **1** | **8** | **0** | **20** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | 0 | | | Wetmore Rd | | | Vallecitos Rd | | | Holmes St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

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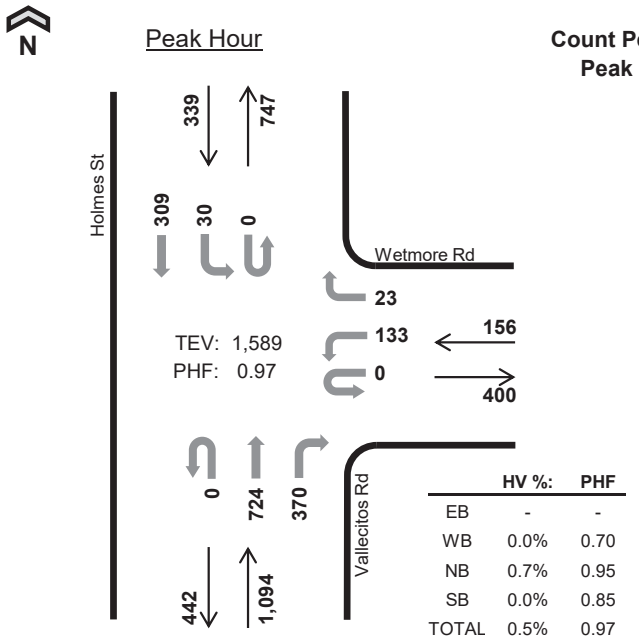
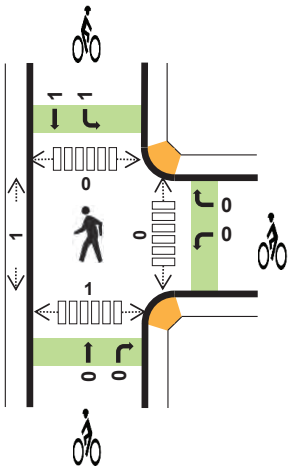
# Vallecitos Rd
# Wetmore Rd

Date: 03-26-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.70 |
| NB | 0.7% | 0.95 |
| SB | 0.0% | 0.85 |
| TOTAL | 0.5% | 0.97 |




## Two-Hour Count Summaries

| Interval Start | | 0 Eastbound | | | | Wetmore Rd Westbound | | | | Vallecitos Rd Northbound | | | | Holmes St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 5 | 0 | 0 | 162 | 95 | 0 | 8 | 85 | 0 | 389 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 5 | 0 | 0 | 170 | 97 | 0 | 12 | 95 | 0 | 427 | 0 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 16 | 0 | 0 | 150 | 91 | 0 | 4 | 83 | 0 | 382 | 0 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 7 | 0 | 0 | 147 | 92 | 0 | 6 | 86 | 0 | 368 | 1,566 |
| **5:00 PM** | | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **7** | **0** | **0** | **169** | **101** | **0** | **7** | **65** | **0** | **386** | 1,563 |
| **5:15 PM** | | **0** | **0** | **0** | **0** | **0** | **51** | **0** | **5** | **0** | **0** | **168** | **86** | **0** | **12** | **88** | **0** | **410** | 1,546 |
| **5:30 PM** | | **0** | **0** | **0** | **0** | **0** | **25** | **0** | **8** | **0** | **0** | **197** | **90** | **0** | **2** | **78** | **0** | **400** | 1,564 |
| **5:45 PM** | | **0** | **0** | **0** | **0** | **0** | **20** | **0** | **3** | **0** | **0** | **190** | **93** | **0** | **9** | **78** | **0** | **393** | **1,589** |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 283 | 0 | 56 | 0 | 0 | 1,353 | 745 | 0 | 60 | 658 | 0 | 3,155 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **133** | **0** | **23** | **0** | **0** | **724** | **370** | **0** | **30** | **309** | **0** | **1,589** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **2** | **0** | **0** | **0** | **0** | **8** | **0** |
| | **HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **1%** | **1%** | **-** | **0%** | **0%** | **-** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 0 | 1 | *1* | 0 | 1 | 0 | 4 | *5* |
| 4:15 PM | 0 | 1 | 0 | 2 | *3* | 0 | 0 | 0 | 1 | *1* | 0 | 2 | 0 | 2 | *4* |
| 4:30 PM | 0 | 0 | 2 | 2 | *4* | 0 | 1 | 1 | 1 | *3* | 1 | 0 | 0 | 4 | *5* |
| 4:45 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 2 | *3* |
| **5:00 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | *1* |
| **5:15 PM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **3** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **2** | ***2*** | **0** | **1** | **0** | **0** | ***1*** |
| Count Total | 0 | 1 | 13 | 4 | *18* | 0 | 1 | 1 | 5 | *7* | 1 | 5 | 0 | 13 | *19* |
| **Peak Hr** | **0** | **0** | **8** | **0** | ***8*** | **0** | **0** | **0** | **2** | ***2*** | **0** | **1** | **0** | **1** | ***2*** |

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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | 0 | | | | Wetmore Rd | | | | Vallecitos Rd | | | | Holmes St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 10 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | 9 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | 8 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **3** | 7 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **8** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 4 | 0 | 0 | 4 | 0 | 18 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **2** | **0** | **0** | **0** | **0** | **8** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | 0 | | | Wetmore Rd | | | Vallecitos Rd | | | Holmes St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **5:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **2** | **2** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 7 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **2** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*

# Appendix C – Level of Service Results

# Existing Conditions LOS Reports

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 0 | 2 | 5 | 1 | 48 | 1 | 94 | 3 | 24 | 282 | 21 |
| Future Vol, veh/h | 38 | 0 | 2 | 5 | 1 | 48 | 1 | 94 | 3 | 24 | 282 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 79 | 79 | 79 | 72 | 72 | 72 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 49 | 0 | 3 | 6 | 1 | 61 | 1 | 131 | 4 | 29 | 336 | 25 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 564 | 535 | 341 | 542 | 556 | 131 | 365 | 0 | 0 | 135 | 0 | 0 |
| Stage 1 | 398 | 398 | - | 133 | 133 | - | - | - | - | - | - | - |
| Stage 2 | 166 | 137 | - | 409 | 423 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 439 | 454 | 706 | 454 | 442 | 924 | 1199 | - | - | 1456 | - | - |
| Stage 1 | 632 | 606 | - | 875 | 790 | - | - | - | - | - | - | - |
| Stage 2 | 841 | 787 | - | 623 | 591 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 401 | 443 | 703 | 445 | 431 | 924 | 1194 | - | - | 1456 | - | - |
| Mov Cap-2 Maneuver | 401 | 443 | - | 445 | 431 | - | - | - | - | - | - | - |
| Stage 1 | 629 | 591 | - | 874 | 789 | - | - | - | - | - | - | - |
| Stage 2 | 784 | 786 | - | 608 | 577 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.1 | 9.8 | 0.1 | 0.6 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1194 | - | - | 410 | 824 | 1456 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.127 | 0.083 | 0.02 | - | - |
| HCM Control Delay (s) | 8 | - | - | 15.1 | 9.8 | 7.5 | - | - |
| HCM Lane LOS | A | - | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 63 | 75 | 5 | 10 | 122 | 208 |
| Future Vol, veh/h | 63 | 75 | 5 | 10 | 122 | 208 |
| Peak Hour Factor | 0.88 | 0.88 | 0.63 | 0.63 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 85 | 8 | 16 | 134 | 229 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.6 | 8 | 8.6 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 33% | 46% | 0% | 0% |
| Vol Thru, % | 67% | 0% | 100% | 0% |
| Vol Right, % | 0% | 54% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 15 | 138 | 122 | 208 |
| LT Vol | 5 | 63 | 0 | 0 |
| Through Vol | 10 | 0 | 122 | 0 |
| RT Vol | 0 | 75 | 0 | 208 |
| Lane Flow Rate | 24 | 157 | 134 | 229 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.032 | 0.197 | 0.184 | 0.268 |
| Departure Headway (Hd) | 4.832 | 4.512 | 4.928 | 4.225 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 741 | 797 | 729 | 853 |
| Service Time | 2.859 | 2.528 | 2.647 | 1.944 |
| HCM Lane V/C Ratio | 0.032 | 0.197 | 0.184 | 0.268 |
| HCM Control Delay | 8 | 8.6 | 8.8 | 8.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.7 | 0.7 | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 143 | 213 | 0 | 1 | 13 |
| Future Vol, veh/h | 0 | 143 | 213 | 0 | 1 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 97 | 97 | 58 | 58 |
| Heavy Vehicles, % | 3 | 3 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 0 | 152 | 220 | 0 | 2 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 220 | 0 | - | 0 | 372 | 220 |
| Stage 1 | - | - | - | - | 220 | - |
| Stage 2 | - | - | - | - | 152 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1343 | - | - | - | 633 | 825 |
| Stage 1 | - | - | - | - | 821 | - |
| Stage 2 | - | - | - | - | 881 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1343 | - | - | - | 633 | 825 |
| Mov Cap-2 Maneuver | - | - | - | - | 633 | - |
| Stage 1 | - | - | - | - | 821 | - |
| Stage 2 | - | - | - | - | 881 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1343 | - | - | - | 808 |
| HCM Lane V/C Ratio | - | - | - | - | 0.03 |
| HCM Control Delay (s) | 0 | - | - | - | 9.6 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 278 | 134 | 31 | 495 | 218 | 56 |
| Future Volume (veh/h) | 278 | 134 | 31 | 495 | 218 | 56 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 293 | 141 | 38 | 611 | 276 | 71 |
| Peak Hour Factor | 0.95 | 0.95 | 0.81 | 0.81 | 0.79 | 0.79 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 1 | 1 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1445 | 678 | 48 | 1270 | 312 | 278 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.62 | 0.62 | 0.03 | 0.68 | 0.17 | 0.17 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 9.7 | 9.8 | 76.7 | 9.7 | 59.6 | 39.7 |
| Ln Grp LOS | A | A | E | A | E | D |
| Approach Vol, veh/h | 434 | | | 649 | 347 | |
| Approach Delay, s/veh | 9.7 | | | 13.6 | 55.5 | |
| Approach LOS | A | | | B | E | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 7.0 | 73.0 | 23.1 | | | 80.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 59.7 | 26.0 | | | 74.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.3 | 8.2 | 18.5 | | | 19.1 | | |
| Green Ext Time (g_e), s | 0.0 | 5.5 | 0.6 | | | 9.4 | | |
| Prob of Phs Call (p_c) | 0.69 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 0.12 | | | 0.00 | | |

| Left-Turn Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | | | | | |
| Mvmt Sat Flow, veh/h | 1781 | 0 | 1795 | | | | | |

| Through Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | | 2 | 8 | | | 6 | | |
| Mvmt Sat Flow, veh/h | | 2441 | 0 | | | 1870 | | |

| Right-Turn Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | | 12 | 18 | | | 16 | | |
| Mvmt Sat Flow, veh/h | | 1102 | 1598 | | | 0 | | |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 38 | 0 | 276 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1781 | 0 | 1795 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.3 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.3 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1795 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 67.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 48 | 0 | 312 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 178 | 0 | 424 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 53.2 | 0.0 | 44.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 23.5 | 0.0 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 76.7 | 0.0 | 59.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 1.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.3 | 0.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.09 | 0.00 | 2.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 220 | 0 | 0 | 0 | 611 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1777 | 0 | 0 | 0 | 1870 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 1094 | 0 | 0 | 0 | 1270 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 1094 | 0 | 0 | 0 | 1270 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 214 | 71 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1672 | 1598 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.2 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.66 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 1029 | 278 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.21 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 1029 | 378 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.3 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.8 | 39.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.6 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 21 | 1 | 0 | 3 | 1 | 28 | 0 | 446 | 16 | 21 | 99 | 22 |
| Future Vol, veh/h | 21 | 1 | 0 | 3 | 1 | 28 | 0 | 446 | 16 | 21 | 99 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 27 | 1 | 0 | 4 | 1 | 35 | 0 | 531 | 19 | 25 | 116 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 732 | 726 | 124 | 715 | 733 | 534 | 149 | 0 | 0 | 553 | 0 | 0 |
| Stage 1 | 173 | 173 | - | 534 | 534 | - | - | - | - | - | - | - |
| Stage 2 | 559 | 553 | - | 181 | 199 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 339 | 354 | 932 | 344 | 347 | 550 | 1439 | - | - | 1022 | - | - |
| Stage 1 | 834 | 760 | - | 528 | 523 | - | - | - | - | - | - | - |
| Stage 2 | 517 | 518 | - | 818 | 735 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 308 | 342 | 925 | 335 | 335 | 548 | 1429 | - | - | 1019 | - | - |
| Mov Cap-2 Maneuver | 308 | 342 | - | 335 | 335 | - | - | - | - | - | - | - |
| Stage 1 | 828 | 736 | - | 526 | 521 | - | - | - | - | - | - | - |
| Stage 2 | 483 | 516 | - | 796 | 711 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.8 | 12.7 | 0 | 1.3 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1429 | - | - | 309 | 508 | 1019 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.092 | 0.079 | 0.024 | - | - |
| HCM Control Delay (s) | 0 | - | - | 17.8 | 12.7 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.4 |
| Intersection LOS | B |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 346 | 20 | 73 | 109 | 30 | 68 |
| Future Vol, veh/h | 346 | 20 | 73 | 109 | 30 | 68 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 380 | 22 | 96 | 143 | 36 | 81 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 14.1 | 11.3 | 8.7 |
| HCM LOS | B | B | A |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 40% | 95% | 0% | 0% |
| Vol Thru, % | 60% | 0% | 100% | 0% |
| Vol Right, % | 0% | 5% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 182 | 366 | 30 | 68 |
| LT Vol | 73 | 346 | 0 | 0 |
| Through Vol | 109 | 0 | 30 | 0 |
| RT Vol | 0 | 20 | 0 | 68 |
| Lane Flow Rate | 239 | 402 | 36 | 81 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.352 | 0.555 | 0.058 | 0.115 |
| Departure Headway (Hd) | 5.295 | 4.967 | 5.834 | 5.124 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 673 | 720 | 607 | 691 |
| Service Time | 3.38 | 3.037 | 3.633 | 2.922 |
| HCM Lane V/C Ratio | 0.355 | 0.558 | 0.059 | 0.117 |
| HCM Control Delay | 11.3 | 14.1 | 9 | 8.6 |
| HCM Lane LOS | B | B | A | A |
| HCM 95th-tile Q | 1.6 | 3.4 | 0.2 | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 368 | 148 | 0 | 0 | 12 |
| Future Vol, veh/h | 16 | 368 | 148 | 0 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 17 | 400 | 176 | 0 | 0 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 176 | 0 | - | 0 | 610 | 185 |
| Stage 1 | - | - | - | - | 176 | - |
| Stage 2 | - | - | - | - | 434 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1406 | - | - | - | 461 | 862 |
| Stage 1 | - | - | - | - | 859 | - |
| Stage 2 | - | - | - | - | 658 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1406 | - | - | - | 454 | 855 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 | - |
| Stage 1 | - | - | - | - | 845 | - |
| Stage 2 | - | - | - | - | 658 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 9.3 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1406 | - | - | - | 855 |
| HCM Lane V/C Ratio | 0.012 | - | - | - | 0.019 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.3 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 724 | 370 | 30 | 309 | 133 | 23 |
| Future Volume (veh/h) | 724 | 370 | 30 | 309 | 133 | 23 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 762 | 389 | 35 | 364 | 190 | 33 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1271 | 647 | 51 | 1213 | 241 | 215 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.55 | 0.55 | 0.03 | 0.64 | 0.13 | 0.13 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 13.1 | 13.4 | 48.7 | 6.3 | 35.0 | 27.2 |
| Ln Grp LOS | B | B | D | A | D | C |
| Approach Vol, veh/h | 1151 | | | 399 | 223 | |
| Approach Delay, s/veh | 13.2 | | | 10.0 | 33.9 | |
| Approach LOS | B | | | B | C | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.0 | 44.0 | 13.3 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 3.3 | 17.6 | 9.1 | | | 8.0 | | |
| Green Ext Time (g_e), s | 0.0 | 8.5 | 0.3 | | | 4.4 | | |
| Prob of Phs Call (p_c) | 0.49 | 1.00 | 0.99 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.00 | 0.00 | 0.10 | | | 0.00 | | |

| Left-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 |

| Through Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 2 | 8 |
| Mvmt Sat Flow, veh/h | | 2391 | 0 |

| Right-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 12 | 18 |
| Mvmt Sat Flow, veh/h | | 1169 | 1610 |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 35 | 0 | 190 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 1.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 1.3 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 51 | 0 | 241 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.69 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.7 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 15.0 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 48.7 | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.5 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.8 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.05 | 0.00 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 594 | 0 | 0 | 0 | 364 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 991 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 991 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 557 | 33 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1675 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 15.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 15.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.70 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 927 | 215 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.60 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 927 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 10.5 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 13.4 | 27.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 4.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 5.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.53 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.1 |
| HCM 6th LOS | B |

Existing Plus Project Conditions LOS Reports

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 42 | 0 | 5 | 5 | 1 | 48 | 3 | 94 | 3 | 24 | 282 | 25 |
| Future Vol, veh/h | 42 | 0 | 5 | 5 | 1 | 48 | 3 | 94 | 3 | 24 | 282 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 79 | 79 | 79 | 72 | 72 | 72 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 55 | 0 | 6 | 6 | 1 | 61 | 4 | 131 | 4 | 29 | 336 | 30 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 570 | 541 | 341 | 552 | 567 | 131 | 370 | 0 | 0 | 135 | 0 | 0 |
| Stage 1 | 398 | 398 | - | 139 | 139 | - | - | - | - | - | - | - |
| Stage 2 | 172 | 143 | - | 413 | 428 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 435 | 451 | 706 | 447 | 436 | 924 | 1194 | - | - | 1456 | - | - |
| Stage 1 | 632 | 606 | - | 869 | 785 | - | - | - | - | - | - | - |
| Stage 2 | 835 | 782 | - | 620 | 588 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 397 | 439 | 703 | 434 | 424 | 924 | 1189 | - | - | 1456 | - | - |
| Mov Cap-2 Maneuver | 397 | 439 | - | 434 | 424 | - | - | - | - | - | - | - |
| Stage 1 | 628 | 591 | - | 866 | 783 | - | - | - | - | - | - | - |
| Stage 2 | 776 | 780 | - | 601 | 574 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.1 | 9.8 | 0.2 | 0.5 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1189 | - | - | 416 | 820 | 1456 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.147 | 0.083 | 0.02 | - | - |
| HCM Control Delay (s) | 8 | - | - | 15.1 | 9.8 | 7.5 | - | - |
| HCM Lane LOS | A | - | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 65 | 75 | 5 | 10 | 123 | 210 |
| Future Vol, veh/h | 65 | 75 | 5 | 10 | 123 | 210 |
| Peak Hour Factor | 0.88 | 0.88 | 0.63 | 0.63 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 74 | 85 | 8 | 16 | 135 | 231 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.7 | 8 | 8.6 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 33% | 46% | 0% | 0% |
| Vol Thru, % | 67% | 0% | 100% | 0% |
| Vol Right, % | 0% | 54% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 15 | 140 | 123 | 210 |
| LT Vol | 5 | 65 | 0 | 0 |
| Through Vol | 10 | 0 | 123 | 0 |
| RT Vol | 0 | 75 | 0 | 210 |
| Lane Flow Rate | 24 | 159 | 135 | 231 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.032 | 0.2 | 0.185 | 0.271 |
| Departure Headway (Hd) | 4.841 | 4.522 | 4.934 | 4.231 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 740 | 795 | 729 | 852 |
| Service Time | 2.868 | 2.541 | 2.653 | 1.95 |
| HCM Lane V/C Ratio | 0.032 | 0.2 | 0.185 | 0.271 |
| HCM Control Delay | 8 | 8.7 | 8.8 | 8.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.7 | 0.7 | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 145 | 215 | 0 | 1 | 14 |
| Future Vol, veh/h | 0 | 145 | 215 | 0 | 1 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 97 | 97 | 58 | 58 |
| Heavy Vehicles, % | 3 | 3 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 0 | 154 | 222 | 0 | 2 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 222 | 0 | - | 0 | 376 | 222 |
| Stage 1 | - | - | - | - | 222 | - |
| Stage 2 | - | - | - | - | 154 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1341 | - | - | - | 629 | 823 |
| Stage 1 | - | - | - | - | 820 | - |
| Stage 2 | - | - | - | - | 879 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1341 | - | - | - | 629 | 823 |
| Mov Cap-2 Maneuver | - | - | - | - | 629 | - |
| Stage 1 | - | - | - | - | 820 | - |
| Stage 2 | - | - | - | - | 879 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1341 | - | - | - | 806 |
| HCM Lane V/C Ratio | - | - | - | - | 0.032 |
| HCM Control Delay (s) | 0 | - | - | - | 9.6 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 278 | 136 | 31 | 495 | 220 | 57 |
| Future Volume (veh/h) | 278 | 136 | 31 | 495 | 220 | 57 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 293 | 143 | 38 | 611 | 278 | 72 |
| Peak Hour Factor | 0.95 | 0.95 | 0.81 | 0.81 | 0.79 | 0.79 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 1 | 1 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1438 | 684 | 48 | 1270 | 314 | 280 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.62 | 0.62 | 0.03 | 0.68 | 0.18 | 0.18 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 9.7 | 9.8 | 76.7 | 9.7 | 59.8 | 39.7 |
| Ln Grp LOS | A | A | E | A | E | D |
| Approach Vol, veh/h | 436 | | | 649 | 350 | |
| Approach Delay, s/veh | 9.7 | | | 13.6 | 55.6 | |
| Approach LOS | A | | | B | E | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 7.0 | 73.0 | 23.3 | | | 80.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 59.7 | 26.0 | | | 74.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.3 | 8.2 | 18.6 | | | 19.1 | | |
| Green Ext Time (g_e), s | 0.0 | 5.5 | 0.6 | | | 9.4 | | |
| Prob of Phs Call (p_c) | 0.69 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 0.13 | | | 0.00 | | |

| Left-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 |
| Mvmt Sat Flow, veh/h | 1781 | 0 | 1795 |

| Through Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 2 | 8 |
| Mvmt Sat Flow, veh/h | | 2429 | 0 |

| Right-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 12 | 18 |
| Mvmt Sat Flow, veh/h | | 1112 | 1598 |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 38 | 0 | 278 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1781 | 0 | 1795 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.3 | 0.0 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.3 | 0.0 | 16.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1795 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 67.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 48 | 0 | 314 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 178 | 0 | 424 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 53.2 | 0.0 | 44.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 23.5 | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 76.7 | 0.0 | 59.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 1.0 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.3 | 0.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.09 | 0.00 | 2.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 221 | 0 | 0 | 0 | 611 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1777 | 0 | 0 | 0 | 1870 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 1094 | 0 | 0 | 0 | 1270 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 1094 | 0 | 0 | 0 | 1270 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 215 | 72 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1670 | 1598 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.2 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.2 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.67 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 1028 | 280 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.21 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 1028 | 378 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 9.3 | 39.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.8 | 39.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.1 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.7 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 0 | 6 | 23 | 1 | 7 |
| Future Vol, veh/h | 40 | 0 | 6 | 23 | 1 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 0 | 7 | 25 | 1 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 43 | 0 | 82 | 43 |
| Stage 1 | - | - | - | - | 43 | - |
| Stage 2 | - | - | - | - | 39 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1566 | - | 920 | 1027 |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 983 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1566 | - | 915 | 1027 |
| Mov Cap-2 Maneuver | - | - | - | - | 915 | - |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 978 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.5 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1012 | - | - | 1566 | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.004 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 28 | 1 | 6 | 3 | 1 | 28 | 10 | 446 | 16 | 21 | 99 | 35 |
| Future Vol, veh/h | 28 | 1 | 6 | 3 | 1 | 28 | 10 | 446 | 16 | 21 | 99 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 36 | 1 | 8 | 4 | 1 | 35 | 12 | 531 | 19 | 25 | 116 | 41 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 756 | 750 | 124 | 750 | 772 | 534 | 164 | 0 | 0 | 553 | 0 | 0 |
| Stage 1 | 173 | 173 | - | 558 | 558 | - | - | - | - | - | - | - |
| Stage 2 | 583 | 577 | - | 192 | 214 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 327 | 342 | 932 | 326 | 329 | 550 | 1421 | - | - | 1022 | - | - |
| Stage 1 | 834 | 760 | - | 512 | 510 | - | - | - | - | - | - | - |
| Stage 2 | 502 | 505 | - | 807 | 724 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 296 | 328 | 925 | 313 | 315 | 548 | 1412 | - | - | 1019 | - | - |
| Mov Cap-2 Maneuver | 296 | 328 | - | 313 | 315 | - | - | - | - | - | - | - |
| Stage 1 | 821 | 736 | - | 506 | 504 | - | - | - | - | - | - | - |
| Stage 2 | 465 | 499 | - | 778 | 701 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.4 | 12.8 | 0.2 | 1.2 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1412 | - | - | 336 | 501 | 1019 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.135 | 0.08 | 0.024 | - | - |
| HCM Control Delay (s) | 7.6 | - | - | 17.4 | 12.8 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.7 |
| Intersection LOS | B |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 355 | 20 | 73 | 110 | 31 | 73 |
| Future Vol, veh/h | 355 | 20 | 73 | 110 | 31 | 73 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 390 | 22 | 96 | 145 | 37 | 87 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 14.6 | 11.4 | 8.8 |
| HCM LOS | B | B | A |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 40% | 95% | 0% | 0% |
| Vol Thru, % | 60% | 0% | 100% | 0% |
| Vol Right, % | 0% | 5% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 183 | 375 | 31 | 73 |
| LT Vol | 73 | 355 | 0 | 0 |
| Through Vol | 110 | 0 | 31 | 0 |
| RT Vol | 0 | 20 | 0 | 73 |
| Lane Flow Rate | 241 | 412 | 37 | 87 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.357 | 0.571 | 0.061 | 0.127 |
| Departure Headway (Hd) | 5.335 | 4.99 | 5.973 | 5.263 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 667 | 717 | 603 | 686 |
| Service Time | 3.427 | 3.071 | 3.673 | 2.963 |
| HCM Lane V/C Ratio | 0.361 | 0.575 | 0.061 | 0.127 |
| HCM Control Delay | 11.4 | 14.6 | 9.1 | 8.7 |
| HCM Lane LOS | B | B | A | A |
| HCM 95th-tile Q | 1.6 | 3.6 | 0.2 | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 377 | 153 | 0 | 0 | 12 |
| Future Vol, veh/h | 17 | 377 | 153 | 0 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 18 | 410 | 182 | 0 | 0 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 182 | 0 | - | 0 | 628 | 191 |
| Stage 1 | - | - | - | - | 182 | - |
| Stage 2 | - | - | - | - | 446 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1399 | - | - | - | 450 | 856 |
| Stage 1 | - | - | - | - | 854 | - |
| Stage 2 | - | - | - | - | 649 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1399 | - | - | - | 442 | 849 |
| Mov Cap-2 Maneuver | - | - | - | - | 442 | - |
| Stage 1 | - | - | - | - | 839 | - |
| Stage 2 | - | - | - | - | 649 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 9.3 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1399 | - | - | - | 849 |
| HCM Lane V/C Ratio | 0.013 | - | - | - | 0.019 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.3 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

HCM 6th Signalized Intersection Capacity Analysis
4: Wetmore Rd & Vallecitos Rd/Holmes st.

PM Peak
04/23/2019

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 724 | 378 | 32 | 309 | 136 | 25 |
| Future Volume (veh/h) | 724 | 378 | 32 | 309 | 136 | 25 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 762 | 398 | 38 | 364 | 194 | 36 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1256 | 654 | 54 | 1213 | 246 | 219 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.55 | 0.55 | 0.03 | 0.64 | 0.14 | 0.14 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 13.3 | 13.6 | 49.0 | 6.3 | 34.9 | 27.1 |
| Ln Grp LOS | B | B | D | A | C | C |
| Approach Vol, veh/h | 1160 | | | 402 | 230 | |
| Approach Delay, s/veh | 13.5 | | | 10.3 | 33.7 | |
| Approach LOS | B | | | B | C | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.1 | 43.9 | 13.5 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 3.5 | 17.9 | 9.3 | | | 8.0 | | |
| Green Ext Time (g_e), s | 0.0 | 8.4 | 0.3 | | | 4.4 | | |
| Prob of Phs Call (p_c) | 0.52 | 1.00 | 0.99 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.00 | 0.00 | 0.11 | | | 0.00 | | |

| Left-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 |

| Through Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 2 | 8 |
| Mvmt Sat Flow, veh/h | | 2371 | 0 |

| Right-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 12 | 18 |
| Mvmt Sat Flow, veh/h | | 1185 | 1610 |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 38 | 0 | 194 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 1.5 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 1.5 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 54 | 0 | 246 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.70 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.6 | 0.0 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 15.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 49.0 | 0.0 | 34.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.8 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.06 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 599 | 0 | 0 | 0 | 364 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 988 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 988 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 4.6 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 561 | 36 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1672 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 15.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 15.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.71 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 922 | 219 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.61 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 922 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 10.6 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 3.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 13.6 | 27.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 4.4 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 5.1 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.54 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS | B |

HCM 6th TWSC
5: Project Driveway & Hansen Rd

PM Peak
07/17/2019

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 1 | 23 | 23 | 0 | 13 |
| Future Vol, veh/h | 22 | 1 | 23 | 23 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 79 | 79 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 24 | 1 | 29 | 29 | 0 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 25 | 0 | 112 | 25 |
| Stage 1 | - | - | - | - | 25 | - |
| Stage 2 | - | - | - | - | 87 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1603 | - | 885 | 1051 |
| Stage 1 | - | - | - | - | 998 | - |
| Stage 2 | - | - | - | - | 936 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1603 | - | 869 | 1051 |
| Mov Cap-2 Maneuver | - | - | - | - | 869 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 936 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.6 | 8.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1051 | - | - | 1603 | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.018 | - |
| HCM Control Delay (s) | 8.5 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | - |

TJKM
Transportation
Consultants

Cumulative (2040) No Project Conditions LOS Reports

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 54 | 0 | 3 | 7 | 1 | 68 | 1 | 133 | 4 | 34 | 400 | 30 |
| Future Vol, veh/h | 54 | 0 | 3 | 7 | 1 | 68 | 1 | 133 | 4 | 34 | 400 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 70 | 0 | 4 | 9 | 1 | 85 | 1 | 158 | 5 | 40 | 471 | 35 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 764 | 726 | 479 | 735 | 756 | 161 | 513 | 0 | 0 | 166 | 0 | 0 |
| Stage 1 | 558 | 558 | - | 163 | 163 | - | - | - | - | - | - | - |
| Stage 2 | 206 | 168 | - | 572 | 593 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 323 | 354 | 591 | 334 | 336 | 889 | 1058 | - | - | 1418 | - | - |
| Stage 1 | 518 | 515 | - | 837 | 761 | - | - | - | - | - | - | - |
| Stage 2 | 801 | 763 | - | 503 | 492 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 283 | 340 | 587 | 323 | 323 | 886 | 1051 | - | - | 1414 | - | - |
| Mov Cap-2 Maneuver | 283 | 340 | - | 323 | 323 | - | - | - | - | - | - | - |
| Stage 1 | 514 | 497 | - | 834 | 758 | - | - | - | - | - | - | - |
| Stage 2 | 722 | 760 | - | 485 | 475 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 21.5 | 10.5 | 0.1 | 0.6 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1051 | - | - | 291 | 749 | 1414 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.254 | 0.127 | 0.028 | - | - |
| HCM Control Delay (s) | 8.4 | - | - | 21.5 | 10.5 | 7.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1 | 0.4 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.1 |
| Intersection LOS | B |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 89 | 107 | 7 | 14 | 173 | 295 |
| Future Vol, veh/h | 89 | 107 | 7 | 14 | 173 | 295 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 98 | 118 | 9 | 18 | 206 | 351 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.9 | 8.4 | 10.2 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 33% | 45% | 0% | 0% |
| Vol Thru, % | 67% | 0% | 100% | 0% |
| Vol Right, % | 0% | 55% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 21 | 196 | 173 | 295 |
| LT Vol | 7 | 89 | 0 | 0 |
| Through Vol | 14 | 0 | 173 | 0 |
| RT Vol | 0 | 107 | 0 | 295 |
| Lane Flow Rate | 28 | 215 | 206 | 351 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.04 | 0.29 | 0.29 | 0.426 |
| Departure Headway (Hd) | 5.168 | 4.844 | 5.069 | 4.365 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 689 | 741 | 708 | 822 |
| Service Time | 3.224 | 2.883 | 2.805 | 2.101 |
| HCM Lane V/C Ratio | 0.041 | 0.29 | 0.291 | 0.427 |
| HCM Control Delay | 8.4 | 9.9 | 9.9 | 10.3 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.1 | 1.2 | 1.2 | 2.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 203 | 302 | 0 | 1 | 18 |
| Future Vol, veh/h | 0 | 203 | 302 | 0 | 1 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 0 | 221 | 360 | 0 | 1 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 360 | 0 | - | 0 | 581 | 369 |
| Stage 1 | - | - | - | - | 360 | - |
| Stage 2 | - | - | - | - | 221 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1204 | - | - | - | 479 | 681 |
| Stage 1 | - | - | - | - | 710 | - |
| Stage 2 | - | - | - | - | 821 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1204 | - | - | - | 479 | 675 |
| Mov Cap-2 Maneuver | - | - | - | - | 479 | - |
| Stage 1 | - | - | - | - | 710 | - |
| Stage 2 | - | - | - | - | 821 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1204 | - | - | - | 661 |
| HCM Lane V/C Ratio | - | - | - | - | 0.038 |
| HCM Control Delay (s) | 0 | - | - | - | 10.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 395 | 190 | 44 | 703 | 310 | 80 |
| Future Volume (veh/h) | 395 | 190 | 44 | 703 | 310 | 80 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 416 | 200 | 52 | 827 | 443 | 114 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1283 | 610 | 66 | 1213 | 414 | 368 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.54 | 0.54 | 0.04 | 0.64 | 0.23 | 0.23 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 9.7 | 9.8 | 51.4 | 11.2 | 91.5 | 22.9 |
| Ln Grp LOS | A | A | D | B | F | C |
| Approach Vol, veh/h | 616 | | | 879 | 557 | |
| Approach Delay, s/veh | 9.7 | | | 13.6 | 77.5 | |
| Approach LOS | A | | | B | E | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.6 | 43.4 | 20.0 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.0 | 8.9 | 18.0 | | | 21.5 | | |
| Green Ext Time (g_e), s | 0.0 | 6.4 | 0.0 | | | 10.9 | | |
| Prob of Phs Call (p_c) | 0.64 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 1.00 | | | 0.00 | | |
| **Left-Turn Movement Data** | | | | | | | | |
| Assigned Mvmt | 1 | 5 | 3 | | | | | |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 | | | | | |
| **Through Movement Data** | | | | | | | | |
| Assigned Mvmt | | 2 | 8 | | | 6 | | |
| Mvmt Sat Flow, veh/h | | 2449 | 0 | | | 1900 | | |
| **Right-Turn Movement Data** | | | | | | | | |
| Assigned Mvmt | | 12 | 18 | | | 16 | | |
| Mvmt Sat Flow, veh/h | | 1120 | 1610 | | | 0 | | |
| **Left Lane Group Data** | | | | | | | | |
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 52 | 0 | 443 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.0 | 0.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.0 | 0.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 66 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 1.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.4 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 18.0 | 0.0 | 64.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 51.4 | 0.0 | 91.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.8 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.1 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.08 | 0.00 | 3.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 315 | 0 | 0 | 0 | 827 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 976 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 976 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 301 | 114 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1684 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.9 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.9 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.67 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 917 | 368 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.33 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 917 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 8.8 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.8 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.9 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 29.8 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 30 | 1 | 0 | 4 | 1 | 40 | 0 | 633 | 23 | 30 | 141 | 31 |
| Future Vol, veh/h | 30 | 1 | 0 | 4 | 1 | 40 | 0 | 633 | 23 | 30 | 141 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 39 | 1 | 0 | 5 | 1 | 50 | 0 | 754 | 27 | 35 | 166 | 36 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1036 | 1027 | 174 | 1013 | 1036 | 757 | 209 | 0 | 0 | 784 | 0 | 0 |
| Stage 1 | 243 | 243 | - | 757 | 757 | - | - | - | - | - | - | - |
| Stage 2 | 793 | 784 | - | 256 | 279 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 212 | 236 | 875 | 216 | 231 | 411 | 1368 | - | - | 839 | - | - |
| Stage 1 | 765 | 708 | - | 398 | 414 | - | - | - | - | - | - | - |
| Stage 2 | 385 | 407 | - | 746 | 678 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 178 | 224 | 868 | 207 | 219 | 410 | 1359 | - | - | 837 | - | - |
| Mov Cap-2 Maneuver | 178 | 224 | - | 207 | 219 | - | - | - | - | - | - | - |
| Stage 1 | 760 | 673 | - | 397 | 413 | - | - | - | - | - | - | - |
| Stage 2 | 337 | 406 | - | 713 | 645 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 30.9 | 16.4 | 0 | 1.4 |
| HCM LOS | D | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1359 | - | - | 179 | 371 | 837 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.225 | 0.152 | 0.042 | - | - |
| HCM Control Delay (s) | 0 | - | - | 30.9 | 16.4 | 9.5 | - | - |
| HCM Lane LOS | A | - | - | D | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | 0.5 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 26.4 |
| Intersection LOS | D |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 491 | 28 | 104 | 155 | 43 | 97 |
| Future Vol, veh/h | 491 | 28 | 104 | 155 | 43 | 97 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 540 | 31 | 137 | 204 | 51 | 115 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 36.4 | 17.4 | 10.4 |
| HCM LOS | E | C | B |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 40% | 95% | 0% | 0% |
| Vol Thru, % | 60% | 0% | 100% | 0% |
| Vol Right, % | 0% | 5% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 259 | 519 | 43 | 97 |
| LT Vol | 104 | 491 | 0 | 0 |
| Through Vol | 155 | 0 | 43 | 0 |
| RT Vol | 0 | 28 | 0 | 97 |
| Lane Flow Rate | 341 | 570 | 51 | 115 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.58 | 0.883 | 0.097 | 0.197 |
| Departure Headway (Hd) | 6.123 | 5.573 | 6.851 | 6.134 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 586 | 650 | 520 | 581 |
| Service Time | 4.189 | 3.624 | 4.637 | 3.92 |
| HCM Lane V/C Ratio | 0.582 | 0.877 | 0.098 | 0.198 |
| HCM Control Delay | 17.4 | 36.4 | 10.4 | 10.4 |
| HCM Lane LOS | C | E | B | B |
| HCM 95th-tile Q | 3.7 | 10.6 | 0.3 | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 523 | 210 | 0 | 0 | 17 |
| Future Vol, veh/h | 23 | 523 | 210 | 0 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 25 | 568 | 250 | 0 | 0 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 250 | 0 | - | 0 | 868 | 259 |
| Stage 1 | - | - | - | - | 250 | - |
| Stage 2 | - | - | - | - | 618 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1321 | - | - | - | 325 | 785 |
| Stage 1 | - | - | - | - | 796 | - |
| Stage 2 | - | - | - | - | 542 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1321 | - | - | - | 316 | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | 316 | - |
| Stage 1 | - | - | - | - | 774 | - |
| Stage 2 | - | - | - | - | 542 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1321 | - | - | - | 778 |
| HCM Lane V/C Ratio | 0.019 | - | - | - | 0.029 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

HCM 6th Signalized Intersection Capacity Analysis
4: Wetmore Rd & Vallecitos Rd/Holmes St

PM Peak
04/11/2019

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1028 | 525 | 43 | 439 | 189 | 33 |
| Future Volume (veh/h) | 1028 | 525 | 43 | 439 | 189 | 33 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1082 | 553 | 51 | 516 | 270 | 47 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1269 | 624 | 65 | 1213 | 321 | 286 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.55 | 0.55 | 0.04 | 0.64 | 0.18 | 0.18 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 22.1 | 26.4 | 51.7 | 7.4 | 39.4 | 24.7 |
| Ln Grp LOS | C | C | D | A | D | C |
| Approach Vol, veh/h | 1635 | | | 567 | 317 | |
| Approach Delay, s/veh | 24.2 | | | 11.4 | 37.2 | |
| Approach LOS | C | | | B | D | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.5 | 43.5 | 16.4 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.0 | 31.8 | 12.1 | | | 11.4 | | |
| Green Ext Time (g_e), s | 0.0 | 0.0 | 0.4 | | | 6.7 | | |
| Prob of Phs Call (p_c) | 0.63 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 0.92 | | | 0.00 | | |

| Left-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 |

| Through Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 2 | 8 |
| Mvmt Sat Flow, veh/h | | 2421 | 0 |

| Right-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 12 | 18 |
| Mvmt Sat Flow, veh/h | | 1143 | 1610 |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 51 | 0 | 270 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 65 | 0 | 321 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 0.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.5 | 0.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 18.3 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 51.7 | 0.0 | 39.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.8 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.1 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.08 | 0.00 | 1.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 823 | 0 | 0 | 0 | 516 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 977 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.84 | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 977 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 1.10 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 812 | 47 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1679 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 29.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 29.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.68 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 916 | 286 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.89 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 916 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 14.0 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 12.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 26.4 | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 8.3 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 11.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 1.21 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 23.0 |
| HCM 6th LOS | C |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | ↰ | ↑ | ↱ |
| Traffic Vol, veh/h | 58 | 0 | 6 | 7 | 1 | 68 | 3 | 133 | 4 | 34 | 400 | 34 |
| Future Vol, veh/h | 58 | 0 | 6 | 7 | 1 | 68 | 3 | 133 | 4 | 34 | 400 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 75 | 0 | 8 | 9 | 1 | 85 | 4 | 158 | 5 | 40 | 471 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 770 | 732 | 479 | 745 | 767 | 161 | 518 | 0 | 0 | 166 | 0 | 0 |
| Stage 1 | 558 | 558 | - | 169 | 169 | - | - | - | - | - | - | - |
| Stage 2 | 212 | 174 | - | 576 | 598 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 320 | 351 | 591 | 329 | 331 | 889 | 1053 | - | - | 1418 | - | - |
| Stage 1 | 518 | 515 | - | 831 | 757 | - | - | - | - | - | - | - |
| Stage 2 | 795 | 759 | - | 501 | 489 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 279 | 336 | 587 | 316 | 317 | 886 | 1046 | - | - | 1414 | - | - |
| Mov Cap-2 Maneuver | 279 | 336 | - | 316 | 317 | - | - | - | - | - | - | - |
| Stage 1 | 513 | 497 | - | 825 | 752 | - | - | - | - | - | - | - |
| Stage 2 | 715 | 754 | - | 480 | 472 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 22.1 | 10.5 | 0.2 | 0.6 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1046 | - | - | 293 | 745 | 1414 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.284 | 0.128 | 0.028 | - | - |
| HCM Control Delay (s) | 8.5 | - | - | 22.1 | 10.5 | 7.6 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.1 | 0.4 | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.1 |
| Intersection LOS | B |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 107 | 7 | 14 | 175 | 297 |
| Future Vol, veh/h | 91 | 107 | 7 | 14 | 175 | 297 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 100 | 118 | 9 | 18 | 208 | 354 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.9 | 8.5 | 10.2 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 33% | 46% | 0% | 0% |
| Vol Thru, % | 67% | 0% | 100% | 0% |
| Vol Right, % | 0% | 54% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 21 | 198 | 175 | 297 |
| LT Vol | 7 | 91 | 0 | 0 |
| Through Vol | 14 | 0 | 175 | 0 |
| RT Vol | 0 | 107 | 0 | 297 |
| Lane Flow Rate | 28 | 218 | 208 | 354 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.04 | 0.294 | 0.294 | 0.429 |
| Departure Headway (Hd) | 5.182 | 4.857 | 5.077 | 4.373 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 688 | 738 | 706 | 820 |
| Service Time | 3.237 | 2.896 | 2.813 | 2.109 |
| HCM Lane V/C Ratio | 0.041 | 0.295 | 0.295 | 0.432 |
| HCM Control Delay | 8.5 | 9.9 | 9.9 | 10.4 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.1 | 1.2 | 1.2 | 2.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 205 | 304 | 0 | 1 | 19 |
| Future Vol, veh/h | 0 | 205 | 304 | 0 | 1 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 0 | 223 | 362 | 0 | 1 | 25 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 362 | 0 | - | 0 | 585 | 371 |
| Stage 1 | - | - | - | - | 362 | - |
| Stage 2 | - | - | - | - | 223 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1202 | - | - | - | 477 | 679 |
| Stage 1 | - | - | - | - | 709 | - |
| Stage 2 | - | - | - | - | 819 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1202 | - | - | - | 477 | 673 |
| Mov Cap-2 Maneuver | - | - | - | - | 477 | - |
| Stage 1 | - | - | - | - | 709 | - |
| Stage 2 | - | - | - | - | 819 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1202 | - | - | - | 659 |
| HCM Lane V/C Ratio | - | - | - | - | 0.04 |
| HCM Control Delay (s) | 0 | - | - | - | 10.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

HCM 6th Signalized Intersection Capacity Analysis
4: Wetmore Rd & Vallecitos Rd./Holmes St.

AM Peak
04/23/2019

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 395 | 192 | 44 | 703 | 312 | 81 |
| Future Volume (veh/h) | 395 | 192 | 44 | 703 | 312 | 81 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 416 | 202 | 52 | 827 | 446 | 116 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1278 | 614 | 66 | 1213 | 414 | 368 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.54 | 0.54 | 0.04 | 0.64 | 0.23 | 0.23 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 9.7 | 9.8 | 51.4 | 11.2 | 93.8 | 22.9 |
| Ln Grp LOS | A | A | D | B | F | C |
| Approach Vol, veh/h | 618 | | | 879 | 562 | |
| Approach Delay, s/veh | 9.7 | | | 13.6 | 79.2 | |
| Approach LOS | A | | | B | E | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.6 | 43.4 | 20.0 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.0 | 9.0 | 18.0 | | | 21.5 | | |
| Green Ext Time (g_e), s | 0.0 | 6.5 | 0.0 | | | 10.9 | | |
| Prob of Phs Call (p_c) | 0.64 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 1.00 | | | 0.00 | | |

| Left-Turn Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | | | | | |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 | | | | | |

| Through Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | | 2 | 8 | | | 6 | | |
| Mvmt Sat Flow, veh/h | | 2441 | 0 | | | 1900 | | |

| Right-Turn Movement Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | | 12 | 18 | | | 16 | | |
| Mvmt Sat Flow, veh/h | | 1127 | 1610 | | | 0 | | |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 52 | 0 | 446 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.0 | 0.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.0 | 0.0 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 66 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 1.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.4 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 18.0 | 0.0 | 66.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 51.4 | 0.0 | 93.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.8 | 0.0 | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.1 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.08 | 0.00 | 3.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 316 | 0 | 0 | 0 | 827 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 976 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 976 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 302 | 116 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1682 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 7.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 7.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.67 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 916 | 368 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.33 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 916 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 8.8 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 9.8 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 1.9 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 2.2 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 0.23 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 30.3 |
| HCM 6th LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 57 | 0 | 6 | 33 | 1 | 7 |
| Future Vol, veh/h | 57 | 0 | 6 | 33 | 1 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 79 | 79 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 62 | 0 | 8 | 42 | 1 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 62 | 0 | 120 | 62 |
| Stage 1 | - | - | - | - | 62 | - |
| Stage 2 | - | - | - | - | 58 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1554 | - | 876 | 1003 |
| Stage 1 | - | - | - | - | 961 | - |
| Stage 2 | - | - | - | - | 965 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1554 | - | 872 | 1003 |
| Mov Cap-2 Maneuver | - | - | - | - | 872 | - |
| Stage 1 | - | - | - | - | 961 | - |
| Stage 2 | - | - | - | - | 960 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.1 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 985 | - | - | 1554 | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.005 | - |
| HCM Control Delay (s) | 8.7 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 1 | 6 | 4 | 1 | 40 | 10 | 633 | 23 | 30 | 141 | 44 |
| Future Vol, veh/h | 37 | 1 | 6 | 4 | 1 | 40 | 10 | 633 | 23 | 30 | 141 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 3 | 3 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 150 | - | 150 | 135 | - | 135 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 80 | 80 | 80 | 84 | 84 | 84 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 48 | 1 | 8 | 5 | 1 | 50 | 12 | 754 | 27 | 35 | 166 | 52 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1060 | 1051 | 174 | 1049 | 1076 | 757 | 225 | 0 | 0 | 784 | 0 | 0 |
| Stage 1 | 243 | 243 | - | 781 | 781 | - | - | - | - | - | - | - |
| Stage 2 | 817 | 808 | - | 268 | 295 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.53 | 6.2 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.027 | 3.3 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 204 | 229 | 875 | 205 | 218 | 411 | 1350 | - | - | 839 | - | - |
| Stage 1 | 765 | 708 | - | 386 | 404 | - | - | - | - | - | - | - |
| Stage 2 | 373 | 397 | - | 735 | 667 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 170 | 215 | 868 | 194 | 205 | 410 | 1341 | - | - | 837 | - | - |
| Mov Cap-2 Maneuver | 170 | 215 | - | 194 | 205 | - | - | - | - | - | - | - |
| Stage 1 | 753 | 673 | - | 381 | 399 | - | - | - | - | - | - | - |
| Stage 2 | 324 | 392 | - | 696 | 634 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 31.5 | 16.6 | 0.1 | 1.3 |
| HCM LOS | D | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1341 | - | - | 192 | 366 | 837 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.298 | 0.154 | 0.042 | - | - |
| HCM Control Delay (s) | 7.7 | - | - | 31.5 | 16.6 | 9.5 | - | - |
| HCM Lane LOS | A | - | - | D | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.2 | 0.5 | 0.1 | - | - |

HCM 6th AWSC
2: Arroyo Rd & Wetmore Rd

PM Peak
04/23/2019

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 28.1 |
| Intersection LOS | D |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 500 | 28 | 104 | 156 | 44 | 102 |
| Future Vol, veh/h | 500 | 28 | 104 | 156 | 44 | 102 |
| Peak Hour Factor | 0.91 | 0.91 | 0.76 | 0.76 | 0.84 | 0.84 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 549 | 31 | 137 | 205 | 52 | 121 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 1 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 2 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 39.5 | 17.7 | 10.6 |
| HCM LOS | E | C | B |

| Lane | NBLn1 | EBLn1 | SBLn1 | SBLn2 |
|---|---|---|---|---|
| Vol Left, % | 40% | 95% | 0% | 0% |
| Vol Thru, % | 60% | 0% | 100% | 0% |
| Vol Right, % | 0% | 5% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 260 | 528 | 44 | 102 |
| LT Vol | 104 | 500 | 0 | 0 |
| Through Vol | 156 | 0 | 44 | 0 |
| RT Vol | 0 | 28 | 0 | 102 |
| Lane Flow Rate | 342 | 580 | 52 | 121 |
| Geometry Grp | 5 | 2 | 7 | 7 |
| Degree of Util (X) | 0.587 | 0.903 | 0.1 | 0.209 |
| Departure Headway (Hd) | 6.177 | 5.604 | 6.904 | 6.187 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 582 | 644 | 515 | 576 |
| Service Time | 4.247 | 3.657 | 4.693 | 3.976 |
| HCM Lane V/C Ratio | 0.588 | 0.901 | 0.101 | 0.21 |
| HCM Control Delay | 17.7 | 39.5 | 10.5 | 10.6 |
| HCM Lane LOS | C | E | B | B |
| HCM 95th-tile Q | 3.8 | 11.3 | 0.3 | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 532 | 215 | 0 | 0 | 17 |
| Future Vol, veh/h | 24 | 532 | 215 | 0 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 9 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 84 | 84 | 75 | 75 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 26 | 578 | 256 | 0 | 0 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 256 | 0 | - | 0 | 886 | 265 |
| Stage 1 | - | - | - | - | 256 | - |
| Stage 2 | - | - | - | - | 630 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1315 | - | - | - | 318 | 779 |
| Stage 1 | - | - | - | - | 791 | - |
| Stage 2 | - | - | - | - | 535 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1315 | - | - | - | 309 | 772 |
| Mov Cap-2 Maneuver | - | - | - | - | 309 | - |
| Stage 1 | - | - | - | - | 768 | - |
| Stage 2 | - | - | - | - | 535 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1315 | - | - | - | 772 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.029 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1028 | 533 | 45 | 439 | 192 | 35 |
| Future Volume (veh/h) | 1028 | 533 | 45 | 439 | 192 | 35 |
| Number | 2 | 12 | 1 | 6 | 3 | 18 |
| Initial Q, veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj (A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Lanes Open During Work Zone | | | | | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1082 | 561 | 53 | 516 | 274 | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.85 | 0.85 | 0.70 | 0.70 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 0 | 0 | 0 |
| Opposing Right Turn Influence | | | Yes | | Yes | |
| Cap, veh/h | 1260 | 627 | 68 | 1213 | 325 | 289 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green | 0.54 | 0.54 | 0.04 | 0.64 | 0.18 | 0.18 |
| Unsig. Movement Delay | | | | | | |
| Ln Grp Delay, s/veh | 22.6 | 27.3 | 51.0 | 7.4 | 39.7 | 24.6 |
| Ln Grp LOS | C | C | D | A | D | C |
| Approach Vol, veh/h | 1643 | | | 569 | 324 | |
| Approach Delay, s/veh | 24.9 | | | 11.4 | 37.4 | |
| Approach LOS | C | | | B | D | |

| Timer: | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 8 | | | 6 | | |
| Case No | 2.0 | 8.0 | 9.0 | | | 4.0 | | |
| Phs Duration (G+Y+Rc), s | 6.6 | 43.4 | 16.6 | | | 50.0 | | |
| Change Period (Y+Rc), s | 4.0 | 5.3 | 4.0 | | | 5.3 | | |
| Max Green (Gmax), s | 11.0 | 29.7 | 16.0 | | | 44.7 | | |
| Max Allow Headway (MAH), s | 3.7 | 7.0 | 3.8 | | | 6.9 | | |
| Max Q Clear (g_c+I1), s | 4.0 | 32.3 | 12.2 | | | 11.4 | | |
| Green Ext Time (g_e), s | 0.0 | 0.0 | 0.4 | | | 6.7 | | |
| Prob of Phs Call (p_c) | 0.64 | 1.00 | 1.00 | | | 1.00 | | |
| Prob of Max Out (p_x) | 0.01 | 0.00 | 1.00 | | | 0.00 | | |

| Left-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 |
| Mvmt Sat Flow, veh/h | 1810 | 0 | 1810 |

| Through Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 2 | 8 |
| Mvmt Sat Flow, veh/h | | 2410 | 0 |

| Right-Turn Movement Data | | | |
|---|---|---|---|
| Assigned Mvmt | | 12 | 18 |
| Mvmt Sat Flow, veh/h | | 1152 | 1610 |

| Left Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| Lane Assignment | L (Prot) | | L | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lanes in Grp | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 53 | 0 | 274 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 1810 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 2.0 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 2.0 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Sat Flow (s_l), veh/h/ln | 0 | 0 | 1810 | 0 | 0 | 0 | 0 | 0 |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perm LT Eff Green (g_p), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Serve Time (g_u), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Perm LT Q Serve Time (g_ps), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time to First Blk (g_f), s | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Serve Time pre Blk (g_fs), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop LT Inside Lane (P_L) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 68 | 0 | 325 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.78 | 0.00 | 0.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 284 | 0 | 414 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 33.4 | 0.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 17.6 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 51.0 | 0.0 | 39.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.8 | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.3 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 1.2 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.08 | 0.00 | 1.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Middle Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 2 | 8 | 0 | 0 | 6 | 0 | 0 |
| Lane Assignment | | T | | | | T | | |
| Lanes in Grp | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 826 | 0 | 0 | 0 | 516 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1791 | 0 | 0 | 0 | 1900 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 27.3 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 27.3 | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 |
| Lane Grp Cap (c), veh/h | 0 | 974 | 0 | 0 | 0 | 1213 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 974 | 0 | 0 | 0 | 1213 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 13.5 | 0.0 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 22.6 | 0.0 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 1.13 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Right Lane Group Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Assigned Mvmt | 0 | 12 | 18 | 0 | 0 | 16 | 0 | 0 |
| Lane Assignment | | T+R | R | | | | | |
| Lanes in Grp | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grp Vol (v), veh/h | 0 | 817 | 50 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow (s), veh/h/ln | 0 | 1678 | 1610 | 0 | 0 | 0 | 0 | 0 |
| Q Serve Time (g_s), s | 0.0 | 30.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear Time (g_c), s | 0.0 | 30.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prot RT Eff Green (g_R), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop RT Outside Lane (P_R) | 0.00 | 0.69 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h | 0 | 913 | 289 | 0 | 0 | 0 | 0 | 0 |
| V/C Ratio (X) | 0.00 | 0.89 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h | 0 | 913 | 368 | 0 | 0 | 0 | 0 | 0 |
| Upstream Filter (I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh | 0.0 | 14.2 | 24.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 13.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay (d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (d), s/veh | 0.0 | 27.3 | 24.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1st-Term Q (Q1), veh/ln | 0.0 | 8.5 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2nd-Term Q (Q2), veh/ln | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3rd-Term Q (Q3), veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0 | 11.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Storage Ratio (RQ%) | 0.00 | 1.25 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Final (Residual) Q (Qe), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Delay (ds), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Q (Qs), veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Sat Cap (cs), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Q Clear Time (tc), h | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 23.5 |
| HCM 6th LOS | C |

HCM Unsignalized Intersection Capacity Analysis
5: Project Driveway & Hansen Rd

PM Peak
07/17/2019

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 31 | 1 | 23 | 33 | 0 | 13 |
| Future Volume (Veh/h) | 31 | 1 | 23 | 33 | 0 | 13 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.79 | 0.79 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 34 | 1 | 29 | 42 | 0 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 35 | | 134 | 34 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 35 | | 134 | 34 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 99 |
| cM capacity (veh/h) | | | 1589 | | 843 | 1039 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 35 | 71 | 14 |
| Volume Left | 0 | 29 | 0 |
| Volume Right | 1 | 0 | 14 |
| cSH | 1700 | 1589 | 1039 |
| Volume to Capacity | 0.02 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 3.1 | 8.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 3.1 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.8 | |
| Intersection Capacity Utilization | | 19.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

# Appendix C – Queuing Reports for Signalized Intersection

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St.

AM Peak
04/11/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 434 | 38 | 611 | 276 | 71 |
| v/c Ratio | 0.20 | 0.30 | 0.46 | 0.80 | 0.19 |
| Control Delay | 7.2 | 54.0 | 8.3 | 58.9 | 9.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.2 | 54.0 | 8.3 | 58.9 | 9.3 |
| Queue Length 50th (ft) | 47 | 26 | 162 | 185 | 0 |
| Queue Length 95th (ft) | 83 | 53 | 220 | 229 | 27 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 2223 | 177 | 1340 | 418 | 432 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.21 | 0.46 | 0.66 | 0.16 |

| Intersection Summary |
|---|
| Description: Vallecitos Rd & Wetmore Rd |

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St.

PM Peak
04/11/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1151 | 35 | 364 | 190 | 33 |
| v/c Ratio | 0.53 | 0.20 | 0.28 | 0.60 | 0.11 |
| Control Delay | 9.3 | 31.0 | 5.3 | 34.3 | 9.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.3 | 31.0 | 5.3 | 34.3 | 9.5 |
| Queue Length 50th (ft) | 82 | 14 | 50 | 76 | 0 |
| Queue Length 95th (ft) | 240 | 36 | 91 | 96 | 13 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 2167 | 283 | 1312 | 408 | 394 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.12 | 0.28 | 0.47 | 0.08 |

| Intersection Summary |
|---|
| Description: Vallecitos Rd & Wetmore Rd |

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St.

AM Peak
04/23/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 436 | 38 | 611 | 278 | 72 |
| v/c Ratio | 0.20 | 0.30 | 0.46 | 0.80 | 0.19 |
| Control Delay | 7.1 | 54.0 | 8.4 | 59.0 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 7.1 | 54.0 | 8.4 | 59.0 | 9.2 |
| Queue Length 50th (ft) | 47 | 26 | 162 | 187 | 0 |
| Queue Length 95th (ft) | 83 | 53 | 220 | 231 | 27 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 2222 | 177 | 1339 | 418 | 432 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.21 | 0.46 | 0.67 | 0.17 |

Intersection Summary

Description: Vallecitos Rd & Wetmore Rd

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes st.

PM Peak
04/23/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1160 | 38 | 364 | 194 | 36 |
| v/c Ratio | 0.54 | 0.21 | 0.28 | 0.61 | 0.11 |
| Control Delay | 9.4 | 31.1 | 5.3 | 34.5 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.4 | 31.1 | 5.3 | 34.5 | 9.2 |
| Queue Length 50th (ft) | 83 | 15 | 50 | 77 | 0 |
| Queue Length 95th (ft) | 243 | 38 | 91 | 97 | 13 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 2162 | 283 | 1310 | 408 | 396 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.13 | 0.28 | 0.48 | 0.09 |

| Intersection Summary |
|---|
| Description: Vallecitos Rd & Wetmore Rd |

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St.

AM Peak
04/11/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 616 | 52 | 827 | 443 | 114 |
| v/c Ratio | 0.33 | 0.27 | 0.68 | 1.09 | 0.25 |
| Control Delay | 8.6 | 31.6 | 11.8 | 99.2 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.6 | 31.6 | 11.8 | 99.2 | 6.6 |
| Queue Length 50th (ft) | 61 | 21 | 197 | ~219 | 0 |
| Queue Length 95th (ft) | 103 | 47 | 278 | #257 | 19 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 1872 | 283 | 1213 | 408 | 457 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.18 | 0.68 | 1.09 | 0.25 |

Intersection Summary

Description: Vallecitos Rd & Wetmore Rd

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St

PM Peak
04/11/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1635 | 51 | 516 | 270 | 47 |
| v/c Ratio | 0.84 | 0.27 | 0.41 | 0.74 | 0.13 |
| Control Delay | 20.0 | 31.6 | 7.0 | 39.3 | 8.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.0 | 31.6 | 7.0 | 39.3 | 8.4 |
| Queue Length 50th (ft) | 308 | 21 | 94 | 107 | 0 |
| Queue Length 95th (ft) | #516 | 46 | 138 | 132 | 15 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 1958 | 283 | 1261 | 408 | 405 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.18 | 0.41 | 0.66 | 0.12 |

Intersection Summary

Description: Vallecitos Rd & Wetmore Rd

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Wetmore Rd & Vallecitos Rd./Holmes St.

AM Peak
04/23/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 618 | 52 | 827 | 446 | 116 |
| v/c Ratio | 0.33 | 0.27 | 0.68 | 1.09 | 0.25 |
| Control Delay | 8.6 | 31.6 | 11.8 | 101.6 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.6 | 31.6 | 11.8 | 101.6 | 6.6 |
| Queue Length 50th (ft) | 61 | 21 | 197 | ~222 | 0 |
| Queue Length 95th (ft) | 103 | 47 | 278 | #259 | 19 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 1874 | 283 | 1213 | 408 | 458 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.18 | 0.68 | 1.09 | 0.25 |

Intersection Summary

Description: Vallecitos Rd & Wetmore Rd

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Wetmore Rd & Vallecitos Rd/Holmes St.

PM Peak
04/23/2019

| Lane Group | EBT | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1643 | 53 | 516 | 274 | 50 |
| v/c Ratio | 0.84 | 0.27 | 0.41 | 0.75 | 0.14 |
| Control Delay | 20.3 | 31.7 | 7.1 | 39.6 | 8.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.3 | 31.7 | 7.1 | 39.6 | 8.3 |
| Queue Length 50th (ft) | 313 | 21 | 94 | 108 | 0 |
| Queue Length 95th (ft) | #520 | 48 | 138 | 134 | 15 |
| Internal Link Dist (ft) | 192 | | 554 | 215 | |
| Turn Bay Length (ft) | | 360 | | 90 | |
| Base Capacity (vph) | 1954 | 283 | 1258 | 408 | 407 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.19 | 0.41 | 0.67 | 0.12 |

Intersection Summary

Description: Vallecitos Rd & Wetmore Rd

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

cbg

CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

April 20, 2023
Job No.: 2985-000

# M E M O R A N D U M

**TO:** City of Livermore – Community Development Department

**CC:** Michelle Boss – LWCI, LLC

**FROM:** Jason D. Vogan, P.E., Principal
Kevin G. Lapp, P.E., Project Manager

**SUBJECT:** Vehicular Access to Proposed Livermore Wine Country Inn Site
Livermore Wine Country Inn – APN 99-460-8
3459 Arroyo Road
Livermore, CA 94550

## SUMMARY

As a part of the city's entitlement process, the Livermore Wine Country Inn (LWCI) project was presented to the Planning Commission on November 5, 2019, and City Council on January 13, 2020. During the administrative public hearings for the proposed project, it was suggested by several community members that the vehicular access point to the project site should be relocated from Hansen Road to Arroyo Road. This Technical Memorandum is being prepared at the request of the City of Livermore and evaluates various design considerations related to the feasibility of relocating the project's vehicular access point from Hansen Road to Arroyo Road as suggested by members of the community.

## PROJECT SETTING

The proposed Livermore Wine Country Inn project is located within the South Livermore Valley Specific Plan originally adopted November 17, 1997, and amended February 2004 (SLVSP). The approximately 3.21-acre parcel lies southwest of the intersection of Arroyo Road (to the east) and Hansen Road (to the north). Existing vineyards surround the southerly and westerly edges of the project site. The project site lies within Subarea #5, Parcel 5-D as depicted in the SLVSP. Parcel 5-D includes 3 commercial parcels identified as "Site 5D1 – Commercial Center", the proposed project site, "Site 5D2 – Wine County Inn and Restaurant", and "Site 5D3 – Small Winery". See *Figure 1 – Project Location*.

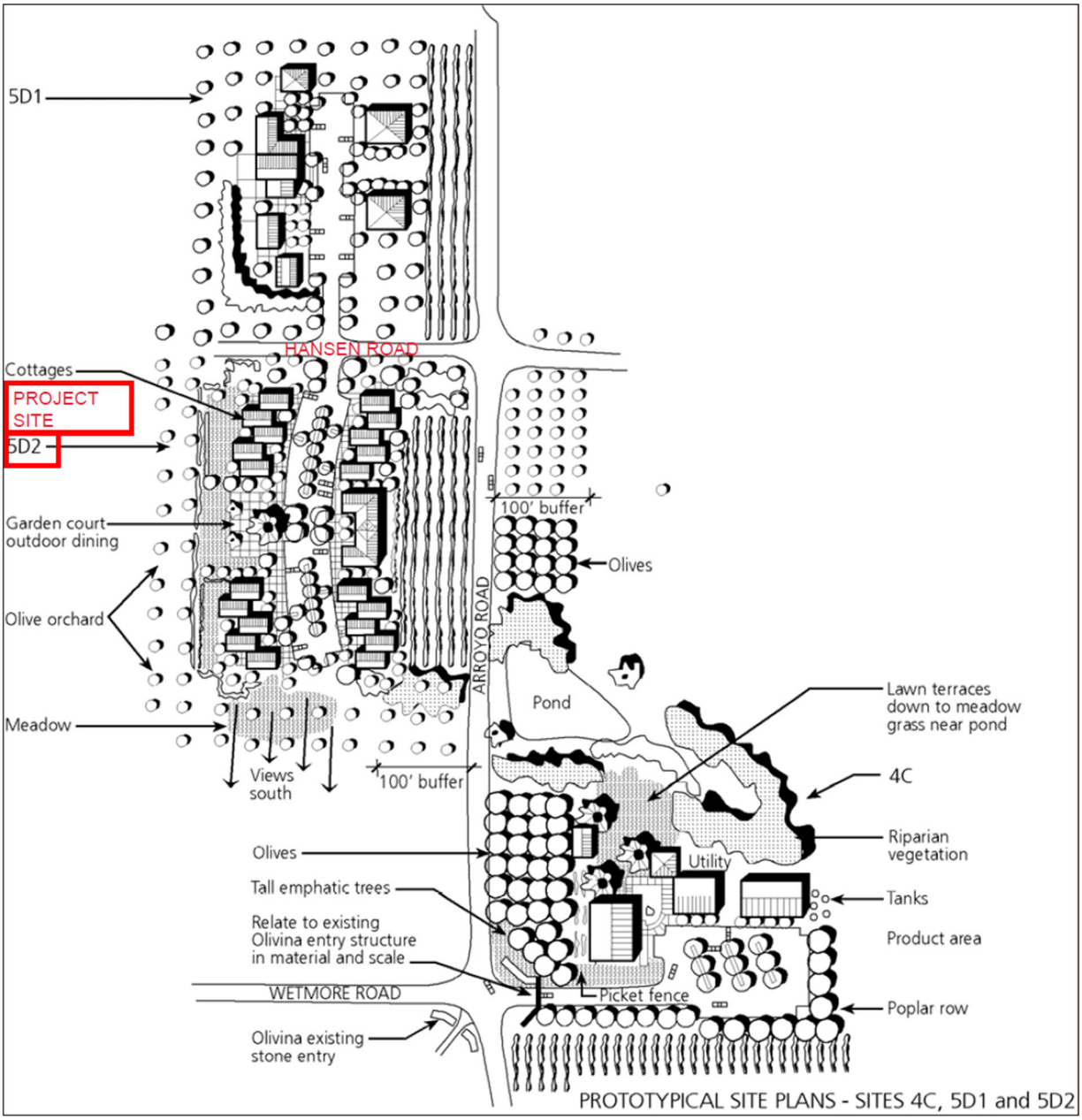



*Figure 1 – Project Location*
*(SLVSP Page 12-13)*

Consistent with the SLVSP, Site 5D2 includes a 25-foot right-of-way easement for a regional trail corridor along the eastern edge of the parcel abutting the Arroyo Road right-of-way. The regional trail contains a 10-foot-wide pedestrian and bicycle path and an 8-foot-wide equestrian path separated by a 3-foot-wide planted area. See *Figure 2 – Standard Trail Right-of-Way Section* below. The 25-foot right-of-way easement for the regional trail lies entirely within the proposed site and is identified on Sheet 1 of the project's Entitlement Plans as "EX 25' TRAIL EASEMENT (DN 2002-1077899)".

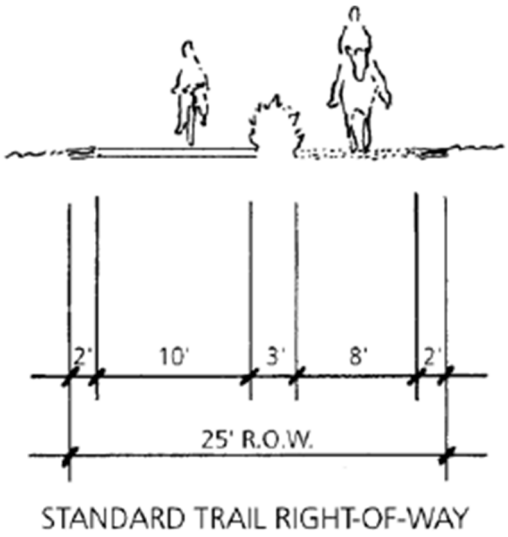



*Figure 2 – Standard Trail Right-of-Way Section*
*(SLVSP Page 5-43)*

Orientation Note: Section as viewed while traveling south along Arroyo Road. Arroyo Road would be left of the 10-foot-wide paved pedestrian and bicycle path while the project site would be to the right of the 8-foot-wide equestrian path.

Arroyo Road is classified as a collector street and provides regional access to Lake Del Valle to the south. To the north, Arroyo Road turns into L Street and connects to Downtown Livermore. Generally speaking, Arroyo Road is a two-lane road with periodic center landscape medians, right-turn pockets, left-turn pockets, regional trail and sidewalk. The roadway also consists of a striped and signed bike lanes in each direction.

Immediately adjacent to the project site, Arroyo Road consists of a two-lane road with center landscape median and bike lanes in each direction. As Arroyo Road approaches Hansen Road in the northbound direction and approximately 225-feet south of the intersection, the center median terminates and makes way for a left-turn pocket. Additionally, the roadway widens for a right-turn pocket.

Hansen Road immediately adjacent to the project site was constructed in 2007 with the residential communities to the northwest. The roadway is classified as a "rural collector" consisting of an 82-foot-wide right-of-way, a single lane in each direction, a center landscape median nearest Arroyo Road and a 10-foot-wide sidewalk on the north side. The existing roadway is generally consistent with the Rural Residential Street sections proposed in the SLVSP, see *Figure 3 – Rural Residential Street Sections* below. Currently, the existing roadway does not include sidewalk along the proposed project's frontage (southern side of the roadway) or a signed and striped bike lane.

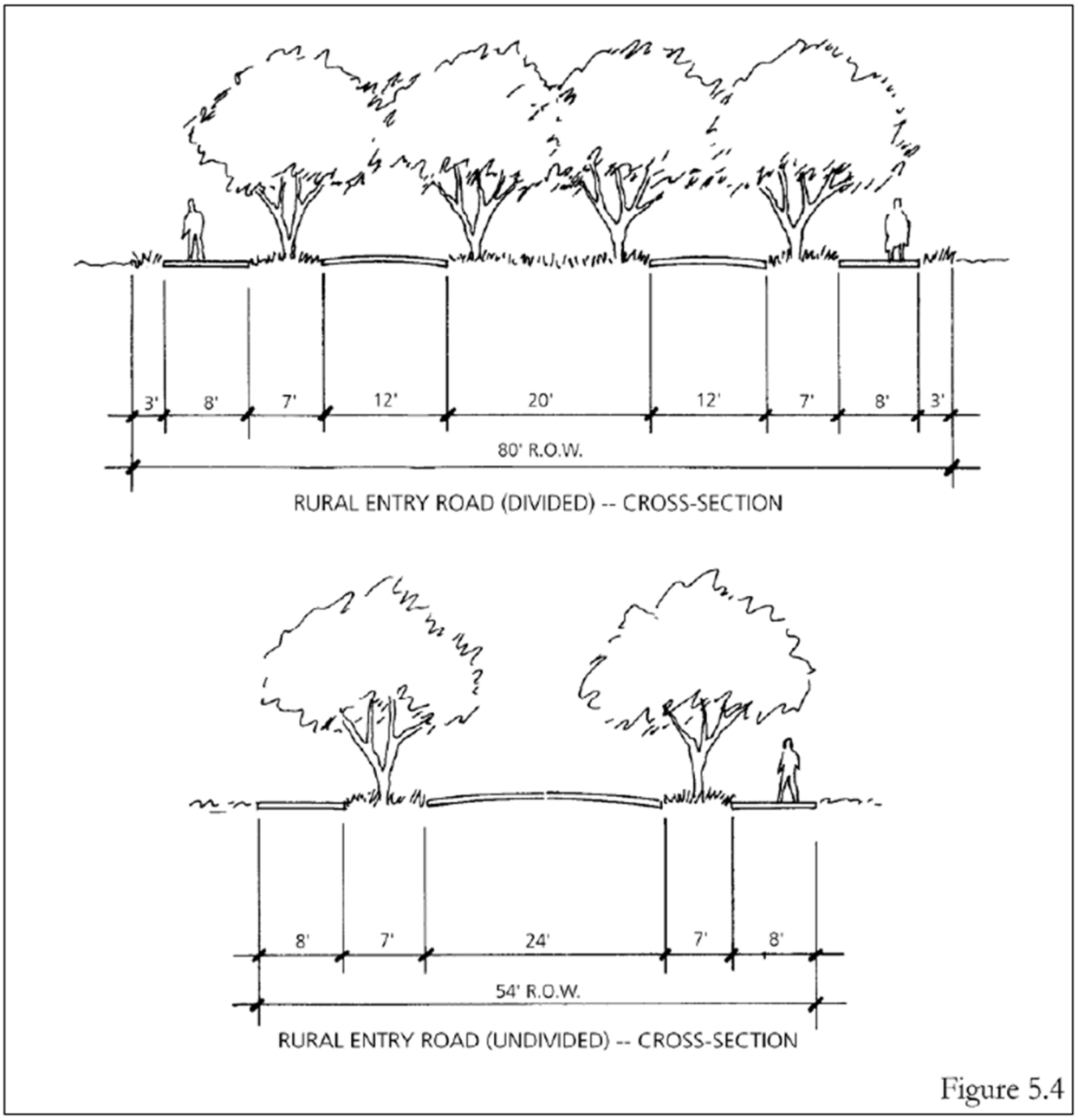
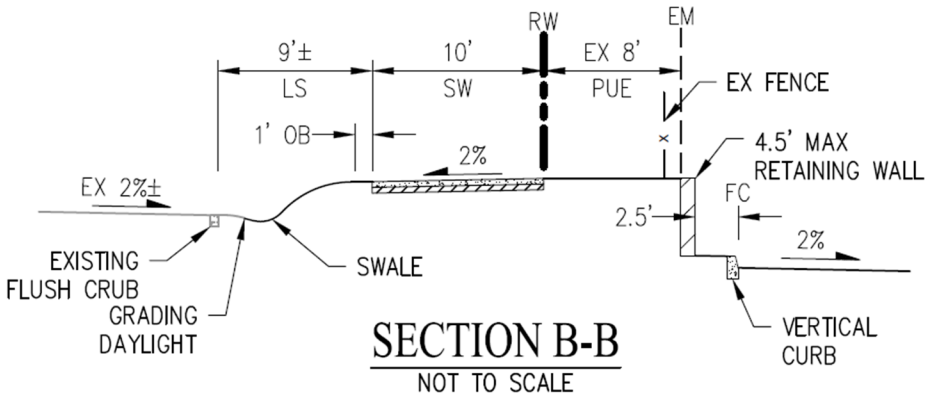



*Figure 3 – Rural Residential Street Sections*
*(Figure 5.4 of the SLVSP, Page 5-13)*

## HANSEN ROAD FRONTAGE

The proposed Section B-B depicted on Sheet C3 – "Preliminary Grading Plan", between "Drive Aisle A" and Hansen Road was originally proposed to help achieve the following: (1) maintain the existing swale or roadside drainage ditch, (2) vertically separate the proposed sidewalk at least 6-inches above the existing flush curb to prevent flooding the sidewalk and to promote pedestrian safety, (3) create a "level area" (2% maximum cross slope) across the sidewalk area consistent with City standards and general engineering practice, and (4) to achieve the frontage improvement requirements of the Rural Collector Street – Cross -Section between the existing street and project boundary. Section B-B below depicts the original proposed interface between Hansen Road and the LWCI project.




*Section B-B from Entitlement Drawing Sheet C3 – Preliminary Grading Plan, dated August 16, 2019*

Subsequent to the administrative public hearings, the proposed sidewalk depicted along Hansen Road as a part of the project's entitlement drawings dated August 16, 2019, was eliminated based on requests provided by Commissioner Stein at the November 5, 2019, Planning Commission Meeting. The intent of Commissioner Stein's request was to preserve the existing trees within the City's public right-of-way. During the January 13, 2020, City Council Meeting, City Staff made the following recommendation to Council:

> The addition of the new sidewalk, along Hansen Road, will connect to the existing regional multi-use bikeway, pedestrian and equestrian trail system on Arroyo Road. Additionally, the sidewalk will promote patrons from the inn to use alternative modes of transportation (walking, biking, etc.) instead of automobiles. Figure 9 shows a conceptual cross-section of a rural collector street such as Hansen Road. The addition of the sidewalk conforms to the Pedestrian, Bicycle, and Equestrian Circulation section of the Specific Plan and promotes the local and regional trail systems by enhancing their use and minimizing conflicts with vehicular circulation.

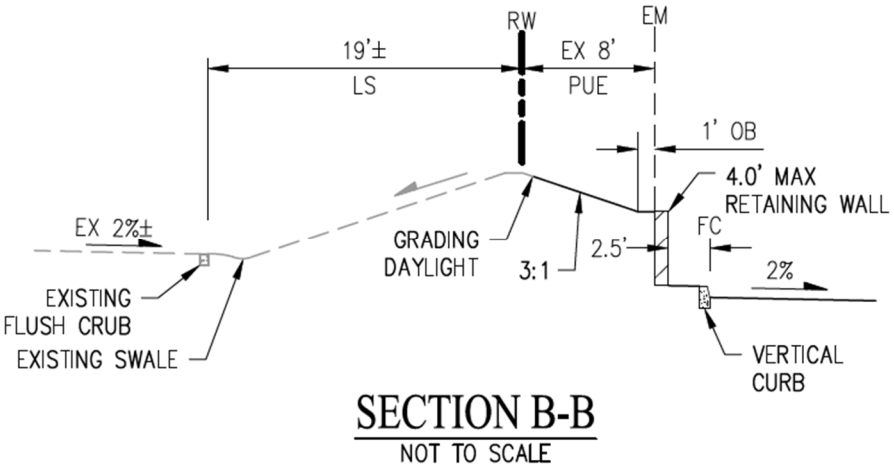
Staff recommends eliminating the sidewalk shown along the south side of Hansen Road and west of the access driveway. The sidewalk does not connect to an existing or planned pedestrian pathway west of the project site. Removing this portion of the sidewalk would also enable the preservation of three existing trees and increase the size of the landscape planter area.

Recommended Condition: Replace the sidewalk shown on the south side of Hansen Road and west of the project driveway with landscaping.

Figure 9

*City Council Agenda Item 5.01, Attachment 6, Page 15*

To satisfy Commissioner Stein's request and Staffs' recommendations, the interface between Hansen Road and the LWCI project was redesigned to preserve the existing street trees within the public right-of-way. The section below shows the redesigned area between Hansen Road and the LWCI project (Hansen Road on the left, LWCI project on the right). Before concluding that the sidewalk needed to be eliminated to achieve the recommendation, alternatives which included deceased sidewalk widths of 5-feet, alternative surface materials such as asphalt and meandering the sidewalk or path around the trees were studied however all studied alternatives required grading within the right-of-way in close proximity to the existing trees, and in a manner that would likely damage the tree and compromise the long term health of the trees. The City's right-of-way is the area left of the bold vertical line noted as "RW" in each section. As a result, and consistent with the staff recommendations, the sidewalk or pedestrian path was eliminated, and no grading was proposed within the right-of-way adjacent to the trees. Redesigning the interface between Hansen Road and the LWCI project resulted with a maximum wall height reduction of approximately 0.5-feet from 4.5-feet to 4.0-feet and overall, is a minimal change to the project.




*Redesigned Section B-B to achieve Commissioner Stein's Request*

The inclusion or exclusion of sidewalk along any street frontage has no relational requirement linked to the location of the project's vehicular entrance. In other words, moving the project's vehicular access point from one adjacent street to another does not suggest or imply that the sidewalk also needs to be moved, should be moved, can be moved, or can or should be eliminated. The vehicular access point is mutually exclusive of the sidewalk as each provide separate modes of transportation for users within the public right-of-way. Regardless of this, the proposed sidewalk was eliminated, and the retaining wall reduced in height, further improving the safety of a vehicular access point along Hansen Road.

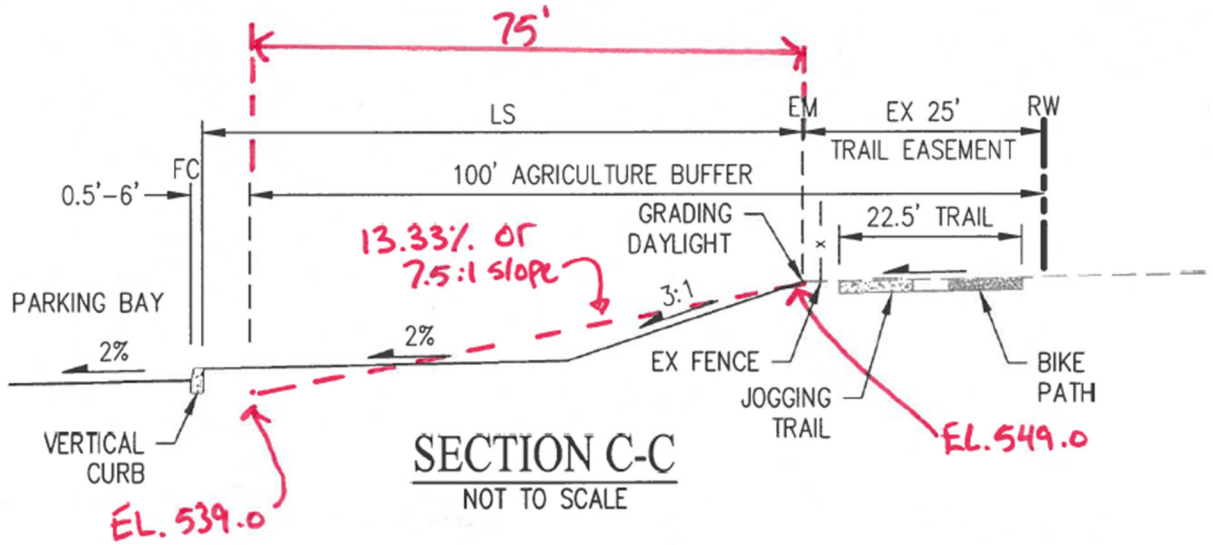
Chapter 5.0, "Transportation and Circulation" of the City's South Livermore Valley Specific Plan states that "*Within Subarea #5, a central east-west spine road will extend from Arroyo Road to Wetmore Road (just before it intersects with Vallecitos Road).*" The "east-west spine road" characterized in the Specific Plan is presently Hansen Road. The Specific Plan also states that "*Vehicular access to commercial sites in Subarea #5 will be from the east-west spine road and Wetmore Road.*" The Specific Plan further clarifies the access point to Subarea #5, Parcel 5D2 by stating "*The two sites fronting on Arroyo Road will take access from a single access point on the east-west spine road.*"

A vehicular access point along Hansen Road is in compliance with the Specific Plan.

**ARROYO ROAD FRONTAGE**

The 100-foot agricultural setback is measured from the Arroyo Road right-of-way / eastern property line of the LWCI parcel. An existing 25-foot-wide trail easement for the regional trail occupies the eastern-most 25-feet of the 100-foot setback area, therefore only 75-feet of the agricultural setback can be used as slope. The existing elevation at the regional trail easement line at the centerline of the proposed EVA turnaround is 549.0. The elevation at the centerline of the proposed EVA along the western side of the 100-foot setback is currently proposed at

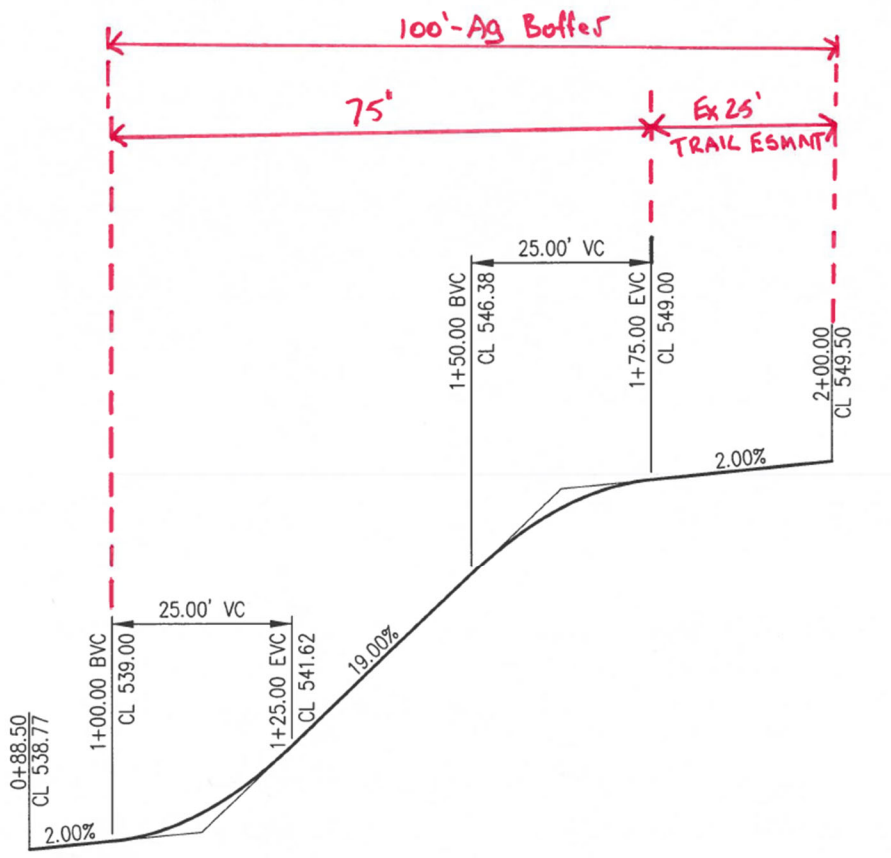
approximately 540.0. Community members have also suggested lowering the building pad by approximately 1.0-foot to balance dirt movement and earthwork required to relocate the vehicular access point. As a result, this would lower the elevation at the EVA turnaround by approximately 1.0-foot, therefore the total grade differential between the existing elevation at the trail easement and the elevation of the EVA turnaround is 10.0-feet (549.0 – 540.0 + 1.0 = 10.0). Ignoring all engineering design criteria for roadways and safety, a grade change of 10.0-feet over a distance of 75-feet would result with a slope of 13.3% or 7.5:1. See Section C-C markup below in red.




*Grade Change Using Linear Interpolation*

Typical roadway design would incorporate required design elements like vertical curves at each end of the "75-foot-long slope area". Incorporating a very minimal 25-foot vertical curve at each end would cause the slope to increase to 19% (essentially 5:1), see profile below showing slope within "75-foot-long slope area" with minimal 25-foot-long vertical curves. Please note increasing vertical curve lengths only increases the slope between the curves.

Section D103.2 *Grade* of Appendix D *Fire Apparatus Access Roads* of the California Fire Code discusses minimum specifications for fire apparatus access roads. Section D103.2 states: "*Fire apparatus access roads shall not exceed 10 percent in grade. Exception: Grades steeper than 10 percent as approved by the fire code official.*" A 19% slope with very minimal vertical curves would likely not be acceptable to the Livermore-Pleasanton Fire Department. Other design considerations including but not limited to vehicle sight distance, vehicle speeds, median geometry, striping geometry, curb radii, deceleration lanes, proximity to existing intersection and the interface with the regional trail would influence the design of a vehicular access point a Arroyo Road and may further reduce the "75-foot-long slope area" to allow for improved safety into and out of the project site, further increasing the slope from Arroyo Road down to the project site.




*Profile showing slope within "75-foot-long" slope area with 25-foot-long vertical curves*

Changing the project's vehicular access point will also result with a more difficult and therefore more dangerous turning movement for motorists leaving the project site heading in the northbound direction. As stated above, a connection to Hansen Road consistent with the South Livermore Valley Specific Plan vs. Arroyo Road is safer. Jeopardizing the health, safety welfare of the public, LWCI guests and neighbors of the community included, in an effort to deter motorists from using a roadway and to reduce traffic volume along a roadway is not a prudent engineering decision or sound reasoning.

The suggested design changes are also significant in nature to both the LWCI project, and the City of Livermore. As a Civil Engineering Design Professional, we consider the elimination of a sidewalk as discussed above to be minimal. Changing the vehicular access point would effectively cause a redesign of many project features or considerations including but not limited to the rough grading design, drainage, fire water routing, potable water routing, fine grading, fire access, trash access, guest circulation, accessibility, landscape layout, and irrigation routing. It would also require other project studies or reports to be reanalyzed such as a traffic impact study and Environmental Impact Report (EIR) as both the project and SLVSP had not previously considered

vehicular access from Arroyo Road. Direct access from Arroyo Road is in direct conflict with the South Livermore Valley Specific Plan. We would not characterize the design changes necessary to achieve the community's suggestions as "minimal".

Relocating the project's vehicular access point to Arroyo Road would introduce three (3) pedestrian / vehicle conflict points. The western side of Arroyo Road includes a striped bike lane within the paved street, and multi-use regional trail consisting of a 10-foot-wide paved path for pedestrian and bicycle use and an 8-foot-wide compacted gravel path for equestrian use. The project's vehicular access along Hansen Road currently has zero pedestrian / vehicular conflict points since the pedestrian path was eliminated prior to project approval and there are no striped bike lanes along Hansen Road. Beyond pedestrian safety, a connection to a two-lane Collector Street (Hansen Road) seems more appropriate vs. connecting to Arroyo Road very near an intersection that is striped with two through lanes, a left-turn pocket and right-turn pocket. Hansen Road is also signed as a 25 MPH roadway while Arroyo Road is signed at 40 MPH. A connection to a roadway with slower speeds will allow guests to access the LWCI project more safely. The vertical grade change between Arroyo Road and the project site also presents challenges. Considering the above information, we struggle to understand any advantage to having a vehicular access point at Arroyo Road or how that would make for a safer access point.

## CONCLUSION

As Civil Engineering Design Professionals, we consider the vehicular access point to the LWCI project along Hansen Road as currently proposed to be of greater safety and community benefit to the guests of the LWCI project, residents of the City of Livermore, visitors of the region and all traveling along Arroyo Road and Hansen Road compared to the suggestions presented by the members of the community.

Please do not hesitate to contact us if you have any questions.

Very truly yours,

Jason D. Vogan, P.E.
Principal
RCE 59299

Kevin G. Lapp, P.E.
Project Manager
RCE 84929

JDV/KGL:av

LIVERMORE
CALIFORNIA

# INTEROFFICE MEMORANDUM

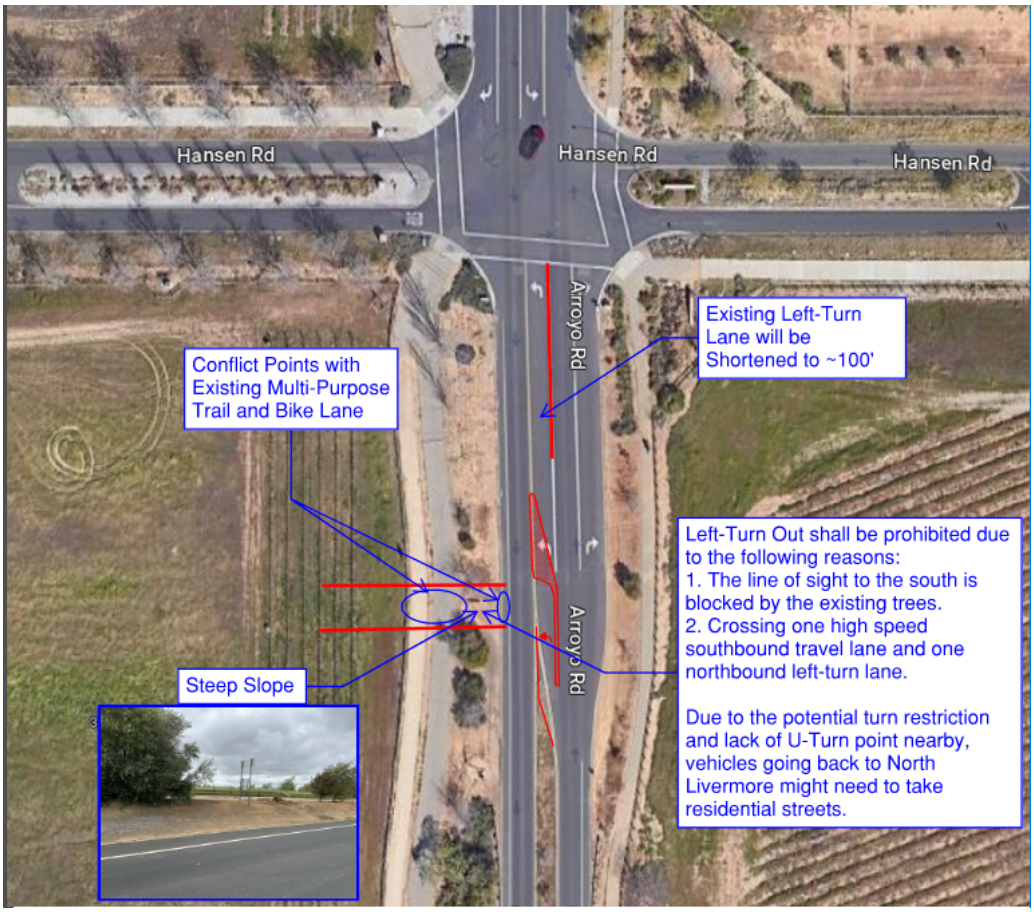
Date: May 16, 2023

To: Kam Purewal

From: Joanna (Xiaojia) Liu

Subject: **Assessment on the Vehicular Access from Arroyo Road to the Proposed Livermore Wine Country Inn**

The City of Livermore staff (Transportation) has assessed the potential vehicular access from Arroyo Road to the Proposed Livermore Wine Country Inn. The findings are illustrated in the figure below.



1. As shown, the project access on Arroyo Road will introduce multiple conflict points with the existing multi-purpose trail and the bike lane along the west side of Arroyo Road within a short distance, which will be a potential safety concern. On the other hand, the proposed project access on Hansen Road does not have such conflict points with pedestrian or bicycle infrastructures.

2. If relocating the project access to Arroyo Road, the left-turn-out movement shall be prohibited due to the following reasons:

    a. The line of Sight to the south is blocked by the existing trees.
    b. Left-turn movement will need to cross one high speed (40 mph) southbound travel lane and one northbound left-turn lane on Arroyo Road.

    With such turn restriction and lack of U-Turn point nearby, vehicles going back to North Livermore might need to take residential streets (e.g., Talinga Drive / Hansen Road, etc.). The number of new Wine Country Inn trips taking adjacent residential streets will be similar to that with the proposed project access on Hansen Road.

    In addition, the existing northbound left-turn lane will need to be shortened from 150’ to approximately 100’. When the site 5D1 comes in, such 100-foot left-turn storage area might not be sufficient.

3. In addition, if the project access is on Arroyo Road, the driveway will have steep slope, which will not likely meet the minimum specifications for fire apparatus access roads. The existing trail along Arroyo Road would need to be regraded as well.

In conclusion, the current proposal of the project access on Hansen Road is preferable to the entrance on Arroyo Road from the perspective of traffic safety and operation as well as access road design.

In addition to the findings listed above, it conflicts with the South Livermore Valley Specific Plan (SLVSP) if the project access is relocated to Arroyo Road. The SLVSP states that “Vehicular access to commercial sites in Subarea #5 will be from the east-west spine road and Wetmore Road”, and “The two sites fronting on Arroyo Road will take access from a single access point on the east-west spine road.” The “east-west spine road” referred to here is Hansen Road.

**ATTACHMENT 17**
**RESOLUTION**

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION ADOPTING THE APRIL 2023 ADDENDUM TO THE 1997 SOUTH LIVERMORE VALLEY SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 1996052025) IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**Livermore Wine Country Inn**

**RECITALS**

The City of Livermore ("City") initiated application for Specific Plan Amendment (SPPA) 23-001 and the Developer submitted an application for Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn ("Project").

The City prepared an April 2023 Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025), pursuant to the California Environmental Quality Act.

On May 2, 2023, the Planning Commission held a duly noticed public hearing to consider the Project, made the necessary findings, and adopted Planning Commission Resolution No.17-23, recommending that the City Council adopt the Livermore Wine Country Inn April 2023 Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025).

On May 22, 2023, the City Council held a duly noticed public hearing to consider the Project, Planning Commission and staff recommendations, and all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the City Council reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The City Council's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore has considered the findings made in Planning Commission Resolution No.17-23, attached hereto as Exhibit A, adopts those same findings by this reference, and incorporates them as their own findings as part of this resolution. Based upon the City Council's own independent review of the Record Evidence, the City Council has considered the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025), and determines that no subsequent or supplemental Environmental Impact Report is required given that substantial project and circumstantial changes have

not occurred and no new information of substantial importance as set forth in CEQA Guidelines 15162 exists, and hereby adopts the April 2023 Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025), attached hereto as Exhibit B, in accordance with the California Environmental Quality Act ("CEQA").

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore directs the Planning Manager to file a Notice of Determination with the Alameda County Clerk, if the project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the City Clerk's Office, 1052 S. Livermore Avenue, in Livermore, California. This resolution shall be effective upon adoption by the City Council.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Kimberly D. Cilley*
Kimberly D. Cilley
Senior Assistant City Attorney

Exhibit A – Planning Commission Resolution No. 17-23
Exhibit B – Addendum to 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025)

# IN THE PLANNING COMMISSION
# OF THE CITY OF LIVERMORE
# STATE OF CALIFORNIA

## A RESOLUTION RECOMMENDING ADOPTION OFTHE APRIL 2023 ADDENDUM TO THE 1997 SOUTH LIVERMORE VALLEY SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**Livermore Wine Country Inn**

In 1997 the City certified the South Livermore Valley Specific Plan Environmental Impact Report (EIR) (SCH #1996052025) and adopted the South Livermore Valley Specific Plan (Specific Plan).

In 2023, the City initiated an application for Specific Plan Amendment (SPPA) 23-001 to consider an amendment to the South Livermore Valley Specific Plan (Specific Plan) to specify a 50-foot setback area from Hansen Road for Specific Plan commercial sites 5D1 and 5D2 that may include parking, landscaping, and a trash enclosure within the setback area along Hansen Road. The developer submitted applications for Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the development of an approximately 3.2-acre vacant parcel with an approximately 29,345 square-foot, two-story building for a 30-room Wine Country Inn, a restaurant with 77 seats, and an approximately 2,300 square-foot caretaker's unit, 65 paved parking spaces, and associated on and off-site improvements. The caretaker's unit is a conditionally permitted use. The SPPA, SPDR and CUP are collectively considered "the Project."

In April, 2023, in accordance with the California Environmental Quality Act ("CEQA") the City prepared an Addendum, to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (EIR) (SCH #1996052025) for the Project.

On May 2, 2023, the Planning Commission held a duly noticed public hearing to consider the Project, staff recommendations, and all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Livermore, based upon the its own independent review of the Record Evidence and

considerations, has considered the South Livermore Valley Specific Plan EIR (SCH #1996052025), and determines that no subsequent or supplemental Environmental Impact Report is required given that no "substantial changes" to the project or the circumstances" have occurred and no "new information of substantial importance" as set forth in CEQA Guidelines 15162 exists, and hereby adopts the April 2023 Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (SCH #1996052025), attached hereto and incorporated herein by reference as Exhibit A, in accordance with CEQA.

**BE IT FURTHER RESOLVED**, the Planning Commission of the City of Livermore recommends that the City Council direct the Planning Manager to file a Notice of Determination with the Alameda County Clerk, if the project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner Anderson, seconded by Commissioner Kronzak, the foregoing Resolution was passed and adopted at the Planning Commission meeting of May 2, 2023, by the following vote:

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

Daniel Leary, Chairperson

by Steve Stewart, Planning Manager
Secretary to the Planning Commission

Exhibit A – April 2023 Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (SCH #1996052025)

City of Livermore
Community Development Department

LIVERMORE
CALIFORNIA

# Wine Country Inn Project

SLVSP Amendments
Conditional Use Permit
Site Plan and Design Review

## Addendum

**April 2023**

Prepared by

RANEY PLANNING & MANAGEMENT, INC. | 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

# TABLE OF CONTENTS

**A. BACKGROUND ..... 1**

**B. INTRODUCTION ..... 2**

**C. PROJECT DESCRIPTION ..... 4**

**D. SOURCES ..... 15**

**E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED ..... 17**

**F. DETERMINATION ..... 18**

**G. ENVIRONMENTAL CHECKLIST ..... 19**

*I. AESTHETICS. ..... 21*
*II. AGRICULTURE AND FORESTRY RESOURCES. ..... 25*
*III. AIR QUALITY. ..... 28*
*IV. BIOLOGICAL RESOURCES. ..... 38*
*V. CULTURAL RESOURCES. ..... 43*
*VI. ENERGY. ..... 45*
*VII. GEOLOGY AND SOILS. ..... 49*
*VIII. GREENHOUSE GAS EMISSIONS. ..... 55*
*IX. HAZARDS AND HAZARDOUS MATERIALS. ..... 61*
*X. HYDROLOGY AND WATER QUALITY. ..... 65*
*XI. LAND USE AND PLANNING. ..... 70*
*XII. MINERAL RESOURCES. ..... 73*
*XIII. NOISE. ..... 74*
*XIV. POPULATION AND HOUSING. ..... 80*
*XV. PUBLIC SERVICES. ..... 82*
*XVI. RECREATION. ..... 85*
*XVII. TRANSPORTATION. ..... 87*
*XVIII. TRIBAL CULTURAL RESOURCES. ..... 97*
*XIX. UTILITIES AND SERVICE SYSTEMS. ..... 99*
*XX. WILDFIRE. ..... 103*
*XXI. MANDATORY FINDINGS OF SIGNIFICANCE. ..... 105*

## APPENDICES:

Appendix A: SLVSP Text Amendments
Appendix B: Air Quality and GHG Modeling Results
Appendix C: Summary Biological Report
Appendix D: Geotechnical Exploration

# ADDENDUM
# APRIL 2023

## A. BACKGROUND

| | | |
|---|---|---|
| 1. | Project Title: | Wine Country Inn Project |
| 2. | Lead Agency Name and Address: | City of Livermore<br>Community Development Department<br>1052 S. Livermore Avenue<br>Livermore, CA 94550 |
| 3. | Contact Person and Phone Number: | Kam Purewal<br>Associate Planner<br>(925) 960-4463 |
| 4. | Project Location: | Southwest corner of Arroyo Road and Hansen Road<br>Livermore, CA 94550<br>APN 099-0460-008 |
| 5. | Project Sponsor's Name and Address: | Livermore Wine County Inn, LLC<br>2231 Hampton Road<br>Livermore, CA 94550 |
| 6. | General Plan Designation: | South Livermore Valley Specific Plan, Subarea 5, Vineyard Commercial (SV-VC) |
| 7. | Specific Plan Designation: | Subarea 5: Commercial: Site 5D1 and 5D2 |
| 8. | Zoning Designation: | Planned Development-South Livermore Valley Specific Plan, Planned Unit Development Amendment (PUDA) 01-001 |
| 9. | Required Approvals from Other Public Agencies: | None |

10. Surrounding Land Uses and Setting:

The project site consists of the approximately 3.2-acre Wine Country Inn site located directly southwest of the intersection of Arroyo Road and Hansen Road in the City of Livermore, California, and identified as Site 5D2 in the South Livermore Valley Specific Plan (SLVSP), as well as SLVSP Site 5D1, located north of Site 5D2, across Hansen Road. Currently, the sites are vacant and covered in ruderal vegetation, except for an area along the Arroyo Road frontage that is planted with vineyards. Site 5D2 is bordered by Las Positas Vineyards to the south, Arroyo Road to the east, Hansen Road to the north, and single-family residences to the west, across Hansen Road. The sites are designated Vineyard Commercial (SV-5, SV-VC) by the City's General Plan, Commercial (Sites 5D1 and 5D2) by the South Livermore Valley Specific Plan (SLVSP), and zoned Planned Development-South Livermore Valley Specific Plan, PUDA 01-001.

11. Project Description Summary:

The proposed project consists of select text amendments to the SLVSP pertaining to setbacks from Hansen Road for sites 5D1 and 5D2, and development-level entitlements for the Wine Country Inn project, referred to as Site 5D2 in the SLVSP. The Wine Country Inn Project would include development of a 29,345-square foot (sf), two-story building for a 30-room Wine Country Inn, 77-seat restaurant, and caretaker's unit, as well as 65 on-site, parking spaces. A new driveway would be constructed with access from Hansen Road on the northern portion of the project site. In addition, the project would include a monument sign at the southwest corner of the intersection of Hansen Road and Arroyo Road, as well as at the project site entrance. Required City of Livermore approvals include a Conditional Use Permit for the caretaker's unit, Site Plan and Design Review, and approval of a SLVSP Text Amendment to Policy 4-7. The text amendment to revise Policy 4-7 provides consistency with the zoning standards and clarifies that a 50-foot setback is required from Hansen Road for sites 5D1 and subject site (Commercial Site 5D2). The text amendment would allow for development of a Wine Country Inn on site 5D2, as proposed, and provide consistency between the Specific Plan and underlying zoning standards. The text amendment is consistent with the General Plan's Goals and Objectives of enhancing the South Livermore Valley as a unique wine-producing region serving wine country visitors. Other sections of the Specific Plan are amended to be consistent with the revisions made to Policy 4-7. All of the proposed amendments to the Specific Plan are set forth in Appendix A.

## B. INTRODUCTION

This Addendum identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines.

The SLVSP was adopted on November 17, 1997 to provide a framework to guide future land uses, in conjunction with the City's General Plan, within the 1,891-acre planning area located in the South Livermore Valley.[1] The SLVSP constituted a "project" under CEQA, and thus, an EIR was prepared for the Specific Plan in May 1997.[2] The EIR addressed the development of the South Livermore Valley planning area as a single project, although the area consists of several distinct and noncontiguous subareas. The approach enabled the City to comprehensively evaluate the cumulative impacts of the Specific Plan. The Specific Plan is intended to expedite the processing of future projects that are consistent with the Plan and evaluate proposed projects for consistency with the intent of plan policies and for conformance with development standards and design guidelines.

The SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. According to the Specific Plan, the maximum allowable floor to area ratio (FAR) is 0.25. The SLVSP includes a diagram for a commercial development scenario, a "wine country inn and restaurant" on Site 5D2.

1 City of Livermore. *South Livermore Valley Specific Plan.* November 17, 1997; Amended February 2004.
2 City of Livermore. *South Livermore Valley Specific Plan and General Plan Amendment Draft Environmental Impact Report*. May 1997.

In addition, the site immediately north of the project site (Commercial Site 5D1) is designated for the development of an approximately 25,000-sf wine country commercial center. The purpose of the commercial center would be to provide retail uses that directly support the concept of the South Livermore Valley as a wine-country destination, and provide necessary services to visitors to the wine country. For example, uses might include a small grocery/deli where visitors could buy picnic supplies, an art gallery specializing in local artists and themes, or a bike rental shop that would allow visitors to tour the Valley on bike. While the proposed SLVSP Text Amendment to Policy 4-7 to clarify that a 50-foot setback is required from Hansen Road would apply to both the Wine Country Inn project site (e.g., Site 5D2) and Site 5D1, no specific development proposal has been offered yet for Site 5D1. According to the CEQA Guidelines, the Addendum need not, because it cannot, analyze the impacts of the SLVSP Text Amendment to Policy 4-7 at Site 5D1 at the same level of detail that can occur with respect to Site 5D2, because only at Site 5D2 is there a detailed project proposal before the lead agency for consideration. Specifically, CEQA Guidelines Section 15145 states that the degree of specificity required for environmental analysis "will correspond to the degree of specificity involved in the underlying activity." This Addendum considers the effects of adopting the proposed SLVSP Text Amendment to Policy 4-7 and does not anticipate that adoption of the Text Amendment would foreseeably alter likely future development of Site 5D1 in any environmentally significant way as compared to the analysis in the SLVSP EIR. The analysis included within this Addendum also demonstrates that there are no "changed circumstances" requiring the revisitation of the SLVSP EIR.

In the case of a project proposal requiring discretionary approval by the City for which the City has previously certified an EIR for the overall project, the City must determine whether a subsequent EIR is required.[3] The CEQA Guidelines provide guidance in this process by requiring an examination of whether, since the certification of the EIR, changes in the approved project or circumstances under which the approved project would be undertaken have occurred to such an extent that the proposal may result in a new significant impact (not previously identified in the certified EIR) or substantial increase in the severity of a previously identified significant impact. If so, the City would be required to prepare a subsequent EIR. The examination of impacts is the first step taken by the City in reviewing the project in compliance with CEQA. The following review considers the requirements of CEQA Guidelines Section 15162 as discussed in detail below.

For the purposes of this Addendum, the environmental evaluation of the proposed project will be based, generally, on the Appendix G checklist format. Modifications have been made to the checklist sections, generally consisting of additional questions that consider the potential for new or changed significant impacts consistent with CEQA Guidelines Section 15162. Per CEQA Guidelines Section 15164, an addendum to an adopted EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in Section 15162(a):

[3] The City of Livermore previously prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the project, which was adopted by Livermore City Council. Following the City Council's approval of the project, an unincorporated association calling itself the "Friends of South Livermore" filed a lawsuit against the City arguing that the project violated the setback requirements of the SLVSP, among other claims. The Alameda County Superior Court denied the petition; however, in 2022, the First District Court of Appeal ruled that the project's 50-foot setback from Hansen Road conflicts with the 100-foot setback required by Policy 4-7 of the SLVSP. As a result of the ruling, the City will rescind its approval of the project entitlements. In preparation of bringing this matter back to the decision-makers with an amendment to the Specific Plan to allow for the necessary 50-foot setback from Hansen Road, the City has determined that it is appropriate to review this project under the subsequent review provisions of CEQA (Pub. Resources Code, section 21166; CEQA Guidelines Sections 15162 and 15164) given that the SLVSP EIR still retains informational value and the SLVSP EIR previously evaluated the development of the project site (Commercial Site 5D2) for a 30-room inn and 100-seat restaurant based on a prototypical site plan (SLVSP, pg. 12-13).

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration 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 negative declaration 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 as complete or the negative declaration was adopted, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The following checklist analysis documents the City's consideration of potential new or more severe significant impacts pursuant to CEQA. The determination in this document is that the project's potential impacts were adequately addressed in a previous CEQA document (i.e., the SLVSP EIR) that was certified by the City of Livermore, which remains relevant, and the conditions set forth in Section 15162 are not triggered by the proposed project. As such, an addendum is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15164.

## C. PROJECT DESCRIPTION

For purposes of CEQA, the proposed project consists of the entirety of discretionary actions that the City will be considering, which generally include select text amendments to the SLVSP pertaining to setbacks from Hansen Road for sites 5D1 and 5D2, and development-level entitlements for the Wine Country Inn project, referred to as Site 5D2 in the SLVSP. The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

### Project Location and Setting

The project site, for purposes of the requested amendment to Policy 4-7 of the SLVSP, consists of both Site 5D1 and Site 5D2; however, only Site 5D2 is being considered for a specific development proposal.

Site 5D2 is a 3.2-acre parcel (APN 099-0460-008) located directly southwest of the intersection of Arroyo Road and Hansen Road in the City of Livermore, California (see Figure 1 and Figure 2). The site is designated Vineyard Commercial (SV5, SV-VC) by the City's General Plan, Commercial (Site 5D2) by the SLVSP, and zoned Planned Development-South Livermore Valley Specific Plan, PUDA 01-001.

Site 5D1 is located directly northwest of the intersection of Arroyo Road and Hansen Road in the City of Livermore, California. The site is also designated Vineyard Commercial (SV5, SV-VC) by the City's General Plan, Commercial (Site 5D1) by the SLVSP, and zoned Planned Development-South Livermore Valley Specific Plan, PUDA 01-001. Site 5D1 is undeveloped and contains planted grape vines along Arroyo Road.

The Wine Country Inn project site is located within Subarea 5 and is identified as Site 5D2, Wine Country Inn and Restaurant, within the SLVSP (see Figure 3). Currently, the western portion of the project site is vacant and undeveloped, consisting primarily of ruderal grasses with a small number of shrubs scattered along the northern site boundary.

The eastern portion of the site contains approximately six rows of grape vines and a public access trail which runs through the project site along Arroyo Road. Ornamental street trees line the project site along Hansen Road and a fence surrounds the entire site. The project site is bordered by the Las Positas Vineyards to the south and west, Hansen Road to the north, and Arroyo Road to the east.

Land uses in the surrounding area include single-family residences to the west and northwest, across Hansen Road, and primarily agricultural land in all other directions. A small dirt path on the northwestern portion of the project site currently extends from Hansen Road onto the site. A public multi-use trail is located along the Arroyo Road frontage.

The site currently contains two public utility easements at the north end of the property and along the eastern border. A storm drain easement also exists in the southeast corner of the project site.

## Project Components

The proposed Wine Country Inn project is the development and operation of Site 5D2 with a 29,345-sf, two-story building for a 30-room Wine Country Inn. Development of the project would also include a 77-seat restaurant, caretaker's unit, 65 vehicle parking spaces, 12 bicycle parking spaces, and associated improvements (see Figure 4).

The inn would include 18 standard rooms with one king-size bed, two suite-style rooms with one king-size bed, seven standard rooms with two queen-size beds, and three American Disability Act (ADA)-compliant suites with one king-size bed. Each room would have a private bathroom. Additionally, both the first and second floors would include 6,722 sf of outdoor deck space for use by guests; however, outdoor events would not be held at the inn. Consistent with the applicant's proposal, the City will condition the project to prohibit any outdoor events.

The main floor of the inn would include a lobby with a bar and reception area, a lounge area with outdoor seating, a manager's office, 15 guest rooms, a kitchen and restaurant, and a caretaker's unit. Additionally, an outdoor pool and spa area would be located along the south end of the building. The project would also include an on-site garden box to grow produce for use in the kitchen. The second floor of the inn would include a conference room for the primary use of guests staying at the inn, storage rooms, and 15 guest rooms.

## Figure 1
## Regional Project Location

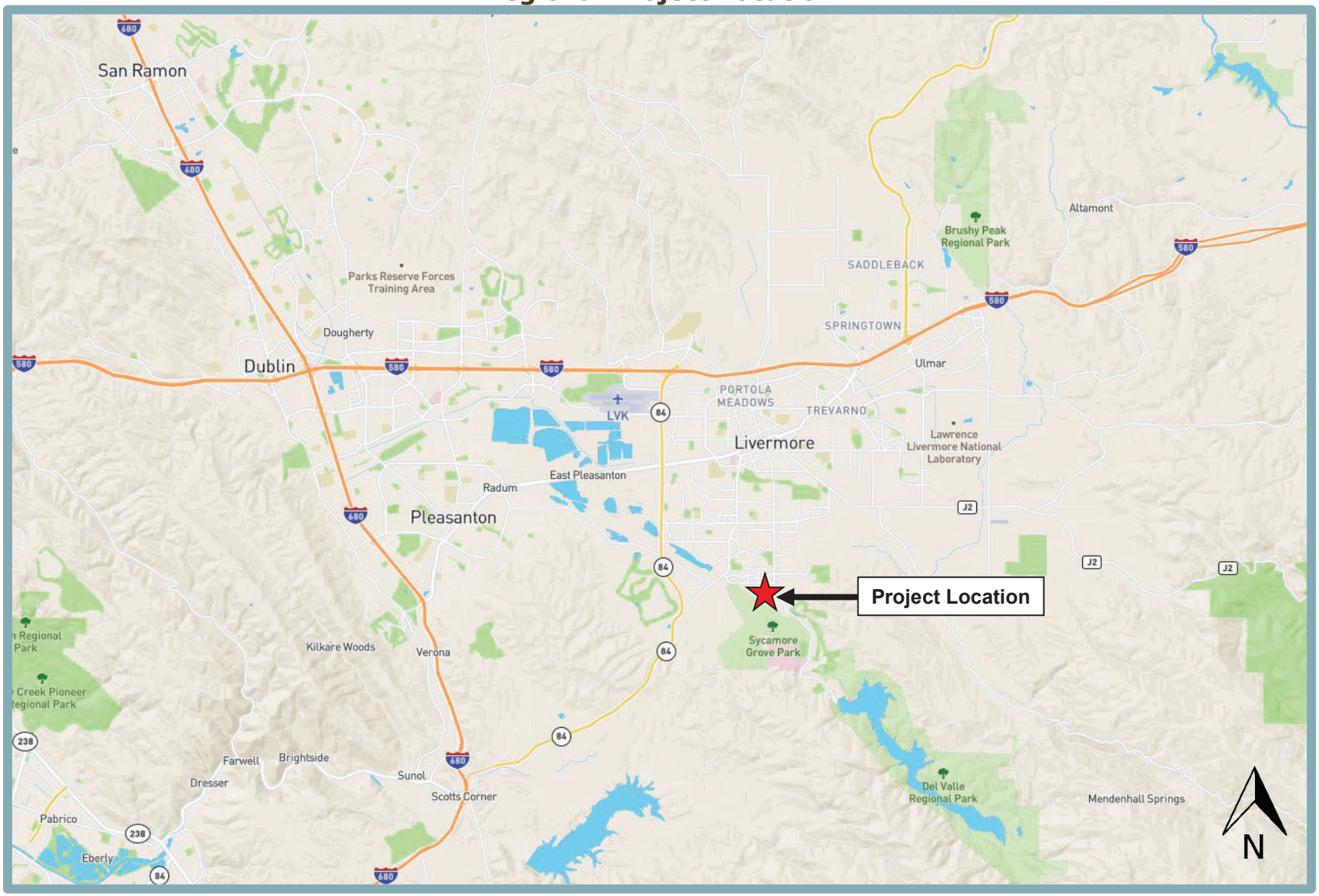


**Figure 2**
**Approximate Project Boundaries Map**

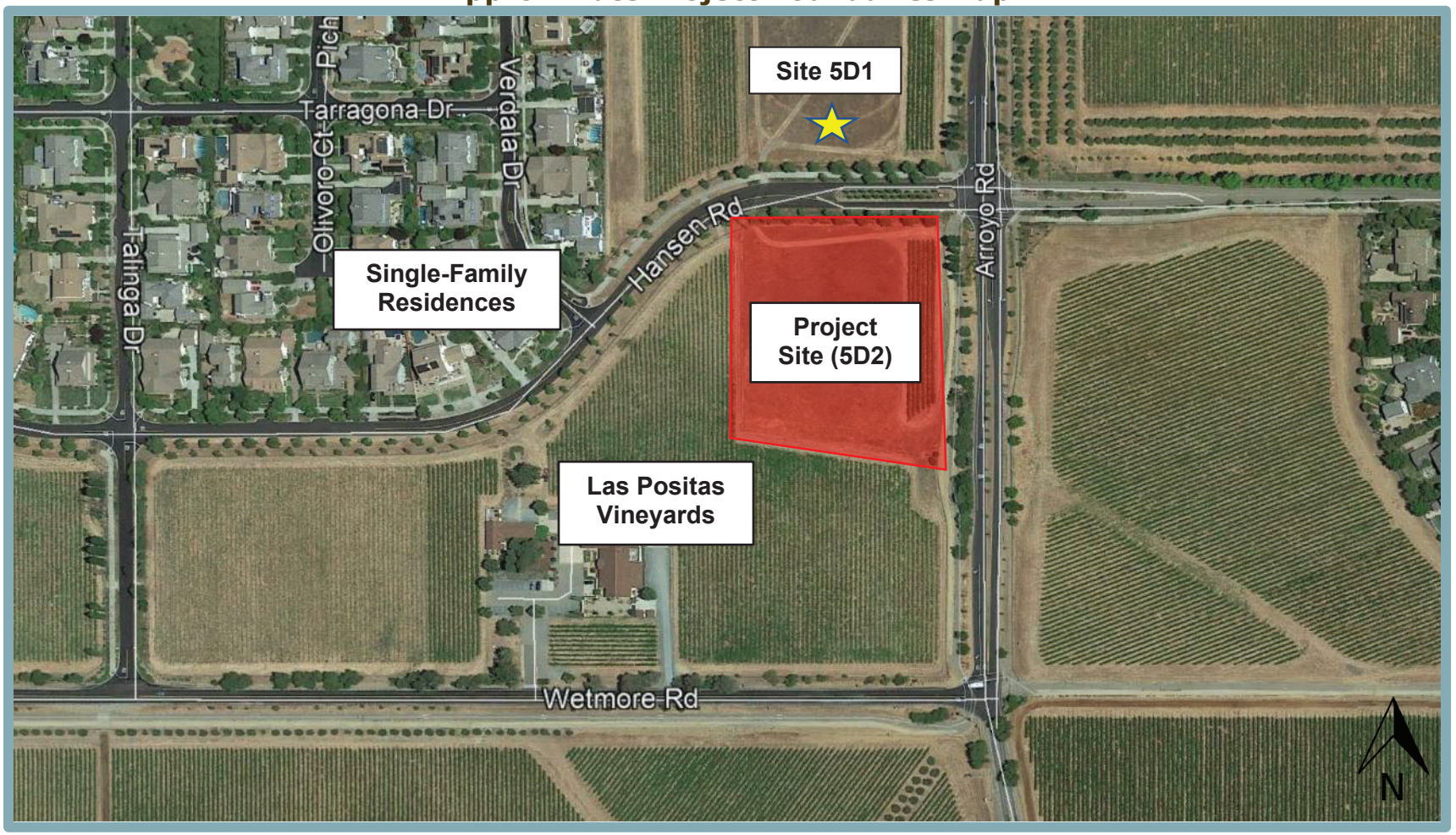


**Figure 3**
**Prototypical Site Plans – Sites 5D1 and 5D2**

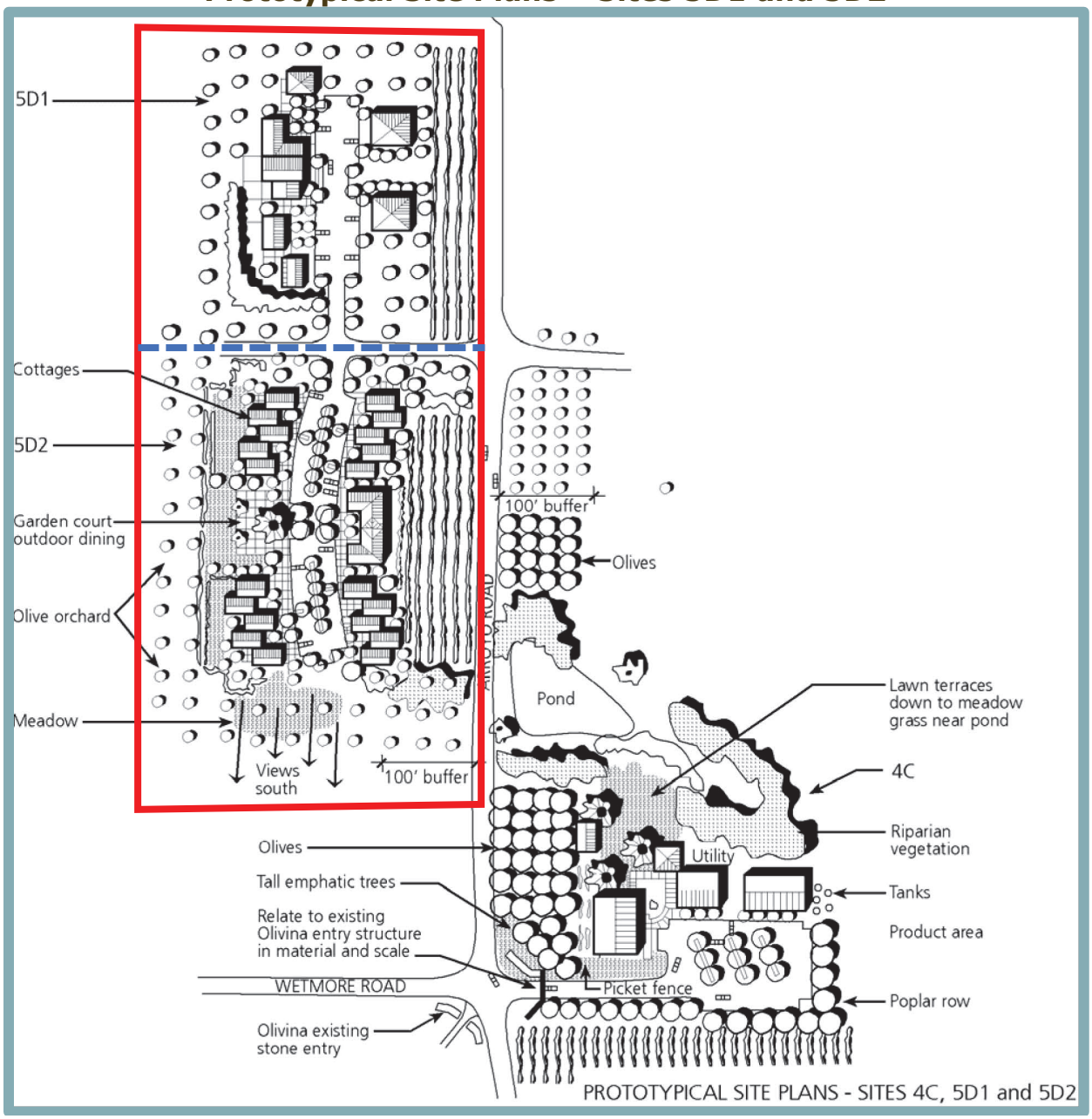
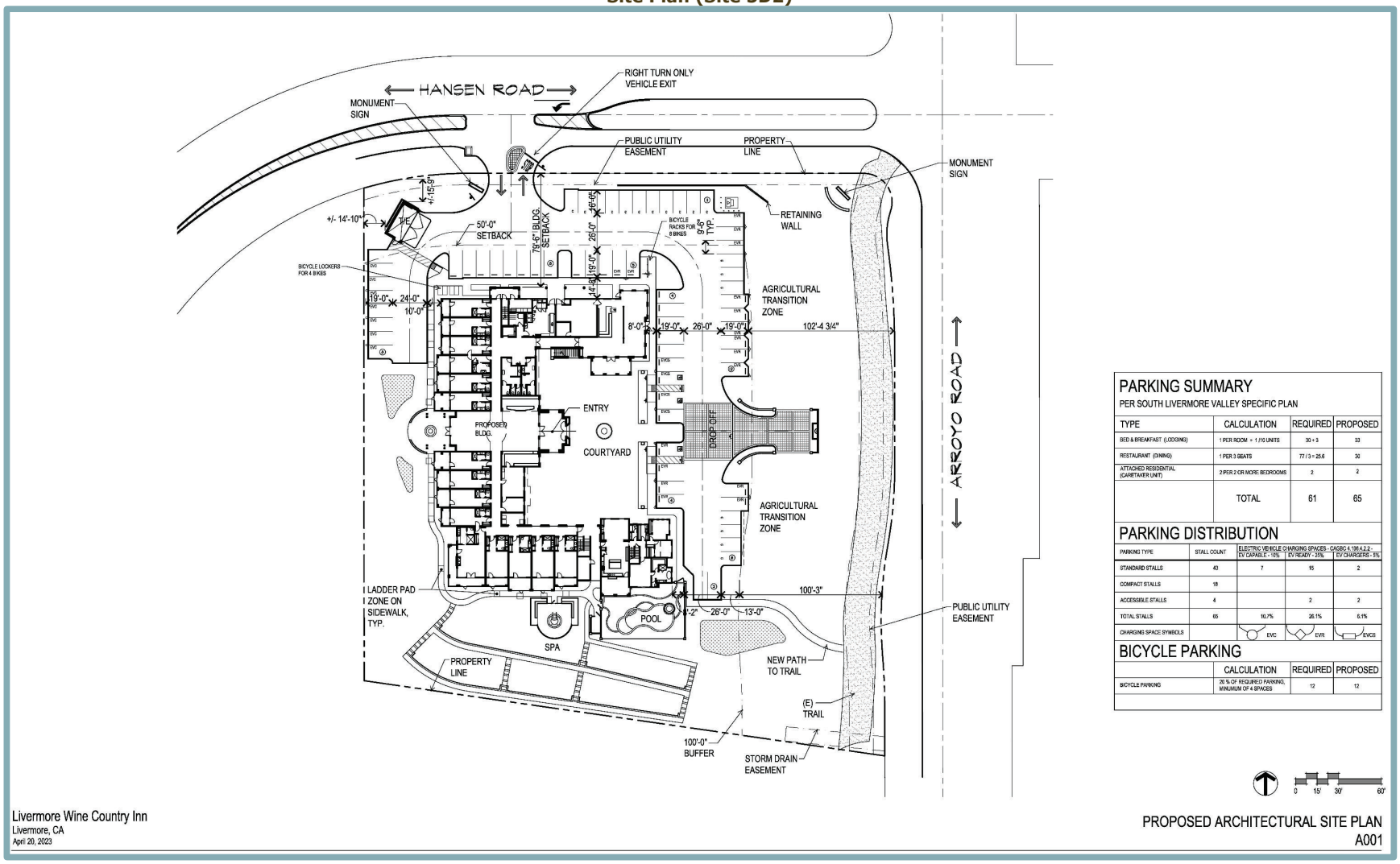


**Figure 4**
**Site Plan (Site 5D2)**




**PARKING SUMMARY**
PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN

| TYPE | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BED & BREAKFAST (LODGING) | 1 PER ROOM + 1 /10 UNITS | 30 + 3 | 33 |
| RESTAURANT (DINING) | 1 PER 3 SEATS | 77 / 3 = 25.6 | 30 |
| ATTACHED RESIDENTIAL (CARETAKER UNIT) | 2 PER 2 OR MORE BEDROOMS | 2 | 2 |
| | TOTAL | 61 | 65 |

**PARKING DISTRIBUTION**

| PARKING TYPE | STALL COUNT | ELECTRIC VEHICLE CHARGING SPACES - CASBC 4.106.4.2.2 - EV CAPABLE - 10% | EV READY - 25% | EV CHARGERS - 5% |
|---|---|---|---|---|
| STANDARD STALLS | 43 | 7 | 15 | 2 |
| COMPACT STALLS | 18 | | | |
| ACCESSIBLE STALLS | 4 | | 2 | 2 |
| TOTAL STALLS | 65 | 10.7% | 26.1% | 6.1% |
| CHARGING SPACE SYMBOLS | | EVC | EVR | EVCS |

**BICYCLE PARKING**

| | CALCULATION | REQUIRED | PROPOSED |
|---|---|---|---|
| BICYCLE PARKING | 20 % OF REQUIRED PARKING, MINIMUM OF 4 SPACES | 12 | 12 |

0 15' 30' 60'

Livermore Wine Country Inn
Livermore, CA
April 20, 2023

PROPOSED ARCHITECTURAL SITE PLAN
A001

Upon development of the proposed project, the inn would provide 37 total beds across the 30 rooms. A public kitchen and restaurant would provide 77 seats for breakfast, lunch, and dinner service. The restaurant would offer indoor seating as well as dining options on the terrace. The courtyard lounge would provide seating areas for guests as well. The inn would also include a conference room for primary use by guests staying at the inn, as well as staff.

## Landscaping

The project would provide for landscaping improvements throughout the project site, including new trees and shrubs along the perimeter of the site and bordering the proposed building (see Figure 5). Two fountains would be located within the project site, one on the western terrace and a second in the courtyard area to the east. A wall fountain would also be provided along the eastern border of the site, within the vehicle turnaround area. All landscaping improvements would be consistent with Section 13.25 of the Municipal Code, Water Efficient Landscape, and would be irrigated by an automatic irrigation system. The vineyard area along the eastern border of the site would maintain some of the grape vines that are currently planted.

## Access and Circulation

Access to the project site would be provided by a new driveway at Hansen Road, along the northwestern portion of the site. The drive aisle would extend both east and west of the building. To the west, a small number of parking spaces would be provided adjacent to the northern portion of the building. To the east, the drive aisle would extend to the southern border of the site and would provide parking spaces throughout.

Additionally, a turnaround area would be constructed outside of the courtyard and a cutout would provide a drop off area for guests. Primary access to the inn would be provided on the eastern side of the building, through the courtyard. A small terrace on the western side of the building would provide access to a concrete walkway that would circle the perimeter of the building and provide connection to the spa and pool area. Pedestrian access to the site would be provided by a proposed connection to the Arroyo Road Trail, which provides connection throughout many areas of the City.

The proposed project would include development of a left-turn pocket lane for cars entering the project site from the westbound lane on Hansen Road. The pocket lane would be 25-feet long and allow for one vehicle stacking. The pocket lane would not require expansion of Hansen Road but would require repainting of the current median lines within the public right of way. On-site parking would be provided in the form of 43 standard stalls, 18 compact stalls, and four ADA compliant spaces. Electric vehicle spaces will be provided pursuant to the CALGreen Code, as further discussed in Section VI, Energy, of this document. A total of 12 bicycle parking spots would be provided on the north side of the parking area. A striped pedestrian crosswalk would extend across the new driveway.

## Utilities

The preliminary utility plan is shown in Figure 6 below. Sewer services for the proposed development would be provided by the City of Livermore. As part of the proposed project, two new six- and eight-inch sewer lines would be constructed within the drive aisles of the project site, which would connect to the City's existing eight-inch sanitary sewer line in Hansen Road.

**Figure 5**
**Landscaping Plan**

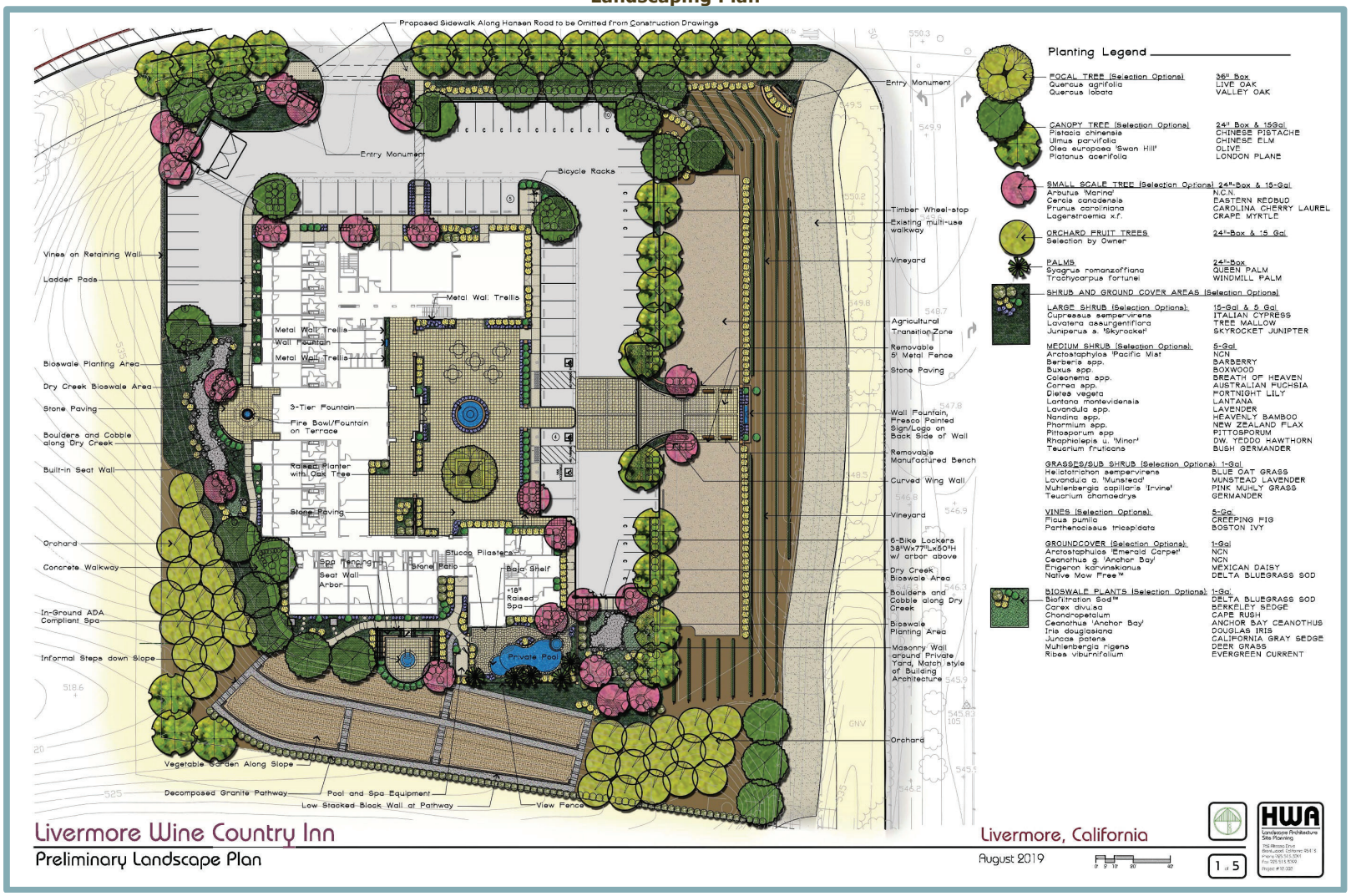
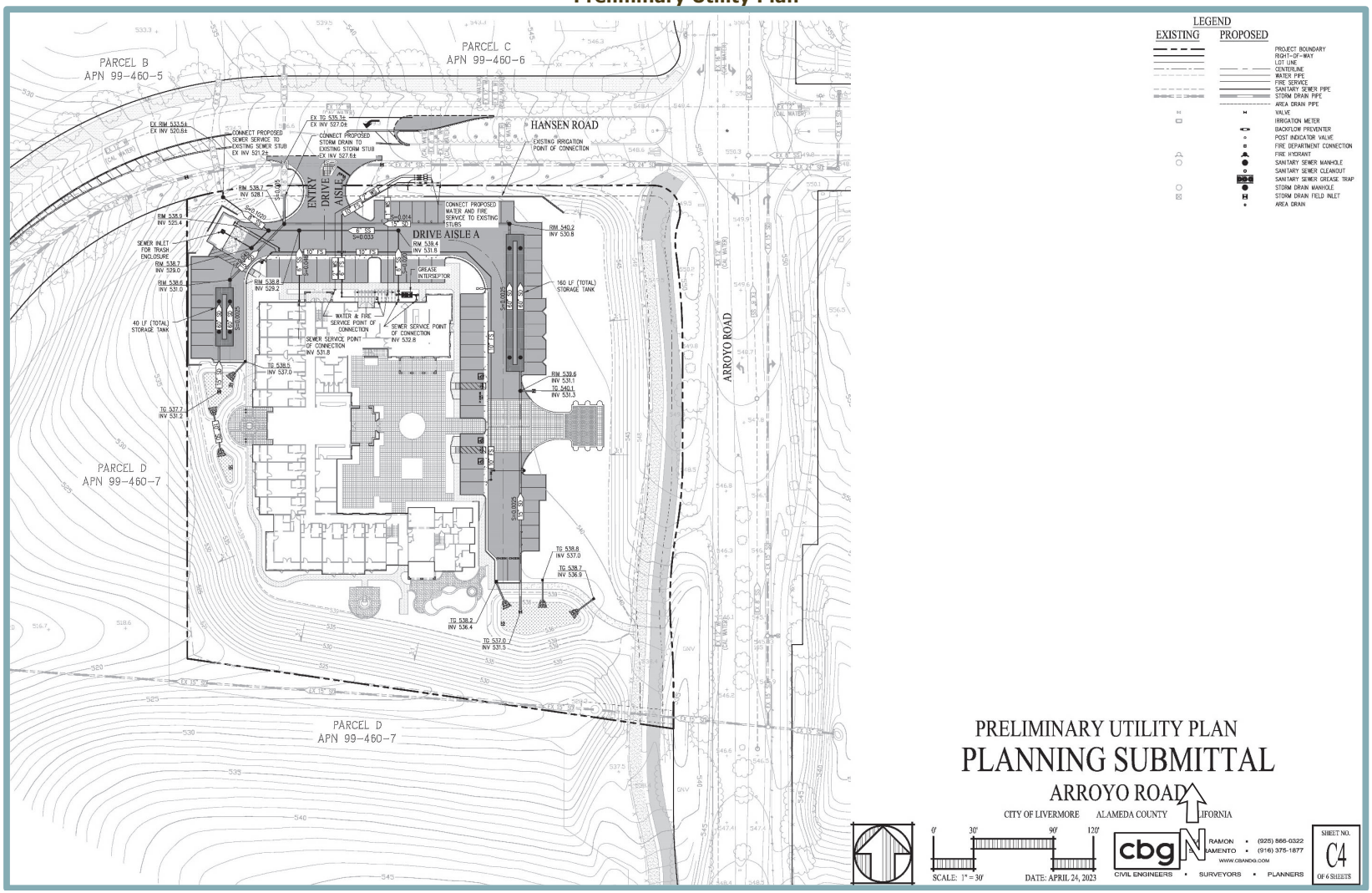


**Figure 6**
**Preliminary Utility Plan**



Water services for the proposed project would be provided by the California Water Service Company (Cal Water). A new four-inch water line would connect to an existing stub at the north end of the project site, which connects to a 12-inch water line in Hansen Road.

Irrigation water would be provided to the project site by an existing connection to a two-inch irrigation line in Hansen Road operated by Cal Water. In addition, the project would include a new six-inch fire service water line, which would circulate around the building and connect to the existing water lines on Hansen Road.

Stormwater at the project site would be captured by a series of new storm drains, directed to one of two new bio-retention basins located on the western and southeastern sides of the building (see Figure 7). The treatment areas would total 1,787 square feet and provide for detention and treatment of stormwater. The basins would treat stormwater primarily by filtering runoff slowly through an active layer of soil, allowing for removal of pollutants. Treated stormwater would be routed through a new 15-inch stormwater drain pipe connecting to the City's existing 18-inch storm drain located in Hansen Road. The existing earthen drainage swale and associated drain inlets along the western site boundary would remain in place.

## Sustainable Features

In addition to using water-efficient landscaping, as discussed above, the proposed project would implement a number of sustainable features. The proposed building would be all-electric, with the exception of the commercial kitchen, as allowed by the 2022 California Green Building Standards Code, adopted by the City. In addition, the project would supplement 80 to 90 percent of on-site energy with solar panels. Additionally, the project would use low-flow toilets and shower heads in guest rooms, provide electric vehicle charging stations, use 100 percent biodegradable laundry soap for washing machines, and replace paper towels with hand linens in the restrooms. The project would also participate in the Alameda County Bay Area Green Business Certification Program, which verifies that businesses meet higher standards of environmental performance.

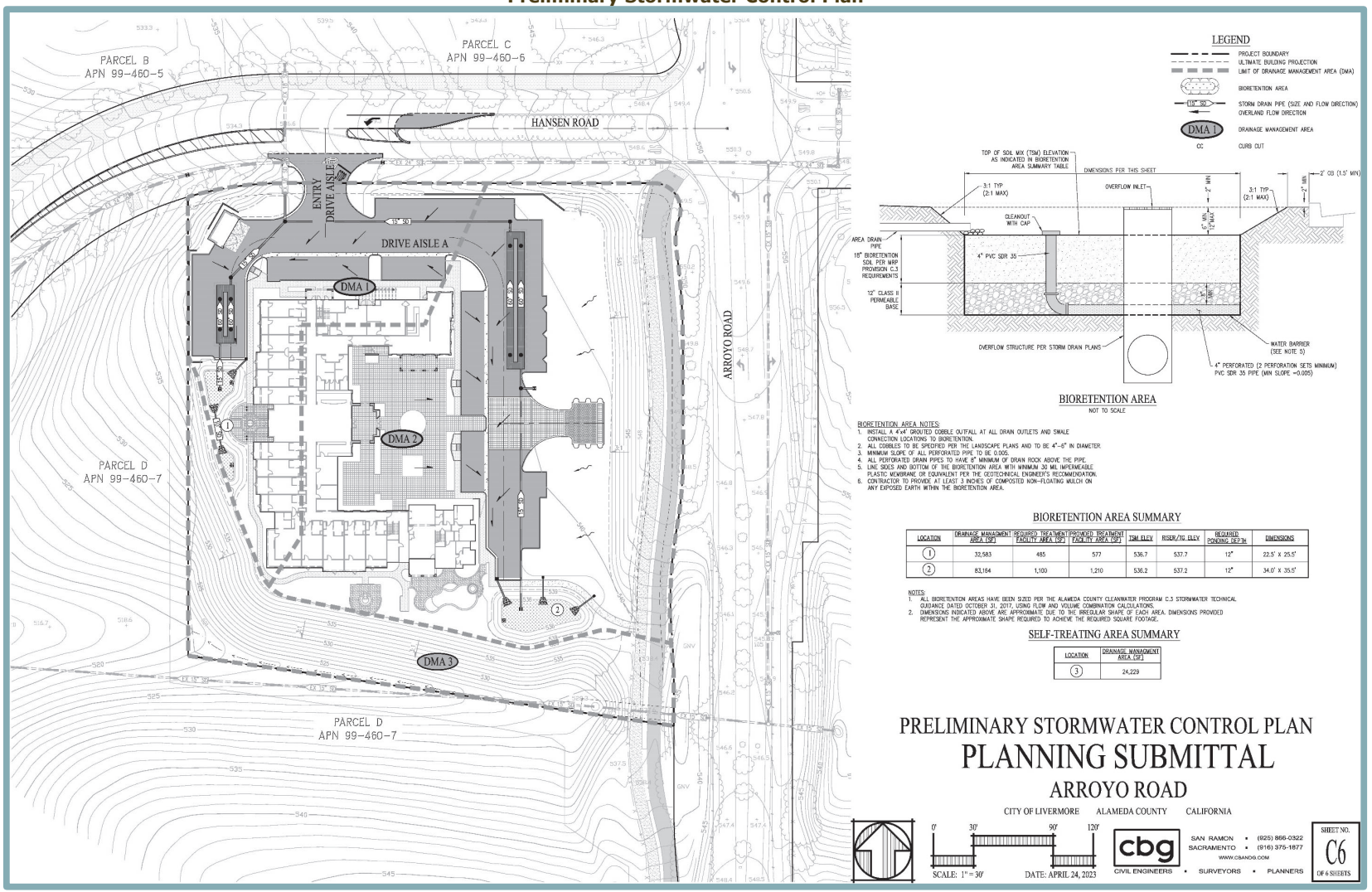
## Conditional Use Permit

The development of a caretaker's residence requires the approval of a Conditional Use Permit (CUP) within the project site's Planned Development-South Livermore Valley Specific Plan, PUDA 01-001 zoning designation. Thus, the proposed project would require approval of a CUP by the City of Livermore.

## Site Plan and Design Review

The proposed project is subject to Site Plan and Design Review by the City. Chapter 9.07 of the City's Development Code specifies that the purpose of Site Plan and Design Review "is to provide a process for the appropriate review of construction and development projects." Such review is intended to ensure that new development within the City respect environmental and aesthetic considerations, reduce potential visual impacts, and provide for physical safety of the public, among other considerations. The required findings for Site Plan and Design Review will be provided in staff reports for the decision-makers' consideration when the project is agendized for public hearings.

**Figure 7**
**Preliminary Stormwater Control Plan**



## SLVSP Text Amendment

Policy 4-7 of the SLVSP currently states that building setbacks for commercial uses shall be 100 feet from road frontages, and that all setback areas shall be planted with vineyards or orchards. The proposed SLVSP Text Amendment would amend Policy 4.7 as follows:

> **Policy 4-7:** Building setbacks for commercial uses shall be 100 feet from the property line ~~road frontages~~, except for commercial site #3A which shall be 25 feet and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback from Hansen Road for commercial sites #5D1 and #5D2, which may include parking, landscaping, and a trash enclosure.

As will be discussed in this addendum, the proposed 50-foot setback from Hansen Road generally conforms with the prototypical site plan for Site 5D1 and 5D2, included in the SVLSP and evaluated in the SLVSP EIR. The 50-foot setback is also consistent with the requirements of the later-approved Planned Unit Development Permit #165, Amendment #01-001 (PUD Permit or Permit) covering the area of the Specific Plan that includes Site 5D1 and 5D2.

## Requested Entitlements

The proposed project would require the following approvals from the City of Livermore:

- Approval of a SLVSP Text Amendment to Policy 4-7 to clarify that a 50-foot setback is required from Hansen Road for Site 5D1 and the subject site (Commercial Site 5D2).
- Approval of a Conditional Use Permit;
- Site Plan and Design Review

# D. BASELINE FOR THE ANALYSIS

In cases where an approved project has already undergone environmental review, and the environmental document has been certified by the lead agency, the lead agency can restrict its review to the incremental effects of the modified project, rather than having to reconsider the overall impacts of the project as if it were proposed for the first time. In other words, if the project under review constitutes a modification of a previously approved project previously subjected to environmental review, then the "baseline" for purposes of CEQA is adjusted such that the originally approved project is assumed to exist.[4] Thus, the environmental baseline for this analysis consists of the conceptual commercial center and wine country inn project shown in the prototypical site plans for Commercial Sites 5D1 and 5D2 in the SLVSP (pg. 12-13). As discussed on page 4-35 of the SLVSP, the inn was assumed to have up to 30 guest rooms and the restaurant would have up to 100 seats. Access to sites 5D1 and 5D2 was assumed to be from the main subarea entry road (i.e., today's Hansen Road), rather than from Arroyo Road.

# E. SOURCES

The following documents are referenced information sources used for the purpose of this Addendum:

1. Alameda County Transportation Commission. *2017 Congestion Management Program.* December 2017.

[4] See Michael H. Remy et al. *Guide to CEQA, 11th Edition*. Point Arena: Solano Press Books (2007), p. 207; Stephen L. Kostka and Michael H. Zischke. *Practice Under the Environmental Quality Act, Second Edition* (Vol. 1). Oakland: Continuing Education of the Bar (2018), p. 12-32; *Benton v. Board of Supervisors* (1st Dist. 1991) 226 Cal. App. 3d 1467.

2. Alameda Countywide Clean Water Program. *C.3 Stormwater Technical Guidance.* October 31, 2017.
3. Bae urban economics. *City of Livermore Downtown Hotel Feasibility Study.* June 30, 2015.
4. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines.* May 2017.
5. Bay Area Air Quality Management District. *CEQA Thresholds and Guidelines Update.* Available at: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed March 2023.
6. Bay Area Air Quality Management District. *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. April 2022.
7. CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed March 2023.
8. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
9. California Department of Forestry and Fire Protection. *Alameda County, Very High Fire Hazard Severity Zones in LRA*. September 3, 2006.
10. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 2023.
11. California Water Service. *2020 Urban Water Management Plan, Livermore District*. June 2021.
12. CBG Civil Engineers. *Preliminary Stormwater Control Plan Livermore Wine Country Inn*. April 2019.
13. City of Livermore. *Design Standards and Guidelines*. Adopted June 28, 2004.
14. City of Livermore. *Emergency Operations Plan*. January 2018.
15. City of Livermore. *General Plan 2003-2025*. Amended December 2014.
16. City of Livermore. *South Livermore Valley Specific Plan and General Plan Amendment Draft Environmental Impact Report*. May 1997.
17. City of Livermore. *South Livermore Valley Specific Plan.* November 17, 1997; Amended February 2004.
18. Daniel Edelstein, Environmental Scientist and Consulting Biologist. *Summary Biological Report.* January 8, 2019.
19. Department of Resources Recycling and Recovery. *Vasco Road Landfill, Application for Solid Waste Facility Permit and Waste Discharge Requirements.* October 31, 2018.
20. Department of Water Resources. *Sustainable Groundwater Management Act 2018 Basin Prioritization*. January 2019.
21. ENGEO Incorporated. *Geotechnical Exploration*. Revised April 15, 2019.
22. Federal Emergency Management Agency. *Flood Insurance Rate Map 06001C0344G.* Effective August 3, 2009.
23. Governor's Office of Planning and Research. *Technical Advisory on Evaluation Transportation Impacts in CEQA*. December 2018.
24. Native American Heritage Commission. *Wine Country Inn Project, City of Livermore; Livermore USGS Quadrangle, Alameda County, California.* July 24, 2019.
25. Northwest Information Center. *Records Search Results for the Proposed Wine Country Inn Project.* August 15, 2019.
26. Rodney Worth, The Worth Group, Chef & Owner. Letter to Kam Purewal, Planner, City of Livermore, titled "Gas Appliance Exemption for New Construction Commercial Kitchen." April 24, 2023.
27. Saxelby, Luke, Principal Consultant at Saxelby Acoustics. Personal Communication [email] with Nick Pappani, Vice President, Raney Planning & Management, Inc. April 26, 2023.

28. TJKM. *Traffic Impact Study – Livermore Wine Country Inn.* August 23, 2019.
29. Zone 7 Water Agency. *Groundwater Management Plan for Livermore-Amador Valley Groundwater Basin.* September 2005.

## F. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

On the basis of the following Addendum, the City has determined that the proposed project is consistent with the SLVSP EIR. All project impacts have been determined to be less than significant, or can be mitigated to a less-than-significant level given required compliance with mitigation measures specified by the SLVSP EIR. Therefore, none of the environmental factors below are significantly affected.

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

## G. DETERMINATION

On the basis of this Addendum:

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

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

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

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

☒ As demonstrated in this Addendum, the City has determined that the proposed project does not present a legal or evidentiary basis for the preparation of a Supplemental or Subsequent EIR pursuant to State CEQA Guidelines Section 15162 and that an Addendum to the SLVSP EIR, pursuant to State CEQA Guidelines Section 15164, is the appropriate environmental document for the proposed project.

| | |
|---|---|
| Signature | Date |
| Kam Purewal, Associate Planner | City of Livermore |
| Printed Name | For |

## H. ENVIRONMENTAL CHECKLIST

The purpose of the comparison is to evaluate the categories in terms of any "**changes**" or "**new information**" that may result in a changed environmental impact evaluation. A "no" answer does not necessarily mean that potential impacts do not exist relative to the environmental category, but that a relevant change would not occur in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document. The following impact evaluation categories will be used to evaluate the proposed project as compared to the SLVSP EIR:

### Explanation Of Impact Evaluation Categories

This section describes the organization of the sections for each CEQA Appendix G environmental resource area included in this Addendum.

Where Impact Was Analyzed in the Previous CEQA Documents: This column provides a reference to the page(s) of the SLVSP EIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New or More Severe Impacts? Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by a previous EIR or that substantially increase the severity of a previously identified significant impact. If a "yes" answer is given and new or more severe significant impacts are specified, additional mitigations will be specified in the discussion section including a statement of impact status after mitigation.

Any New Circumstances Involving New or More Severe Impacts? Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of an EIR, which would result in the current project having significant impacts that were not considered or mitigated by that EIR or which substantially increase the severity of a previously identified significant impact.

Any New Information Requiring New Analysis or Verification? Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether 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 environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be

substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

## Mitigation Sections

This section describes the previous and/or modified mitigation measures for the proposed project and how the mitigation measures are presented within each section of this Addendum.

Prior Mitigation Measures: Applicable mitigation measures from the previous CEQA document(s) that apply to the changes or new information are referenced under each environmental category. These mitigation measures follow the numbering scheme of the SLVSP EIR.

Additional Project-Specific Mitigation Measures: If changes or new information involve new impacts, additional mitigation measures, if available and feasible, are listed under each environmental category.

It should be noted that under California Code of Regulations (CCR) Section 15162(a)(1), the requirements to prepare a subsequent or supplemental EIR are triggered when substantial changes are proposed that will require major revisions of the previous EIR. Such language implies that a new or revised mitigation measure that does not require a major revision could be adopted on the basis of an addendum, rather than a supplemental EIR. Similarly, the provisions of California Code of Regulations (CCR) Section 15162(a)(3)(c-d) require a further EIR only if newly feasible or considerably different mitigation becomes available but is not adopted. Such provisions also imply that newly feasible or different mitigation can be adopted based on an addendum without the need for a supplemental EIR.

All additional mitigation measures included herein will be included as project conditions to address project-specific impacts. The project applicant has agreed in advance to accept all such mitigation measures.

| **I. AESTHETICS.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Have a substantial adverse effect on a scenic vista? | Pgs. 4.8-31 to 4.8-32 | No | No | No |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | Pgs. 4.8-31 to 4.8-32 | No | No | No |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | Pgs. 4.8-31 to 4.8-32 | No | No | No |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | N/A | No | No | No |

## Discussion

a,c. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. Specific scenic vista points have been identified throughout the City; however, the project site is not located within the vicinity of any scenic vistas identified in Figure 4-1 of the City of Livermore General Plan. In addition, the SLVSP does not identify specific scenic vistas within the South Livermore Valley. Notwithstanding, the SLVSP describes the scenic quality of the setting within South Livermore Valley as being generally quite high, with views to the south tending to have much higher scenic quality than those to the north given the lower levels of development and the distinctiveness of the foothill backdrop.

A number of roadways have been identified within the City that are considered scenic routes. Scenic routes are designated as such because they pass through areas of high scenic value or provide access to important scenic, recreational, cultural, or historic points.[5] The segment of Arroyo Road on which the project site is located is identified as a scenic route. The SLVSP includes development standards to protect the scenic character of Arroyo Road. To meet the standards, the project would include a 100-foot landscape buffer with vineyard planting along the Arroyo Road frontage and strong architectural design for the building façade visible along the Arroyo Road scenic route. The project would be consistent with all standards that ensure the development does not detract from the scenic character of Arroyo Road.

Impact 4.8-6, "View of Commercial Development in Subarea 5", of the SLVSP EIR, specifically evaluated the potential visual effects of the development of a commercial inn on the project site, and concludes that the visual impact would be less than significant,

[5] City of Livermore. *General Plan 2003-2025* [pg. 4-25]. Amended December 2014.

and no mitigation would be required. The description of the inn found in Impact 4.8-6 is consistent with the proposed project – e.g., a 30-room inn with a large restaurant having a maximum of 100 seats. Furthermore, the EIR includes a photosimulation of an inn at the project site from Arroyo Road (see Exhibit 4.8-16), though as noted, it "…is not intended to present a precise representation of this particular commercial development. Rather, it attempts to present how such a commercial development could appear, given the design and architectural guidelines of the Draft Plan." The SLVSP EIR concludes that the commercial development of an inn at the project site within Subarea 5 would be less-than-significant for the following reasons.

Impact 4.8-6 of the SLVSP EIR categorizes the sensitivity of Subarea 5 as "moderate" for color and texture and "low" for line and form.[6] As stated on page 32 of Chapter 4.8 of the EIR, the form and line of development would contrast with surrounding landscapes, and, therefore, the visual dominance of this type or scale of commercial development would be considered "dominant". The EIR goes on to state, "Because the visual sensitivity of this area is low for form and line, this is considered a less-than-significant impact."

Impact 4.8-6 continues by addressing materials and colors, stating that the building's assumed color and texture would borrow from the surrounding environment. As such, the visual dominance would be considered "co-dominant". The EIR goes on to state, "Because the visual sensitivity of the subarea is moderate for color and texture, this is considered a less-than-significant impact."

Turning to the "Visual Significance Matrix" in the EIR (Exhibit 4.8-2 of the SLVSP EIR [Table 1 of this Addendum]), the results of the above analysis can be illustrated as follows (note: colors added for illustration purposes):

**Table 1**
**Visual Significance Matrix**

| Sensitivity | Visual Dominance | | | |
|---|---|---|---|---|
| | **Dominant** | **Co-dominant** | **Subordinate** | **Inevident** |
| **Maximum** | Significant | Significant | Significant | Less-than-significant |
| **High** | Significant | Significant | Less-than-significant | Less-than-significant |
| **Moderate** | Significant | Less-than-significant | Less-than-significant | Less-than-significant |
| **Low** | Less-than-significant | Less-than-significant | Less-than-significant | Less-than-significant |

Line and Form. The sensitivity of Subarea 5 for line and form is shown in blue and is considered "low". The visual dominance of line and form for this type of commercial development is also shown in blue and is considered "dominant." Using the matrix, a less-than-significant conclusion is reached for line and form visual effects.

[6] As discussed on page 3 of the SLVSP EIR, to determine the significance of the change in a view, two elements are considered. One element is the sensitivity of the view. The second element is the visual dominance of development. Visual dominance is a measure of how the form, line, color, and texture of structures added to a view interact with the natural surroundings where development would occur.

Colors and Texture. The sensitivity of Subarea 5 for color and texture is shown in green and is considered "moderate". The visual dominance of colors and texture for this type of commercial development is also shown in green and is considered "co-dominant." Using the matrix, a less-than-significant conclusion is reached for color and texture visual effects.

As a result, the overall conclusion of Impact 4.8-6 of the SLVSP EIR, pertaining to the visual effects of the commercial development of an inn on the project site, is less-than-significant.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts related to scenic vistas or substantial degradation of visual character or quality of the site and its surroundings than were previously analyzed in the SLVSP EIR. Consistent with the evaluation in the SLVSP EIR, the proposed project would include a 100-foot, vineyard-planted setback from Arroyo Road and the color and texture of the structure would borrow from the surrounding environment, as ensured by the City through the Site Plan and Design Review process, pursuant to Section 9.07.020 of the City's Development Code. The proposed text amendment to SLVSP Policy 4-7 to clarify that a 50-foot setback is required from Hansen Road for Site 5D1 and Site 5D2 would not alter the less-than-significant conclusion in the SLVSP EIR related to commercial development of an inn within Subarea 5. As previously mentioned, Hansen Road is not identified as a scenic route by the City, the prototypical site plan included in the SLVSP for Commercial Site 5D2 already anticipates a setback from Hansen Road less than 100 feet, and the findings of the Visual Significance Matrix included in the SLVSP EIR, and shown above, remain applicable. Further, while parking, landscaping, and a trash enclosure would be allowed within 100 feet of Hansen Road, the Commercial Design Guidelines & Standards in the SLVSP include standards sufficient to ensure that adverse aesthetic effects would not result. For example, Section 12.3.2 requires screening of trash enclosures with wall, fence, or landscape elements (SLVSP, pg. 12-22). Figure 5, Landscaping Plan, of this document demonstrates that vegetation would be planted along Site 5D2's Hansen Road frontage to screen the proposed trash enclosure as well as the surface parking lot. Similar requirements would apply to Site 5D1 at such time a development proposal is submitted for said site.

The visual dominance for line and form, likely the most relevant factors when considering aesthetic effects of a structure's proximity to a roadway, is already considered Dominant for commercial development in Subarea 5 by the SVLSP EIR, and yet, the analysis concluded that the proposed 30-room inn and restaurant would have a less-than-significant aesthetic impact due to low sensitivity of the views at this location with respect to line and form.

Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

b. According to the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State Scenic Highway.[7] Interstate 580, located approximately 3.7 miles north of the site, is an Eligible State Scenic Highway, but has not been officially designated. Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts

[7] California Department of Transportation. *California Scenic Highway Mapping System.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 2023.

than were previously analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

d. Due to the undeveloped nature of the project site, existing sources of light and glare do not currently exist within the site. However, street lights exist along Hansen Road in proximity to the project site. In addition, the nearby single-family residences and the Las Positas Vineyard building feature outdoor and indoor lighting fixtures.

Development of the project site with a proposed inn, restaurant, caretaker's unit, and parking areas would involve sources of light and glare associated with interior light spilling through windows, vehicle headlights entering and exiting the project site, exterior lighting on the proposed structure, and associated with the internal drive aisles, and light reflected off windows. However, the SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumes the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As a result, such sources of light and glare would be consistent with the type of lighting anticipated for the project site. According to a lighting analysis performed for the proposed project, the project could result in minimal spillage of light within the area to the west of the site due to low wattage. However, the land directly west of the site is vacant and used for vineyard growth and, thus, project lighting would not impact any sensitive receptors. The light analysis also determined that light produced by the proposed project would not extend beyond Hansen Road, which is lined with street lights, and would not be visible from the existing single-family residences to the northwest of the site.

Furthermore, through the City's Site Plan and Design Review process, the proposed project would be reviewed for consistency with the City's Design Standards and Guidelines.[8] Section F, Lighting, of Chapter 4 of the City's Design Standards and Guidelines contains specific restrictions to ensure that the design of fixtures and the light provided contributes to the character of development and does not adversely affect adjacent development. Per Section 5.1.1 of the Guidelines, area lighting should be designed so as to avoid light being directed off-site. In addition, Section 2.1.4 states that lighting should be directed downward to avoid lighting of the night sky. Compliance with the foregoing sections of the City's Design Standards and Guidelines would ensure that lighting from the proposed project would not be directed off-site, and would not adversely affect the residential development to the northwest, or the winery building to the south of the project site. Therefore, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe impacts than were previously analyzed in the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

[8] City of Livermore. *Design Standards and Guidelines*. Adopted June 28, 2004.

| **II. AGRICULTURE AND FORESTRY RESOURCES.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use? | Pgs. 4.1-16 to 4.1-26 | No | No | No |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | Pgs. 4.1-27 to 4.-28 | No | No | No |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | N/A | No | No | No |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | N/A | No | No | No |
| e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use? | Pgs. 4.1-16 to 4.1-26 | No | No | No |

## Discussion

a,e. Agricultural land within the SLVSP area represents the largest land use in the area. As stated in Section 6.3.1 of the SLVSP,

> The original impetus for preparing this Specific Plan was the desire to preserve and protect valuable agricultural land in the South Valley, particularly for the cultivation of wine grapes. In light of the impacts to agriculture and open space associated with urban development in the South Livermore Valley, the City and County concluded that such development could only occur in tandem with the permanent protection of large areas of agricultural land. The Agricultural Mitigation program that requires one-for-one mitigation for new development is the primary vehicle for providing permanent protection for agricultural lands and meeting the requirements of the South Livermore Valley Specific Plan. Under this program, all new development will be required to mitigate the loss of agricultural and open space lands through the dedication of agricultural or open space easements and the planting of agricultural crops. Based on the development proposed in the Plan, the Agricultural Mitigation Program will secure approximately 1,943.9 acres of agricultural land in the greater South Livermore Valley area. Of this total it is estimated that approximately 858.9 acres of new agricultural land will be secured and planted in the planning subareas.

Overall, the SLVSP EIR determined that the SVLVSP would result in a net loss of approximately 695 acres of agricultural land within the specific plan area. SLVSP EIR Mitigation Measure 4.1-1 states that “Adoption and implementation of *Draft Plan* Policies 6-1 and 6-3 would carry out the agricultural mitigation program initially established by the

County's Area Plan and subsequently included in the *City of Livermore Community General Plan's* South Livermore Valley Policies. No additional mitigation would be required to address significant adverse impacts."

Currently, the project site is vacant and undeveloped. The eastern portion of the site contains some grape vines and the remainder of the site is covered with ruderal vegetation. The California Department of Conservation Farmland Mapping and Monitoring Program designates the project site as Unique Farmland. Prime Farmland is not mapped on-site. The Natural Resources Conservation Service (NRCS) considers Unique Farmland as land other than Prime Farmland that is used for the production of specific crops such as citrus, tree nuts, olives, cranberries, and other fruits. However, Unique Farmland is not based on national criteria. The Geotechnical Exploration prepared for the proposed project determined that the project site is mapped within older alluvium, generally consisting of interbedded clay, silt, sand, and gravel. During the exploratory borings, the subsurface soil layer consisted of hard lean clay with varying amounts of gravel. The Storie Index Soil Rating prepared by the NRCS gives gravelly clay a Grade 3, which includes soils of fair quality but with a more restricted range of suitability than Grades 1 and 2. Soils in Grade 3 may give good results with certain specialized crops. Therefore, agricultural activities within the project site could face limitations based on soil suitability for certain crops. Furthermore, most of the existing grape vines on the eastern portion of the site would remain and the proposed project would incorporate a vegetable garden and fruit orchard on the southern portion of the project site. Thus, some agricultural land would be retained and cultivated.

Because development of the proposed project site with a 30-room inn and caretaker's unit and associated agricultural land conversion was already considered in the SLVSP EIR, there are no proposed changes to the project that would substantially increase the severity of the project's agricultural land conversion, and the SLVSP includes an Agricultural Mitigation Program to adequately offset loss of agricultural land, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b. According to the SLVSP EIR, nine parcels within the specific plan area were covered by Williamson Act Contracts at the time the SLVSP EIR was drafted. However, non-renewal notices were filed for eight of the nine parcels covered by Williamson Act contracts. As such, the contracts expired in January 1998 through January 2005 on all parcels except the Crohare's 48-acre eastern parcel for which a notice of non-renewal was not filed at the time the SLVSP EIR was drafted. As such, the SLVSP EIR included Mitigation Measure 4.1-3, which would ensure that the City not approve any additional development projects on land subject to Williamson Act contracts within the SLVSP area. With implementation of Mitigation Measure 4.1-3, the SLVSP concluded that a less-than-significant impact would occur.

None of the land within the project site is currently held under Williamson Act contracts. Additionally, the project site is designated SLVSP, Subarea 5, Vineyard Commercial by the City's General Plan and is zoned Planned Development-South Livermore Valley Specific Plan PUDA 01-001. The site is not zoned for agricultural use. Furthermore, according to the Specific Plan, the City has designated the site for a commercial inn and restaurant. Therefore, buildout of the proposed project would not conflict with agricultural zoning. As such, the currently proposed project would have no impacts related to conflicts

with a Williamson Act contract or agricultural zoning, and Mitigation Measure 4.1-3 included in the SLVSP EIR would not be applicable to the proposed project.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

c,d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). As noted above, the project site is currently zoned Planned Development-South Livermore Valley Specific Plan, PUDA 01-001. Therefore, the proposed project would have no impact with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **III. AIR QUALITY.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | Pgs. 4.6-5 to 4.6-8 | No | No | No |
| 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? | Pgs. 4.6-5 to 4.6-8 | No | No | No |
| c. Expose sensitive receptors to substantial pollutant concentrations? | Pg. 4.6-6 | No | No | No |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Pg.4.6-9 | No | No | No |

## Discussion

a,b. The City of Livermore is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SLVSP EIR assessed the potential for buildout of the SLVSP to result in impacts related to the generation of temporary, short-term construction-related emissions of criteria air pollutants, and the generation of long-term operational emissions of criteria pollutants. According to the SLVSP EIR, during construction of the SLVSP, areas downwind of construction activities would be impacted intermittently by construction dust. Specifically, the SLVSP EIR noted that Subareas 4 and 7 would have a relatively high potential for construction dust impacts related to grading, because development of both subareas would involve hillside construction, and Subareas 1, 2, 3, 5, and 6 would have a relatively low potential for construction dust impacts related to grading, because the subareas are relatively flat. To ensure impacts related to construction dust emissions would be less than significant, the SLVSP EIR included Mitigation Measures 4.6-1(a) and 4.6-1(b), which require compliance with the BAAQMD basic constriction dust control measures for all construction within the SLVSP, and require compliance with BAAQMD's enhanced construction dust control measures for construction sites larger than four acres. The SLVSP EIR concluded that with implementation of Mitigation Measures 4.6-1(a) and 4.6-1(b) all impacts would be less than significant.

With regard to operational emissions, based on the emissions presented in Exhibit 4.6-5 of the SLVSP EIR, the EIR determined that SLVSP generated automobile traffic would incrementally increase air pollutant emissions in the region beyond the applicable BAAOMD thresholds of significance (i.e., 80 pounds per day [lb/day] for Reactive Organic Gasses [ROG], Nitrogen Oxides [$NO_X$], and respirable particulate matter 10 microns in diameter [$PM_{10}$]. The SLVSP EIR included Mitigation Measure 4.6-3, which establishes measures for individual residential projects of the SLVSP to implement during development. However, the SLVSP EIR concluded that Mitigation Measure 4.6-3 would have the potential of reducing projected emissions by an estimated one to two percent, which would not be sufficient to reduce impacts attributable to the SLVSP to a less-than-significant level. Therefore, impacts on regional air quality were determined to remain significant and unavoidable.

Since the SLVSP EIR was adopted, the BAAQMD has adopted updated guidelines that contain new thresholds for criteria air pollutants to reflect current air quality conditions in the region. The SFBAAB area is currently designated as a nonattainment area for State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter

($PM_{2.5}$), and State respirable particulate matter 10 microns in diameter ($PM_{10}$) ambient air quality standards (AAQS). The SFBAAB is designated as in attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour $PM_{2.5}$ federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal $PM_{2.5}$ AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

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

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

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen ($NO_X$), as well as for $PM_{10}$, and $PM_{2.5}$, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 2.

**Table 2**
**BAAQMD Thresholds of Significance**

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

***Source: BAAQMD, CEQA Guidelines, May 2017.***

By exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, $NO_X$, $PM_{10}$, or $PM_{2.5}$, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

In order to compare the proposed project's emissions to the most recent BAAQMD thresholds, air quality modeling was conducted for the proposed project. The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2[9] – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. For the proposed project, project-specific trip generation rates provided by TJKM traffic consultants were input into the model, as well as information related to the anticipated 18-month construction schedule for the proposed project. Additionally, inherent site design features such as the project's use of traffic calming measures (installation of a short left-turn pocket), use of solar panels for 80 percent of electricity generation, and installation of low-flow toilets and shower heads were included in the modelling. All CalEEMod results are included as Appendix B to this Addendum.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well.

## Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for ROG, $PM_{10}$, and $PM_{2.5}$. However, $NO_x$ emissions related to construction of the proposed project would slightly exceed the applicable BAAQMD threshold of significance.

**Table 3**
**Maximum Unmitigated Construction Emissions (lbs/day)**

| Pollutant | Proposed Project Emissions | Threshold of Significance | Exceeds Threshold? |
|---|---|---|---|
| ROG | 4.17 | 54 | **NO** |
| $NO_X$ | 66.4 | 54 | **YES** |
| $PM_{10}$* | 1.40 | 82 | **NO** |
| $PM_{2.5}$* | 1.30 | 54 | **NO** |

Note:
* Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.

***Source: CalEEMod, July 2019 (see Appendix B).***

9 Since the time that the air quality modeling was conducted for the proposed project (2019), the CalEEMod software has been updated. However, the construction and operations of projects are generally becoming less emissions intensive over time due to increasingly stringent State regulations and, as a result, the analysis presented in this Addendum is conservative. Thus, updating the modeling using the newest CalEEMod software is not warranted.

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

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

The proposed project's required implementation of the BAAQMD's BCMMs listed above would help to reduce the construction-related emissions from the levels estimated and presented in Table 3, and would ensure the proposed project is compliant with Mitigation Measure 4.6-1(a) of the SLVSP EIR. Because the proposed project is less than four acres, Mitigation Measure 4.6-1(b) of the SLVSP EIR would not be applicable to the proposed project.

While the BAAQMD BCMMs would help to reduce the construction-related emissions, the proposed project would still result in construction-related emissions above the applicable threshold of significance for $NO_X$. As such, the proposed project would be required to comply with additional project-specific Mitigation Measure III-1, as presented below, which would ensure all impacts related to construction-generated criteria air pollutant emissions of $NO_X$ would be less-than-significant.

## Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 4. As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance.

Because the proposed project's operational emissions would be below the applicable thresholds of significance, the proposed project would not be considered to result in a potentially significant air quality impact during operations. It should also be noted that

because Mitigation Measure 4.6-3 of the SLVSP EIR only establishes measures for individual residential projects, and the proposed project is commercial in nature, Mitigation Measure 4.6-3 of the SLVSP EIR would not be applicable to the proposed project.

**Table 4**
**Unmitigated Maximum Operational Emissions**

| Pollutant | Proposed Project Emissions | | Threshold of Significance | | Exceeds Threshold? |
|---|---|---|---|---|---|
| | lbs/day | tons/yr | lbs/day | tons/yr | |
| ROG | 1.20 | 0.22 | 54 | 10 | **NO** |
| $NO_X$ | 2.10 | 0.41 | 54 | 10 | **NO** |
| $PM_{10}$* | 0.04 | 0.00 | 82 | 15 | **NO** |
| $PM_{2.5}$* | 0.04 | 0.00 | 54 | 10 | **NO** |

Note:
* Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.

***Source: CalEEMod (see Appendix B).***

## Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 2 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 2, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. The proposed project would be below all applicable thresholds for criteria pollutants during operation, and would be below emissions thresholds for ROG, $PM_{10}$, and $PM_{2.5}$ during construction. In addition, the proposed project would be required to comply with additional project-specific Mitigation Measure III-1, as presented below, which would ensure all impacts related to construction-generated criteria air pollutant emissions of $NO_X$ would be less-than-significant.

## Conclusion

Compliance with additional project-specific Mitigation Measure III-1 would ensure that the proposed project's construction-generated emissions be reduced to a less than significant impact. The SLVSP EIR concluded that construction-generated emissions resulting from development across the SLVSP area would be significant and unavoidable even with mitigation. There is no evidence that the proposed project would result in new significant impacts or substantially more severe significant impacts related to contributing to the region's nonattainment status for ozone or PM or contributing substantially to the violation of an air quality standard, or contributing to the significant cumulative impact of global climate change, and the proposed project remains consistent with the conclusions of the SLVSP EIR.

c. The major pollutant concentrations of concern are toxic air contaminant (TAC) emissions and localized CO emissions, which are addressed in further detail below.

## TAC Emissions

Another category of environmental concern is TACs. The California Air Resources Board's (CARB's) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

It should be noted that the SLVSP EIR did not expressly address the SLVSP's potential to expose sensitive receptors to substantial TAC concentrations as TACs were not routinely analyzed at the time the EIR was prepared. Therefore, the following includes an updated project-specific analysis of the potential for the proposed wine country inn and restaurant to expose sensitive receptors to substantial TAC concentrations.

The proposed inn, restaurant, and caretaker's unit would not involve any land uses or operations that would be considered major sources of TACs, including DPM. As such, the project would not generate any substantial pollutant concentrations during operations. Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to 18 months.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, construction equipment would operate intermittently throughout the day and only on portions of the site at a time.

Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Therefore, construction of the proposed project would not be expected to expose nearby sensitive receptors to substantial pollutant concentrations.

Based on the above, the proposed project would not result in new significant impacts or substantially more severe significant impacts related to the exposure of sensitive receptors to operational emissions beyond what was analyzed in the SLVSP EIR.

## Localized CO Emissions

Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. As older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emission of CO for vehicle fleets throughout the State has been and is expected to continue to decrease. As described below, the SLVSP EIR determined that implementation of the SLVSP would increase traffic volumes on streets near the project from current levels, which would likely result in a slight increase in localized CO concentrations; however, project-generated traffic would result in CO levels below CAAQS. Therefore, the SLVSP EIR concluded that impacts related to CO emissions would be less than significant.

According to the SLVSP EIR, contribution of project-generated traffic to CO levels in the project area was predicted based on the Caline4 Line-Source Dispersion Model. Future CO levels were predicted near five selected intersections within the SLVSP area using 2010 traffic projections, and were compared to the State standard of 20 parts per million (PPM) and the Federal standard of 35 PPM for one-hour concentrations, and the State and Federal standard of nine PPM for eight-hour concentrations. As presented in Exhibit 4.6-7 of the SLVSP EIR, one-hour and eight-hour CO concentrations at the selected intersections would be significantly below State and Federal standards. Therefore, the SLVSP EIR determined that impacts would be less than significant.

As discussed throughout this Addendum, the currently proposed project would be constructed within the footprint of the previously analyzed SLVSP. Moreover, the SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a large restaurant. As such, traffic generated by the proposed project, and associated CO emissions, were previously anticipated within the SLVSP EIR. However, traffic volumes on local roadways are reasonably assumed to have increased since the time that the SLVSP EIR was drafted, and BAAQMD guidance for assessing CO emissions has been updated since the SLVSP EIR was certified in 1997. In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

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

The proposed project is anticipated to generate a total of approximately 344 daily trips, including 14 AM peak hour trips and 37 PM peak hour trips.[10] Given that the project would generate fewer than 100 peak hour trips and would be consistent with the site's current General Plan land use designations, the project would not conflict with the Alameda County Transportation Commission Congestion Management Plan.[11] In addition, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Furthermore, intersections where air mixing is inhibited do not exist in proximity to the project site. Thus, the proposed project would not increase traffic volumes at an affected intersection to more than 44,000 vehicles per hour, or 24,000 per hour where vertical and/or horizontal mixing is limited. As such, based on the BAAQMD screening criteria, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

Accordingly, the proposed project would not result in new significant impacts or substantially more severe significant impacts related to localized CO concentrations or other emissions from vehicles on roadways or intersections in the vicinity of the project site.

## Conclusion

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe significant impacts related to exposure to substantial pollutant concentrations than were analyzed in the SLVSP EIR. Therefore, the proposed project remains consistent with the conclusions of the SLVSP EIR.

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

The SLVSP EIR analyzed the potential for air quality related land use conflicts within the SLVSP. According to the SLVSP, disking, weeding, or vehicle travel on unpaved roads creates dust which would be carried to adjacent properties by the wind. Therefore, because the prevailing wind direction in the dry season is westerly, the SLVSP EIR determined that a potential land use conflict related to dust would exist whenever residential uses are located east of agricultural lands without a substantial setback. As such, Mitigation Measure 4.6-4 was included in the SLVSP EIR which would require developers to provide disclosure statements to prospective buyers warning of possible agricultural nuisances within residential development in Subareas 1, 2, 4, and 7. With implementation of Mitigation Measure 4.6-4, the SLVSP EIR concluded that impacts would be less than significant. Mitigation Measure 4.6-4 of the SLVSP EIR would not be applicable to the proposed project, as the proposed project would not result in residential development within Subareas 1, 2, 4, or 7.

With regard to odors, the SLVSP EIR noted that development of Subarea 1 would place residences in proximity to percolation ponds located on the Sandia National Laboratories site, which are an intermittent source of odors reportedly generated by decaying vegetation. However, the SLVSP EIR determined that given the intermittent nature of the

[10] TJKM. *Traffic Impact Study – Livermore Wine Country Inn.* August 23, 2019.
[11] Alameda County Transportation Commission. *2017 Congestion Management Program* [pg. 85]. December 2017.

odors, the minimum 200-foot distance between the ponds and eastern Subarea 1 boundary, and the ponds' location downwind from Subarea 1, impacts would be less than significant.

According to the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.[12] Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

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

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be restricted per Section 9.36.080 of the Municipal Code. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

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

As noted previously, all projects under the jurisdiction of BAAQMD are required to implement the BAAQMD's Basic Construction Mitigation Measures. The aforementioned measures would act to reduce construction-related dust by ensuring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within project site, among other methods, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, most areas of the project site would be paved or landscaped.

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

Based on the above, the proposed project would not result in new significant impacts or substantially more severe significant impacts related to exposure to substantial pollutant concentrations than were analyzed in the SLVSP EIR. Therefore, the proposed project remains consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

The following mitigation measure(s) from the SLVSP EIR would apply to the proposed project:

**Mitigation Measure 4.6-1(a):** In order to mitigate potentially significant construction dust impacts, the City should require implementation of the BAAQMD's following basic construction dust control measures as conditions of approval for all individual development projects or infrastructure improvement contracts in the SLVSP area:

- Water all active construction areas at least twice daily;
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;
- Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers; and
- Sweep streets daily with water sweepers, if visible soil material is carried onto adjacent public streets.

## Additional Project-Specific Mitigation Measures

The following additional project-specific mitigation measure would apply to the proposed project and has been agreed to by the project applicant:

*III-1* *Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that all heavy-duty diesel-powered equipment (e.g., rubber-tired dozers, scrapers, cranes, etc.) to be used in the construction of the project (including owned, leased, and subcontractor vehicles) shall, at a minimum, meet U.S. Environmental Protection Agency standards for Tier 4 engines or equivalent. The plans shall be submitted to the Community Development Department for review and approval.*

| **IV. BIOLOGICAL RESOURCES.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| 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? | Pgs. 4.4-36 to 4.4-39 | No | No | No |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | Pgs. 4.4-34 to 4.4-36 | No | No | No |
| 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? | Pgs. 4.4-34 to 4.4-36 | No | No | No |
| d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | Pgs. 4.4-31 to 4.4-34 | No | No | No |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Pgs. 4.4.27 to 4.4-31 | No | No | No |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan? | N/A | No | No | No |

## Discussion

a. The SLVSP EIR analyzed the potential for buildout of the SLVSP to substantially impact a candidate, sensitive, or special-status plant or wildlife species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). According to the SLVSP EIR, future development within the SLVSP area would have the potential to affect habitat suitable for a number of special-status species. For Subarea 5, within which the project site is located, the SLVSP EIR determined burrowing owls and other protected raptors could occur, but other special-status species are not anticipated to occur within Subarea 5. In addition, the SLVSP EIR noted that while special-status plant species were not encountered during field surveys of the SLVSP area, the potential exists for special-status plants to be located within Subareas 4 and 7. Policy 6-26 would serve to mitigate potential impacts to any nesting birds and raptors by requiring preconstruction surveys be conducted prior to any

development within the SLVSP area. Therefore, the SLVSP EIR concluded that impacts to protected species would be less than significant.

The proposed project's area of impact would be within the footprint of the previously analyzed SLVSP. As such, impacts to special-status species associated with the proposed project were previously anticipated within the SLVSP EIR. Nonetheless, to ensure that additional special-status species have not populated the project site since the SLVSP EIR was drafted, a Summary Biological Report was prepared for the proposed project by biologist Daniel Edelstein (see Appendix C).[13]

As part of the Summary Biological Report, Daniel Edelstein conducted a search of published records of special-status plant and wildlife species for the Altamont USGS 7.5" quadrangle, using the California Natural Diversity Data Base (CNDDB). The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project area, to determine their locations relative to the project site, and for use in the field assessment of habitats suitable for special-status species within the site. On January 2, 2019 Daniel Edelstein conducted a field assessment that consisted of a pedestrian survey of the project site noting land uses, vegetation types, plant and wildlife species, and the presence or absence of jurisdictional wetland features. The results of the database searches and field survey are discussed below.

## Special-Status Plants

As noted in the Summary Biological Report, the existing flora species on the project site are likely all common plant species. Rare and/or listed plant species were not detected during the survey. The disturbed, ruderal composition of the plant species on the site was not anticipated to yield any rare, listed plant species during the botanical blooming season, which is typically February through June. Thus, the site does not contain any potentially suitable habitat for special-status plant species. The proposed project includes improvements on Hansen Road to create a left-turn pocket lane for cars entering the site from the westbound side of Hansen Road. All off-site enhancements would occur within the public right-of-way, in a paved, disturbed area. As such, special-status plants would not be disturbed during the development of the left-turn pocket lane.

It should be noted that the site is within the boundaries of the East Alameda County Conservation Strategy (EACCS) within Conservation Zone (CZ) 2. However, according to maps in Appendix D of the EACCS, the site is not within the range of potential habitat for any plant species covered under the EACCS (i.e., San Joaquin spearscale, recurved larkspur, big tarplant, and Congdon's tarplant).

## Special-Status Wildlife

According to the Summary Biological Report, due to the lack of required habitat features (i.e., woodland, chaparral, alkaline meadows, and riparian vegetation), the project site does not support suitable habitat conditions for any special-status species. Additionally, special-status species were not observed on the project site during the biological survey. The left-turn pocket lane that would be created within the right-of-way on Hansen Road would not require ground disturbance and would take place in a developed, paved area. Thus, the improvements would not impact special-status wildlife.

[13] Daniel Edelstein, Environmental Scientist and Consulting Biologist. *Summary Biological Report.* January 8, 2019.

The project site is within the boundaries of the EACCS within CZ 2. According to maps in Appendix D of the EACCS, the modeled habitat for special-status species does not overlap with the project site, with the exception of potential upland/movement habitat for California red-legged frog and upland habitat for California tiger salamander. However, the project site does not contain aquatic habitats and the SLVSP EIR determined Subarea 5 is not anticipated to support such species.

While the project site does not contain suitable habitat for special-status species in the area, given that trees exist in the vicinity of the project site and some birds were observed during the site survey, the potential exists for nesting raptors or migratory birds, including species protected by the Migratory Bird Treaty Act (MBTA), to be present within the site at certain times of year. All nesting raptors and migratory birds, regardless of their status, are protected by State and federal laws. Therefore, construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, project construction-related activities that would occur during the breeding season could result in an adverse effect to species protected under State Fish and Game Code and the MBTA, should such species be present on or adjacent to the project site. However, the proposed project would be subject to Policy 6-26 of the Specific Plan, which would require preconstruction surveys be conducted for nesting birds and raptors prior to any development within the project site and ensure that the proposed project would not result in impacts to any nesting raptors or migratory birds protected under the MBTA.

## Conclusion

Special-status species are not expected to occur on the project site. In addition, as discussed above, the proposed project would be subject to Specific Plan Policy 6-26 of the Specific Plan, which require surveys be conducted for nesting birds and raptors prior to any development within the project site. As such, the proposed project would not result in new significant impacts or substantially more severe significant impacts than what were previously analyzed in the SLVSP EIR. Therefore, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

b,c According to the SLVSP EIR, development within the SLVSP would eliminate scattered areas of seasonal wetlands and affect a limited area of unvegetated other waters. Specifically, anticipated grading to accommodate residential, commercial, and agricultural development would affect possible seasonal wetlands in Subareas 2, 4, 5, 6, and 7, including scattered seasonal wetlands in Subarea 2, an intermittent drainage and two large seasonal wetland areas in Subarea 5, a swale and drainage channel in the mid-elevations and possibly much of the lower Subarea 6 terrace, and a vernal pool and drainages in Subarea 7. Nonetheless, the SLVSP EIR concluded that with implementation of Specific Plan policies, impacts would be less than significant.

According to the Summary Biological Report, a dry watercourse was identified on the southern side of the project site. However, the biologist confirmed that the watercourse does not qualify as a wetland based on the fact that none of the three conditions for a wetland were met, including: soil properties; vegetation species composition; and the presence of water. In addition, there is sufficient drainage in the area such that intermittent, ephemeral, and/or perennial water conditions are not likely to occur on the site.

The currently proposed project's area of impact is within the previously analyzed area of impact of the SLVSP EIR, and new intermittent, ephemeral, and/or perennial water conditions were not discovered within the project site. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As such, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

d. According to the SLVSP EIR, future residential, commercial, and agricultural development within the Specific Plan area would alter the existing patterns of wildlife use by replacing substantial areas, primarily of grassland habitat, and possibly disrupting movement patterns of certain species. The EIR noted that development in each subarea would result in an incremental loss of existing habitat for wildlife as the extent of suburban development expands from central Livermore. In Subareas 1 through 5, the SLVSP EIR determined that the loss of habitat would not obstruct important movement corridors or links between permanent open space areas; however, development in Subarea 7 would substantially limit upland access to Sycamore Grove Park for terrestrial wildlife species. As such, the SLVSP EIR included Mitigation Measure 4.4-3 to ensure that impacts to movement corridors, specifically within Subarea 7, would be mitigated. As a result, the SLVSP EIR concluded that with implementation of Mitigation Measure 4.4-3 impacts would be less than significant.

The project site is located in a partially urbanized area and is bordered by existing roadways to the north and east, residential developments to the west and northwest, and agricultural land to south, north, and east. While agricultural land could provide a movement corridor, the project site is surrounded by an existing fence that limits wildlife migration through the site. The project site and surrounding area does not contain streams or other waterways that could be used by migratory fish or as a wildlife corridor for other wildlife species. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. In addition, the proposed project is not located within Subarea 7, and, therefore, Mitigation Measure 4.4-3 would not be applicable to the proposed project.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As such, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

e. Following analysis of potentially substantial adverse effects on any sensitive natural communities, such as oak woodland communities, identified in local or regional plans, policies, regulations or by the CDFW or USFWS, the SLVSP EIR concluded a less-than-significant impact would occur with implementation of applicable Specific Plan policies, as well as Mitigation Measure 4.4-2, which would reduce significant impacts, including impacts related to the removal of sensitive vegetation communities, by mitigating the removal of mature oaks and other native trees located in areas of oak woodland and savanna communities within the SLVSP area.

The majority of the trees identified in the SLVSP EIR are located outside of the project site, as the site does not contain oak woodland habitat. The proposed project would include removal of 17 trees along the project frontage. None of the trees proposed for removal are considered protected trees pursuant to the City's Municipal Code. However,

given that the trees are located within the public right-of-way, the trees are considered "street trees" according to Section 12.20.010 of the City's Municipal Code. Prior to the removal of any street trees, a tree removal application must be submitted to the City pursuant to Sections 12.20.080 and 12.20.190 of the City's Municipal Code. The proposed project would not be required to implement Mitigation Measure 4.4-2, as the measure pertains to specific lots within the SLVSP area, and the project site was not identified within the SLVSP area as an area with potential to result in adverse impacts to trees.

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As a result, the proposed project would be consistent with the conclusions of the SLVSP EIR.

f. The project site is not located in an area with an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local or State HCP. Therefore, impacts related to conflicting with such plans were not discussed within the SLVSP EIR. It should be noted that the project site is within the boundaries of the EACCS, a guidance document for regional conservation and environmental permitting for private and public development projects. However, while conservation strategies are provided by the EACCS, the document is not considered an adopted HCP/NCCP.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As a result, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **V. CULTURAL RESOURCES.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | Pgs. 4.10-9 to 4.10-11 | No | No | No |
| b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | Pgs. 4.10-7 to 4.10-8 | No | No | No |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries. | Pgs. 4.10-7 to 4.10-8 | No | No | No |

## Discussion

a. The SLVSP EIR assessed the potential for buildout of the SLVSP to cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines and determined that one formally designated historic resource, the Olivina Winery building in Subarea 7, is located within the SLVSP area. Furthermore, the SLVSP EIR determined that several resources that have the potential for listing are located within Subareas 3, 4, 6, and 7. Nonetheless, the SLVSP EIR concluded that with implementation of SLVSP policies, impacts to historical resources would be less-than-significant.

Currently, the site is vacant and undeveloped, with grape vines on the eastern border of the site. Thus, the site does not contain any structures which would be considered historical, nor would the project result in removal of any possible historic resources. In addition, the currently proposed project would be implemented within the previously analyzed footprint of the SLVSP EIR, and is located within Subarea 5, for which the SLVSP EIR did not identify any formally listed or potential historic resources. As such, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than what were previously analyzed in the SLVSP EIR. As a result, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

b,c. The SLVSP EIR assessed the potential for buildout of the SLVSP to cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, or disturb any human remains, including those interred outside of dedicated cemeteries, and did not identify any previously recorded archeological resources or human remains on or within the immediate vicinity of the Specific Plan area. However, the SLVSP EIR concluded that construction activities could potentially disturb or destroy significant buried archaeological resources and/or human remains. Nonetheless, the SLVSP EIR determined that with implementation of General Plan Policy 6(b), which is equivalent to Mitigation Measure 1-I(c) of the South Livermore Valley Area Plan EIR, all potential impacts would be less than significant. General Plan Policy 6(b)/Mitigation Measure I-1(c) states that if any archaeological sites are found during construction, all work in the immediate vicinity shall be suspended pending site investigation by qualified professionals, and if, in the opinion of a qualified professional, the site will yield new information or important verification of previous findings, the site shall not be destroyed. The proposed project would be subject to the requirements of the aforementioned policy/mitigation measure.

To ensure that any additional resources have not been discovered since the adoption of the SLVSP EIR, a records search of the California Historic Resources Information System (CHRIS) was performed by the Northwest Information Center (NWIC) for cultural resource site records and survey reports within the project area.[14] The NWIC concluded that the project site does not contain any recorded archaeological resources nor any historic buildings or structures on any lists of historic resources. In addition, a search of the Native American Heritage Commission (NAHC) Sacred Lands File search did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area.[15]

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As a result, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

[14] Northwest Information Center. *Records Search Results for the Proposed Wine Country Inn Project.* August 15, 2019.

[15] Native American Heritage Commission. *Wine Country Inn Project, City of Livermore; Livermore USGS Quadrangle, Alameda County, California.* July 24, 2019.

| VI. ENERGY. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | N/A | No | No | Yes |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | N/A | No | No | Yes |

## Discussion

a,b. Because Appendix G of the CEQA Guidelines did not previously include a specific section on energy, the SLVSP EIR did not include a specific analysis of the Specific Plan's potential energy-related impacts; however, as efficient use of energy was included in Appendix F of the CEQA Guidelines, the issue was still considered in the evaluation of the SLVSP. The Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality.

Through existing infrastructure, electrical and natural gas services are provided to the site by Pacific Gas and Electric Co. (PG&E). During construction and operations, the currently proposed project would be subject to regulations required by the CARB, the 2022 Building Energy Efficiency Standards, and the 2022 CALGreen standards.

A description of the California Green Building Standards Code and the Building Energy Efficiency Standards follows, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations.

### California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[16] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;

[16] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

## Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

## Construction Energy Use

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

All construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

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

limited to, State and federal vehicle standards, are much more stringent than the regulations in place at the time the SLVSP EIR was prepared. Therefore, construction energy usage related to the proposed project would be less than what was anticipated in the SLVSP EIR.

## Operational Energy Use

Energy use associated with operation of the proposed project would be typical of hotel and restaurant developments, requiring electricity for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed inn and restaurant.

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

As discussed in Section VIII, Greenhouse Gas Emissions, of this Addendum, the proposed project would be built all-electric, with the exception of the commercial kitchen, which is consistent with the requirements of the 2022 Green Building Standards Code, as well as Strategy B-1 of the City of Livermore Climate Action Plan (CAP). Furthermore, the proposed project would include on-site solar panels which would generate 80 to 90 percent of the project's necessary electricity. The inclusion of solar panels would drastically reduce the demand for grid supplied electricity of the proposed project. Other sustainable features of the project, including garden boxes for growth of produce used in the restaurant and participation in a composting and recycling program, would contribute to the reduction of energy use.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this Addendum, the project site is located within close proximity to existing residences, bicycle infrastructure, and transit infrastructure, and would also provide electric vehicle (EV) charging stations. A total of seven EV capable spaces, 15 EV ready spaces, and two EV chargers would be provided on-site. Bicycle parking would be included on-site, which would encourage patrons to use alternative transportation. The site is in close proximity to several wineries, which would presumably be the main attraction for inn guests. The proximity of the site to existing wineries would shorten the trip length necessary to reach such attractions and reduce vehicle usage.

Furthermore, regulations pertaining to energy usage, including, but not limited to, Building Energy Efficiency Standards and State and federal vehicle standards, are much more

stringent than the regulations that were in place at the time the SLVSP EIR was prepared. Therefore, operational energy usage from buildout of the proposed project would be less than what was anticipated in the SLVSP EIR.

### Conclusion

Based on the above information, the currently proposed project would involve energy use associated with construction activities and operations; however, the proposed project would comply with all applicable State energy standards, which would ensure that construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Furthermore, as discussed above, regulations pertaining to energy usage are much more stringent than the regulations that were in place at the time the SLVSP EIR was prepared. Therefore, energy usage from buildout of the proposed project would be less than what was anticipated in the SLVSP EIR, and impacts related to energy use would be less than significant.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **VII. GEOLOGY AND SOILS.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | Pgs. 4.2-32 to 4.2-35 | No | No | No |
| ii. Strong seismic ground shaking? | Pgs. 4.2-32 to 4.2-35 | | | |
| iii. Seismic-related ground failure, including liquefaction? | Pgs. 4.2-28 to 4.2-31; 4.2-35 | | | |
| iv. Landslides? | Pgs. 4.2-28 to 4.2-31; 4.2-35 | | | |
| b. Result in substantial soil erosion or the loss of topsoil? | Pgs. 4.3-24 to 4.3-27 | No | No | No |
| 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? | Pgs. 4.2-28 to 4.2-31; 4.2-35 | No | No | No |
| d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | Pgs. 4.2-31 to 4.2-32 | No | No | No |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | N/A | No | No | No |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | N/A | No | No | No |

## Discussion

ai.-aii. The SLVSP EIR collectively analyzed the potential of buildout of the SLVSP to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the 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 or strong seismic ground shaking under Impacts 4.2-5 and 4.2-6. As discussed therein, because of the known presence of the Las Positas fault within Subarea 1, the probable location of the Las Positas fault in Subareas 4, 6, and 7, and the proximity of the SLVSP area to the Greenville, Verona, Calaveras, Hayward, Concord/Green Valley, San Andreas, and other active faults, a high probability exists that development within the SLVSP area would experience

strong groundshaking. The SLVSP EIR also noted that the possibility of on-site surface ground rupture in the vicinity of the Las Positas fault within Subareas 1, 4, 6, and 7 is considered high. Nonetheless, the SLVSP EIR concluded that with incorporation of Mitigation Measure 4.2-5, SLVSP Policies, and applicable regulatory requirements, all impacts would be reduced to a less-than-significant level.

The project site is located within Subarea 5, which is not known to be located within the Las Positas fault area. However, because of the presence of the Las Positas fault within the SLVSP area, and the proximity of the SLVSP area to other active faults, the potential exists for seismic hazards to occur at the project site. To assess project specific impacts related to seismic hazards, a site-specific Geotechnical Exploration was performed by ENGEO Incorporated for the project site (see Appendix D).[17]

According to the Geotechnical Exploration, the project site is located in an area of moderate seismicity. A review of the 2008 National Seismic Hazard Maps was conducted to evaluate nearby faults and the maximum moment magnitude produced by an earthquake in the vicinity of the project site. Known active faults do not cross the project site, nor is the site located within an Alquist-Priolo Earthquake Fault Zone. However, earthquakes in excess of Moment Magnitude 7 have historically occurred in the Bay Area to the west, and along the margins of the Central Valley low magnitude earthquakes occur frequently. The two nearest active faults are the Greenville Fault, located approximately six miles northeast, and the Mount Diablo Thrust, located 6.5 miles north. Other active faults capable of producing significant shaking at the site include the Calaveras Fault located seven miles southwest, the Hayward Fault located 12 miles west, and the San Andreas Fault located 31 miles southwest.

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 and ground lurching. Because the project site does not contain any known active faults and is not located within an Earthquake Fault Special Study Zone, ground rupture is unlikely at the project site.

Based on past events, an earthquake of moderate to high magnitude generated by the San Francisco Bay Region could cause considerable ground shaking at the project site. However, the California Building Code (CBSC) provides minimum standards to ensure that the proposed structure would be designed using sound engineering practices and appropriate engineering standards for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure that the proposed structure would not collapse, resulting in a loss of life in a major earthquake. In addition, the proposed project would be required to implement Mitigation Measure 4.2-5 of the SLVSP EIR, which would ensure that the proposed project take the recommendations of the Structural Engineers Association of Northern California (SEAONC) into account when designing and implementing site

[17] ENGEO Incorporated. *Geotechnical Exploration*. Revised April 15, 2019.

development, and secure breakable objects or focus work stations away from such potential hazards.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than what were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

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c. According to the SLVSP EIR, Subarea 5 is generally flat-lying and is underlain by Quaternary alluvium. In addition, because of shallow groundwater conditions in Subareas 3, 5, 6, and parts of 7, the SLVSP EIR determined that seismically induced liquefaction could occur. Nonetheless, the SLVSP EIR determined that with implementation of Policy 6-41, which would require development in Subareas 3, 5, 6, and 7 to evaluate liquefaction potential on a site-specific basis, the impact would be less than significant. With regard to landslides, the SLVSP EIR determined that potential large landslides within the SLVSP area, particularly in Subarea 7, could result in potential impacts. However, with implementation of Policy 6-38, which would require preparation of a site-specific geotechnical investigation, and implementation of design-level recommendations therein, impacts would be less than significant.

As discussed above, a site-specific Geotechnical Exploration was performed by ENGEO Incorporated for the project site (see Appendix D).[18] Based on the findings of the Geotechnical Exploration, the project site would not be at significant risk for seismic-related ground failure, including liquefaction and ground lurching, and would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death.

In addition, the topography of the project site is relatively flat to moderately sloped on the southern and western perimeters of the site. The elevations range from approximately 520 to 550 feet. Given the relatively level surface of the project site, land sliding as a result of a seismic activity would not be likely. Thus, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Furthermore, the project site does not contain any open faces that would be considered susceptible to lateral spreading, and based on topographic and lithologic data, the risk of regional subsidence or uplift, lateral spreading, and landslides is low to negligible at the project site.

However, ENGEO encountered between two and 5.5 feet of undocumented fill during the geotechnical exploration of the site. The undocumented fill generally consisted of medium stiff to very stiff lean clay to flat clay with varying amounts of gravel. Because the fill is undocumented, ENGEO concluded that the fill could be non-engineered. Non-engineered fill can undergo excessive settlement, especially under new fill or building loads. Such settlement could result in hazards to the proposed structures. As such, the Geotechnical Exploration included recommendations to ensure that all undocumented fill encountered within the project site would be removed and placed back as engineered fill within the project site. Consistent with Mitigation Measure 4.2-5 of the SLVSP EIR, the proposed project would be conditioned by the City of Livermore to adhere to all geotechnical recommendations prior to building construction, which would ensure hazards due to undocumented fill within the site would not occur.

[18] ENGEO Incorporated. *Geotechnical Exploration*. Revised April 15, 2019.

Therefore, compliance with all applicable SLVSP Policies, as well as implementation of the recommendations included in the Geotechnical Exploration would ensure that the proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

b. The SLVSP EIR analyzed the SLVSP's potential to result in substantial soil erosion or the loss of topsoil, and determined that hillslope grading and conversion of large areas of existing grassland to vineyard cultivation would expose large areas to erosion by rainfall and hillslope runoff and would remove natural vegetation filters. However, the SLVSP EIR concluded that with implementation of Specific Plan Policies 8-23 through 8-27, impacts would be less than significant. Specific Plan Policies 8-23 through 8-27 require the preparation and implementation of agricultural sediment management plans, as well as a Stormwater Pollution Prevention Plans (SWPPP) and any other necessary engineering plans and specifications for pollution prevention and control. The aforementioned plans would be consistent City' stormwater management plan and would contain specific BMPs to reduce erosion.

The currently proposed project's area of impact would be within the footprint of the previously analyzed SLVSP. Moreover, the SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a large restaurant. The proposed project would be subject to all applicable Specific Plan policies and other regulations, such as the California Building Code (CBC). In addition, accordance with National Pollutant Discharge Elimination System (NPDES) regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Permit. Permit applicants are required to prepare a SWPPP and implement BMPs to reduce construction effects on receiving water quality by implementing erosion control measures. Compliance with Specific Plan Policy 8-24 would ensure the proposed project prepare and implement a SWPPP. As such, the proposed project would be designed in accordance with the necessary specifications to reduce impacts associated with substantial soil erosion and loss of topsoil.

Based on the above information, the proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

d. Expansive soils are soils which undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted, potentially resulting in damage to building foundations. Placement of buildings on unstable soils can result in structural failure. According to the SLVSP EIR, most of the soils present in the SLVSP area have low expansion potential, except for some soils of the Los Osos Association, which are mapped in the foothills of Subarea 7. Nonetheless, the SLVSP EIR concluded that compliance with Specific Plan Policy 6-40 would ensure that development in Subarea 7 would not result in hazards due to expansive soils, and a less-than-significant impact would occur.

The project site is located within Subarea 5; however, based on the Geotechnical Exploration, potentially expansive lean clay was observed near the surface of the project site. Subsequent laboratory testing indicated that the soil exhibited low to high shrink/swell potential with variations in moisture content. Therefore, the Geotechnical Exploration included recommendations to further evaluate the potential for expansive behavior within

on-site soils, and to develop site-specific criteria for foundation design. Consistent with Mitigation Measure 4.2-5 of the SLVSP EIR, the proposed project would be conditioned by the City of Livermore to adhere to all geotechnical recommendations prior to building construction, which would ensure hazards due to expansive soils would not occur on-site.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

e. Because the parcels within the SLVSP area would obtain wastewater treatment and sewer services from the City of Livermore, and septic systems would not be developed as part of the project, impacts related to septic systems were not evaluated in the SLVSP EIR.

The proposed project would not include installation of septic tanks or construction of alternative wastewater systems. Therefore, the proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As such, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

f. The SLVSP EIR did not explicitly assess the SLVSP's potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The City's General Plan indicates that several Pleistocene aged paleontological fossils have been discovered within the City's Planning Area. In particular, the most recent fossil discovery within the City occurred in the vicinity of the Lawrence Livermore National Laboratory, which is approximately four miles northeast of the project site.

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

Although the proposed project would not have the potential to result in the destruction of unique geologic features, paleontological resources could exist within the project site. The City's General Plan EIR concluded that with implementation of Policies CC-3.4.P1 and P2, impacts related to disturbance of paleontological resources would be less than significant. Should previously unknown paleontological resources exist within the project site, ground-disturbing activity, such as grading, trenching or excavating, associated with implementation of the proposed project would have the potential to disturb or destroy such features. Therefore, project-specific Mitigation Measure VII-1 would be required to ensure that the proposed project would not result in the destruction of a unique paleontological resource. With implementation of project-specific Mitigation Measure VII-1, which is a standard requirement to address the handling of unexpected paleontological discoveries, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR.

## Prior Mitigation Measures

The following mitigation measure(s) from the SLVSP EIR would apply to the proposed project:

**Mitigation Measure 4.2-5:** In addition to implementing Policies 6-34 and 6-35 and satisfying the routine requirements expected of any development in the City, individual landowners/developers/ owners should:

- Take the recommendations of the Structural Engineers Association of Northern California (SEAONC) into account when designing and implementing site development
- Secure breakable objects or focus work stations away from such potential hazards

## Additional Project-Specific Mitigation Measures

The following additional project-specific mitigation measure, which has been agreed to by the project applicant, would apply to the proposed project:

*VII-1* *The applicant shall retain the services of a professional paleontologist to educate the construction crew that will be conducting grading and excavation at the project site. The education shall consist of an introduction to the geology of the project site and the kinds of fossils that may be encountered, as well as what to do in case of a discovery. Should any vertebrate fossils (e.g., teeth, bones), an unusually large or dense accumulation of intact invertebrates, or well-preserved plant material (e.g., leaves) be unearthed by the construction crew, then ground-disturbing activity shall be diverted to another part of the project site and the paleontologist shall be called on-site to assess the find and, if significant, recover the find in a timely matter. Finds determined significant by the paleontologist shall then be conserved and deposited with a recognized repository, such as the University of California Museum of Paleontology. The alternative mitigation would be to leave the significant finds in place, determine the extent of significant deposit, and avoid further disturbance of the significant deposit. Proof of the construction crew awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster.*

| **VIII. GREENHOUSE GAS EMISSIONS.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | N/A | No | No | No |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | N/A | No | No | No |

## Discussion

### a,b. Background

Greenhouse gas (GHG) emissions were not addressed in the SLVSP EIR. However, potential impacts related to GHG emissions do not constitute "new information of substantial importance" as defined by CEQA Guidelines section 15162, as GHG emissions were known as potential environmental issues before 1997, when the original SLVSP EIR was certified.[19]

CEQA, the CEQA guidelines, and governing case law strongly encourage streamlining CEQA analyses by relying on previously certified EIRs. *See generally* Friends of College of San Mateo Gardens v. San Mateo County Community College Dist. (2016) 1 Cal.5th 937, 944-46 (*citing* Pub. Res. Code § 21166 and 14 Cal. Code Regs. ["CEQA Guidelines"] § 15162). A lead agency may rely on a previously certified EIR, regardless of its age, as long as substantial evidence supports the agency's conclusion that the EIR retains informational value, and the lead agency finds on the basis of substantial evidence that none of the narrow circumstances for supplemental EIRs in Pub. Res. Code § 21166 and CEQA Guidelines § 15162 are present. Accordingly, as long as impacts were discussed and analyzed under the methodology required at the time that the EIR was certified, and there are no "substantial changes" to the project or circumstances, or "[n]ew information, which was not known and *could not have been known* at the time the environmental impact report was certified," a prior EIR remains in force and effect, and an addendum is the appropriate CEQA compliance pathway. Pub. Res. Code § 21166 (emphasis added). For example, in Committee for Re-Evaluation of T-Line Loop v. San Francisco Municipal Transportation Agency (2016) 6 Cal.App.5th 1237, 1256, the Court of Appeal affirmed an agency's 2014 reliance on a 1998 EIR, despite numerous changes that had no doubt occurred to applicable CEQA thresholds in the 16 years since the EIR had been certified. Were the rule otherwise, plan-level EIRs would age of out of utility shortly after certification, since CEQA thresholds change regularly.

With respect to greenhouse gas ("GHG") emissions, the Court of Appeal has confirmed more than once that the issue of global climate change is not "new information" that requires subsequent projects to re-analyze impacts under new thresholds that were adopted after the prior EIR was certified. In Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) ("CREED") 196 Cal.App.4th 515, 521, the City of San Diego certified a precise plan EIR in 1994. In 2009, the City approved

[19] As explained in a series of cases, more recently in *Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal. App. 4th 1301*. Also see, *Citizens of Responsible Equitable Development v. City of San Diego (2011) 196 Cal.App.4th 515*.

a planned development within that precise plan area by preparing an addendum to the 1994 precise plan EIR. Ibid. The Court of Appeal affirmed the City's decision to do so, confirming that "effect of greenhouse gas emissions on climate could have been raised in 1994," and therefore was not "new information" requiring the analysis to be revisited. Id. at 532. Similarly, in Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal.App.4th 1301, 1305, the City of Dublin approved a Specific Plan EIR in 2002, and then later approved a project within the Specific Plan project area in 2011. The Court affirmed that Dublin was not required to analyze the 2011 project under GHG thresholds adopted after the 2002 Specific Plan EIR, because "the adoption of guidelines for analyzing and evaluating the significance of data does not constitute new information if the underlying information was otherwise known or should have been known at the time the EIR was certified." Ibid. at 1320.

Here, since the prior EIR was certified in 1997, three years after the Court of Appeal has held that the effect of GHGs was sufficiently knowable (CREED, 196 Cal.App.4th at 532), the City is not required to analyze impacts under GHG thresholds that were not in effect in 1997.

The City's commissioned experts and expert planning staff have reviewed the changes to the CEQA thresholds adopted since 1997, and concluded that none of the changes amount to "new information" because the underlying information regarding those topical areas was knowable in 1997. Accordingly, the lead agency is not required to revise or renew analyses under different thresholds that had not been in effect at the time the 1997 EIR was certified.

Nonetheless, in the interest of ensuring a conservative approach to analyzing and mitigating environmental impacts, this addendum analysis does analyze greenhouse gas impacts under subsequently adopted CEQA thresholds for informational purposes. Whether analyzed under prior CEQA thresholds, or under current CEQA thresholds, the approval under consideration does not involve any "substantial changes" to the project or the circumstances, and neither is there new information that could not have been known in 1997 that warrants re-visiting the analysis.

## Project-Specific Discussion

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide ($CO_2$) and, to a lesser extent, other GHG pollutants, such as methane ($CH_4$) and nitrous oxide ($N_2O$) associated with area sources, mobile sources or vehicles, utilities (electricity), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for

the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of $CO_2$ equivalents ($MTCO_2e$/yr).

The proposed project is located within the jurisdictional boundaries of BAAQMD. While updated CEQA Guidelines have not yet been released, on April 20, 2022, the BAAQMD Board of Directors held a public meeting and adopted proposed CEQA Thresholds for Evaluating the Significance of Climate Change Impacts from Land Use Projects and Plans.[20] The updated GHG thresholds address more recent climate change legislation, including Senate Bill (SB) 32, and provide qualitative thresholds of significance related to Buildings and Transportation.

## BAAQMD Thresholds of Significance

According to BAAQMD's new CEQA Thresholds for Evaluating the Significance of Climate Change Impacts from Land Use Projects and Plans, a project must either include specific project design elements (e.g., exclude use of natural gas, achieve a specific reduction in project-generated VMT below the regional average) or be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).[21]

On November 28, 2022, the City of Livermore adopted the updated 2022 CAP, which, according to Section 2 of Appendix D of the CAP, meets the criteria to be a GHG reduction strategy under CEQA Guidelines Section 15183.5(b). Therefore, the following analysis is based on the proposed project's consistency with City's 2022 CAP.

### *City of Livermore CAP Consistency*

The 2022 CAP is intended to create a roadmap to achieve emissions reductions of 40 percent below 1990 levels by 2030, and carbon neutrality (i.e., net zero carbon emissions) by 2045. The CAP contains mitigation strategies and actions, consistent with State climate mitigation targets, which were developed to reduce the City's GHG emissions to reach its adopted reduction targets for 2030 and 2045. The project's consistency with the applicable mitigation strategies and actions is assessed in Table 5 below. As shown in the table, the proposed project would be consistent with the applicable strategies and actions of the City's CAP.

**Table 5**
**Project Consistency with the Livermore Climate Action Plan**

| Strategies and Actions | Consistency Discussion |
|---|---|
| **Strategy D-1:** Improve water conservation and reuse. | All landscaping improvements would be consistent with Section 13.25 of the Municipal Code, Water Efficient Landscape, and would be irrigated by an automatic irrigation system. In addition, the project would use low-flow toilets and shower heads in guest rooms. Therefore, the proposed project would generally be consistent with Strategy D-1. |
| **Action D-1.3:** Continue implementing the Water Efficient Landscape Ordinance. | As discussed above, all landscaping improvements would be consistent with Section 13.25 of the |

[20] Bay Area Air Quality Management District. *CEQA Thresholds and Guidelines Update.* Available at: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed March 2023.

[21] Bay Area Air Quality Management District. *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. April 2022.

**Table 5**
**Project Consistency with the Livermore Climate Action Plan**

| Strategies and Actions | Consistency Discussion |
|---|---|
| | Municipal Code, Water Efficient Landscape, and would be irrigated by an automatic irrigation system. Therefore, the proposed project would be consistent with Action D-1.3. |
| **Action F-1.5:** Require new hardscape to be permeable. | Page 46 of the Livermore CAP recognizes that for Action F-1.5, the City must first update standards for new development hardscape to be consistent with CALGreen Tier 1 and/or increase the current fee for installation of new impervious surfaces. The City has not yet updated its standards and, thus, consistency with Action F-1.5 is not required. |
| **Strategy B-1:** Require new buildings to be all-electric and incentivize electrification retrofits of existing buildings. | As stated on page 55 of the Livermore CAP for Strategy B-1:<br><br>Adopt an electrification ordinance which requires all new construction to be all-electric. Conduct a cost-effectiveness study to develop an ordinance that facilitates both construction and on-bill cost savings. Minimize the number of exemptions associated with the ordinance to limit the number of stranded natural gas lines in the city. Allow case by case allowances for certain site development standards when an applicant can demonstrate infeasibility. Leverage partnerships with the Building Decarbonization Coalition, EBCE, StopWaste, and others, to engage with local building industry stakeholders in development of the ordinance.<br><br>The City of Livermore has adopted the 2022 Green Building Standards Code, which includes all-electric building requirements for new construction and a limited number of exceptions. One of the exceptions is for nonresidential buildings containing kitchens located in a place of public accommodation if the local enforcing agency can find:<br><br>a. A business-related need to cook with combustion equipment; and<br>b. The need cannot be achieved equivalently with an electric heating appliance; and<br>c. The applicant has installed energy efficient equipment based on Energy Star or California Energy Wise qualifications, as available.<br>d. The applicant shall comply with Section 5.106.13.2. |

**Table 5**
**Project Consistency with the Livermore Climate Action Plan**

| Strategies and Actions | Consistency Discussion |
|---|---|
| | According to Executive Chef Rodney Worth,[22] there is a business-related need to cook with combustion equipment and this need cannot be equivalently achieved with an electric heating appliance for the following reasons:<br><br>• Electric and induction tops have a lag time, making it difficult to regulate temperatures while cooking. Temperature regulation is essential for proper menu execution.<br>• There is a substantial supply chain shortage of the equipment required for cooking on an electric or induction top. Lack of inventory and ability to replace equipment when needed is a serious operational concern that could severely impact the ability to serve customers.<br>• Electric and induction tops are approximately 10x more expensive to operate and maintain, as well as require different pots and pans which are also more expensive to purchase and maintain. The anticipated costs required with using electric equipment could affect business viability. |
| **Action B-1.1:** Require new construction to be all-electric. | See consistency discussion for Strategy B-1. |
| **Action T-1.1:** Expand EV infrastructure to support EV adoption. | The 2022 CBSC requires new developments to include the necessary electrical infrastructure for EV charging stations. The proposed project is anticipated to include 65 paved parking spaces.<br><br>Based on the 2022 CBSC, for new hotels/motels with 20 or more sleeping units or guest rooms, 10 percent of the total parking spaces are required to be EV capable, 25 percent of the total parking spaces are required to be EV ready, and five percent of the total spaces are required to include EV service equipment (EVSE), which are installed charging receptacles or permanently installed chargers. The proposed project would include seven EV capable spaces, 15 EV ready spaces, and two spaces with EVSE equipment installed, which would be in compliance with the 2022 CBSC. Therefore, the proposed project would be consistent with Action T-1.1. |
| **Strategy W-1:** Reduce the amount of waste that is landfilled. | The project would be required to comply with all applicable provisions of Chapter 8.08, Solid Waste Management, of the City's Municipal Code. In addition, as discussed below, the proposed project |

[22] Rodney Worth, The Worth Group, Chef & Owner. Letter to Kam Purewal, Planner, City of Livermore, April 24, 2023.

**Table 5**
**Project Consistency with the Livermore Climate Action Plan**

| Strategies and Actions | Consistency Discussion |
|---|---|
| | would be required to comply with CALGreen construction waste diversion standards during construction of the proposed project. Finally, the proposed project would implement a number of sustainable features, including replacing paper towels with hand linens in the restrooms, which would help to further reduce waste generation on-site. Therefore, the proposed project would generally be consistent with Strategy W-1. |
| **Action W-1.5:** Reduce construction waste. | The CALGreen Code requires all new construction projects to recycle and/or salvage for reuse a minimum 65 percent of all non-hazardous construction and demolition waste. The proposed project would be required to comply with the CALGreen Code standards, and, therefore, would be consistent with Action W-1.5. |

***Source: City of Livermore, 2022.***

### Conclusion

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than what were previously analyzed in SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | N/A | No | No | No |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | N/A | No | No | No |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | N/A | No | No | No |
| 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? | N/A | No | No | No |
| 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? | N/A | No | No | No |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | N/A | No | No | No |
| g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires? | Pgs. 4.9-25 to 4.9-27 | No | No | No |

## Discussion

a. Hotel, restaurant, and residential (caretaker's unit) land uses are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. Maintenance and operation of the inn and the caretaker's unit may use common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount anticipated to be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Similarly, the operations of the restaurant could involve use of cleaning supplies; however, regulations on food handling operations would ensure that any potentially hazardous material would be kept away from food stations and would not interfere with operations of the kitchen. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or

disposal of hazardous materials, and would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR.

b. The project site is currently vacant and undeveloped. The site does not contain existing habitable structures, and, thus, asbestos-containing materials (ACMs) or lead-based paints do not occur on-site. Features such as septic systems, wells, above-ground storage tanks (ASTs), underground storage tanks (USTs), or other features related to uses of environmental concern have not been identified on the site during geologic or biological surveys. In addition, given that the site has been subject to previous planting of vineyards, the presence of such features within the site is unlikely.

Construction activities associated with the proposed project would involve the use of heavy-duty equipment, which would contain fuels, oils, and hydraulic fluid. In addition, various other products commonly associated with construction such as concrete, paints, and adhesives would be used on-site. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported during construction activities at the project site. However, the project contractors would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Significant risks to the public or workers are not expected with the assumption that such products would be used, transported, and disposed of properly in accordance with the handling instructions on their labels and in accordance with all applicable regulations.

As discussed previously, grape vines are currently grown on the eastern border of the project site, and directly to the south in the Las Positas Vineyard. As such, pesticides and herbicides may have been or are currently used on or within proximity of the site, and the potential exists for on-site soils to be contaminated with organochloride pesticides. Prior to development of the project site, analysis of on-site soils would be required in order to ensure that any existing soil contaminant concentrations are below the direct exposure Environmental Screening Level (ESLs) for commercial and residential development, which measures potential hazards to human health.

Without proper testing of the existing on-site soils prior to development, the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. As such, project-specific Mitigation Measure IX-1, which is a standard requirement for the development of sites formerly used for agricultural purposes, would be required to ensure that organochloride pesticides or other soil contaminants that might be present do not result in potential impacts when soils are disturbed. With implementation of project-specific Mitigation Measure IX-1, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR.

c. The project site is not located within a quarter mile of any existing or proposed schools. The nearest school is Sunset Elementary School, located approximately one mile north of the site. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were analyzed in the SLVSP EIR.

d. Components of the Cortese List include the California Department of Toxic Substances Control (DTSC) EnviroStor Database, the list of leaking underground storage tank sites from the State Water Resources Control Board's (SWRCB's) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not located on any of the aforementioned components of the Cortese List.[23] Therefore, the proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR.

e. The nearest airport to the project site is the Livermore Municipal Airport, located approximately 4.3 miles northwest of the site. The site is not covered by an airport land use plan. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR.

f. The City of Livermore adopted the City of Livermore Emergency Operations Plan in January 2018.[24] The plan provides a basis for future responses to a wide range of citywide hazards and vulnerabilities. The plan outlines the general authority, organization, and response actions for City of Livermore staff when disasters occur. Implementation of the proposed project would not result in any substantial modifications to the existing roadway system and, thus, would not physically interfere with the Emergency Plan, particularly with any emergency evacuation routes. Furthermore, the proposed project would be consistent with what has been planned for the site and would not include land uses or operations that could impair implementation of the plan. Therefore, the proposed project would not interfere with an emergency evacuation or response plan, and the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR.

g. According to the SLVSP EIR, the majority of the development area would be surrounded by irrigated agriculture (which would be fire resistant) or by man-made firebreaks such as roadways. However, the SLVSP EIR noted that the eastern lots of Subarea 4 immediately adjacent to the proposed regional park, the southern lots of Subarea 7, and parts of Subarea 6 could be susceptible to wildland fires. As such, Mitigation Measure 4.9-7 was included to specifically address wildland fire impacts within Subareas 4, 6, and 7. The SLVSP EIR determined that implementation of Mitigation Measure 4.9-7, as well as applicable Specific Plan policies would reduce wildland-building fire exposure impacts to less-than-significant levels.

The currently proposed project is consistent with the type and intensity of development anticipated by the SLVSP for Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a large restaurant. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within or near a Very High Fire Hazard Severity

[23] CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed March 2023.
[24] City of Livermore. *Emergency Operations Plan*. January 2018.

Zone or State Responsibility Area.[25] Furthermore, given that the project site is within Subarea 5, which was not identified in the SLVSP EIR as a Subarea that is susceptible to wildland fire impacts, Mitigation Measure 4.9-7 would not be applicable to the proposed project.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

The following additional project-specific mitigation measure, which has been agreed to by the project applicant, would apply to the proposed project:

*IX-1* *Prior to issuance of grading permits, the project applicant shall complete an analysis of on-site soils to determine whether substantial concentrations of organochloride pesticides or other soil contaminants are present above the applicable direct exposure Environmental Screening Levels (ESLs) set by the Regional Water Quality Control Board. If contaminants are not detected above applicable ESLs, then further mitigation is not required. If contaminants are detected above the applicable ESLs, then the soils shall be remediated by off-hauling to a licensed landfill facility. Such remediation activities shall be performed by a licensed hazardous waste contractor (Class A) and contractor personnel that have completed 40-hour OSHA hazardous training. The results of soil sampling and analysis, as well as verification of proper remediation and disposal, shall be submitted to the Community Development Department for review and approval.*

[25] California Department of Forestry and Fire Protection. *Alameda County, Very High Fire Hazard Severity Zones in LRA*. September 3, 2006.

| X. HYDROLOGY AND WATER QUALITY. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | Pgs. 4.3-24 to 4.3-28 | No | No | No |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | Pg. 4.9-14 | No | No | No |
| 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:<br>i. Result in substantial erosion or siltation on- or off-site;<br>ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;<br>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<br>iv. Impede or redirect flood flows? | Pgs. 4.3-21 to 4.3-24 | No | No | No |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | Pg. 4.3-28 | No | No | No |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | N/A | No | No | No |

## Discussion

a. The SLVSP EIR analyzed the SLVSP's potential to result in impacts to water quality and determined that conversion of land from grassland to residential uses in SLVSP subareas could result in a degradation of the water quality in area creeks and drainageways. The SLVSP EIR noted that any loss of existing wetlands would reduce the ability of the landscape to naturally filter stormwater contaminants that would otherwise be discharged to arroyos within the project region. Nonetheless, the SLVSP EIR concluded that compliance with SLVSP Policies 8-21, and 8-22 through 8-27 would ensure that impacts would be less than significant.

The currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 Wine Country Inn and Restaurant. As such, impacts to water quality associated with the proposed project were previously considered within the SLVSP EIR. Nonetheless, the following discussion demonstrates how the proposed

project would not violate water quality standards/waste discharge requirements or otherwise degrade water quality during construction and operation.

## Construction

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

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a SWPPP to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit.

In addition, the project would be required to comply with Chapter 13.45, Stormwater Management and Control Program, of the City's Municipal Code, which includes standards for managing stormwater runoff during construction and operation. Per Section 13.45.090, any construction contractor performing work in the City must provide filter materials at the catch basin to retain any debris and dirt flowing into the City's stormwater system. Furthermore, groundwater was not encountered during exploratory borings conducted on the project site; such borings were advanced to a depth of 25 feet. Thus, ground-disturbing activities associated with development of the proposed project, including grading and trenching for utilities, would not require dewatering. As such, groundwater would not be impacted during construction activities.

Therefore, the proposed project would not discharge sediment or urban pollutants through soil erosion, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction.

## Operation

The proposed inn, restaurant, and caretaker's unit would not involve operations typically associated with the generation or discharge of polluted water. Thus, typical operations on the project site would not violate any water quality standards or waste discharge requirements, nor degrade water quality.

A Preliminary Stormwater Quality Control Plan[26] has been prepared for the proposed project that demonstrates the project's compliance with the most recent Alameda Countywide Clean Water Program C.3 Stormwater Technical Guidance,[27] as well as all applicable City stormwater requirements. In compliance with the C.3 Stormwater Technical Guidance, the proposed project would divide the site into three drainage management areas (DMAs), as shown in Figure 7.

[26] CBG Civil Engineers. *Preliminary Stormwater Control Plan Livermore Wine Country Inn*. April 2019.
[27] Alameda Countywide Clean Water Program. *C.3 Stormwater Technical Guidance.* October 31, 2017.

Stormwater on the site within DMA 1 and DMA 2 would be directed to one of two bio-retention planters located in each respective DMA. Each bio-retention planter would be sized to provide sufficient treatment area to accommodate potential flows from the areas within the DMA. Both bio-retention planters would connect to a new 15-inch storm drain which would carry treated stormwater to the City's existing 18-inch storm drain located in Hansen Road.

DMA 3 would consist solely of a landscaped area. The landscaped areas within DMA 3 would be self-treating and would minimize the rate of stormwater runoff from landscaping areas by allowing stormwater to percolate into the topsoil, which would act as natural treatment for stormwater runoff as well.

Based on the above, the proposed project would comply with the requirements of the SWRCB and the RWQCB, and would meet or exceed C.3 Standards. Therefore, during operation, the project would comply with all relevant water quality standards and waste discharge requirements, and would not degrade water quality.

### Conclusion

Based on the above information, through required compliance with federal, State, and local regulations, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b,e. It should be noted that the SLVSP EIR did not expressly address the SLVSP's potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. However, the SLVSP EIR analyzed the SLVSP's potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge and concluded buildout of the SLVSP would result in a less-than-significant impact. In determining the conclusion, the SLVSP EIR noted that Zone 7 is in charge of the management of groundwater within the region, and pumping of groundwater takes place only upon Zone 7's authorization. According to the SLVSP, although implementation of the Specific Plan would increase demand for water, Zone 7 would not enhance the water supply of the region by permanently depleting the groundwater basin. As such, the SLVSP EIR concluded that a less than significant impact would occur.

Water supplies in the central and southern portions of the City of Livermore, including the project site, are provided by California Water Service (Cal Water). According to the Cal Water 2020 Urban Water Management Plan (UWMP) for the Livermore District, the water supply is derived from a combination of groundwater and surface water purchased from Zone 7 Water Agency. Groundwater currently accounts for approximately 30 percent of the District's water supplies.[28] The percentage of water demand met with groundwater supplies is expected to decrease over time as the District grows and increases in demand are served by purchases of surface water supplies. Groundwater supplies are drafted from the Livermore Valley Groundwater Basin, an un-adjudicated basin. The Livermore Valley Groundwater Basin is addressed by the Zone 7 Groundwater Management Plan (2005 GMP).[29]

[28] California Water Service. *2020 Urban Water Management Plan, Livermore District* [pg. 48]. June 2021.
[29] Zone 7 Water Agency. *Groundwater Management Plan for Livermore-Amador Valley Groundwater Basin.* September 2005.

Bulletin 118 – Interim Update 2016 defines 517 groundwater basins and subbasins in California. According to the Sustainable Groundwater Management Act (SGMA), the Department of Water Resources is required to prioritize the 517 groundwater basins and subbasins as either High, Medium, Low, or Very Low. The Livermore Valley Groundwater Basin is considered Medium Priority per the DWR.[30] In addition, the DWR has not identified the Basin as either in overdraft or expected to be in overdraft.

The currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 Wine Country Inn and Restaurant. As such, water demand associated with the proposed project was previously considered within the SLVSP EIR. In addition, the proposed project is consistent with the project site's current General Plan land use and zoning designations. The project would not result in increased use of groundwater supplies beyond what has been anticipated by the City and accounted for in the UWMP. Per the 2020 UWMP, water supplies are projected to meet expected demand for normal year, single dry year, and multiple dry year scenarios through 2040. [31]

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

c.i-iii. The SLVSP EIR analyzed the SLVSP's potential to impact site peak flow rates, and determined that grading, construction of impervious surfaces, and installation of a storm drain system would substantially increase peak flow rates from the SLVSP subareas, which could exceed the capacities of downstream culverts and induce shallow localized flooding of properties and roadways. However, the SLVSP EIR concluded that with implementation of Specific Plan Policies 8-19 through 8-22, impacts would be less than significant.

As discussed above, the project is required to comply with C.3 Standards. Specifically, post-project stormwater discharge rates and durations may not exceed pre-project discharge rates and durations. Compliance with C.3 Standards would be sufficient to ensure that the proposed project does not exceed the capacity of existing storm drain infrastructure, cause flooding on- or off-site, or result in off-site erosion or siltation after development of the site.

As discussed previously and demonstrated in Figure 7, the proposed project has been designed to incorporate operational design features that would provide on-site stormwater treatment. Specifically, on-site stormwater treatment would be provided by the proposed bio-retention areas located on the western and southeastern portions of the project site. As shown in Figure 7, the bio-retention areas would be adequately sized to handle stormwater runoff from all areas within the project site. Thus, development of the project site would not contribute substantial amounts of stormwater.

The proposed project would be implemented within the footprint of the previously analyzed Commercial Site 5D2 component of the SLVSP, and would result in similar development as what was anticipated in the SLVSP EIR. However, in contrast with the original

[30] Department of Water Resources. *Sustainable Groundwater Management Act 2018 Basin Prioritization* [Table A-1]. January 2019.

[31] California Water Service. *2020 Urban Water Management Plan, Livermore District*. June 2021.

assumptions for the site, the proposed project would incorporate pervious hardscapes in compliance with the City's CAP, which would result in a reduction in on-site runoff compared to what was analyzed in the SLVSP EIR.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

c.iv, d. According to the SLVSP EIR, development within the mapped inundation area of Del Valle Dam could subject existing and future residents within the downstream inundation zone to a life-threatening flood hazard. Specifically, structures and properties in the mapped inundation area of Subareas 5, 6, and 7 could be flooded with little or no warning due to the projected rapid progression of the resulting flood wave (five minutes from failure), thus posing a hazard to public safety and property. While the risk of such a failure is less than the probability of a 100-year flood, the SLVSP EIR noted that the severe consequences attending dam failure occurrence override the risk assessment alone. Policies 8-17 and 8-18 of the Specific Plan were determined to partially mitigate flood hazards posed by failure of the Del Valle Dam. However, the SLVSP EIR concluded that additional measures are not feasible to reduce flood hazards to a less-than-significant level, and, thus, impacts would remain significant and unavoidable.

The currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 Wine Country Inn and Restaurant. As shown on Exhibit 4.3-7 of the SLVSP EIR, the project site is located outside of the mapped inundation area of Subarea 5, and, therefore, would not be subject to risks associated with potential failure of Del Valle Dam.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06001C0344G, the project site is located within an Area of Minimal Flood Hazard (Zone X).[32] The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. In addition, given the site is not located in proximity to a coastline or near a large closed body of water, the risk of tsunamis, flooding, or seiches is low to negligible at the project site.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

[32] Federal Emergency Management Agency. *Flood Insurance Rate Map 06001C0344G.* Effective August 3, 2009.

| XI. LAND USE AND PLANNING. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Physically divide an established community? | Pgs. 4.1-43 to 4.1-45 | No | No | No |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | Pgs. 4.1-45 to 4.1-47 | No | No | No |

## Discussion

a. According to the SLVSP EIR, although the SLVSP would cause direct growth within the SLVSP area, a major goal of the Specific Plan is to establish a permanent urban boundary for the south edge of the City. As such, policies in the SLVSP in conjunction with existing conditions were determined to ensure a less-than-significant impact would occur.

The currently proposed project would be consistent with the General Plan land use and zoning designations of the project site. Furthermore, the currently proposed project would be built within the footprint of the previously analyzed Site 5D2, and would be consistent with the type and size of inn and restaurant anticipated for development on the site within the SLVSP. The proposed project does not include any linear features, such as roads, walls, or railroad lines, that would physically divide an established community. Therefore, the proposed project would not divide an established community.

Based on the above, the proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR and would remain consistent with the conclusions of the SLVSP EIR.

b. Under Impact 4.1-4, the SLVSP EIR evaluated compatibility of adjacent uses within the Specific Plan area. As noted on page 4.1-29:

> SLVSPA commercial sites would differ in character from neighborhood and community commercial uses developed elsewhere in Livermore. The sites would cater primarily to visitors and tourists and would include commercial retail, food and lodging, and quasi-industrial uses. Such uses are not necessarily incompatible with residential uses, although in conventional suburban areas they normally are segregated from residential areas. In the SLVSPA, the commercial sites would be located at the perimeter of residential development areas and would have direct access from areawide roads, thus separate from residential streets serving the subareas. Commercial sites would generate traffic and noise due to operations (wineries, kitchens at restaurants, and vehicular noise in parking lot, loading docks, trash disposal areas, etc.). Such conflicts are examined in the appropriate topical sections of the EIR.

Thus, the SLVSP EIR rightly notes that land use compatibility, from a CEQA perspective, primarily pertains to physical environmental issues such as generation of noise, dust, light and glare, etc. These topics are evaluated throughout this Addendum, and it can be shown that the proposed project is consistent in scope with what the SLVSP EIR evaluated for Commercial Site 5D2, and no new significant impacts or substantial increase in severity of previously identified significant impacts would occur as a result of the project.

It is also noted that since the original SLVSP EIR analysis and certification of the EIR (1997), new residential development has occurred in Subarea 5. At the time the SLVSP

EIR was certified, the nearest residential development was located approximately 1,000 feet northeast of the project site. By 2002, construction of residences located approximately 700 feet east of the site began, and by 2004, the nearest residential development to the project site was constructed approximately 300 feet east of the project site's northern boundary. Additional residences have not been constructed within the project area since 2004. Nonetheless, the residential development is located a sufficient distance from the project site so as not to alter the conclusions of the SLVSP EIR for Impact 4.1-4, which found that less than significant compatibility impacts would result.

As previously discussed, this addendum includes analysis of the potential effects associated with a text amendment to Specific Plan Policy 4-7. As demonstrated in Section I, Aesthetics, the proposed text amendment to SLVSP Policy 4-7 to clarify that a 50-foot setback is required from Hansen Road for Site 5D1 and Site 5D2 would not alter the less-than-significant conclusion in the SLVSP EIR related to aesthetics effects of commercial development within Subarea 5. There is no indication in the SLVSP EIR or the SLVSP itself that Policy 4-7 was adopted to avoid or reduce any otherwise significant aesthetic or land use compatibility impact. As previously mentioned, Hansen Road is not identified as a scenic route by the City, the prototypical site plan included in the SLVSP for Commercial Site 5D2 already depicted a setback from Hansen Road less than 100 feet, and the findings of the Visual Significance Matrix included in the SLVSP EIR, and shown previously, remain applicable for both Site 5D1 and 5D2. Further, as discussed in the Aesthetics section, the allowance of parking, landscaping, and a trash enclosure within 100 feet of Hansen Road would not result in an adverse aesthetic effect such that the conclusions of the SLVSP EIR would change. The visual dominance for line and form, likely the most relevant factors when considering aesthetic effects of a structure's proximity to a roadway, is already considered Dominant for commercial development in Subarea 5 by the SLVSP EIR, and yet, the analysis concluded that the proposed 30-room inn and restaurant would have a less-than-significant aesthetic impact due to low sensitivity of the views at this location with respect to line and form.

While as noted above there has been residential development closer to the project site since the adoption of the SLVSP, those residences and the inn were long planned for their respective sites in the SLVSP. Anyone building or purchasing a home in the SLVSP area could review the adopted plan and note the designations of Site 5D1 for a commercial center and Site 5D2 for a future inn and restaurant. Moreover, before residences in the vicinity of the proposed project were constructed, in 2001, the City adopted PUD Permit #165, Amendment #01-001, which sets forth the development standards (i.e., zoning regulations) specific to the Project site. For Sites 5D1 and 5D2, the PUD Permit specifies that setbacks from Hansen Road shall be 50 feet. Thus, the currently proposed project, including the requested amendment to SLVSP Policy 4-7, will be consistent with the PUD Permit.

There are no other environmental considerations that need to be addressed in this addendum with respect to the proposed setback along Hansen Road for Sites 5D1 and 5D2. For example, while the building on Site 5D2 would be located closer to Hansen Road and could be subject to increased traffic noise levels, the noise effects of the surrounding environment on the project site or its patrons are beyond the scope of CEQA review, which is focused on the physical effects of the project on the surrounding environment.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **XII. MINERAL RESOURCES.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| 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? | Pgs. 4.2-35 to 4.2-36 | No | No | No |
| 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? | Pgs. 4.2-35 to 4.2-36 | No | No | No |

## Discussion

a,b. The Livermore Formation, which underlies much of the SLVSP area, is a source of commercial aggregate materials. As such, according to the SLVSP, the State Mining and Geology Board has classified parts of Subareas 2, 3, and 5 as MRZ-2, which are areas where information indicates that significant mineral deposits are present or have a high likelihood of being present. However, the Livermore Formation is relatively extensive within the region. Therefore, the SLVSP EIR determined that the development of the SLVSP within a portion of the Livermore Formation would not represent a detrimental loss of resources to the local community, as other, more proven sources of aggregate resources are available elsewhere.

Currently, the site is vacant and undeveloped, with grape vines on the eastern border of the site, and is not used for mining of mineral resources. In addition, the currently proposed project would be implemented within the previously analyzed footprint of the SLVSP EIR. As such, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **XIII. NOISE.** *Would the project result in:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| 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? | Pgs. 4.7-10; 4.7-14 to 4.7-17 | No | No | No |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | N/A | No | No | No |
| 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? | N/A | No | No | No |

## Discussion

a. The SLVSP EIR analyzed the SLVSP's potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the City of Livermore, and concluded that while long-term increases in traffic noise levels at nearby sensitive receptors would be less than significant, implementation of Mitigation Measure 4.7-3 would be required to ensure impacts related to noise generated by commercial uses within the SLVSP area, specifically the olive press in Subarea 4, would be reduced to less than significant. The SLVSP also determined that while Mitigation Measure 4.7-4 would help to reduce construction noise within Subareas 3 and 5, noise levels would still potentially exceed existing ambient levels during certain times of construction, and, therefore, short-term noise impacts during construction would remain significant and unavoidable.

The following provides a discussion of noise associated with construction and operation of the proposed project.

### Construction Noise

The SLVSP EIR's analysis of potential noise impacts associated with buildout of the SLVSP accounted for noise generated during construction activities. Implementation of the proposed project would generate noise during construction by the use of construction equipment. According to the SLVSP, construction activities in Subarea 5 would adjoin existing residential neighborhoods contiguous on the west. Construction activities associated with residential development include grading, excavation work, pouring of foundations, and framing and finishing of structures. Infrastructure work would also include building new roadways and installing utilities. Such construction activities typically generate noise levels ranging from 75 to 85 dBA at a distance of 50 feet. Construction-related noise would drop off at the rate of about six decibels (6 dBA) with each doubling of the distance. Therefore, construction noise levels would fluctuate widely during the buildout period and occasionally and intermittently would exceed existing ambient noise levels substantially at adjacent neighbors' homes.

The nearest sensitive receptors to the project site would be the single-family residences located northwest of the site, approximately 240 feet away from the project site. Thus, there are no residential receptors adjacent to the project site and noise levels experienced at the nearest residences would likely be reduced by at least 13.2 dB, resulting in a maximum noise level exposure of 71.8 dB.

The proposed project would not cause any additional construction noise that would exceed what was already evaluated in the SLVSP EIR. Therefore, additional noise control mitigation measures would not be required for construction noise, beyond those already outlined in the SLVSP EIR, and proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts from what has been anticipated for the SLVSP. Nonetheless, Mitigation Measure 4.7-4 would still be applicable to the proposed project.

## Project Operational Noise

According to the SLVSP EIR, noise associated with operations of the SLVSP would include traffic noise on local roadways as well as noise associated with new commercial development.

Traffic noise level increases associated with the SLVSP were determined by comparing existing traffic volumes on the roadway segments with future traffic volumes with and without SLVSP development. On most roadway segments, $L_{dn}$ noise levels were determined to increase by approximately one decibel (dBA) with or without SLVSP development. Noise levels along Wetmore Road were projected to increase by four dBA with SLVSPA buildout and by two to three dBA without SLVSP buildout. Therefore, the SLVSP EIR determined that most of the increase would result from other development outside the SLVSP area. In addition, noise levels were projected to decrease noticeably along Arroyo Road and South Livermore Avenue with or without SLVSP development due to a drop in traffic volumes associated with the planned completion of an Isabel Avenue Extension, which would reroute commute traffic away from local streets and change traffic patterns in the project area. Thus, the SLVSP EIR determined that long-term noise from project-generated traffic sources would not create a substantial permanent increase in ambient noise levels.

The proposed project is estimated to generate approximately 344 total daily trips. The Traffic Impact Study prepared for the proposed project by TJKM Transportation Consultants estimated that traffic volumes on Hansen Road, adjacent to the project site, consist of 63 vehicles during the a.m. peak hour (thus an average of roughly one vehicle every 57 seconds) and 47 vehicles during the p.m. peak hour (thus an average of one vehicle every 78 seconds). With the addition of project traffic, existing plus project traffic volumes on Hansen Road adjacent to the project site is estimated to consist of a total of 77 vehicles during the a.m. peak hour (thus one vehicle per 47 seconds on average), and 84 vehicles during the p.m. peak hour (thus one vehicle every 43 seconds on average). Generation of this level of traffic throughout the course of the peak periods would not be anticipated to result in a noticeable increase in vehicle noise along nearby roadways.

With regard to noise associated with the proposed inn and restaurant, according to Impact 4.7-3 of the SLVSP EIR, each of the commercial sites located within Subarea 5 (including the project site) would be buffered from existing or proposed residential development by agricultural open space areas. As such, the SLVSP EIR concluded that

significant noise impacts on existing or future residents would not result from development of commercial sites within Subarea 5. In reaching this conclusion, the SLVSP EIR (pg. 4.7-15) refers to the prototypical site plans included in the SLVSP which show buffering from existing or future residents. As previously discussed, the prototypical site plan for Commercial Site 5D2 includes a buffer/setback less than 100 feet from Hansen Road and a 100-foot buffer from Arroyo Road. The proposed project is consistent with the prototypical layout, and thus, the currently proposed project's commercial-related noise impacts were previously analyzed in the SLVSP EIR, which identifies the 3.2-acre project site as Commercial Site 5D2, and assumes the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. The proposed project would not include any operations that are atypical for the anticipated hotel or restaurant use and outdoor events would not be held at the inn. Thus, on-site operational noise would be primarily limited to parking lot activities and guests entering and exiting the building. Consistent with the applicant's proposal, the City will condition the project to prohibit any outdoor events. It should also be noted that while noise at the proposed trash enclosure, within the 50-foot setback, may be generated due to garbage trucks during pickup times, the closest residence is approximately 230 feet from the enclosure. Policy P1 of the City's General Plan requires that industrial and commercial uses be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses from exceeding 55 dBA $L_{50}$ from 7:00 AM to 10:00 PM, and 45 dBA $L_{50}$ from 10:00 PM to 7:00 AM. Operation of a garbage truck for the approximately two minutes it takes to dump a dumpster, combined with the sound of the dumpster banging and possible use of backup alarms, would be approximately 85 dBA $L_{max}$ at seven meters, with an estimated noise level of approximately 36 dBA $L_{50}$ at a distance of 230 feet.[33] As a result, the proposed trash enclosure service would not result in noise levels in excess of the noise level standards set by General Plan Policy P1.

Therefore, the proposed project would not cause any additional operational noise that would exceed what was already anticipated in the SLVSP EIR. Therefore, additional noise control mitigation measures would not be required for operational noise, beyond those already outlined in the SLVSP EIR, and proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe significant impacts than were anticipated for the SLVSP.

## Conclusion

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. Therefore, the proposed project would be consistent with the conclusions of the SLVSP EIR.

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

[33] Saxelby, Luke, Principal Consultant at Saxelby Acoustics. Personal Communication [email] with Nick Pappani, Vice President, Raney Planning & Management, Inc. April 26, 2023.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 6, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures.

**Table 6**
**Effects of Vibration on People and Buildings**

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

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

As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction phase of the project would add to the noise environment in the immediate project vicinity, construction activities would be temporary in nature and occur during normal daytime working hours. Because the proposed project would not cause continuous, long-term vibrations, the project would not be expected to result in extended annoyance to the nearby sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities, and construction of foundations. Table 7 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed parking and circulation area, which would extend along the northern, eastern, and western sides of the project site.

**Table 7**
**Vibration Levels for Various Construction Equipment**

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

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

Operation of vibratory compactors/rollers used for construction of the proposed internal roadway would operate at a distance of 240 feet or further from the nearest existing residential structure. Thus, per the vibration levels shown in Table 7, groundborne vibrations would be less than 0.070 in/sec PPV, which would be below the 0.10 in/sec PPV threshold established by Caltrans for annoyance to sensitive receptors.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than what were previously analyzed in the SLVSP EIR.

c. The nearest airport to the project site is the Livermore Municipal Airport, located approximately 4.3 miles northwest of the site. The site is not covered by an airport land use plan. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were analyzed in the SLVSP EIR.

## Prior Mitigation Measures

The following mitigation measure(s) from the SLVSP EIR would apply to the proposed project:

**Mitigation Measure 4.7-4:** The City should impose the following measures as conditions of approval for individual development projects in Subareas 3 and 5 in order to minimize construction noise during development and to substantially lessen the significance of the impacts:

- ***Construction Scheduling*** Limit noise-generating construction activities, including truck traffic coming to and from the project site for any purpose, to daytime, weekday, non-holiday hours from 7:00 AM to 8:00 PM as specified in Livermore Municipal Code Section 9.36.08.

- ***Construction Equipment Mufflers and Maintenance*** Properly muffle and maintain all construction equipment powered by internal combustion engines.
- ***Idling Prohibitions*** Prohibit unnecessary idling of internal combustion engines.
- ***Equipment Location Shielding*** Locate all stationary noise-generating construction equipment (such as air compressors) as far as practical from existing nearby residences.
- ***Quiet Equipment Selection*** Select quiet construction equipment, particularly air compressors, whenever possible.
- ***Notification*** Notify neighbors located within 500 feet of the construction site of the construction schedule in writing.
- ***Noise Disturbance Coordinator*** Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (such as starting too early, bad muffler, etc.) and would require implementation of reasonable measures to correct the problem. Conspicuously post the disturbance coordinator's telephone number at the construction site and include it in the notice sent to neighbors providing the construction schedule.

## Additional Project-Specific Mitigation Measures

None Required.

| **XIV. POPULATION AND HOUSING.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | Pgs. 4.1-43 to 4.1-45 | No | No | No |
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | N/A | No | No | No |

## Discussion

a. According to the SLVSP EIR, although the Specific Plan would cause direct growth within the SLVSP area, a major goal of the Specific Plan is to establish a permanent urban boundary for the south edge of the City. With regard to indirect population growth due to the extension of infrastructure, the SLVSP noted that due to topography, infrastructure built in the SLVSP area could not be used for future development in some locations beyond the subareas, and extension of infrastructure in areas where topography would not be a constraint would not be facilitated by the SLVSP. In addition, the SLVSP EIR further noted that new roadways in the SLVSP are unlikely to create any growth-inducing impacts, as new major roadways would not be constructed to serve development. Any new roadways would be sized and located to serve development within the subareas, and internal roadways would not extend or "stub out" next to adjacent undeveloped land. As such, the SLVSP EIR concluded that with implementation of Specific Plan Policies, in conjunction with the existing conditions of the SLVSP area, significant growth-inducing impacts would not occur.

The proposed project would include the development of an inn, restaurant, and caretaker's unit on a site long designated for these specific commercial uses. Development of the site for the inn and restaurant would not result in direct population growth by proposing new homes. However, the development of the caretaker's unit would introduce three bedrooms, which could possibly introduce new residents to the area. The maximum number of occupants in the caretaker's unit would be incremental and would not impact existing facilities. The proposed project would include connection to existing City utility infrastructure and would not result in the need for expansion of services. In addition, the SLVSP has accounted for development of commercial uses within Subarea 5D and has allocated 94 dwelling units to the region. Given the consistency of the proposed project with the General Plan and SLVSP land use designations and the zoning designation for the site, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond those analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b. The project site is currently vacant and does not include existing housing or other habitable structures. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond those analyzed in the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| **XV. PUBLIC SERVICES.** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Fire protection? | Pgs. 4.9-23 to 4.9-25 | No | No | No |
| b. Police protection? | Pgs.4.9-29 to 4.9-30 | No | No | No |
| c. Schools? | Pg. 4.9-40 | No | No | No |
| d. Parks? | Pg. 4.9-36 | No | No | No |
| e. Other Public Facilities? | Pgs. 4.9-42 to 4.9-43 | No | No | No |

## Discussion

a. The SLVSP EIR analyzed the potential for buildout of the SLVSP to result in substantial adverse physical impacts related to fire protection and concluded that a less-than-significant impact would occur. According to the SLVSP EIR, the Livermore-Pleasanton Fire Department (LPFD) would provide fire protection services to the SLVSP area, and would meet response time criteria to calls within all Subareas of the SLVSP. The SLVSP EIR also noted that development of the SLVSP would not require additional staff or equipment for structural fires or for emergency medical service.

The currently proposed project's area of impact would be within the footprint of the previously analyzed SLVSP. The nearest fire station to the project site is Station #9, located at 1919 Cordoba Street, approximately one mile from the project site. The LPFD maintains ten fire stations and is staffed by approximately 100 fire suppression staff. The LPFD operates a total of 52 vehicles. The SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a large restaurant. As such, demand associated with the proposed project was previously anticipated within the SLVSP EIR. In addition, the proposed project would be required to install appropriate fire suppression systems in accordance with the Uniform Fire Code and the California Fire Code requirements. The proposed project also includes connection of a new six-inch fire service line to the City's existing water line, which would connect to fire sprinkler systems in each guest room and would reduce the risk of fire.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b. The City of Livermore Police Department (LPD) would provide police services to the SLVSP area. According to the SLVSP EIR, Subareas 1 and 2 are located in the southeast

quadrant of the LPD service area, and Subareas 3, 4, 5, 6, and 7 are located in the southwest quadrant of the LPD service area. Based on a factor of 1.25 sworn officers and 0.7 civilian personnel per 1,000 new residents, and an estimated SLVSP area population of 4,160, the SLVSP EIR concluded that development of the Specific Plan could generate a demand for 5.2 additional sworn officers and 2.9 non-sworn positions. As such, based on correspondence with the City's Police Chief, the SLVSP EIR noted that the LPD would need a minimum of six new officers to be able to add a new beat to the City with three shifts per day (three officers on duty and three back-up off-duty officers). Nonetheless, with implementation of Specific Plan Policies 7-14 and 7-15, which would require coordination with the LPD to ensure the department adequately plans for expansion, and require the City to provide additional police personnel, as necessary, the SLVSP EIR concluded that impacts resulting from increased demand on police services would be less than significant.

The City's Police Department headquarters is located at 1197 South Livermore Avenue, approximately three miles from the project site. The SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumes the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As such, demand associated with the proposed project was previously anticipated within the SLVSP EIR. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

c. According to the SLVSP EIR, based on development of approximately 1,494 housing units at buildout, implementation of the Specific Plan would add 493 elementary school, 239 middle school, and 314 high school students to Livermore Valley Joint Unified School District (LVJUSD) enrollment. As such, the SLVSP determined that buildout under the Specific Plan would require expansion of LVJUSD facilities to meet increased enrollment. However, the expansion (i.e., the construction of a school in Subarea 3) was included as part of the Specific Plan, and the physical effects of a new school were analyzed within the SLVSP EIR. As such, the SLVSP EIR concluded that impacts would be less than significant.

Operation of the LVJUSD is funded primarily through School Impact Mitigation Development Fees, which the proposed project would be required to pay. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act…involving …the planning, use, or development of real property" (Government Code 65996(b)). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." As such, the possible increase in students to the surrounding schools from the caretaker's unit would not be substantial, and would be compensated for through payment of the appropriate fee School Impact Mitigation Development Fees.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

d. The SLVSP EIR analyzed the potential for buildout of the SLVSP to result in substantial adverse physical impacts related to increased demand on parks and determined that development of the SLVSP area with 1,492 residential units could result in a new

population at buildout of approximately 4,160 people, which would generate demand for approximately 8.3 acres of neighborhood parks, and 62.4 acres of new regional parks. A new community park would not be required. The Specific Plan included development of a 12.5-acre neighborhood park in Subarea 2, four acres of neighborhood park distributed among Subareas 1, 4, and 5, and 112.3 acres of new regional parkland in the eastern hillsides of Subarea 4 (32.3 acres) and along arroyos and drainages in Subarea 7 (80.0 acres). Therefore, the SLVSP determined that LARPD park standards would be met with development of the SLVSP, and impacts would be less than significant.

The proposed project would include the development of an inn and restaurant on a site designated for such uses. Given the commercial nature of the proposed project, the project would not result in substantial population growth that could result in increased demand on existing recreational facilities or necessitate the construction or expansion of recreational facilities. While the proposed project would include the development of one caretaker's unit, the possible increase in demand on parks from the caretaker's unit would not be substantial. In addition, the proposed project would be required to pay a park facilities fee. The amount of the fee would be calculated based on Section 12.60.050 of the Municipal Code. The park facilities fee would be used to fund park facilities within the City, including land for public parks and capital improvements necessary to provide park and recreation services.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

e. Other public facilities analyzed within the SLVSP EIR included public libraries. According to the SLVSP EIR, cumulative development in Livermore would require the expansion of the Library system. However, the project's individual impacts to libraries were not determined to be considerable. As such, the SLVSP EIR concluded that impacts would be less than significant.

The proposed project would include the development of an inn and restaurant on a site designated for such uses. Given the commercial nature of the proposed project, the project would not result in substantial population growth that could result in increased demand on existing library facilities or necessitate the construction or expansion of new facilities. While the proposed project would include the development of one caretaker's unit, the possible increase in demand on libraries from the caretaker's unit would not be substantial. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| XVI. RECREATION. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Pgs. 4.9-36 to 4.9-38 | No | No | No |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Pgs. 4.9-36 to 4.9-38 | No | No | No |

## Discussion

a,b. As discussed above, the SLVSP EIR analyzed the potential for buildout of the SLVSP to result in substantial adverse physical impacts related to increased demand on parks and determined that development of the SLVSP area with 1,492 residential units could result in a new population at buildout of approximately 4,160 people, which would generate demand for approximately 8.3 acres of neighborhood parks, and 62.4 acres of new regional parks. A new community park would not be required. The Specific Plan included development of a 12.5-acre neighborhood park in Subarea 2, four acres of neighborhood park distributed among Subareas 1, 4, and 5, and 112.3 acres of new regional parkland in the eastern hillsides of Subarea 4 (32.3 acres) and along arroyos and drainages in Subarea 7 (80.0 acres). Therefore, the SLVSP determined that LARPD park standards would be met with development of the SLVSP. In addition, the SLVSP EIR determined that trail alignments in the Specific Plan would be consistent with adopted and proposed trail plans within the City, and that proposed recreational facilities within the SLVSP area would not conflict with residential uses. As such, the SLVSP EIR determined that all impacts related to recreational facilities would be less than significant.

The proposed project would include the development of an inn and restaurant on a site designated for such uses. Given the commercial nature of the proposed project, the project would not result in substantial population growth that could result in increased demand on existing recreational facilities or necessitate the construction or expansion of recreational facilities. While the proposed project would include the development of one caretaker's unit, the possible increase in demand on parks from the caretaker's unit would not be substantial. In addition, the proposed project would be required to pay a park facilities fee. The amount of the fee would be calculated based on Section 12.60.050 of the Municipal Code. The park facilities fee would be used to fund park facilities within the City, including land for public parks and capital improvements necessary to provide park and recreation services.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| XVII.TRANSPORTATION. *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | Pgs. 4.5-39 to 4.5-71 | No | No | No |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | N/A | No | No | Yes |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | N/A | No | No | No |
| d. Result in inadequate emergency access? | Pgs. 4.9-27 to 4.9-28 | No | No | No |

## Discussion

a. The SLVSP EIR performed a level of service (LOS) analysis for several roadway segments and intersections within the project vicinity. However, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. In 2013, however, the Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Pursuant to Senate Bill 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."[34]

Subdivision (c) of Section 15064.3 (Applicability) states that "[t]he provisions of this section shall apply prospectively *as described in Section 15007*. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." (Italics added) CEQA Guidelines Section 15007, subdivision (b), provides that "[a]mendments to the Guidelines apply *prospectively only*. New requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments." (Italics added) Subdivision (c) adds that "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before

[34] Subdivision (b)(2) of section 15064.3 ("transportation projects") provides that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152."

the document is finally approved." These provisions, read together with Section 15064.3, subdivision (c), make it clear that the VMT requirement did not apply to Draft EIRs issued before July 1, 2020. And where a Draft EIR has been issued prior to July 1st, the Final EIR need not address the issue either. This position was articulated by Jeannie Lee, legal counsel in the Governor's OPR, in publicly broadcast webcasts in 2020. In addition, VMT guidance by the Governor's Office of Planning and Research ("OPR") specifically confirms that when relying on an EIR prepared before the introduction of VMT analysis, the lead agency may use its discretion to conclude that VMT analysis is not required for projects consistent with the earlier EIR (see https://opr.ca.gov/ceqa/sb-743/faq.html). OPR's guidance reflects the fact that the agency construes VMT as a new standard to be phased in over time for new environmental analysis, rather than as a policy that invalidates the many prior EIRs previously certified under then-applicable thresholds of significance.

Thus, the former obligation under CEQA to address LOS in transportation analyses has ceased to exist, except (at agencies' discretion) with respect to transportation projects. EIRs for land use projects such as the SVLSP are therefore not required to address LOS issues, and "automobile delay," as described in terms of LOS, "shall not be considered a significant impact on the environment." This Addendum, prepared pursuant to CEQA Guidelines Section 15168(c), represents a very late stage in the CEQA process that follows long after the issuance of a draft program EIR. The new VMT requirement, then, does not apply to this Addendum. Here, the EIR at issue was drafted in 1997, more than two decades before the VMT requirement took effect statewide.

Nonetheless, in the interest of ensuring a conversative approach to analyzing and mitigating environmental impacts, this addendum analysis does proceed to analyze both LOS and VMT impacts. Whether analyzed under prior CEQA thresholds, or under current CEQA thresholds, the approval under consideration does not involve any "substantial changes" to the project or the circumstances, and neither is there new information that could not have been known in 1997 that warrants re-visiting the analysis.

The following sections provide a discussion regarding impacts to LOS, as well as bicycle, pedestrian, and transit facilities. Please refer to Question 'b' for a discussion of VMT.

## Level of Service

TJKM traffic consultants prepared a Traffic Impact Study to analyze potential transportation impacts related to implementation of the proposed project in August 2019.[35] Given that the Traffic Impact Study was prepared before the COVID-19 pandemic, it is reasonable to rely on it for evaluation purposes as traffic levels in many locations are only recently beginning to approach pre-pandemic levels.

### Study Intersections

The following five study intersections were selected for analysis based on the project location, local travel patterns, and review by City staff:

1. Arroyo Road and Hansen Road;
2. Arroyo Road and Wetmore Road;
3. Talinga Drive and Wetmore Road;
4. Vallecitos Road-Holmes Street and Wetmore Road; and

[35] TJKM. *Traffic Impact Study Livermore Wine Country Inn*. August 2019.

5. Hansen Road and Project Driveway.

The location of each study intersection is shown in Figure 8.

## Study Scenarios

The assessment of potential traffic impacts is based on a comparison of AM and PM peak hour traffic conditions under the following four scenarios:

1. **Existing Conditions**: This scenario assesses the existing bicycle, motor vehicle and pedestrian circulation conditions, and describes existing transit service within walking distance of the site.
2. **Existing Plus Project Conditions**: This scenario evaluates potential impacts of the project trips to the surrounding transportation network, as well as potential transportation impacts that could result from proposed physical improvements under the proposed project.
3. **Cumulative (2040) No Project Conditions**: In this scenario, an annual growth rate of two percent is applied to the existing conditions without adding project generated trips.
4. **Cumulative (2040) Plus Project Conditions**: This scenario evaluates potential impacts of the project trips to the surrounding transportation network under the previous scenario, as well as potential transportation impacts that could result from proposed physical improvements under the proposed project.

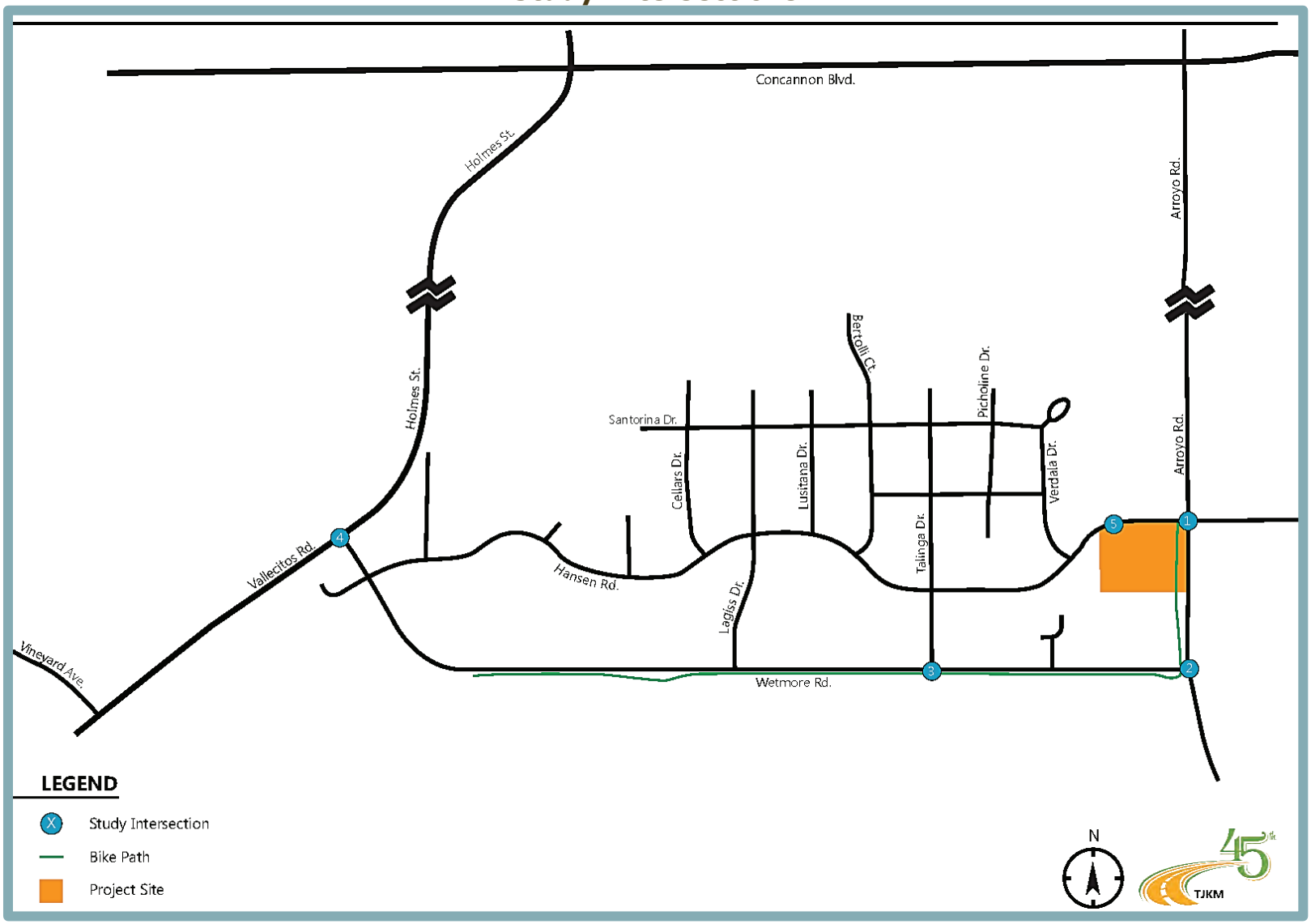
## Intersection Level of Service Analysis

Traffic impacts on the study intersections were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. The thresholds include six levels of service defined for each type of facility (i.e. roadway or intersection) analyzed. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups. Procedures for analyzing each type of facility are based on the *Highway Capacity Manual* (HCM). The HCM methods for calculating LOS for signalized and unsignalized intersections are described below.

### *Significant Impact Criteria*

According to the City's General Plan, the intersection LOS standard is mid-level D (up to 45 seconds of average vehicle delay), except in the Downtown Area and near freeway interchanges where LOS E is acceptable. The intersection standard for all-way stop-controlled intersections is mid-level E (up to 45 seconds of average vehicle delay). The intersection standard for one-way or two-way stop-controlled intersections is up to 90 seconds of average delay for the critical movement. A signalized or all-way stop-controlled intersection already operating at an unacceptable LOS would experience a significant impact if the addition of project traffic would increase the average delay by five seconds or more, and project traffic increases the overall v/c value by 0.03 or more or the critical v/c value by 0.05 or more. A one-way or side-street stop-controlled intersection already operating at an unacceptable LOS would experience a significant impact if the addition of project traffic increases the critical v/c value by 0.05 or more.

## Figure 8
## Study Intersections




*Source: TJKM, July 2019.*

## Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the Institute of Transportation Engineers (ITE) publication Trip Generation, 10th Edition (2017). Based on the ITE trip generation data, the project is forecasted to generate 14 vehicle trips during the AM peak hour, 37 vehicle trips during the PM peak hour, and 344 daily vehicle trips. The trip generation forecast is summarized in Table 8.

**Table 8**
**Project Vehicle Trip Generation Summary**

| Land Use | ITE Code | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | In | Out | Total | Rate | In | Out | Total |
| Bed and Breakfast | 320 | 30 Rooms | 3.35 | 101 | 0.38 | 4 | 7 | 11 | 0.38 | 6 | 5 | 11 |
| Restaurant | 931 | 90 Seats | 2.6 | 234 | 0.02 | 2 | 0 | 2 | 0.28 | 17 | 8 | 25 |
| Caretaker's Unit | 210 | 1 Dwelling Unit | 9.44 | 9 | 0.74 | 0 | 1 | 1 | 0.9 | 1 | 0 | 1 |
| **Total Vehicle Trips** | | | | **344** | | **6** | **8** | **14** | | **24** | **13** | **37** |

***Source: TJKM, 2019.***

## Existing and Existing Plus Project Intersection LOS Analysis

TJKM evaluated existing traffic conditions at the study intersections during both AM and PM peak hours on a typical weekday. Intersection turning movement counts of vehicles, bicycles, and pedestrians were collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) on Tuesday, March 26, 2019.

Under Existing Conditions, all study intersections are operating acceptably based on City of Livermore standards during both the AM and PM peak hours (see Table 9). Average delay does not exceed mid-level C at any study intersections. Motorists experience the longest delay during both peak hours at the intersection of Vallecitos Road-Holmes Street and Wetmore Road.

The peak hour LOS at each study intersection under Existing and Existing Plus Project Conditions is shown in Table 9. As shown in the table, with the addition of trips generated by the proposed project, each of the study intersections would continue to operate at the same LOS as under Existing Conditions, and would continue operating acceptably based on City of Livermore LOS D/E standards during both the AM and PM peak hours. Average vehicle delay is not expected to exceed mid-level D at any study intersection. Average delay would increase by less than one-half second at each study intersection. Therefore, the proposed project would not reduce the level of service at any intersection in the vicinity of the project site below the acceptable mid-level D threshold.

## Cumulative Plus Project Intersection LOS Analysis

Table 10 compares the LOS conditions at study intersections under the Cumulative (2040) No Project Conditions and Cumulative (2040) Plus Project Conditions. As shown in the table, under Cumulative (2040) No Project Conditions, all study intersections would continue to operate acceptably based on City of Livermore LOS D/E standards, during both the AM and PM peak hours.

**Table 9**
**Existing and Existing Plus Project Intersection Level of Service**

| ID | Study Intersection | Control | Peak Hour | Existing Conditions | | Existing Plus Project Conditions | |
|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS |
| 1 | Arroyo Road and Hansen Road | Side-Street Stop | AM | 15.1 | C | 15.1 | C |
| | | | PM | 17.8 | C | 17.4 | C |
| 2 | Arroyo Road and Wetmore Road | All-Way Stop | AM | 8.6 | A | 8.6 | A |
| | | | PM | 12.4 | B | 12.7 | B |
| 3 | Talinga Drive and Wetmore Road | Side-Street Stop | AM | 9.6 | A | 9.6 | A |
| | | | PM | 9.3 | A | 9.3 | A |
| 4 | Vallecitos Road-Holmes Street and Wetmore Road | Signal | AM | 22.6 | C | 22.7 | C |
| | | | PM | 15.1 | B | 15.3 | B |
| 5 | Hansen Road and Project Driveway | Side-Street Stop | AM | N/A | N/A | 8.6 | A |
| | | | PM | N/A | N/A | 8.5 | A |

Notes: Average intersection delay expressed in seconds per vehicle for signalized intersections and all-way stop controlled intersections. Total control delay for the worst approach is presented for side-street stop controlled intersections.

***Source: TJKM, 2019.***

**Table 10**
**Cumulative (2040) No Project and Cumulative (2040) Plus Project Intersection Level of Service**

| ID | Study Intersection | Control | Peak Hour | Cumulative (2040) No Project Conditions | | Cumulative (2040) Plus Project Conditions | |
|---|---|---|---|---|---|---|---|
| | | | | Delay | LOS | Delay | LOS |
| 1 | Arroyo Road and Hansen Road | Side-Street Stop | AM | 21.5 | C | 22.1 | C |
| | | | PM | 30.9 | D | 31.5 | D |
| 2 | Arroyo Road and Wetmore Road | All-Way Stop | AM | 10.1 | B | 10.1 | B |
| | | | PM | 26.4 | D | 28.1 | D |
| 3 | Talinga Drive and Wetmore Road | Side-Street Stop | AM | 10.7 | B | 10.7 | B |
| | | | PM | 9.8 | A | 9.8 | A |
| 4 | Vallecitos Road-Holmes Street and Wetmore Road | Signal | AM | 29.8 | C | 30.3 | C |
| | | | PM | 23.0 | C | 23.5 | C |
| 5 | Hansen Road and Project Driveway | Side-Street Stop | AM | N/A | N/A | 8.7 | A |
| | | | PM | N/A | N/A | 8.5 | A |

Notes:

- Average intersection delay expressed in seconds per vehicle for signalized intersections and all-way stop controlled intersections. Average control delay for the worst approach is presented for side-street stop-controlled intersections.

***Source: TJKM, 2019.***

With the addition of trips generated by the proposed project, all of the study intersections that operate acceptably under the Cumulative (2040) No Project Conditions would continue to operate at the same LOS during both the AM and PM peak hours under the Cumulative (2040) Plus Project Conditions. Average delay would increase by less than two seconds at all study intersections.

Under both scenarios, the 95$^{th}$ percentile queue lengths would not exceed capacities at any existing study intersections. However, vehicles traveling westbound on Hansen Road from Arroyo Road could be hindered by the left-turn vehicles waiting to enter the project site, which could create a safety hazard. To eliminate such a potential safety hazard, the site plan includes the provision of a short, left-turn pocket on the existing median for vehicles entering the site from the east (traveling westbound) on Hansen Road.

Based on the above, all of the study intersections would continue to operate acceptably under both Cumulative (2040) No Project and Cumulative (2040) Plus Project Conditions.

## Transit Facilities

According to the SLVSP EIR, development of the SLVSP would require the extension of existing transit routes to serve potential new ridership within the Specific Plan area, as well as bus pull-outs and other stop amenities throughout the Specific Plan area. However, with implementation of Specific Plan policies, the SLVSP EIR determined that impacts to transit facilities would be less than significant.

Public transit within Livermore is provided by the Livermore Amador Valley Transit Authority (LAFTA). Currently, bus service is not provided on Arroyo Road or Hansen Road. Thus, the project would not conflict with existing or planned transit service. In addition, the currently proposed project is consistent with the scope of development anticipated by the SLVSP for Commercial Site 5D2, for which the SLVSP assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As such, demand on existing transit facilities associated with the proposed project was previously anticipated within the SLVSP EIR.

## Bicycle and Pedestrian Facilities

The SLVSP EIR determined that implementation of the Specific Plan would generate bicycle and pedestrian travel demand on roadways adjacent to the SLVSP area, requiring construction of sections of the City's Bicycle I Pedestrian Plan facilities on subarea frontages concurrent with individual subarea development. The EIR noted that the Specific Plan did not include all of the required Bicycle/Pedestrian Plan facilities, and did not explicitly address trail crossing treatments. As such, the SLVSP EIR included Mitigation Measures 4.5-6(a) and 4.5-6(b), which would reduce all impacts to bicycle and pedestrian facilities to a less than significant level. Mitigation Measures 4.5-6(a) and 4.5-6(b) would require construction of City planned trail and roadway crossings, and trail and bicycle facilities to be constructed within Subareas 1, 2, 3, and 7.

As discussed above, the currently proposed project is consistent with the scope of development anticipated by the SLVSP for Commercial Site 5D2, for which the SLVSP assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As such, demand on existing bicycle and pedestrian facilities associated with the proposed project was previously anticipated within the SLVSP EIR.

Currently, Arroyo Road provides a Class II bike lane with access to several commercial facilities in the area. Additionally, the Arroyo Road Trail runs along the eastern border of the project site, adjacent to Arroyo Road, and is part of a trail system through the entire City of Livermore. The proposed project includes a path connection to the Arroyo Road Trail. In addition, an existing sidewalk along the north side of Hansen Road extends east and west with connection to several main roads in the area and residential parcels to the west. As proposed, site access for all travel modes, including bicyclists, would be provided by Hansen Road and the project driveway, which would adequately accommodate both vehicle and bicycle travel. It should be noted that compliance with Mitigation Measures 4.5-6(a) and 4.5-6(b) of the SLVSP would not be required as part of the proposed project, as the project site is not located within Subareas 1, 2, 3, and 7.

## Conclusion

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b. As discussed above, because VMT analysis is not required for an addendum to an EIR that was issued in draft form prior to July 1, 2020, additional traffic analysis is not required for this Addendum. Nonetheless, an analysis of VMT has been included herein for informational purposes.

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The City of Livermore has not yet adopted a policy or thresholds of significance regarding VMT. Nonetheless, the Governor's Office of Planning and Research (OPR) released a Technical Advisory to evaluate transportation impacts pursuant to CEQA,[36] which includes screening thresholds to identify when a lead agency may screen out VMT impacts.

The OPR Technical Advisory does not specifically address hotel or visitor-based uses. The proposed inn requires consideration of the project's intended visitor base and where those customers would otherwise have stayed if the project were not constructed. Unless a hotel project also includes construction of a major new attraction or convention component, on its own it is unlikely to draw substantial numbers of new visitors to the City; it will rather redistribute where visitors stay. This shift in travel patterns and VMT is similar to how OPR considers retail uses, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact since the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT that people need to drive on shopping trips). The City of San Jose was an early adopter of VMT thresholds and has chosen to apply this methodology of treating lodging uses similarly to retail, where small- to mid-sized hotels and other lodging uses can be expected to shift travel patterns rather than generate new VMT and can generally be presumed to have a less-than-significant transportation-related VMT impact.

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

The applicant has indicated that the 1,800-square-foot indoor meeting space would primarily be for internal use (i.e., staff meetings), as well as for use by registered inn guests for team building, classes, workshops, presentations, meetings, and similar activities. The space is not intended to be used for large events such as weddings, banquets, receptions, or other similar gatherings or parties. The City will condition the project to ensure such events would not occur at the project site, consistent with the applicant's intent.

The Livermore wine country contains more than 42 wineries and vineyards. Currently, only one boutique hotel is located within the project region, the 38-room Rose Inn in Downtown Pleasanton. Visitor organizations believe that demand exists for a small boutique hotel, similar to the 38-room Rose Hotel in Pleasanton, with associated conference/meeting space.[37] These types of guests often go to the San Ramon Marriott and then drive to the wine country. While the amount of event space at the proposed project may be smaller than some visitor organizations believe is desirable, there is still a reasonable possibility that the proposed project would accommodate the needs of some who currently stay outside the area and drive in to experience the South Livermore Valley wine country, thus reducing vehicle miles traveled. In addition, the nearest hotels to the project site are located more than three miles north of the project site, and even further north from the existing wineries within the project region. Given that a demand currently exists within the project region for a hotel use similar to the proposed project, and that the proposed project would provide a closer lodging option for tourists visiting the wineries in the area, the proposed project would be assumed to shift travel patterns of visitors travelling to the City by providing an additional hotel to stay at. As a result, the project would be considered local-serving. In addition, it is noted that the OPR Technical Advisory indicates that retail development including stores less than 50,000 sf can generally be considered local-serving. Therefore, using the same methodology, hotel or visitor-based uses less than 50,000 sf may also generally be considered local-serving. The proposed project would include development of the site with a 29,345-sf, two-story building for a 30-room Wine Country Inn and restaurant, and thus, is below the 50,000 sf of retail generally considered local-serving.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what were analyzed in the SLVSP EIR.

c,d. The SLVSP EIR analyzed the potential of the SLVSP to result in inadequate emergency access and determined that new development projects would be required to design internal roadway systems which can accommodate traffic and provide access in emergency situations. As such, the SLVSP EIR concluded that with implementation of Specific Plan policies, impacts would be less than significant.

As discussed above, the currently proposed project is consistent with the scope of development anticipated by the SLVSP for Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As proposed, and consistent with the assumed access for Site 5D2 in the SLVSP, access to the project site would be provided from Hansen Road, west of the intersection with Arroyo Road. The proposed project would include the provision of a short, left-turn pocket for vehicles entering the site from the east (traveling westbound) on Hansen Road. As such,

[37] Bae urban economics. *City of Livermore Downtown Hotel Feasibility Study.* June 30, 2015.

the proposed project entrance is expected to adequately and safely accommodate ingress and egress for motor vehicles and bicyclists. In addition, the proposed project entrance is expected to provide adequate approaching sight distance.[38] It should be noted, however, that the volume of traffic anticipated to make the left-turn would be extremely low for a left-turn pocket. A total of 24 vehicles are predicted to enter the site during the PM peak hour, which equates to one vehicle entering the site roughly every two to three minutes.[39] As such, the 95th percentile left-turn queue, for vehicles entering the site, would not exceed one car length. Furthermore, the volume of westbound traffic continuing straight is also low (just 23 vehicles during the both the AM and PM peak hour under existing conditions), at less than one vehicle traveling westbound every two minutes, making the likelihood of through traffic being significantly impacted by left-turns entering the site extremely remote.[40] Therefore, the proposed project would not substantially increase hazards due to a geometric design feature.

Internal circulation would be provided by a U-shaped internal drive aisle that would provide vehicle access to drop-off areas and parking spaces. The drop-off area would provide emergency vehicle access (EVA) and would allow for emergency vehicles to adequately circulate the site. All internal drive aisles would also be appropriately sized to allow EVA.

Based on the above, the proposed project would allow for adequate EVA to the entirety of the site through adequate drive aisle widths and the use of the drop-off and EVA turnaround area. In addition, the inclusion of the left-turn pocket on Hansen Road would ensure vehicles traveling westbound from Arroyo Road, including emergency vehicles, would have adequate access to the project site. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

38 TJKM. *Traffic Impact Study – Livermore Wine Country Inn.* August 23, 2019.
39 *Ibid.*
40 *Ibid.*

| XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| 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). | Pgs. 4.10-7 to 4.10-8 | No | No | No |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | Pgs. 4.10-7 to 4.10-8 | No | No | No |

## Discussion

a,b. Because Appendix G of the CEQA Guidelines did not previously include a specific section on tribal cultural resources, the SLVSP EIR did not include a specific analysis of the SLVSP's potential tribal cultural resource related impacts; however, as noted in the SLVSP EIR, Livermore and the surrounding vicinity are known to contain numerous traces of past human activity, including early Native American sites and artifacts. Therefore, the issue was still considered in the evaluation of the SLVSP within the Cultural Resources chapter of the SLVSP EIR.

As discussed in Section V, Cultural Resources, of this Addendum, the SLVSP EIR assessed the potential for buildout of the SLVSP to cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, or disturb any human remains, including those interred outside of dedicated cemeteries, and did not identify any previously recorded archeological resources or human remains on or within the immediate vicinity of the Specific Plan area. However, the SLVSP EIR concluded that construction activities could potentially disturb or destroy significant buried archaeological resources and/or human remains. Nonetheless, the SLVSP EIR determined that with implementation of General Plan Policy 6(b), which is equivalent to Mitigation Measure 1-I(c) of the South Livermore Valley Area Plan EIR, all potential impacts would be less than significant. General Plan Policy 6(b)/Mitigation Measure I-1(c) states that if any archaeological sites are found during construction, all work in the immediate vicinity shall be suspended pending site investigation by qualified professionals, and if, in the opinion of a qualified professional,

the site will yield new information or important verification of previous findings, the site shall not be destroyed. The proposed project would be subject to the requirements of the aforementioned policy/mitigation measure.

To ensure that any additional resources have not been discovered since the adoption of the SLVSP EIR, a records search of the CHRIS was performed by the NWIC for cultural resource site records and survey reports within the project area.[41] The NWIC concluded that the project site does not contain any recorded archaeological resources nor any historic buildings or structures on any lists of historic resources. In addition, a search of the NAHC Sacred Lands File search did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area.[42]

AB 52, passed in 2014, requires environmental review documents to disclose and analyze potential significant impacts to Tribal Cultural Resources, including sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Lead agencies are also required to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or EIR is required for a project. AB 52 specifically applies to projects that have a Notice of Preparation or a Notice of Intent to adopt a negative declaration or mitigated negative declaration filed on or after July 1, 2015. The City of Livermore certified the SLVSP EIR prior to implementation of AB 52. Therefore, AB 52 is not applicable to the proposed project.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR. As a result, the proposed project would remain consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

[41] Northwest Information Center. *Records Search Results for the Proposed Wine Country Inn Project.* August 15, 2019.

[42] Native American Heritage Commission. *Wine Country Inn Project, City of Livermore; Livermore USGS Quadrangle, Alameda County, California.* July 24, 2019.

| **XIX. UTILITIES AND SERVICE SYSTEMS.** *Would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| 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? | Pgs. 4.9-15 and 4.9-21 | No | No | No |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | Pgs. 4.9-6 to 4.9-14 | No | No | No |
| 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? | Pgs. 4.9-19 to 4.9-21 | No | No | No |
| 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? | N/A | No | No | No |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | N/A | No | No | No |

## Discussion

a. According to the SLVSP EIR, a number improvements to the existing water supply system would be required to serve the SLVSP, including construction of new water mains and lines, the expansion of Pumping Station 26 at the corner of Marina Avenue and Arroyo Road, the expansion of the Altamont Reservoir, and the construction of water storage tanks in Subareas 4 and 7. The SLVSP EIR concluded that construction of new water infrastructure could result in less-than-significant impacts associated with traffic, noise, and air quality; however according to the SLVSP EIR the visual impacts of water tanks needed in Subareas 4 and 7 could generate potentially significant impacts. Nonetheless, the SLVSP EIR included Mitigation Measure 4.9-3 to reduce visual impacts of water tanks needed in Subareas 4 and 7 to a less-than-significant level.

In addition, the SLVSP EIR noted that a number of improvements to the existing wastewater systems would be required to serve SLVSP, including construction of new wastewater mains and lines, replacement of segments of the East Avenue line, and replacement of part of the El Caminito line to resolve a bottleneck. Nonetheless, the SLVSP EIR concluded that because installation of new wastewater lines would occur at the same time as the construction of new streets and installation of other utilities, impacts were addressed in other sections of the SLVSP EIR, and, as a result, impacts would be less than significant.

The currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 of the SLVSP, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. With regard to project-specific

utility needs, as part of the proposed project, a new six-inch sewer line would connect to the City's existing eight-inch sewer line in Hansen Road. In addition, the proposed project would include a new four-inch water line connection to the City's existing eight-inch water line in Hansen Road. The project would also include an on-site stormwater collection and treatment system connecting to the City's existing 18-inch storm drain located in Hansen Road. Electricity, natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. The analysis of the SLVSP EIR included an assessment of the SLVSP's utilities needs at buildout. Therefore, the utility needs associated with the proposed project were previously considered within the SLVSP EIR, and the conclusions of the SLVSP EIR would not be altered such that the proposed project would require or result in the relocation or construction of new or expanded utilities, the construction or relocation of which could cause significant environmental effects.

It should be noted that because the proposed project is not located within Subareas 4 and 7, and would not include the construction of water tanks, Mitigation Measure 4.9-3 included in the SLVSP EIR would not be applicable to the proposed project.

Based on the above, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

b. As discussed throughout this Addendum, the currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 of the SLVSP, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As such, water demand associated with the proposed project was previously considered within the SLVSP EIR, and the conclusions of the SLVSP EIR would not be altered such that water demand would increase. In addition, the proposed project is consistent with the project site's current General Plan land use and zoning designations. The project would not result in increased use of water supplies beyond what has been anticipated by the City and accounted for in the City's UWMP. According to the 2020 UWMP, water supplies are projected to meet expected demand for normal year, single dry year, and multiple dry year scenarios through 2040.[43] Furthermore, all landscaping improvements would be consistent with Section 13.25 of the Municipal Code, Water Efficient Landscape, and would be irrigated by an automatic irrigation system, and the project would use low-flow toilets and shower heads in guest rooms. When additionally factoring in water-saving measures that would be implemented as part of the proposed project, a reasonable assumption can be made that water demand would be further reduced compared to what was assume for the SLVSP EIR.

   Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

c. The SLVSP EIR analyzed the SLVSP's potential impacts on wastewater capacity to determine if adequate capacity exists to serve the project's projected demand in addition to the provider's existing commitments. According to the SLVSP EIR, total wastewater generation for the SLVSP was projected to be 308,000 gallons per day (gal/day).

[43] California Water Service. *2020 Urban Water Management Plan, Livermore District*. June 2021.

Accordingly, residential development within the SLVSP was anticipated to use approximately 16 percent of remaining uncommitted residential capacity, and commercial development and community facilities were anticipated to use approximately 1.9 percent of remaining uncommitted non-residential capacity of the City's wastewater treatment plant (WWTP), and project impacts were determined to be less-than-significant. However, the SLVSP EIR noted that capacity in the future would be more limited, and the capacity of the WWTP will be reached sometime between 2010 and 2015, requiring an expansion. As such, the lack of cumulative capacity in the WWTP and subsequent need for expansion was considered a significant impact. Therefore, the SLVSP EIR concluded that until adequate capacity exists to serve the SLVSP and future development of the City, the SLVSP's potential impacts on wastewater capacity would remain significant and unavoidable.

Since the SLVSP EIR was drafted, the City has planned a Phase VI expansion project to address future increases in demand and has a sanitary sewer impact fee program in place to fund the required improvements. Completion of the Phase VI project would provide sufficient capacity for the plant to process the projected ultimate flows.

As discussed throughout this Addendum, the currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 of the SLVSP, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. As such, wastewater generation associated with the proposed project was previously considered within the SLVSP EIR, and the conclusions of the SLVSP EIR would not be altered such that wastewater generation would increase. In addition, the project would be subject to payment of the City's sanitary sewer impact fee, which would ensure that funds are available to provide for future expansion of the City's WWTP, as necessary.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

d,e. Solid waste, recyclable materials, and compostable material collection within the City of Livermore is provided through a franchise agreement with Livermore Sanitation, Inc. Solid waste from the City is ultimately disposed of at the Republic Services Vasco Road Landfill, located at 4001 North Vasco Road. As of 2017, the landfill had approximately 6,800,000 cubic yards (CY) of remaining capacity, or 20.6 percent of the total permitted capacity of the landfill (32,970,000 CY).[44]

The currently proposed project would be constructed within the footprint of the previously analyzed Commercial Site 5D2 of the SLVSP, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. In addition, the proposed project is consistent with the project site's current General Plan land use and zoning designations. Therefore, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City. In addition, the project would be required to comply with all applicable provisions of Chapter 8.08, Solid Waste Management, of the City's Municipal

[44] Department of Resources Recycling and Recovery. *Vasco Road Landfill, Application for Solid Waste Facility Permit and Waste Discharge Requirements.* October 31, 2018.

Code. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As a result, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:* | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | Pgs. 4.9-25 to 4.9-27 | No | No | No |
| 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? | Pgs. 4.9-25 to 4.9-27 | No | No | No |
| 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? | Pgs. 4.9-25 to 4.9-27 | No | No | No |
| 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? | Pgs. 4.9-25 to 4.9-27 | No | No | No |

## Discussion

a-d. Wildfire is an environmental issue area that was included in CEQA Guidelines Appendix G subsequent to the approval of the SLVSP EIR. As such, the SLVSP EIR did not include an analysis specifically dedicated to wildfire; however, the SLVSP EIR analyzed the SLVSP's potential impacts related to wildfires within Chapter 4.9, Public Services and Utilities. As noted therein, the majority of the development area would be surrounded by irrigated agriculture (which would be fire resistant) or by man-made firebreaks such as roadways. However, the SLVSP EIR noted that the eastern lots of Subarea 4 immediately adjacent to the proposed regional park, the southern lots of Subarea 7, and parts of Subarea 6 could be susceptible to wildland fires. As such, Mitigation Measure 4.9-7 was included to specifically address wildland fire impacts within Subareas 4, 6, and 7. The SLVSP EIR determined that implementation of Mitigation Measure 4.9-7, as well as applicable Specific Plan policies would reduce wildland-building fire exposure impacts to less-than-significant levels.

The currently proposed project's area of impact would be within the footprint of the previously analyzed SLVSP. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High Fire Hazard Severity Zone or State Responsibility Area.[45] In addition, the project is consistent with the site's current General Plan land use and zoning designations. Moreover, the SLVSP identifies the 3.2-acre project site as Commercial Site 5D2, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. Furthermore, given that the project site is within Subarea 5, which was not identified in the SLVSP EIR as a

[45] California Department of Forestry and Fire Protection. *Alameda County, Very High Fire Hazard Severity Zones in LRA*. September 3, 2006.

Subarea that is susceptible to wildland fire impacts, Mitigation Measure 4.9-7 would not be applicable to the proposed project.

Based on the above information, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were analyzed in the SLVSP EIR. Thus, the proposed project is consistent with the conclusions of the SLVSP EIR.

## Prior Mitigation Measures

None Required.

## Additional Project-Specific Mitigation Measures

None Required.

| XXI. MANDATORY FINDINGS OF SIGNIFICANCE. | Where Impact Was Analyzed in Previous CEQA Document(s)? | Do Proposed Changes Involve New or More Severe Impacts? | Any New Circumstances Involving New or More Severe Impacts? | Any New Information Requiring New Analysis or Verification? |
|---|---|---|---|---|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | N/A | No | No | No |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | N/A | No | No | No |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | N/A | No | No | No |

## Discussion

a. As discussed in Section IV, Biological Resources, of this Addendum, special-status species are not expected to occur on the project site. In addition, as discussed above, the proposed project would be subject to all applicable Specific Plan policies including Policy 6-26 of the Specific Plan, which require surveys be conducted for nesting birds and raptors prior to any development within the project site. Additionally, while the project site could contain unidentified resources beneath the ground surface, compliance with General Plan Policy 6(b), which is equivalent to Mitigation Measure 1-l(c) of the South Livermore Valley Area Plan EIR, would ensure that adverse effects to inadvertently discovered resources would be minimized during construction activities, consistent with the requirements of CEQA.

Considering the above, the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Impacts associated with such resources have been adequately addressed and would not change from what was identified in the SLVSP EIR, and the criteria for requiring further CEQA review are not met.

b. The proposed project was included in the future development assumptions evaluated in the SLVSP EIR. The currently proposed project would be constructed within the footprint

of the previously analyzed Commercial Site 5D2 of the SLVSP, which assumed the development of a Wine Country Inn with 30 guest rooms and a 100-seat restaurant. The project would include approval of a SLVSP Text Amendment to Policy 4-7 to clarify that a 50-foot setback is required from Hansen Road for Site 5D1 and Site 5D2. However, the 50-foot setback would not be substantial such that the conclusions of the SLVSP EIR would change, as demonstrated throughout this addendum. Therefore, the currently proposed project would not result in new significant impacts or substantially more severe significant impacts than were previously analyzed in the SLVSP EIR, and further analysis is not required in this Addendum.

c. As described in this Addendum, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond those effects previously analyzed as part of the SLVSP EIR. Therefore, further analysis is not required.

# APPENDIX A

## SLVSP TEXT AMENDMENTS

a single commercial use has been identified, but for others, alternative uses are designated. The following new commercial uses will be permitted subject to conditional use permits or other project-specific review:

- Subarea #1: None
- Subarea #2: Site 2A1(2,2 ac.) Commercial Uses: A small winery or a bed and breakfast; and a small tasting room or small restaurant; and

  Site 2A2 (8 ac.) a medium winery or bed and breakfast, and a tasting room or small restaurant on eight acres. Existing farm support operations are allowed to continue on 6.4 acres adjacent to site 2A2.
- Subarea #3: A small winery or a bed-and-breakfast; and,
  A tasting room or small restaurant.
- Subarea #4: An olive mill and a wine tasting room;
  Two small wineries; and,
  A small restaurant or a small winery.
- Subarea #5: A Wine Country retail center;
  Three small wineries;
  A Wine Country inn;
  A large restaurant; and
  A bed-and-breakfast or two residential units.
- Subarea #6: A medium-size winery on 12 acres.
- Subarea #7: A medium sized winery; or
  A wine country inn;
  A large restaurant;
  A winery; and
  A boutique winery on each 20-acre parcel.

*Policy 4-5:* *Only those commercial uses identified in this Plan will be permitted. All commercial development applications will be subject to a site plan approval and/or a Planned Unit Development Permit. Additional accessory activities that support the listed uses (such as one caretaker's unit) may be permitted with the approval of a conditional use permit.*

*Policy 4-6:* *Commercial uses will maintain a small, pedestrian scale, and will not exceed an FAR of 0.25.*

*Policy 4-7:* *Building setbacks for commercial uses shall be 100 feet from ~~road frontages~~ the property line, except for commercial site #3A which shall be 25 feet and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback area from Hansen Road for commercial sites #5D1 and #5D2 may include parking, landscaping, and a trash enclosure.*

*Policy 4-8:* *The design of commercial facilities shall be consistent with the rural, wine country character of the area.*

*Policy 4-9:* *Chapter 12 of the Specific Plan includes design standards and guidelines to guide the City's evaluation of applications for commercial uses within the South Livermore Valley. Commercial development within the Specific Plan area shall be consistent with the Specific Plan standards and guidelines adopted by the City.*

## *5.4.4 SUBAREA ACCESS AND CIRCULATION*

Each of the seven subareas will take access from existing or planned roads. This section describes the key access and internal circulation associated with each subarea. Preceding the subarea by subarea discussion are a number of general policies that relate to the circulation systems in all of the subareas.

*Policy 5-9:* *Developers in all subareas shall coordinate and cooperate in the design and implementation of the subarea street systems since some properties will be dependent upon circulation improvements on other properties to obtain access to their own parcels. A model development agreement shall be prepared prior to annexation which commits all participating landowners to dedicate road rights-of-way as needed to accommodate Specific Plan development.*

*Policy 5-10:* *Access to commercial areas generally shall be kept separate from access roads to residential areas. Access to commercial sites shall take access directly from roadways external to the subareas, except in subarea #5 where sites 5D1 and 5D2 still take access from Hansen Road.*

*Policy 5-11:* *All road rights-of-way and street improvements within the subareas will be dedicated to the City of Livermore as public streets.*

*Policy 5-12:* *In order to accommodate the difference in street standards, and to emphasize the connection of the Specific Plan development to the rural countryside, subarea streets generally connect to existing rural County roads, rather than connecting into existing suburban street systems.*

*Policy 5-13:* *Each residential development shall ensure that there is safe pedestrian and bicycle route between the development and the schools that serve the area.*

**Subarea #1**

As shown in Figure 5.9, Subarea #1 will take access from South Vasco Road at three locations. The northernmost roadway will be located opposite and just south of Shaheen Industrial Park. The roadway will be a divided entry drive. The middle roadway will be located opposite the primary Subarea #2 collector, forming a four-way intersection with South Vasco Road. It will also be designed as a divided entry road. The southernmost entry will be located at the location of the existing driveway to Parcel 1E. It will be designed as an undivided entry road. An emergency vehicular access (EVA) route will connect the northern and middle residential development areas of Subarea #1 to provide adequate fire department access. No EVA is proposed for the southern development area.

*Policy 5-14:* *Developers for Subareas #1 and #2 (particularly of Parcel 1C and 2C) shall coordinate the design of their entry roads to ensure a safe and consistent alignment with each other and with South Vasco Road. South Vasco Road will be widened at the four-way intersection with the entries to Subareas #1 and #2 to provide for left-turn lanes and right-turn/deceleration lanes into the subareas.*

*Policy 5-15:* *To ensure safe traffic movements, a minimum off-set of 300 feet shall be maintained between the northernmost entrances into Subareas #1 and #2.*

*Policy 5-16:* *An emergency vehicle access (EVA) route shall be constructed between the northern and middle development areas in Subarea #1. Subarea developers shall coordinate with the Livermore-Pleasanton Fire Department to ensure that EVA design is in conformance with Department standards.*

## *12.2.7 SITE 4C - SMALL WINERY*
## *SITE 5C1 — SMALL WINERY*
## *SITE 5D1 - COMMERCIAL CENTER*
## *SITE 5D2 - WINE COUNTRY INN AND RESTAURANT*

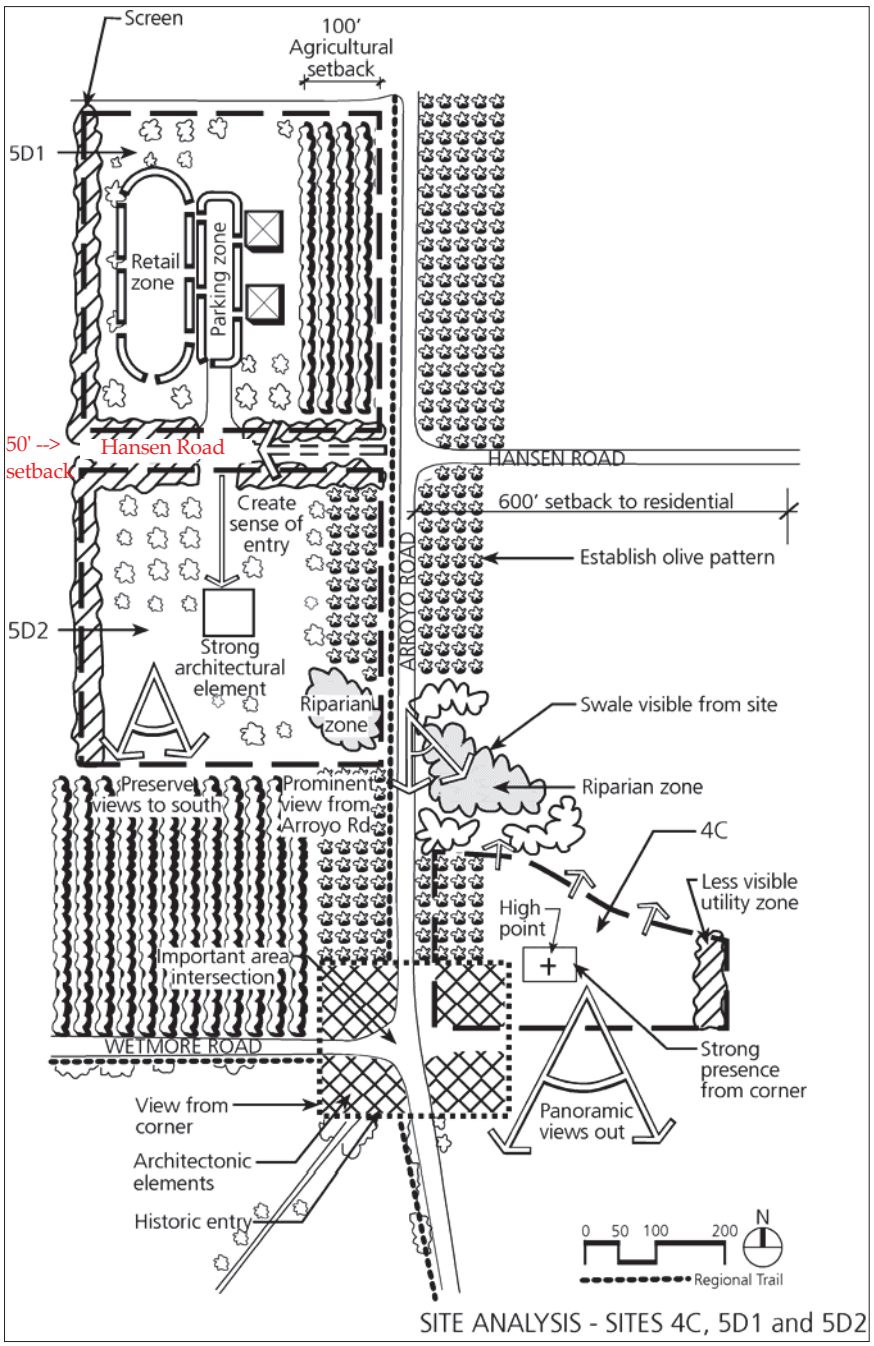
**Analysis - All Sites**

1. *Required setback (agricultural buffer): 100 feet from Arroyo Road. 50 feet setback from Hansen Road for sites 5D1 and 5D2.*

*Site 4C*

- **Preferred entry is from Arroyo Road.**
- **Residential uses are set back 600 feet from Arroyo Road.**
- **Emphasize riparian zone by using riparian planting.**
- **Maximize panoramic views to south and views over the swale to the north.**
- **Take advantage of elevated location for visual presence from Wetmore / Hansen intersection.**
- **Reinforce historic intersection by using entry signage which relates to Olivina Gate.**

1. *A 4-foot paved shoulder and a 5-foot packed, walkable apron is required along the Arroyo Road frontage.*
2. *Keep service and production uses at eastern edge.*




*Site 5C1*

- **Use strong architectural elements to create visual presence.**

- **Preserve views to the south.**

1. *Required setback (agricultural buffer): 350 feet from Wetmore Road.*

*Site 5D1*

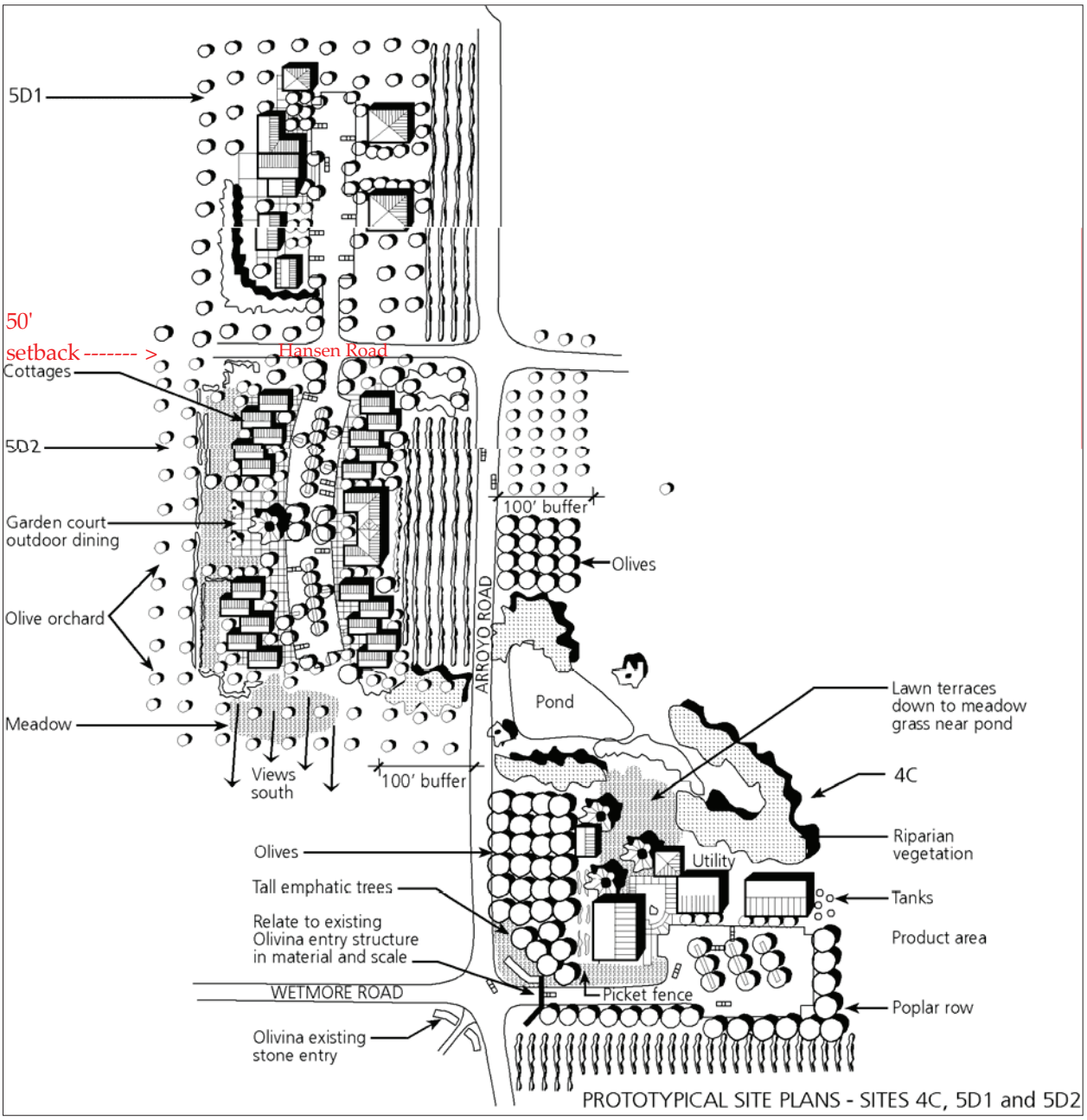
- **Vineyard planting along frontage will maintain visibility.**

1. *A 25 foot right-of-way for the Regional Trail Corridor will extend south from the existing trail along the frontage of the Ravenswood site, containing a 10-foot pedestrian/bicycle trail, a 3-foot planted area, and an 8-foot equestrian trail, as shown in South Livermore Valley Specific Plan Figure 5.18.*
2. *Rears of buildings shall be screened from residences to the west.*
3. *Entrance on Hansen Road.*

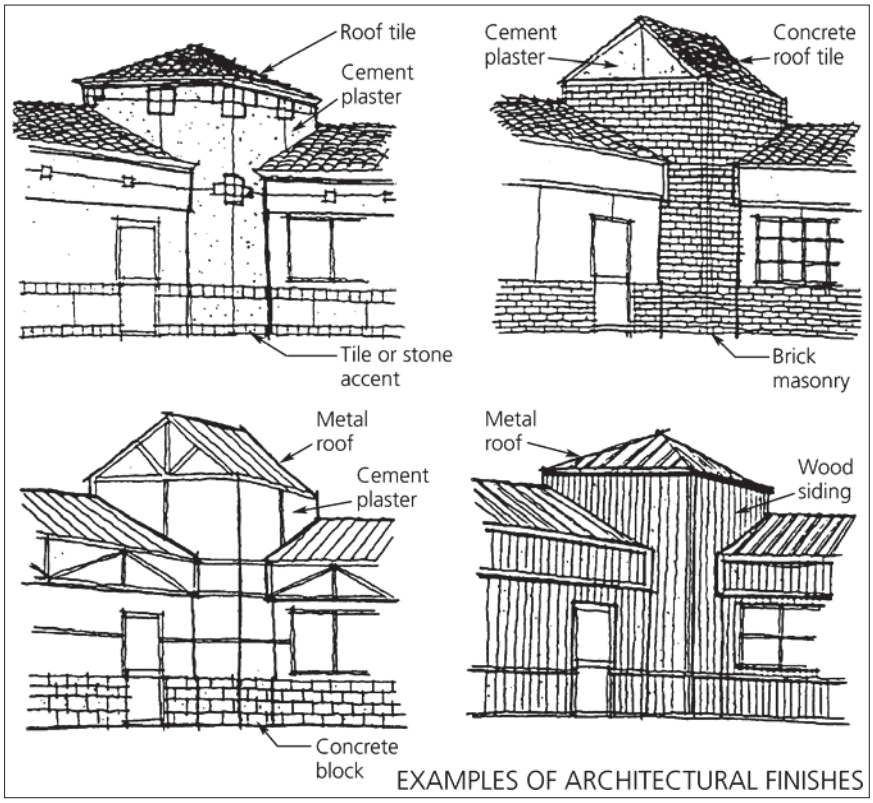
*Site 5D2*

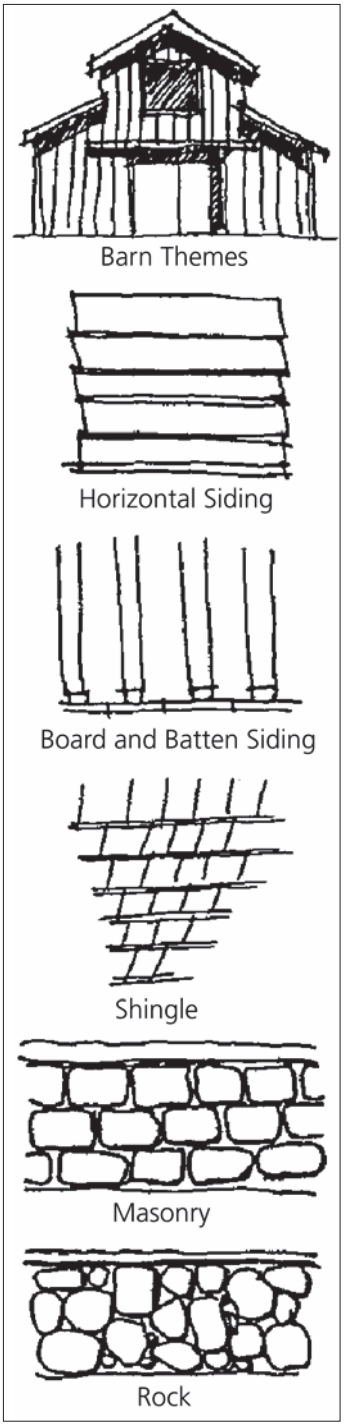
- **Emphasize drainage pattern by riparian planting in southeast corner.**
- **Preserve views to south.**
- **Use strong architectural element to create visual presence.**
- **Vineyard** or orchard **planting along frontage will maintain visibility.**

1. *A 25 foot right-of-way for the Regional Trail Corridor will extend south from the existing trail along the frontage of the Ravenswood site, containing a 10-foot pedestrian/bicycle trail, a 3-foot planted area, and an 8-foot equestrian trail, as shown in South Livermore Valley Specific Plan Figure 5.18. Screen service areas from residences to north and west.*
2. *Entrance on Hansen Road*
3. *Protect the Regional Trail Corridor on Arroyo Road*


5D1
50'
setback ------- >
Hansen Road
Cottages
5D2
Garden court
outdoor dining
Olive orchard
Meadow
Views
south
100' buffer
ARROYO ROAD
100' buffer
Olives
Pond
Lawn terraces
down to meadow
grass near pond
4C
Riparian
vegetation
Utility
Tanks
Product area
Olives
Tall emphatic trees
Relate to existing
Olivina entry structure
in material and scale
WETMORE ROAD
Picket fence
Poplar row
Olivina existing
stone entry
PROTOTYPICAL SITE PLANS - SITES 4C, 5D1 and 5D2

## 12.3.2 SITE LAYOUT




*The site layout determines the way in which one experiences the site. It creates sequences and relationships, defines spaces and uses, and preserves or screens views. It requires thoughtful consideration.*

**Setbacks**

1. *A 100 foot planted building setback is required from all public roadways for every commercial site except site 3A2 (small restaurant or tasting room at the proposed Concannon-Wente intersection) and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road and may include parking, landscaping, and a trash enclosure.*
2. *Side and rear setbacks are stated in Section 12.2, Site Analysis and Site Specific Guidelines. Where no reference is made in that section, side and rear setbacks are 0 feet.*

**Entries**

- **The scale and character of each entry should reflect the business it represents.**
- **Continuation or repetition of entry elements into the site and at the structures is encouraged.**
- **The design plan for the entry should creatively blend planting, walls, signage, lighting and landmark elements into an understated composition that expresses a sense of welcome, entry, and identity. Landmark elements might include: low decorative walls, portals, or other memorable elements that draw the eye.**
- **Entries should to harmonize with the adjacent streetscape.**
- **Entries from the street should relate to automobile scale - entry elements should be large enough to create a sense of pass though for the automobile.**

1. *Entries shall be well defined and clearly visible from the street.*
2. *Materials used at entries shall be compatible and consistent with the architecture of the buildings on site.*

# APPENDIX B

## AIR QUALITY AND GHG MODELING RESULTS

# Wine Country Inn Unmitigated

**Bay Area AQMD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblConstructionPhase | PhaseEndDate | 8/12/2020 | 1/15/2021 |
| tblConstructionPhase | PhaseEndDate | 6/23/2020 | 1/1/2021 |
| tblConstructionPhase | PhaseEndDate | 8/6/2019 | 3/16/2020 |
| tblConstructionPhase | PhaseEndDate | 7/17/2020 | 3/31/2020 |
| tblConstructionPhase | PhaseStartDate | 7/18/2020 | 4/15/2020 |
| tblConstructionPhase | PhaseStartDate | 8/7/2019 | 4/1/2020 |
| tblConstructionPhase | PhaseStartDate | 7/26/2019 | 3/2/2020 |
| tblConstructionPhase | PhaseStartDate | 6/24/2020 | 3/17/2020 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.4278 | 2.5976 | 2.1360 | 4.3000e-003 | 0.0793 | 0.1324 | 0.2117 | 0.0304 | 0.1249 | 0.1554 | 0.0000 | 380.2293 | 380.2293 | 0.0698 | 0.0000 | 381.9739 |
| 2021 | 0.0114 | 0.0177 | 0.0193 | 3.0000e-005 | 3.5000e-004 | 1.0000e-003 | 1.3500e-003 | 9.0000e-005 | 9.7000e-004 | 1.0600e-003 | 0.0000 | 2.9593 | 2.9593 | 3.9000e-004 | 0.0000 | 2.9691 |
| **Maximum** | **0.4278** | **2.5976** | **2.1360** | **4.3000e-003** | **0.0793** | **0.1324** | **0.2117** | **0.0304** | **0.1249** | **0.1554** | **0.0000** | **380.2293** | **380.2293** | **0.0698** | **0.0000** | **381.9739** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.4278 | 2.5976 | 2.1360 | 4.3000e-003 | 0.0793 | 0.1324 | 0.2117 | 0.0304 | 0.1249 | 0.1554 | 0.0000 | 380.2290 | 380.2290 | 0.0698 | 0.0000 | 381.9736 |
| 2021 | 0.0114 | 0.0177 | 0.0193 | 3.0000e-005 | 3.5000e-004 | 1.0000e-003 | 1.3500e-003 | 9.0000e-005 | 9.7000e-004 | 1.0600e-003 | 0.0000 | 2.9593 | 2.9593 | 3.9000e-004 | 0.0000 | 2.9690 |
| **Maximum** | **0.4278** | **2.5976** | **2.1360** | **4.3000e-003** | **0.0793** | **0.1324** | **0.2117** | **0.0304** | **0.1249** | **0.1554** | **0.0000** | **380.2290** | **380.2290** | **0.0698** | **0.0000** | **381.9736** |

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

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 3 | 1-26-2020 | 4-25-2020 | 0.6628 | 0.6628 |
| 4 | 4-26-2020 | 7-25-2020 | 0.8527 | 0.8527 |
| 5 | 7-26-2020 | 10-25-2020 | 0.8624 | 0.8624 |
| 6 | 10-26-2020 | 1-25-2021 | 0.6544 | 0.6544 |
| | | Highest | 0.8624 | 0.8624 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.1393 | 2.2000e-004 | 0.0170 | 2.0000e-005 | | 1.2800e-003 | 1.2800e-003 | | 1.2800e-003 | 1.2800e-003 | 0.1271 | 0.0454 | 0.1725 | 2.6000e-004 | 1.0000e-005 | 0.1811 |
| Energy | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 121.8840 | 121.8840 | 5.4300e-003 | 2.3700e-003 | 122.7268 |
| Mobile | 0.0656 | 0.2992 | 0.6199 | 1.9900e-003 | 0.1649 | 1.8500e-003 | 0.1667 | 0.0443 | 1.7300e-003 | 0.0460 | 0.0000 | 182.7859 | 182.7859 | 7.6100e-003 | 0.0000 | 182.9760 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.0537 | 0.0000 | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.5028 | 1.1229 | 1.6257 | 0.0518 | 1.2400e-003 | 3.2908 |
| **Total** | **0.2137** | **0.3791** | **0.7033** | **2.4900e-003** | **0.1649** | **9.1900e-003** | **0.1741** | **0.0443** | **9.0700e-003** | **0.0533** | **4.6837** | **305.8381** | **310.5218** | **0.3046** | **3.6200e-003** | **319.2176** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.1334 | 1.7000e-004 | 8.5000e-003 | 0.0000 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.0990 | 0.0990 | 2.0000e-005 | 0.0000 | 0.1000 |
| Energy | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 93.8561 | 93.8561 | 2.4200e-003 | 1.7500e-003 | 94.4376 |
| Mobile | 0.0653 | 0.2967 | 0.6121 | 1.9500e-003 | 0.1616 | 1.8200e-003 | 0.1634 | 0.0434 | 1.7000e-003 | 0.0451 | 0.0000 | 179.5447 | 179.5447 | 7.5200e-003 | 0.0000 | 179.7326 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.0537 | 0.0000 | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.4475 | 1.0030 | 1.4505 | 0.0461 | 1.1100e-003 | 2.9325 |
| **Total** | **0.2075** | **0.3766** | **0.6870** | **2.4300e-003** | **0.1616** | **7.9300e-003** | **0.1695** | **0.0434** | **7.8100e-003** | **0.0512** | **4.5013** | **274.5029** | **279.0041** | **0.2956** | **2.8600e-003** | **287.2456** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **2.92** | **0.66** | **2.32** | **2.41** | **2.00** | **13.71** | **2.62** | **2.01** | **13.89** | **4.01** | **3.89** | **10.25** | **10.15** | **2.97** | **20.99** | **10.02** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 3 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.214**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 3.2 Grading - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0355 | 0.0000 | 0.0355 | 0.0185 | 0.0000 | 0.0185 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0134 | 0.1451 | 0.0883 | 1.6000e-004 | | 7.0000e-003 | 7.0000e-003 | | 6.4400e-003 | 6.4400e-003 | 0.0000 | 14.3323 | 14.3323 | 4.6400e-003 | 0.0000 | 14.4482 |
| **Total** | **0.0134** | **0.1451** | **0.0883** | **1.6000e-004** | **0.0355** | **7.0000e-003** | **0.0425** | **0.0185** | **6.4400e-003** | **0.0249** | **0.0000** | **14.3323** | **14.3323** | **4.6400e-003** | **0.0000** | **14.4482** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 6.2600e-003 | 0.2193 | 0.0441 | 5.9000e-004 | 0.0127 | 7.1000e-004 | 0.0134 | 3.4800e-003 | 6.8000e-004 | 4.1600e-003 | 0.0000 | 57.4780 | 57.4780 | 2.9600e-003 | 0.0000 | 57.5520 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.7000e-004 | 2.0000e-004 | 2.0300e-003 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 6.6000e-004 | 1.7000e-004 | 0.0000 | 1.8000e-004 | 0.0000 | 0.5711 | 0.5711 | 1.0000e-005 | 0.0000 | 0.5715 |
| **Total** | **6.5300e-003** | **0.2195** | **0.0461** | **6.0000e-004** | **0.0133** | **7.1000e-004** | **0.0140** | **3.6500e-003** | **6.8000e-004** | **4.3400e-003** | **0.0000** | **58.0491** | **58.0491** | **2.9700e-003** | **0.0000** | **58.1234** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0355 | 0.0000 | 0.0355 | 0.0185 | 0.0000 | 0.0185 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0134 | 0.1451 | 0.0883 | 1.6000e-004 | | 7.0000e-003 | 7.0000e-003 | | 6.4400e-003 | 6.4400e-003 | 0.0000 | 14.3323 | 14.3323 | 4.6400e-003 | 0.0000 | 14.4482 |
| **Total** | **0.0134** | **0.1451** | **0.0883** | **1.6000e-004** | **0.0355** | **7.0000e-003** | **0.0425** | **0.0185** | **6.4400e-003** | **0.0249** | **0.0000** | **14.3323** | **14.3323** | **4.6400e-003** | **0.0000** | **14.4482** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 6.2600e-003 | 0.2193 | 0.0441 | 5.9000e-004 | 0.0127 | 7.1000e-004 | 0.0134 | 3.4800e-003 | 6.8000e-004 | 4.1600e-003 | 0.0000 | 57.4780 | 57.4780 | 2.9600e-003 | 0.0000 | 57.5520 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.7000e-004 | 2.0000e-004 | 2.0300e-003 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 6.6000e-004 | 1.7000e-004 | 0.0000 | 1.8000e-004 | 0.0000 | 0.5711 | 0.5711 | 1.0000e-005 | 0.0000 | 0.5715 |
| **Total** | **6.5300e-003** | **0.2195** | **0.0461** | **6.0000e-004** | **0.0133** | **7.1000e-004** | **0.0140** | **3.6500e-003** | **6.8000e-004** | **4.3400e-003** | **0.0000** | **58.0491** | **58.0491** | **2.9700e-003** | **0.0000** | **58.1234** |

## 3.3 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2088 | 1.8898 | 1.6596 | 2.6500e-003 | | 0.1100 | 0.1100 | | 0.1035 | 0.1035 | 0.0000 | 228.1358 | 228.1358 | 0.0557 | 0.0000 | 229.5273 |
| **Total** | **0.2088** | **1.8898** | **1.6596** | **2.6500e-003** | | **0.1100** | **0.1100** | | **0.1035** | **0.1035** | **0.0000** | **228.1358** | **228.1358** | **0.0557** | **0.0000** | **229.5273** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.8100e-003 | 0.1137 | 0.0286 | 2.7000e-004 | 6.4600e-003 | 5.5000e-004 | 7.0100e-003 | 1.8700e-003 | 5.3000e-004 | 2.4000e-003 | 0.0000 | 25.7892 | 25.7892 | 1.3300e-003 | 0.0000 | 25.8225 |
| Worker | 8.1600e-003 | 5.8400e-003 | 0.0605 | 1.9000e-004 | 0.0195 | 1.3000e-004 | 0.0196 | 5.1800e-003 | 1.2000e-004 | 5.3000e-003 | 0.0000 | 17.0474 | 17.0474 | 4.1000e-004 | 0.0000 | 17.0577 |
| **Total** | **0.0120** | **0.1195** | **0.0891** | **4.6000e-004** | **0.0259** | **6.8000e-004** | **0.0266** | **7.0500e-003** | **6.5000e-004** | **7.7000e-003** | **0.0000** | **42.8366** | **42.8366** | **1.7400e-003** | **0.0000** | **42.8802** |

## 3.3 Building Construction - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2088 | 1.8898 | 1.6596 | 2.6500e-003 | | 0.1100 | 0.1100 | | 0.1035 | 0.1035 | 0.0000 | 228.1356 | 228.1356 | 0.0557 | 0.0000 | 229.5270 |
| **Total** | **0.2088** | **1.8898** | **1.6596** | **2.6500e-003** | | **0.1100** | **0.1100** | | **0.1035** | **0.1035** | **0.0000** | **228.1356** | **228.1356** | **0.0557** | **0.0000** | **229.5270** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.8100e-003 | 0.1137 | 0.0286 | 2.7000e-004 | 6.4600e-003 | 5.5000e-004 | 7.0100e-003 | 1.8700e-003 | 5.3000e-004 | 2.4000e-003 | 0.0000 | 25.7892 | 25.7892 | 1.3300e-003 | 0.0000 | 25.8225 |
| Worker | 8.1600e-003 | 5.8400e-003 | 0.0605 | 1.9000e-004 | 0.0195 | 1.3000e-004 | 0.0196 | 5.1800e-003 | 1.2000e-004 | 5.3000e-003 | 0.0000 | 17.0474 | 17.0474 | 4.1000e-004 | 0.0000 | 17.0577 |
| **Total** | **0.0120** | **0.1195** | **0.0891** | **4.6000e-004** | **0.0259** | **6.8000e-004** | **0.0266** | **7.0500e-003** | **6.5000e-004** | **7.7000e-003** | **0.0000** | **42.8366** | **42.8366** | **1.7400e-003** | **0.0000** | **42.8802** |

## 3.3 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 9.5000e-004 | 8.7200e-003 | 8.2900e-003 | 1.0000e-005 | | 4.8000e-004 | 4.8000e-004 | | 4.5000e-004 | 4.5000e-004 | 0.0000 | 1.1582 | 1.1582 | 2.8000e-004 | 0.0000 | 1.1652 |
| **Total** | **9.5000e-004** | **8.7200e-003** | **8.2900e-003** | **1.0000e-005** | | **4.8000e-004** | **4.8000e-004** | | **4.5000e-004** | **4.5000e-004** | **0.0000** | **1.1582** | **1.1582** | **2.8000e-004** | **0.0000** | **1.1652** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0000e-005 | 5.2000e-004 | 1.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1297 | 0.1297 | 1.0000e-005 | 0.0000 | 0.1298 |
| Worker | 4.0000e-005 | 3.0000e-005 | 2.8000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.0835 | 0.0835 | 0.0000 | 0.0000 | 0.0836 |
| **Total** | **6.0000e-005** | **5.5000e-004** | **4.1000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.2132** | **0.2132** | **1.0000e-005** | **0.0000** | **0.2134** |

## 3.3 Building Construction - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 9.5000e-004 | 8.7200e-003 | 8.2900e-003 | 1.0000e-005 | | 4.8000e-004 | 4.8000e-004 | | 4.5000e-004 | 4.5000e-004 | 0.0000 | 1.1582 | 1.1582 | 2.8000e-004 | 0.0000 | 1.1652 |
| **Total** | **9.5000e-004** | **8.7200e-003** | **8.2900e-003** | **1.0000e-005** | | **4.8000e-004** | **4.8000e-004** | | **4.5000e-004** | **4.5000e-004** | **0.0000** | **1.1582** | **1.1582** | **2.8000e-004** | **0.0000** | **1.1652** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0000e-005 | 5.2000e-004 | 1.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1297 | 0.1297 | 1.0000e-005 | 0.0000 | 0.1298 |
| Worker | 4.0000e-005 | 3.0000e-005 | 2.8000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.0835 | 0.0835 | 0.0000 | 0.0000 | 0.0836 |
| **Total** | **6.0000e-005** | **5.5000e-004** | **4.1000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.2132** | **0.2132** | **1.0000e-005** | **0.0000** | **0.2134** |

## 3.4 Paving - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 6.5100e-003 | 0.0649 | 0.0676 | 1.0000e-004 | | 3.5800e-003 | 3.5800e-003 | | 3.3000e-003 | 3.3000e-003 | 0.0000 | 9.0046 | 9.0046 | 2.8300e-003 | 0.0000 | 9.0754 |
| Paving | 9.4000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **7.4500e-003** | **0.0649** | **0.0676** | **1.0000e-004** | | **3.5800e-003** | **3.5800e-003** | | **3.3000e-003** | **3.3000e-003** | **0.0000** | **9.0046** | **9.0046** | **2.8300e-003** | **0.0000** | **9.0754** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.6000e-004 | 2.6000e-004 | 2.7000e-003 | 1.0000e-005 | 8.7000e-004 | 1.0000e-005 | 8.8000e-004 | 2.3000e-004 | 1.0000e-005 | 2.4000e-004 | 0.0000 | 0.7615 | 0.7615 | 2.0000e-005 | 0.0000 | 0.7620 |
| **Total** | **3.6000e-004** | **2.6000e-004** | **2.7000e-003** | **1.0000e-005** | **8.7000e-004** | **1.0000e-005** | **8.8000e-004** | **2.3000e-004** | **1.0000e-005** | **2.4000e-004** | **0.0000** | **0.7615** | **0.7615** | **2.0000e-005** | **0.0000** | **0.7620** |

## 3.4 Paving - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 6.5100e-003 | 0.0649 | 0.0676 | 1.0000e-004 | | 3.5800e-003 | 3.5800e-003 | | 3.3000e-003 | 3.3000e-003 | 0.0000 | 9.0046 | 9.0046 | 2.8300e-003 | 0.0000 | 9.0753 |
| Paving | 9.4000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **7.4500e-003** | **0.0649** | **0.0676** | **1.0000e-004** | | **3.5800e-003** | **3.5800e-003** | | **3.3000e-003** | **3.3000e-003** | **0.0000** | **9.0046** | **9.0046** | **2.8300e-003** | **0.0000** | **9.0753** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.6000e-004 | 2.6000e-004 | 2.7000e-003 | 1.0000e-005 | 8.7000e-004 | 1.0000e-005 | 8.8000e-004 | 2.3000e-004 | 1.0000e-005 | 2.4000e-004 | 0.0000 | 0.7615 | 0.7615 | 2.0000e-005 | 0.0000 | 0.7620 |
| **Total** | **3.6000e-004** | **2.6000e-004** | **2.7000e-003** | **1.0000e-005** | **8.7000e-004** | **1.0000e-005** | **8.8000e-004** | **2.3000e-004** | **1.0000e-005** | **2.4000e-004** | **0.0000** | **0.7615** | **0.7615** | **2.0000e-005** | **0.0000** | **0.7620** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1551 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0226 | 0.1574 | 0.1712 | 2.8000e-004 | | 0.0104 | 0.0104 | | 0.0104 | 0.0104 | 0.0000 | 23.8729 | 23.8729 | 1.8500e-003 | 0.0000 | 23.9191 |
| **Total** | **0.1778** | **0.1574** | **0.1712** | **2.8000e-004** | | **0.0104** | **0.0104** | | **0.0104** | **0.0104** | **0.0000** | **23.8729** | **23.8729** | **1.8500e-003** | **0.0000** | **23.9191** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 1.1100e-003 | 0.0115 | 4.0000e-005 | 3.6900e-003 | 2.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 3.2364 | 3.2364 | 8.0000e-005 | 0.0000 | 3.2384 |
| **Total** | **1.5500e-003** | **1.1100e-003** | **0.0115** | **4.0000e-005** | **3.6900e-003** | **2.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **3.2364** | **3.2364** | **8.0000e-005** | **0.0000** | **3.2384** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1551 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0226 | 0.1574 | 0.1712 | 2.8000e-004 | | 0.0104 | 0.0104 | | 0.0104 | 0.0104 | 0.0000 | 23.8729 | 23.8729 | 1.8500e-003 | 0.0000 | 23.9191 |
| **Total** | **0.1778** | **0.1574** | **0.1712** | **2.8000e-004** | | **0.0104** | **0.0104** | | **0.0104** | **0.0104** | **0.0000** | **23.8729** | **23.8729** | **1.8500e-003** | **0.0000** | **23.9191** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 1.1100e-003 | 0.0115 | 4.0000e-005 | 3.6900e-003 | 2.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 3.2364 | 3.2364 | 8.0000e-005 | 0.0000 | 3.2384 |
| **Total** | **1.5500e-003** | **1.1100e-003** | **0.0115** | **4.0000e-005** | **3.6900e-003** | **2.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **3.2364** | **3.2364** | **8.0000e-005** | **0.0000** | **3.2384** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 9.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2000e-003 | 8.4000e-003 | 0.0100 | 2.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 1.4043 | 1.4043 | 1.0000e-004 | 0.0000 | 1.4067 |
| **Total** | **0.0103** | **8.4000e-003** | **0.0100** | **2.0000e-005** | | **5.2000e-004** | **5.2000e-004** | | **5.2000e-004** | **5.2000e-004** | **0.0000** | **1.4043** | **1.4043** | **1.0000e-004** | **0.0000** | **1.4067** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 8.0000e-005 | 6.0000e-005 | 6.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1837 | 0.1837 | 0.0000 | 0.0000 | 0.1838 |
| **Total** | **8.0000e-005** | **6.0000e-005** | **6.2000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **2.2000e-004** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **0.1837** | **0.1837** | **0.0000** | **0.0000** | **0.1838** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 9.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2000e-003 | 8.4000e-003 | 0.0100 | 2.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 1.4043 | 1.4043 | 1.0000e-004 | 0.0000 | 1.4067 |
| **Total** | **0.0103** | **8.4000e-003** | **0.0100** | **2.0000e-005** | | **5.2000e-004** | **5.2000e-004** | | **5.2000e-004** | **5.2000e-004** | **0.0000** | **1.4043** | **1.4043** | **1.0000e-004** | **0.0000** | **1.4067** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 8.0000e-005 | 6.0000e-005 | 6.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1837 | 0.1837 | 0.0000 | 0.0000 | 0.1838 |
| **Total** | **8.0000e-005** | **6.0000e-005** | **6.2000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **2.2000e-004** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **0.1837** | **0.1837** | **0.0000** | **0.0000** | **0.1838** |

### 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0653 | 0.2967 | 0.6121 | 1.9500e-003 | 0.1616 | 1.8200e-003 | 0.1634 | 0.0434 | 1.7000e-003 | 0.0451 | 0.0000 | 179.5447 | 179.5447 | 7.5200e-003 | 0.0000 | 179.7326 |
| Unmitigated | 0.0656 | 0.2992 | 0.6199 | 1.9900e-003 | 0.1649 | 1.8500e-003 | 0.1667 | 0.0443 | 1.7300e-003 | 0.0460 | 0.0000 | 182.7859 | 182.7859 | 7.6100e-003 | 0.0000 | 182.9760 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 7.0070 | 7.0070 | 7.5000e-004 | 1.6000e-004 | 7.0723 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 35.0348 | 35.0348 | 3.7700e-003 | 7.8000e-004 | 35.3615 |
| NaturalGas Mitigated | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 86.8492 | 86.8492 | 1.6600e-003 | 1.5900e-003 | 87.3653 |
| NaturalGas Unmitigated | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 86.8492 | 86.8492 | 1.6600e-003 | 1.5900e-003 | 87.3653 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hotel | 1.07873e+006 | 5.8200e-003 | 0.0529 | 0.0444 | 3.2000e-004 | | 4.0200e-003 | 4.0200e-003 | | 4.0200e-003 | 4.0200e-003 | 0.0000 | 57.5650 | 57.5650 | 1.1000e-003 | 1.0600e-003 | 57.9071 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 519700 | 2.8000e-003 | 0.0255 | 0.0214 | 1.5000e-004 | | 1.9400e-003 | 1.9400e-003 | | 1.9400e-003 | 1.9400e-003 | 0.0000 | 27.7332 | 27.7332 | 5.3000e-004 | 5.1000e-004 | 27.8980 |
| Single Family Housing | 29065.1 | 1.6000e-004 | 1.3400e-003 | 5.7000e-004 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5510 | 1.5510 | 3.0000e-005 | 3.0000e-005 | 1.5602 |
| **Total** | | **8.7800e-003** | **0.0797** | **0.0664** | **4.8000e-004** | | **6.0700e-003** | **6.0700e-003** | | **6.0700e-003** | **6.0700e-003** | **0.0000** | **86.8492** | **86.8492** | **1.6600e-003** | **1.6000e-003** | **87.3653** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hotel | 1.07873e+006 | 5.8200e-003 | 0.0529 | 0.0444 | 3.2000e-004 | | 4.0200e-003 | 4.0200e-003 | | 4.0200e-003 | 4.0200e-003 | 0.0000 | 57.5650 | 57.5650 | 1.1000e-003 | 1.0600e-003 | 57.9071 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 519700 | 2.8000e-003 | 0.0255 | 0.0214 | 1.5000e-004 | | 1.9400e-003 | 1.9400e-003 | | 1.9400e-003 | 1.9400e-003 | 0.0000 | 27.7332 | 27.7332 | 5.3000e-004 | 5.1000e-004 | 27.8980 |
| Single Family Housing | 29065.1 | 1.6000e-004 | 1.3400e-003 | 5.7000e-004 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5510 | 1.5510 | 3.0000e-005 | 3.0000e-005 | 1.5602 |
| **Total** | | **8.7800e-003** | **0.0797** | **0.0664** | **4.8000e-004** | | **6.0700e-003** | **6.0700e-003** | | **6.0700e-003** | **6.0700e-003** | **0.0000** | **86.8492** | **86.8492** | **1.6600e-003** | **1.6000e-003** | **87.3653** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 185509 | 22.6772 | 2.4400e-003 | 5.0000e-004 | 22.8887 |
| Parking Lot | 11200 | 1.3691 | 1.5000e-004 | 3.0000e-005 | 1.3819 |
| Quality Restaurant | 81800 | 9.9995 | 1.0800e-003 | 2.2000e-004 | 10.0927 |
| Single Family Housing | 8090.57 | 0.9890 | 1.1000e-004 | 2.0000e-005 | 0.9982 |
| **Total** | | **35.0348** | **3.7800e-003** | **7.7000e-004** | **35.3615** |

### 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 37101.8 | 4.5354 | 4.9000e-004 | 1.0000e-004 | 4.5777 |
| Parking Lot | 2240 | 0.2738 | 3.0000e-005 | 1.0000e-005 | 0.2764 |
| Quality Restaurant | 16360 | 1.9999 | 2.2000e-004 | 4.0000e-005 | 2.0186 |
| Single Family Housing | 1618.11 | 0.1978 | 2.0000e-005 | 0.0000 | 0.1997 |
| **Total** | | **7.0070** | **7.6000e-004** | **1.5000e-004** | **7.0723** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.1334 | 1.7000e-004 | 8.5000e-003 | 0.0000 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.0990 | 0.0990 | 2.0000e-005 | 0.0000 | 0.1000 |
| Unmitigated | 0.1393 | 2.2000e-004 | 0.0170 | 2.0000e-005 | | 1.2800e-003 | 1.2800e-003 | | 1.2800e-003 | 1.2800e-003 | 0.1271 | 0.0454 | 0.1725 | 2.6000e-004 | 1.0000e-005 | 0.1811 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0164 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1167 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 5.8900e-003 | 1.3000e-004 | 8.5700e-003 | 2.0000e-005 | | 1.2400e-003 | 1.2400e-003 | | 1.2400e-003 | 1.2400e-003 | 0.1271 | 0.0312 | 0.1583 | 2.4000e-004 | 1.0000e-005 | 0.1665 |
| Landscaping | 3.2000e-004 | 1.0000e-004 | 8.4700e-003 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0141 | 0.0141 | 2.0000e-005 | 0.0000 | 0.0146 |
| **Total** | **0.1393** | **2.3000e-004** | **0.0170** | **2.0000e-005** | | **1.2800e-003** | **1.2800e-003** | | **1.2800e-003** | **1.2800e-003** | **0.1271** | **0.0454** | **0.1725** | **2.6000e-004** | **1.0000e-005** | **0.1811** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0164 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1167 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 1.0000e-005 | 7.0000e-005 | 3.0000e-005 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 0.0849 | 0.0849 | 0.0000 | 0.0000 | 0.0854 |
| Landscaping | 3.2000e-004 | 1.0000e-004 | 8.4700e-003 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0141 | 0.0141 | 2.0000e-005 | 0.0000 | 0.0146 |
| **Total** | **0.1334** | **1.7000e-004** | **8.5000e-003** | **0.0000** | | **5.0000e-005** | **5.0000e-005** | | **5.0000e-005** | **5.0000e-005** | **0.0000** | **0.0990** | **0.0990** | **2.0000e-005** | **0.0000** | **0.1000** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 1.4505 | 0.0461 | 1.1100e-003 | 2.9325 |
| Unmitigated | 1.6257 | 0.0518 | 1.2400e-003 | 3.2908 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 0.761003 / 0.0845559 | 0.7810 | 0.0249 | 6.0000e-004 | 1.5804 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0.758834 / 0.0484362 | 0.7634 | 0.0248 | 6.0000e-004 | 1.5604 |
| Single Family Housing | 0.065154 / 0.0410754 | 0.0813 | 2.1300e-003 | 5.0000e-005 | 0.1499 |
| **Total** | | **1.6257** | **0.0518** | **1.2500e-003** | **3.2908** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 0.677293 / 0.079398 | 0.6968 | 0.0221 | 5.3000e-004 | 1.4084 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0.675363 / 0.0454816 | 0.6804 | 0.0221 | 5.3000e-004 | 1.3898 |
| Single Family Housing | 0.0579871 / 0.0385698 | 0.0733 | 1.9000e-003 | 5.0000e-005 | 0.1343 |
| **Total** | | **1.4505** | **0.0461** | **1.1100e-003** | **2.9325** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Unmitigated | 4.0537 | 0.2396 | 0.0000 | 10.0429 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 16.43 | 3.3351 | 0.1971 | 0.0000 | 8.2627 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 2.28 | 0.4628 | 0.0274 | 0.0000 | 1.1466 |
| Single Family Housing | 1.26 | 0.2558 | 0.0151 | 0.0000 | 0.6337 |
| **Total** | | **4.0537** | **0.2396** | **0.0000** | **10.0430** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 16.43 | 3.3351 | 0.1971 | 0.0000 | 8.2627 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 2.28 | 0.4628 | 0.0274 | 0.0000 | 1.1466 |
| Single Family Housing | 1.26 | 0.2558 | 0.0151 | 0.0000 | 0.6337 |
| **Total** | | **4.0537** | **0.2396** | **0.0000** | **10.0430** |

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Unmitigated

**Bay Area AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblConstructionPhase | PhaseEndDate | 8/12/2020 | 1/15/2021 |
| tblConstructionPhase | PhaseEndDate | 6/23/2020 | 1/1/2021 |
| tblConstructionPhase | PhaseEndDate | 8/6/2019 | 3/16/2020 |
| tblConstructionPhase | PhaseEndDate | 7/17/2020 | 3/31/2020 |
| tblConstructionPhase | PhaseStartDate | 7/18/2020 | 4/15/2020 |
| tblConstructionPhase | PhaseStartDate | 8/7/2019 | 4/1/2020 |
| tblConstructionPhase | PhaseStartDate | 7/26/2019 | 3/2/2020 |
| tblConstructionPhase | PhaseStartDate | 6/24/2020 | 3/17/2020 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1634 | 65.4781 | 24.2185 | 0.1394 | 8.9608 | 1.4019 | 10.3627 | 4.0479 | 1.2944 | 5.3423 | 0.0000 | 14,597.1954 | 14,597.1954 | 1.5124 | 0.0000 | 14,635.0044 |
| 2021 | 3.9065 | 20.0487 | 19.3733 | 0.0350 | 0.3141 | 1.0565 | 1.3706 | 0.0849 | 0.9989 | 1.0838 | 0.0000 | 3,361.3584 | 3,361.3584 | 0.6542 | 0.0000 | 3,377.7134 |
| **Maximum** | **4.1634** | **65.4781** | **24.2185** | **0.1394** | **8.9608** | **1.4019** | **10.3627** | **4.0479** | **1.2944** | **5.3423** | **0.0000** | **14,597.1954** | **14,597.1954** | **1.5124** | **0.0000** | **14,635.0044** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1634 | 65.4781 | 24.2185 | 0.1394 | 8.9608 | 1.4019 | 10.3627 | 4.0479 | 1.2944 | 5.3423 | 0.0000 | 14,597.1954 | 14,597.1954 | 1.5124 | 0.0000 | 14,635.0044 |
| 2021 | 3.9065 | 20.0487 | 19.3733 | 0.0350 | 0.3141 | 1.0565 | 1.3706 | 0.0849 | 0.9989 | 1.0838 | 0.0000 | 3,361.3584 | 3,361.3584 | 0.6542 | 0.0000 | 3,377.7134 |
| **Maximum** | **4.1634** | **65.4781** | **24.2185** | **0.1394** | **8.9608** | **1.4019** | **10.3627** | **4.0479** | **1.2944** | **5.3423** | **0.0000** | **14,597.1954** | **14,597.1954** | **1.5124** | **0.0000** | **14,635.0044** |

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

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.4198 | 1.6064 | 3.4267 | 0.0116 | 0.9412 | 0.0101 | 0.9514 | 0.2518 | 9.4900e-003 | 0.2613 | | 1,170.4971 | 1,170.4971 | 0.0456 | | 1,171.6381 |
| **Total** | **2.2371** | **2.0641** | **5.2249** | **0.0167** | **0.9412** | **0.2334** | **1.1746** | **0.2518** | **0.2327** | **0.4846** | **20.3783** | **1,701.4212** | **1,721.7995** | **0.0811** | **0.0111** | **1,727.1214** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.4179 | 1.5936 | 3.3786 | 0.0114 | 0.9224 | 9.9700e-003 | 0.9324 | 0.2468 | 9.3300e-003 | 0.2561 | | 1,149.6975 | 1,149.6975 | 0.0451 | | 1,150.8242 |
| **Total** | **1.2004** | **2.0445** | **3.8420** | **0.0141** | **0.9224** | **0.0448** | **0.9672** | **0.2468** | **0.0441** | **0.2909** | **0.0000** | **1,691.2451** | **1,691.2451** | **0.0557** | **9.9300e-003** | **1,695.5941** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 46.34 | 0.95 | 26.47 | 15.80 | 2.00 | 80.83 | 17.66 | 2.00 | 81.05 | 39.96 | 100.00 | 0.60 | 1.77 | 31.38 | 10.22 | 1.83 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 3 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.214**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 3.2 Grading - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4553 | 0.0000 | 6.4553 | 3.3624 | 0.0000 | 3.3624 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4553** | **1.2734** | **7.7288** | **3.3624** | **1.1716** | **4.5339** | | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1252 | 39.0606 | 7.7631 | 0.1085 | 2.3822 | 0.1277 | 2.5099 | 0.6528 | 0.1222 | 0.7750 | | 11,601.5938 | 11,601.5938 | 0.5804 | | 11,616.1031 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0316 | 0.4025 | 1.2400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 123.1165 | 123.1165 | 2.9700e-003 | | 123.1907 |
| **Total** | **1.1774** | **39.0922** | **8.1655** | **0.1097** | **2.5055** | **0.1285** | **2.6339** | **0.6855** | **0.1229** | **0.8084** | | **11,724.7103** | **11,724.7103** | **0.5833** | | **11,739.2938** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4553 | 0.0000 | 6.4553 | 3.3624 | 0.0000 | 3.3624 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | 0.0000 | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4553** | **1.2734** | **7.7288** | **3.3624** | **1.1716** | **4.5339** | **0.0000** | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1252 | 39.0606 | 7.7631 | 0.1085 | 2.3822 | 0.1277 | 2.5099 | 0.6528 | 0.1222 | 0.7750 | | 11,601.5938 | 11,601.5938 | 0.5804 | | 11,616.1031 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0316 | 0.4025 | 1.2400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 123.1165 | 123.1165 | 2.9700e-003 | | 123.1907 |
| **Total** | **1.1774** | **39.0922** | **8.1655** | **0.1097** | **2.5055** | **0.1285** | **2.6339** | **0.6855** | **0.1229** | **0.8084** | | **11,724.7103** | **11,724.7103** | **0.5833** | | **11,739.2938** |

## 3.3 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0379 | 1.1396 | 0.2718 | 2.7500e-003 | 0.0677 | 5.5900e-003 | 0.0733 | 0.0195 | 5.3400e-003 | 0.0248 | | 291.7081 | 291.7081 | 0.0144 | | 292.0672 |
| Worker | 0.0869 | 0.0526 | 0.6708 | 2.0600e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 205.1941 | 205.1941 | 4.9400e-003 | | 205.3178 |
| **Total** | **0.1248** | **1.1922** | **0.9426** | **4.8100e-003** | **0.2731** | **6.9200e-003** | **0.2800** | **0.0740** | **6.5700e-003** | **0.0805** | | **496.9022** | **496.9022** | **0.0193** | | **497.3849** |

## 3.3 Building Construction - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0379 | 1.1396 | 0.2718 | 2.7500e-003 | 0.0677 | 5.5900e-003 | 0.0733 | 0.0195 | 5.3400e-003 | 0.0248 | | 291.7081 | 291.7081 | 0.0144 | | 292.0672 |
| Worker | 0.0869 | 0.0526 | 0.6708 | 2.0600e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 205.1941 | 205.1941 | 4.9400e-003 | | 205.3178 |
| **Total** | **0.1248** | **1.1922** | **0.9426** | **4.8100e-003** | **0.2731** | **6.9200e-003** | **0.2800** | **0.0740** | **6.5700e-003** | **0.0805** | | **496.9022** | **496.9022** | **0.0193** | | **497.3849** |

## 3.3 Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0310 | 1.0334 | 0.2437 | 2.7300e-003 | 0.0677 | 2.2400e-003 | 0.0699 | 0.0195 | 2.1400e-003 | 0.0216 | | 288.9585 | 288.9585 | 0.0136 | | 289.2976 |
| Worker | 0.0804 | 0.0470 | 0.6141 | 1.9900e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 197.9899 | 197.9899 | 4.4300e-003 | | 198.1005 |
| **Total** | **0.1114** | **1.0804** | **0.8578** | **4.7200e-003** | **0.2731** | **3.5300e-003** | **0.2766** | **0.0740** | **3.3300e-003** | **0.0773** | | **486.9484** | **486.9484** | **0.0180** | | **487.3981** |

## 3.3 Building Construction - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0310 | 1.0334 | 0.2437 | 2.7300e-003 | 0.0677 | 2.2400e-003 | 0.0699 | 0.0195 | 2.1400e-003 | 0.0216 | | 288.9585 | 288.9585 | 0.0136 | | 289.2976 |
| Worker | 0.0804 | 0.0470 | 0.6141 | 1.9900e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 197.9899 | 197.9899 | 4.4300e-003 | | 198.1005 |
| **Total** | **0.1114** | **1.0804** | **0.8578** | **4.7200e-003** | **0.2731** | **3.5300e-003** | **0.2766** | **0.0740** | **3.3300e-003** | **0.0773** | | **486.9484** | **486.9484** | **0.0180** | | **487.3981** |

## 3.4 Paving - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0695 | 0.0421 | 0.5366 | 1.6500e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 164.1553 | 164.1553 | 3.9600e-003 | | 164.2542 |
| **Total** | **0.0695** | **0.0421** | **0.5366** | **1.6500e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **164.1553** | **164.1553** | **3.9600e-003** | | **164.2542** |

## 3.4 Paving - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | 0.0000 | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | **0.0000** | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0695 | 0.0421 | 0.5366 | 1.6500e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 164.1553 | 164.1553 | 3.9600e-003 | | 164.2542 |
| **Total** | **0.0695** | **0.0421** | **0.5366** | **1.6500e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **164.1553** | **164.1553** | **3.9600e-003** | | **164.2542** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0174 | 0.0105 | 0.1342 | 4.1000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 41.0388 | 41.0388 | 9.9000e-004 | | 41.0636 |
| **Total** | **0.0174** | **0.0105** | **0.1342** | **4.1000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **41.0388** | **41.0388** | **9.9000e-004** | | **41.0636** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0174 | 0.0105 | 0.1342 | 4.1000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 41.0388 | 41.0388 | 9.9000e-004 | | 41.0636 |
| **Total** | **0.0174** | **0.0105** | **0.1342** | **4.1000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **41.0388** | **41.0388** | **9.9000e-004** | | **41.0636** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0161 | 9.4000e-003 | 0.1228 | 4.0000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 39.5980 | 39.5980 | 8.9000e-004 | | 39.6201 |
| **Total** | **0.0161** | **9.4000e-003** | **0.1228** | **4.0000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **39.5980** | **39.5980** | **8.9000e-004** | | **39.6201** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0161 | 9.4000e-003 | 0.1228 | 4.0000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 39.5980 | 39.5980 | 8.9000e-004 | | 39.6201 |
| **Total** | **0.0161** | **9.4000e-003** | **0.1228** | **4.0000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **39.5980** | **39.5980** | **8.9000e-004** | | **39.6201** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.4179 | 1.5936 | 3.3786 | 0.0114 | 0.9224 | 9.9700e-003 | 0.9324 | 0.2468 | 9.3300e-003 | 0.2561 | | 1,149.6975 | 1,149.6975 | 0.0451 | | 1,150.8242 |
| Unmitigated | 0.4198 | 1.6064 | 3.4267 | 0.0116 | 0.9412 | 0.0101 | 0.9514 | 0.2518 | 9.4900e-003 | 0.2613 | | 1,170.4971 | 1,170.4971 | 0.0456 | | 1,171.6381 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| NaturalGas Unmitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2955.42 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1423.84 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 79.6304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

### 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2.95542 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1.42384 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 0.0796304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Unmitigated | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0363 | 0.0200 | 1.3403 | 2.5200e-003 | | 0.1895 | 0.1895 | | 0.1895 | 0.1895 | 20.3783 | 6.1765 | 26.5548 | 0.0252 | 1.4400e-003 | 27.6133 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **1.7692** | **0.0210** | **1.4344** | **2.5300e-003** | | **0.1900** | **0.1900** | | **0.1900** | **0.1900** | **20.3783** | **6.3496** | **26.7280** | **0.0254** | **1.4400e-003** | **27.7916** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.5400e-003 | 0.0132 | 5.6000e-003 | 8.0000e-005 | | 1.0600e-003 | 1.0600e-003 | | 1.0600e-003 | 1.0600e-003 | 0.0000 | 16.8000 | 16.8000 | 3.2000e-004 | 3.1000e-004 | 16.8998 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **0.7344** | **0.0142** | **0.0997** | **9.0000e-005** | | **1.5600e-003** | **1.5600e-003** | | **1.5600e-003** | **1.5600e-003** | **0.0000** | **16.9732** | **16.9732** | **5.3000e-004** | **3.1000e-004** | **17.0782** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Unmitigated

**Bay Area AQMD Air District, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblConstructionPhase | PhaseEndDate | 8/12/2020 | 1/15/2021 |
| tblConstructionPhase | PhaseEndDate | 6/23/2020 | 1/1/2021 |
| tblConstructionPhase | PhaseEndDate | 8/6/2019 | 3/16/2020 |
| tblConstructionPhase | PhaseEndDate | 7/17/2020 | 3/31/2020 |
| tblConstructionPhase | PhaseStartDate | 7/18/2020 | 4/15/2020 |
| tblConstructionPhase | PhaseStartDate | 8/7/2019 | 4/1/2020 |
| tblConstructionPhase | PhaseStartDate | 7/26/2019 | 3/2/2020 |
| tblConstructionPhase | PhaseStartDate | 6/24/2020 | 3/17/2020 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1714 | 66.4441 | 24.7883 | 0.1375 | 8.9608 | 1.4041 | 10.3649 | 4.0479 | 1.2966 | 5.3444 | 0.0000 | 14,392.6255 | 14,392.6255 | 1.5413 | 0.0000 | 14,431.1590 |
| 2021 | 3.9140 | 20.0709 | 19.3623 | 0.0348 | 0.3141 | 1.0566 | 1.3707 | 0.0849 | 0.9990 | 1.0839 | 0.0000 | 3,335.3001 | 3,335.3001 | 0.6550 | 0.0000 | 3,351.6739 |
| **Maximum** | **4.1714** | **66.4441** | **24.7883** | **0.1375** | **8.9608** | **1.4041** | **10.3649** | **4.0479** | **1.2966** | **5.3444** | **0.0000** | **14,392.6255** | **14,392.6255** | **1.5413** | **0.0000** | **14,431.1590** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1714 | 66.4441 | 24.7883 | 0.1375 | 8.9608 | 1.4041 | 10.3649 | 4.0479 | 1.2966 | 5.3444 | 0.0000 | 14,392.6255 | 14,392.6255 | 1.5413 | 0.0000 | 14,431.1590 |
| 2021 | 3.9140 | 20.0709 | 19.3623 | 0.0348 | 0.3141 | 1.0566 | 1.3707 | 0.0849 | 0.9990 | 1.0839 | 0.0000 | 3,335.3001 | 3,335.3001 | 0.6550 | 0.0000 | 3,351.6739 |
| **Maximum** | **4.1714** | **66.4441** | **24.7883** | **0.1375** | **8.9608** | **1.4041** | **10.3649** | **4.0479** | **1.2966** | **5.3444** | **0.0000** | **14,392.6255** | **14,392.6255** | **1.5413** | **0.0000** | **14,431.1590** |

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

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.3568 | 1.6637 | 3.6248 | 0.0108 | 0.9412 | 0.0103 | 0.9515 | 0.2518 | 9.6000e-003 | 0.2614 | | 1,094.6774 | 1,094.6774 | 0.0478 | | 1,095.8715 |
| **Total** | **2.1740** | **2.1214** | **5.4229** | **0.0160** | **0.9412** | **0.2335** | **1.1747** | **0.2518** | **0.2328** | **0.4847** | **20.3783** | **1,625.6015** | **1,645.9798** | **0.0832** | **0.0111** | **1,651.3548** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.3549 | 1.6496 | 3.5819 | 0.0106 | 0.9224 | 0.0101 | 0.9325 | 0.2468 | 9.4400e-003 | 0.2562 | | 1,075.1644 | 1,075.1644 | 0.0472 | | 1,076.3448 |
| **Total** | **1.1374** | **2.1005** | **4.0454** | **0.0133** | **0.9224** | **0.0449** | **0.9673** | **0.2468** | **0.0442** | **0.2910** | **0.0000** | **1,616.7119** | **1,616.7119** | **0.0578** | **9.9300e-003** | **1,621.1147** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 47.68 | 0.99 | 25.40 | 16.53 | 2.00 | 80.78 | 17.66 | 2.00 | 81.01 | 39.96 | 100.00 | 0.55 | 1.78 | 30.55 | 10.22 | 1.83 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 3 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.214**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Grading - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4553 | 0.0000 | 6.4553 | 3.3624 | 0.0000 | 3.3624 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4553** | **1.2734** | **7.7288** | **3.3624** | **1.1716** | **4.5339** | | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1560 | 40.0192 | 8.3573 | 0.1067 | 2.3822 | 0.1299 | 2.5121 | 0.6528 | 0.1243 | 0.7771 | | 11,406.7306 | 11,406.7306 | 0.6096 | | 11,421.9692 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0552 | 0.0390 | 0.3780 | 1.1400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 113.4098 | 113.4098 | 2.7700e-003 | | 113.4792 |
| **Total** | **1.2112** | **40.0582** | **8.7353** | **0.1078** | **2.5055** | **0.1307** | **2.6362** | **0.6855** | **0.1250** | **0.8105** | | **11,520.1404** | **11,520.1404** | **0.6123** | | **11,535.4484** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4553 | 0.0000 | 6.4553 | 3.3624 | 0.0000 | 3.3624 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | 0.0000 | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4553** | **1.2734** | **7.7288** | **3.3624** | **1.1716** | **4.5339** | **0.0000** | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1560 | 40.0192 | 8.3573 | 0.1067 | 2.3822 | 0.1299 | 2.5121 | 0.6528 | 0.1243 | 0.7771 | | 11,406.7306 | 11,406.7306 | 0.6096 | | 11,421.9692 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0552 | 0.0390 | 0.3780 | 1.1400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 113.4098 | 113.4098 | 2.7700e-003 | | 113.4792 |
| **Total** | **1.2112** | **40.0582** | **8.7353** | **0.1078** | **2.5055** | **0.1307** | **2.6362** | **0.6855** | **0.1250** | **0.8105** | | **11,520.1404** | **11,520.1404** | **0.6123** | | **11,535.4484** |

## 3.3 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0399 | 1.1524 | 0.3110 | 2.6900e-003 | 0.0677 | 5.6800e-003 | 0.0734 | 0.0195 | 5.4300e-003 | 0.0249 | | 284.3272 | 284.3272 | 0.0155 | | 284.7157 |
| Worker | 0.0919 | 0.0650 | 0.6300 | 1.9000e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 189.0164 | 189.0164 | 4.6200e-003 | | 189.1319 |
| **Total** | **0.1318** | **1.2174** | **0.9410** | **4.5900e-003** | **0.2731** | **7.0100e-003** | **0.2801** | **0.0740** | **6.6600e-003** | **0.0806** | | **473.3436** | **473.3436** | **0.0202** | | **473.8476** |

## 3.3 Building Construction - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0399 | 1.1524 | 0.3110 | 2.6900e-003 | 0.0677 | 5.6800e-003 | 0.0734 | 0.0195 | 5.4300e-003 | 0.0249 | | 284.3272 | 284.3272 | 0.0155 | | 284.7157 |
| Worker | 0.0919 | 0.0650 | 0.6300 | 1.9000e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 189.0164 | 189.0164 | 4.6200e-003 | | 189.1319 |
| **Total** | **0.1318** | **1.2174** | **0.9410** | **4.5900e-003** | **0.2731** | **7.0100e-003** | **0.2801** | **0.0740** | **6.6600e-003** | **0.0806** | | **473.3436** | **473.3436** | **0.0202** | | **473.8476** |

## 3.3 Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0329 | 1.0423 | 0.2801 | 2.6600e-003 | 0.0677 | 2.3200e-003 | 0.0700 | 0.0195 | 2.2200e-003 | 0.0217 | | 281.6272 | 281.6272 | 0.0147 | | 281.9940 |
| Worker | 0.0852 | 0.0580 | 0.5745 | 1.8300e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 182.3842 | 182.3842 | 4.1300e-003 | | 182.4873 |
| **Total** | **0.1180** | **1.1003** | **0.8546** | **4.4900e-003** | **0.2731** | **3.6100e-003** | **0.2767** | **0.0740** | **3.4100e-003** | **0.0774** | | **464.0113** | **464.0113** | **0.0188** | | **464.4813** |

## 3.3 Building Construction - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0329 | 1.0423 | 0.2801 | 2.6600e-003 | 0.0677 | 2.3200e-003 | 0.0700 | 0.0195 | 2.2200e-003 | 0.0217 | | 281.6272 | 281.6272 | 0.0147 | | 281.9940 |
| Worker | 0.0852 | 0.0580 | 0.5745 | 1.8300e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 182.3842 | 182.3842 | 4.1300e-003 | | 182.4873 |
| **Total** | **0.1180** | **1.1003** | **0.8546** | **4.4900e-003** | **0.2731** | **3.6100e-003** | **0.2767** | **0.0740** | **3.4100e-003** | **0.0774** | | **464.0113** | **464.0113** | **0.0188** | | **464.4813** |

## 3.4 Paving - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0735 | 0.0520 | 0.5040 | 1.5200e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 151.2131 | 151.2131 | 3.7000e-003 | | 151.3055 |
| **Total** | **0.0735** | **0.0520** | **0.5040** | **1.5200e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **151.2131** | **151.2131** | **3.7000e-003** | | **151.3055** |

## 3.4 Paving - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | 0.0000 | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | **0.0000** | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0735 | 0.0520 | 0.5040 | 1.5200e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 151.2131 | 151.2131 | 3.7000e-003 | | 151.3055 |
| **Total** | **0.0735** | **0.0520** | **0.5040** | **1.5200e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **151.2131** | **151.2131** | **3.7000e-003** | | **151.3055** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0184 | 0.0130 | 0.1260 | 3.8000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 37.8033 | 37.8033 | 9.2000e-004 | | 37.8264 |
| **Total** | **0.0184** | **0.0130** | **0.1260** | **3.8000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **37.8033** | **37.8033** | **9.2000e-004** | | **37.8264** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0184 | 0.0130 | 0.1260 | 3.8000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 37.8033 | 37.8033 | 9.2000e-004 | | 37.8264 |
| **Total** | **0.0184** | **0.0130** | **0.1260** | **3.8000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **37.8033** | **37.8033** | **9.2000e-004** | | **37.8264** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0170 | 0.0116 | 0.1149 | 3.7000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 36.4768 | 36.4768 | 8.3000e-004 | | 36.4975 |
| **Total** | **0.0170** | **0.0116** | **0.1149** | **3.7000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **36.4768** | **36.4768** | **8.3000e-004** | | **36.4975** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0170 | 0.0116 | 0.1149 | 3.7000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 36.4768 | 36.4768 | 8.3000e-004 | | 36.4975 |
| **Total** | **0.0170** | **0.0116** | **0.1149** | **3.7000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **36.4768** | **36.4768** | **8.3000e-004** | | **36.4975** |

### 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.3549 | 1.6496 | 3.5819 | 0.0106 | 0.9224 | 0.0101 | 0.9325 | 0.2468 | 9.4400e-003 | 0.2562 | | 1,075.1644 | 1,075.1644 | 0.0472 | | 1,076.3448 |
| Unmitigated | 0.3568 | 1.6637 | 3.6248 | 0.0108 | 0.9412 | 0.0103 | 0.9515 | 0.2518 | 9.6000e-003 | 0.2614 | | 1,094.6774 | 1,094.6774 | 0.0478 | | 1,095.8715 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| NaturalGas Unmitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2955.42 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1423.84 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 79.6304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

### 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2.95542 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1.42384 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 0.0796304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Unmitigated | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0363 | 0.0200 | 1.3403 | 2.5200e-003 | | 0.1895 | 0.1895 | | 0.1895 | 0.1895 | 20.3783 | 6.1765 | 26.5548 | 0.0252 | 1.4400e-003 | 27.6133 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **1.7692** | **0.0210** | **1.4344** | **2.5300e-003** | | **0.1900** | **0.1900** | | **0.1900** | **0.1900** | **20.3783** | **6.3496** | **26.7280** | **0.0254** | **1.4400e-003** | **27.7916** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.5400e-003 | 0.0132 | 5.6000e-003 | 8.0000e-005 | | 1.0600e-003 | 1.0600e-003 | | 1.0600e-003 | 1.0600e-003 | 0.0000 | 16.8000 | 16.8000 | 3.2000e-004 | 3.1000e-004 | 16.8998 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **0.7344** | **0.0142** | **0.0997** | **9.0000e-005** | | **1.5600e-003** | **1.5600e-003** | | **1.5600e-003** | **1.5600e-003** | **0.0000** | **16.9732** | **16.9732** | **5.3000e-004** | **3.1000e-004** | **17.0782** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Unmitigated

## Bay Area AQMD Air District, Mitigation Report

### Construction Mitigation Summary

| Phase | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Architectural Coating | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Grading | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### OFFROAD Equipment Mitigation

| Equipment Type | Fuel Type | Tier | Number Mitigated | Total Number of Equipment | DPF | Oxidation Catalyst |
|---|---|---|---|---|---|---|
| Air Compressors | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Cement and Mortar Mixers | Diesel | No Change | 0 | 2 | No Change | 0.00 |
| Cranes | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Forklifts | Diesel | No Change | 0 | 3 | No Change | 0.00 |
| Generator Sets | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Graders | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Pavers | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Paving Equipment | Diesel | No Change | 0 | 2 | No Change | 0.00 |
| Rollers | Diesel | No Change | 0 | 2 | No Change | 0.00 |
| Rubber Tired Dozers | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Tractors/Loaders/Backhoes | Diesel | No Change | 0 | 7 | No Change | 0.00 |
| Welders | Diesel | No Change | 0 | 1 | No Change | 0.00 |
| Excavators | Diesel | No Change | 0 | 1 | No Change | 0.00 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unmitigated tons/yr | | | | | | Unmitigated mt/yr | | | | | |
| Air Compressors | 2.38500E-002 | 1.65840E-001 | 1.81230E-001 | 2.90000E-004 | 1.08900E-002 | 1.08900E-002 | 0.00000E+000 | 2.52772E+001 | 2.52772E+001 | 1.94000E-003 | 0.00000E+000 | 2.53258E+001 |
| Cement and Mortar Mixers | 4.80000E-004 | 3.04000E-003 | 2.54000E-003 | 1.00000E-005 | 1.20000E-004 | 1.20000E-004 | 0.00000E+000 | 3.78080E-001 | 3.78080E-001 | 4.00000E-005 | 0.00000E+000 | 3.79060E-001 |
| Cranes | 3.92600E-002 | 4.66800E-001 | 1.83190E-001 | 5.00000E-004 | 1.92400E-002 | 1.77000E-002 | 0.00000E+000 | 4.39124E+001 | 4.39124E+001 | 1.42000E-002 | 0.00000E+000 | 4.42675E+001 |
| Excavators | 1.35000E-003 | 1.32700E-002 | 1.79700E-002 | 3.00000E-005 | 6.40000E-004 | 5.90000E-004 | 0.00000E+000 | 2.49535E+000 | 2.49535E+000 | 8.10000E-004 | 0.00000E+000 | 2.51553E+000 |
| Forklifts | 4.27500E-002 | 3.85180E-001 | 3.50520E-001 | 4.50000E-004 | 2.86900E-002 | 2.63900E-002 | 0.00000E+000 | 3.98845E+001 | 3.98845E+001 | 1.29000E-002 | 0.00000E+000 | 4.02070E+001 |
| Generator Sets | 3.94900E-002 | 3.44230E-001 | 3.66840E-001 | 6.50000E-004 | 1.94100E-002 | 1.94100E-002 | 0.00000E+000 | 5.59555E+001 | 5.59555E+001 | 3.15000E-003 | 0.00000E+000 | 5.60343E+001 |
| Graders | 2.62000E-003 | 3.47900E-002 | 9.98000E-003 | 4.00000E-005 | 1.11000E-003 | 1.02000E-003 | 0.00000E+000 | 3.20686E+000 | 3.20686E+000 | 1.04000E-003 | 0.00000E+000 | 3.23278E+000 |
| Pavers | 1.44000E-003 | 1.54600E-002 | 1.59400E-002 | 3.00000E-005 | 7.50000E-004 | 6.90000E-004 | 0.00000E+000 | 2.27159E+000 | 2.27159E+000 | 7.30000E-004 | 0.00000E+000 | 2.28995E+000 |
| Paving Equipment | 1.71000E-003 | 1.76700E-002 | 2.09100E-002 | 3.00000E-005 | 8.80000E-004 | 8.10000E-004 | 0.00000E+000 | 2.95276E+000 | 2.95276E+000 | 9.50000E-004 | 0.00000E+000 | 2.97663E+000 |
| Rollers | 1.72000E-003 | 1.71700E-002 | 1.56200E-002 | 2.00000E-005 | 1.09000E-003 | 1.01000E-003 | 0.00000E+000 | 1.90150E+000 | 1.90150E+000 | 6.10000E-004 | 0.00000E+000 | 1.91688E+000 |
| Rubber Tired Dozers | 5.94000E-003 | 6.23300E-002 | 2.27200E-002 | 5.00000E-005 | 3.05000E-003 | 2.81000E-003 | 0.00000E+000 | 4.12804E+000 | 4.12804E+000 | 1.34000E-003 | 0.00000E+000 | 4.16142E+000 |
| Tractors/Loaders/ Backhoes | 5.90200E-002 | 5.93110E-001 | 6.42560E-001 | 8.80000E-004 | 3.75000E-002 | 3.45000E-002 | 0.00000E+000 | 7.69105E+001 | 7.69105E+001 | 2.48700E-002 | 0.00000E+000 | 7.75323E+001 |
| Welders | 3.38500E-002 | 1.55530E-001 | 1.74910E-001 | 2.50000E-004 | 8.60000E-003 | 8.60000E-003 | 0.00000E+000 | 1.86338E+001 | 1.86338E+001 | 2.75000E-003 | 0.00000E+000 | 1.87027E+001 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mitigated tons/yr | | | | | | Mitigated mt/yr | | | | | |
| Air Compressors | 2.38500E-002 | 1.65840E-001 | 1.81230E-001 | 2.90000E-004 | 1.08900E-002 | 1.08900E-002 | 0.00000E+000 | 2.52772E+001 | 2.52772E+001 | 1.94000E-003 | 0.00000E+000 | 2.53258E+001 |
| Cement and Mortar Mixers | 4.80000E-004 | 3.04000E-003 | 2.54000E-003 | 1.00000E-005 | 1.20000E-004 | 1.20000E-004 | 0.00000E+000 | 3.78080E-001 | 3.78080E-001 | 4.00000E-005 | 0.00000E+000 | 3.79060E-001 |
| Cranes | 3.92600E-002 | 4.66800E-001 | 1.83190E-001 | 5.00000E-004 | 1.92400E-002 | 1.77000E-002 | 0.00000E+000 | 4.39123E+001 | 4.39123E+001 | 1.42000E-002 | 0.00000E+000 | 4.42674E+001 |
| Excavators | 1.35000E-003 | 1.32700E-002 | 1.79700E-002 | 3.00000E-005 | 6.40000E-004 | 5.90000E-004 | 0.00000E+000 | 2.49535E+000 | 2.49535E+000 | 8.10000E-004 | 0.00000E+000 | 2.51552E+000 |
| Forklifts | 4.27500E-002 | 3.85180E-001 | 3.50520E-001 | 4.50000E-004 | 2.86900E-002 | 2.63900E-002 | 0.00000E+000 | 3.98845E+001 | 3.98845E+001 | 1.29000E-002 | 0.00000E+000 | 4.02070E+001 |
| Generator Sets | 3.94900E-002 | 3.44230E-001 | 3.66840E-001 | 6.50000E-004 | 1.94100E-002 | 1.94100E-002 | 0.00000E+000 | 5.59555E+001 | 5.59555E+001 | 3.15000E-003 | 0.00000E+000 | 5.60342E+001 |
| Graders | 2.62000E-003 | 3.47900E-002 | 9.98000E-003 | 4.00000E-005 | 1.11000E-003 | 1.02000E-003 | 0.00000E+000 | 3.20685E+000 | 3.20685E+000 | 1.04000E-003 | 0.00000E+000 | 3.23278E+000 |
| Pavers | 1.44000E-003 | 1.54600E-002 | 1.59400E-002 | 3.00000E-005 | 7.50000E-004 | 6.90000E-004 | 0.00000E+000 | 2.27158E+000 | 2.27158E+000 | 7.30000E-004 | 0.00000E+000 | 2.28995E+000 |
| Paving Equipment | 1.71000E-003 | 1.76700E-002 | 2.09100E-002 | 3.00000E-005 | 8.80000E-004 | 8.10000E-004 | 0.00000E+000 | 2.95275E+000 | 2.95275E+000 | 9.50000E-004 | 0.00000E+000 | 2.97663E+000 |
| Rollers | 1.72000E-003 | 1.71700E-002 | 1.56200E-002 | 2.00000E-005 | 1.09000E-003 | 1.01000E-003 | 0.00000E+000 | 1.90150E+000 | 1.90150E+000 | 6.10000E-004 | 0.00000E+000 | 1.91688E+000 |
| Rubber Tired Dozers | 5.94000E-003 | 6.23300E-002 | 2.27200E-002 | 5.00000E-005 | 3.05000E-003 | 2.81000E-003 | 0.00000E+000 | 4.12803E+000 | 4.12803E+000 | 1.34000E-003 | 0.00000E+000 | 4.16141E+000 |
| Tractors/Loaders/Backhoes | 5.90200E-002 | 5.93110E-001 | 6.42560E-001 | 8.80000E-004 | 3.75000E-002 | 3.45000E-002 | 0.00000E+000 | 7.69104E+001 | 7.69104E+001 | 2.48700E-002 | 0.00000E+000 | 7.75323E+001 |
| Welders | 3.38500E-002 | 1.55530E-001 | 1.74910E-001 | 2.50000E-004 | 8.60000E-003 | 8.60000E-003 | 0.00000E+000 | 1.86338E+001 | 1.86338E+001 | 2.75000E-003 | 0.00000E+000 | 1.87026E+001 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Air Compressors | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.18684E-006 | 1.18684E-006 | 0.00000E+000 | 0.00000E+000 | 1.18456E-006 |
| Cement and Mortar Mixers | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Cranes | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.13863E-006 | 1.13863E-006 | 0.00000E+000 | 0.00000E+000 | 1.12950E-006 |
| Excavators | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 3.97531E-006 |
| Forklifts | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.25362E-006 | 1.25362E-006 | 0.00000E+000 | 0.00000E+000 | 1.24356E-006 |
| Generator Sets | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.25099E-006 | 1.25099E-006 | 0.00000E+000 | 0.00000E+000 | 1.24924E-006 |
| Graders | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 3.11832E-006 | 3.11832E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Pavers | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 4.40220E-006 | 4.40220E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Paving Equipment | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 3.38666E-006 | 3.38666E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Rollers | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Rubber Tired Dozers | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 2.42246E-006 | 2.42246E-006 | 0.00000E+000 | 0.00000E+000 | 2.40303E-006 |
| Tractors/Loaders/Backhoes | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.17019E-006 | 1.17019E-006 | 0.00000E+000 | 0.00000E+000 | 1.16081E-006 |
| Welders | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.07332E-006 | 1.07332E-006 | 0.00000E+000 | 0.00000E+000 | 1.06937E-006 |

## Fugitive Dust Mitigation

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

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

| | | Unmitigated | | Mitigated | | Percent Reduction | |
|---|---|---|---|---|---|---|---|
| Phase | Source | PM10 | PM2.5 | PM10 | PM2.5 | PM10 | PM2.5 |
| Architectural Coating | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Architectural Coating | Roads | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | Roads | 0.03 | 0.01 | 0.03 | 0.01 | 0.00 | 0.00 |
| Grading | Fugitive Dust | 0.04 | 0.02 | 0.04 | 0.02 | 0.00 | 0.00 |
| Grading | Roads | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| Paving | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving | Roads | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

**Operational Percent Reduction Summary**

| Category | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Architectural Coating | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Electricity | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 80.00 | 79.89 | 80.52 | 80.00 |
| Hearth | 99.83 | 46.15 | 99.65 | 100.00 | 99.19 | 99.19 | 100.00 | -172.00 | 46.38 | 100.00 | 100.00 | 48.71 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mobile | 0.52 | 0.83 | 1.25 | 2.01 | 1.62 | 1.73 | 0.00 | 1.77 | 1.77 | 1.18 | 0.00 | 1.77 |
| Natural Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Water Indoor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 10.68 | 10.78 | 10.99 | 11.20 | 10.89 |
| Water Outdoor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## Operational Mobile Mitigation

Project Setting: Low Density Suburban

| Mitigation | Category | Measure | % Reduction | Input Value 1 | Input Value 2 | Input Value 3 |
|---|---|---|---|---|---|---|
| No | Land Use | Increase Density | 0.00 | | | |
| No | Land Use | Increase Diversity | 0.14 | 0.38 | | |
| No | Land Use | Improve Walkability Design | 0.00 | | | |
| No | Land Use | Improve Destination Accessibility | 0.00 | | | |
| No | Land Use | Increase Transit Accessibility | 0.25 | | | |
| No | Land Use | Integrate Below Market Rate Housing | 0.00 | | | |
| | Land Use | Land Use SubTotal | 0.00 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Yes | Neighborhood Enhancements | Improve Pedestrian Network | 2.00 | Project Site and Connecting Off-Site | | |
| Yes | Neighborhood Enhancements | Provide Traffic Calming Measures | | 50.00 | | |
| No | Neighborhood Enhancements | Implement NEV Network | 0.00 | | | |
| | Neighborhood Enhancements | Neighborhood Enhancements Subtotal | 0.02 | | | |
| No | Parking Policy Pricing | Limit Parking Supply | 0.00 | | | |
| No | Parking Policy Pricing | Unbundle Parking Costs | 0.00 | | | |
| No | Parking Policy Pricing | On-street Market Pricing | 0.00 | | | |
| | Parking Policy Pricing | Parking Policy Pricing Subtotal | 0.00 | | | |
| No | Transit Improvements | Provide BRT System | 0.00 | | | |
| No | Transit Improvements | Expand Transit Network | 0.00 | | | |
| No | Transit Improvements | Increase Transit Frequency | 0.00 | | | |
| | Transit Improvements | Transit Improvements Subtotal | 0.00 | | | |
| | | Land Use and Site Enhancement Subtotal | 0.02 | | | |
| No | Commute | Implement Trip Reduction Program | | | | |
| No | Commute | Transit Subsidy | | | | |
| No | Commute | Implement Employee Parking "Cash Out" | 3.00 | | | |
| No | Commute | Workplace Parking Charge | | | | |
| No | Commute | Encourage Telecommuting and Alternative Work Schedules | 0.00 | | | |
| No | Commute | Market Commute Trip Reduction Option | 0.00 | | | |
| No | Commute | Employee Vanpool/Shuttle | 0.00 | | 2.00 | |
| No | Commute | Provide Ride Sharing Program | 5.00 | | | |
| | Commute | Commute Subtotal | 0.00 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| No | School Trip | Implement School Bus Program | 0.00 | | | |
| | | Total VMT Reduction | 0.02 | | | |

**Area Mitigation**

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

**Energy Mitigation Measures**

| Measure Implemented | Mitigation Measure | Input Value 1 | Input Value 2 |
|---|---|---|---|
| No | Exceed Title 24 | 0.00 | |
| No | Install High Efficiency Lighting | 0.00 | |
| Yes | On-site Renewable | 0.00 | 80.00 |

| Appliance Type | Land Use Subtype | % Improvement |
|---|---|---|
| ClothWasher | | 30.00 |
| DishWasher | | 15.00 |
| Fan | | 50.00 |
| Refrigerator | | 15.00 |

**Water Mitigation Measures**

| Measure Implemented | Mitigation Measure | Input Value 1 | Input Value 2 |
|---|---|---|---|
| No | Apply Water Conservation on Strategy | 0.00 | 0.00 |
| No | Use Reclaimed Water | 0.00 | 0.00 |
| No | Use Grey Water | 0.00 | |
| No | Install low-flow bathroom faucet | 32.00 | |
| No | Install low-flow Kitchen faucet | 18.00 | |
| Yes | Install low-flow Toilet | 20.00 | |
| Yes | Install low-flow Shower | 20.00 | |
| No | Turf Reduction | 0.00 | |
| Yes | Use Water Efficient Irrigation Systems | 6.10 | |
| No | Water Efficient Landscape | 0.00 | 0.00 |

**Solid Waste Mitigation**

| Mitigation Measures | Input Value |
|---|---|

| | |
|---|---|
| Institute Recycling and Composting Services<br>Percent Reduction in Waste Disposed | |

# Wine Country Inn Mitigated

**Bay Area AQMD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Construction Off-road Equipment Mitigation - Construction Mitigation

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 7.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.4278 | 2.5976 | 2.1360 | 4.3000e-003 | 0.0793 | 0.1324 | 0.2117 | 0.0304 | 0.1249 | 0.1554 | 0.0000 | 380.2293 | 380.2293 | 0.0698 | 0.0000 | 381.9739 |
| 2021 | 0.0114 | 0.0177 | 0.0193 | 3.0000e-005 | 3.5000e-004 | 1.0000e-003 | 1.3500e-003 | 9.0000e-005 | 9.7000e-004 | 1.0600e-003 | 0.0000 | 2.9593 | 2.9593 | 3.9000e-004 | 0.0000 | 2.9691 |
| **Maximum** | **0.4278** | **2.5976** | **2.1360** | **4.3000e-003** | **0.0793** | **0.1324** | **0.2117** | **0.0304** | **0.1249** | **0.1554** | **0.0000** | **380.2293** | **380.2293** | **0.0698** | **0.0000** | **381.9739** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.2386 | 1.6143 | 2.2601 | 4.3000e-003 | 0.0793 | 0.0106 | 0.0899 | 0.0304 | 0.0105 | 0.0409 | 0.0000 | 380.2290 | 380.2290 | 0.0698 | 0.0000 | 381.9736 |
| 2021 | 9.8300e-003 | 0.0119 | 0.0200 | 3.0000e-005 | 3.5000e-004 | 7.0000e-005 | 4.2000e-004 | 9.0000e-005 | 7.0000e-005 | 1.6000e-004 | 0.0000 | 2.9593 | 2.9593 | 3.9000e-004 | 0.0000 | 2.9690 |
| **Maximum** | **0.2386** | **1.6143** | **2.2601** | **4.3000e-003** | **0.0793** | **0.0106** | **0.0899** | **0.0304** | **0.0105** | **0.0409** | **0.0000** | **380.2290** | **380.2290** | **0.0698** | **0.0000** | **381.9736** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **43.44** | **37.82** | **-5.79** | **0.00** | **0.00** | **92.03** | **57.63** | **0.00** | **91.61** | **73.75** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 3 | 1-26-2020 | 4-25-2020 | 0.6628 | 0.4494 |
| 4 | 4-26-2020 | 7-25-2020 | 0.8527 | 0.5058 |
| 5 | 7-26-2020 | 10-25-2020 | 0.8624 | 0.5117 |
| 6 | 10-26-2020 | 1-25-2021 | 0.6544 | 0.3928 |
| | | Highest | 0.8624 | 0.5117 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.1393 | 2.2000e-004 | 0.0170 | 2.0000e-005 | | 1.2800e-003 | 1.2800e-003 | | 1.2800e-003 | 1.2800e-003 | 0.1271 | 0.0454 | 0.1725 | 2.6000e-004 | 1.0000e-005 | 0.1811 |
| Energy | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 121.8840 | 121.8840 | 5.4300e-003 | 2.3700e-003 | 122.7268 |
| Mobile | 0.0656 | 0.2992 | 0.6199 | 1.9900e-003 | 0.1649 | 1.8500e-003 | 0.1667 | 0.0443 | 1.7300e-003 | 0.0460 | 0.0000 | 182.7859 | 182.7859 | 7.6100e-003 | 0.0000 | 182.9760 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.0537 | 0.0000 | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.5028 | 1.1229 | 1.6257 | 0.0518 | 1.2400e-003 | 3.2908 |
| **Total** | **0.2137** | **0.3791** | **0.7033** | **2.4900e-003** | **0.1649** | **9.1900e-003** | **0.1741** | **0.0443** | **9.0700e-003** | **0.0533** | **4.6837** | **305.8381** | **310.5218** | **0.3046** | **3.6200e-003** | **319.2176** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.1334 | 1.7000e-004 | 8.5000e-003 | 0.0000 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.0990 | 0.0990 | 2.0000e-005 | 0.0000 | 0.1000 |
| Energy | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 93.8561 | 93.8561 | 2.4200e-003 | 1.7500e-003 | 94.4376 |
| Mobile | 0.0653 | 0.2967 | 0.6121 | 1.9500e-003 | 0.1616 | 1.8200e-003 | 0.1634 | 0.0434 | 1.7000e-003 | 0.0451 | 0.0000 | 179.5447 | 179.5447 | 7.5200e-003 | 0.0000 | 179.7326 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.0537 | 0.0000 | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.4475 | 1.0030 | 1.4505 | 0.0461 | 1.1100e-003 | 2.9325 |
| **Total** | **0.2075** | **0.3766** | **0.6870** | **2.4300e-003** | **0.1616** | **7.9300e-003** | **0.1695** | **0.0434** | **7.8100e-003** | **0.0512** | **4.5013** | **274.5029** | **279.0041** | **0.2956** | **2.8600e-003** | **287.2456** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **2.92** | **0.66** | **2.32** | **2.41** | **2.00** | **13.71** | **2.62** | **2.01** | **13.89** | **4.01** | **3.89** | **10.25** | **10.15** | **2.97** | **20.99** | **10.02** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 3 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.21**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

### 3.2 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0355 | 0.0000 | 0.0355 | 0.0185 | 0.0000 | 0.0185 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0134 | 0.1451 | 0.0883 | 1.6000e-004 | | 7.0000e-003 | 7.0000e-003 | | 6.4400e-003 | 6.4400e-003 | 0.0000 | 14.3323 | 14.3323 | 4.6400e-003 | 0.0000 | 14.4482 |
| **Total** | **0.0134** | **0.1451** | **0.0883** | **1.6000e-004** | **0.0355** | **7.0000e-003** | **0.0425** | **0.0185** | **6.4400e-003** | **0.0249** | **0.0000** | **14.3323** | **14.3323** | **4.6400e-003** | **0.0000** | **14.4482** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 6.2600e-003 | 0.2193 | 0.0441 | 5.9000e-004 | 0.0127 | 7.1000e-004 | 0.0134 | 3.4800e-003 | 6.8000e-004 | 4.1600e-003 | 0.0000 | 57.4780 | 57.4780 | 2.9600e-003 | 0.0000 | 57.5520 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.7000e-004 | 2.0000e-004 | 2.0300e-003 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 6.6000e-004 | 1.7000e-004 | 0.0000 | 1.8000e-004 | 0.0000 | 0.5711 | 0.5711 | 1.0000e-005 | 0.0000 | 0.5715 |
| **Total** | **6.5300e-003** | **0.2195** | **0.0461** | **6.0000e-004** | **0.0133** | **7.1000e-004** | **0.0140** | **3.6500e-003** | **6.8000e-004** | **4.3400e-003** | **0.0000** | **58.0491** | **58.0491** | **2.9700e-003** | **0.0000** | **58.1234** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0355 | 0.0000 | 0.0355 | 0.0185 | 0.0000 | 0.0185 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.8600e-003 | 0.0568 | 0.1045 | 1.6000e-004 | | 2.7000e-004 | 2.7000e-004 | | 2.7000e-004 | 2.7000e-004 | 0.0000 | 14.3323 | 14.3323 | 4.6400e-003 | 0.0000 | 14.4482 |
| **Total** | **2.8600e-003** | **0.0568** | **0.1045** | **1.6000e-004** | **0.0355** | **2.7000e-004** | **0.0358** | **0.0185** | **2.7000e-004** | **0.0188** | **0.0000** | **14.3323** | **14.3323** | **4.6400e-003** | **0.0000** | **14.4482** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 6.2600e-003 | 0.2193 | 0.0441 | 5.9000e-004 | 0.0127 | 7.1000e-004 | 0.0134 | 3.4800e-003 | 6.8000e-004 | 4.1600e-003 | 0.0000 | 57.4780 | 57.4780 | 2.9600e-003 | 0.0000 | 57.5520 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.7000e-004 | 2.0000e-004 | 2.0300e-003 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 6.6000e-004 | 1.7000e-004 | 0.0000 | 1.8000e-004 | 0.0000 | 0.5711 | 0.5711 | 1.0000e-005 | 0.0000 | 0.5715 |
| **Total** | **6.5300e-003** | **0.2195** | **0.0461** | **6.0000e-004** | **0.0133** | **7.1000e-004** | **0.0140** | **3.6500e-003** | **6.8000e-004** | **4.3400e-003** | **0.0000** | **58.0491** | **58.0491** | **2.9700e-003** | **0.0000** | **58.1234** |

### 3.3 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 6.5100e-003 | 0.0649 | 0.0676 | 1.0000e-004 | | 3.5800e-003 | 3.5800e-003 | | 3.3000e-003 | 3.3000e-003 | 0.0000 | 9.0046 | 9.0046 | 2.8300e-003 | 0.0000 | 9.0754 |
| Paving | 9.4000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **7.4500e-003** | **0.0649** | **0.0676** | **1.0000e-004** | | **3.5800e-003** | **3.5800e-003** | | **3.3000e-003** | **3.3000e-003** | **0.0000** | **9.0046** | **9.0046** | **2.8300e-003** | **0.0000** | **9.0754** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.6000e-004 | 2.6000e-004 | 2.7000e-003 | 1.0000e-005 | 8.7000e-004 | 1.0000e-005 | 8.8000e-004 | 2.3000e-004 | 1.0000e-005 | 2.4000e-004 | 0.0000 | 0.7615 | 0.7615 | 2.0000e-005 | 0.0000 | 0.7620 |
| **Total** | **3.6000e-004** | **2.6000e-004** | **2.7000e-003** | **1.0000e-005** | **8.7000e-004** | **1.0000e-005** | **8.8000e-004** | **2.3000e-004** | **1.0000e-005** | **2.4000e-004** | **0.0000** | **0.7615** | **0.7615** | **2.0000e-005** | **0.0000** | **0.7620** |

## 3.3 Paving - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 1.6000e-003 | 0.0432 | 0.0744 | 1.0000e-004 | | 1.6000e-004 | 1.6000e-004 | | 1.6000e-004 | 1.6000e-004 | 0.0000 | 9.0046 | 9.0046 | 2.8300e-003 | 0.0000 | 9.0753 |
| Paving | 9.4000e-004 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **2.5400e-003** | **0.0432** | **0.0744** | **1.0000e-004** | | **1.6000e-004** | **1.6000e-004** | | **1.6000e-004** | **1.6000e-004** | **0.0000** | **9.0046** | **9.0046** | **2.8300e-003** | **0.0000** | **9.0753** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 3.6000e-004 | 2.6000e-004 | 2.7000e-003 | 1.0000e-005 | 8.7000e-004 | 1.0000e-005 | 8.8000e-004 | 2.3000e-004 | 1.0000e-005 | 2.4000e-004 | 0.0000 | 0.7615 | 0.7615 | 2.0000e-005 | 0.0000 | 0.7620 |
| **Total** | **3.6000e-004** | **2.6000e-004** | **2.7000e-003** | **1.0000e-005** | **8.7000e-004** | **1.0000e-005** | **8.8000e-004** | **2.3000e-004** | **1.0000e-005** | **2.4000e-004** | **0.0000** | **0.7615** | **0.7615** | **2.0000e-005** | **0.0000** | **0.7620** |

## 3.4 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2088 | 1.8898 | 1.6596 | 2.6500e-003 | | 0.1100 | 0.1100 | | 0.1035 | 0.1035 | 0.0000 | 228.1358 | 228.1358 | 0.0557 | 0.0000 | 229.5273 |
| **Total** | **0.2088** | **1.8898** | **1.6596** | **2.6500e-003** | | **0.1100** | **0.1100** | | **0.1035** | **0.1035** | **0.0000** | **228.1358** | **228.1358** | **0.0557** | **0.0000** | **229.5273** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.8100e-003 | 0.1137 | 0.0286 | 2.7000e-004 | 6.4600e-003 | 5.5000e-004 | 7.0100e-003 | 1.8700e-003 | 5.3000e-004 | 2.4000e-003 | 0.0000 | 25.7892 | 25.7892 | 1.3300e-003 | 0.0000 | 25.8225 |
| Worker | 8.1600e-003 | 5.8400e-003 | 0.0605 | 1.9000e-004 | 0.0195 | 1.3000e-004 | 0.0196 | 5.1800e-003 | 1.2000e-004 | 5.3000e-003 | 0.0000 | 17.0474 | 17.0474 | 4.1000e-004 | 0.0000 | 17.0577 |
| **Total** | **0.0120** | **0.1195** | **0.0891** | **4.6000e-004** | **0.0259** | **6.8000e-004** | **0.0266** | **7.0500e-003** | **6.5000e-004** | **7.7000e-003** | **0.0000** | **42.8366** | **42.8366** | **1.7400e-003** | **0.0000** | **42.8802** |

## 3.4 Building Construction - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0526 | 1.0749 | 1.7606 | 2.6500e-003 | | 8.3300e-003 | 8.3300e-003 | | 8.3300e-003 | 8.3300e-003 | 0.0000 | 228.1356 | 228.1356 | 0.0557 | 0.0000 | 229.5270 |
| **Total** | **0.0526** | **1.0749** | **1.7606** | **2.6500e-003** | | **8.3300e-003** | **8.3300e-003** | | **8.3300e-003** | **8.3300e-003** | **0.0000** | **228.1356** | **228.1356** | **0.0557** | **0.0000** | **229.5270** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.8100e-003 | 0.1137 | 0.0286 | 2.7000e-004 | 6.4600e-003 | 5.5000e-004 | 7.0100e-003 | 1.8700e-003 | 5.3000e-004 | 2.4000e-003 | 0.0000 | 25.7892 | 25.7892 | 1.3300e-003 | 0.0000 | 25.8225 |
| Worker | 8.1600e-003 | 5.8400e-003 | 0.0605 | 1.9000e-004 | 0.0195 | 1.3000e-004 | 0.0196 | 5.1800e-003 | 1.2000e-004 | 5.3000e-003 | 0.0000 | 17.0474 | 17.0474 | 4.1000e-004 | 0.0000 | 17.0577 |
| **Total** | **0.0120** | **0.1195** | **0.0891** | **4.6000e-004** | **0.0259** | **6.8000e-004** | **0.0266** | **7.0500e-003** | **6.5000e-004** | **7.7000e-003** | **0.0000** | **42.8366** | **42.8366** | **1.7400e-003** | **0.0000** | **42.8802** |

## 3.4 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 9.5000e-004 | 8.7200e-003 | 8.2900e-003 | 1.0000e-005 | | 4.8000e-004 | 4.8000e-004 | | 4.5000e-004 | 4.5000e-004 | 0.0000 | 1.1582 | 1.1582 | 2.8000e-004 | 0.0000 | 1.1652 |
| **Total** | **9.5000e-004** | **8.7200e-003** | **8.2900e-003** | **1.0000e-005** | | **4.8000e-004** | **4.8000e-004** | | **4.5000e-004** | **4.5000e-004** | **0.0000** | **1.1582** | **1.1582** | **2.8000e-004** | **0.0000** | **1.1652** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0000e-005 | 5.2000e-004 | 1.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1297 | 0.1297 | 1.0000e-005 | 0.0000 | 0.1298 |
| Worker | 4.0000e-005 | 3.0000e-005 | 2.8000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.0835 | 0.0835 | 0.0000 | 0.0000 | 0.0836 |
| **Total** | **6.0000e-005** | **5.5000e-004** | **4.1000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.2132** | **0.2132** | **1.0000e-005** | **0.0000** | **0.2134** |

## 3.4 Building Construction - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 2.7000e-004 | 5.4600e-003 | 8.9400e-003 | 1.0000e-005 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 1.1582 | 1.1582 | 2.8000e-004 | 0.0000 | 1.1652 |
| **Total** | **2.7000e-004** | **5.4600e-003** | **8.9400e-003** | **1.0000e-005** | | **4.0000e-005** | **4.0000e-005** | | **4.0000e-005** | **4.0000e-005** | **0.0000** | **1.1582** | **1.1582** | **2.8000e-004** | **0.0000** | **1.1652** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.0000e-005 | 5.2000e-004 | 1.3000e-004 | 0.0000 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.1297 | 0.1297 | 1.0000e-005 | 0.0000 | 0.1298 |
| Worker | 4.0000e-005 | 3.0000e-005 | 2.8000e-004 | 0.0000 | 1.0000e-004 | 0.0000 | 1.0000e-004 | 3.0000e-005 | 0.0000 | 3.0000e-005 | 0.0000 | 0.0835 | 0.0835 | 0.0000 | 0.0000 | 0.0836 |
| **Total** | **6.0000e-005** | **5.5000e-004** | **4.1000e-004** | **0.0000** | **1.3000e-004** | **0.0000** | **1.3000e-004** | **4.0000e-005** | **0.0000** | **4.0000e-005** | **0.0000** | **0.2132** | **0.2132** | **1.0000e-005** | **0.0000** | **0.2134** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1551 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0226 | 0.1574 | 0.1712 | 2.8000e-004 | | 0.0104 | 0.0104 | | 0.0104 | 0.0104 | 0.0000 | 23.8729 | 23.8729 | 1.8500e-003 | 0.0000 | 23.9191 |
| **Total** | **0.1778** | **0.1574** | **0.1712** | **2.8000e-004** | | **0.0104** | **0.0104** | | **0.0104** | **0.0104** | **0.0000** | **23.8729** | **23.8729** | **1.8500e-003** | **0.0000** | **23.9191** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 1.1100e-003 | 0.0115 | 4.0000e-005 | 3.6900e-003 | 2.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 3.2364 | 3.2364 | 8.0000e-005 | 0.0000 | 3.2384 |
| **Total** | **1.5500e-003** | **1.1100e-003** | **0.0115** | **4.0000e-005** | **3.6900e-003** | **2.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **3.2364** | **3.2364** | **8.0000e-005** | **0.0000** | **3.2384** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1551 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 5.0900e-003 | 0.0991 | 0.1713 | 2.8000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 23.8729 | 23.8729 | 1.8500e-003 | 0.0000 | 23.9191 |
| **Total** | **0.1602** | **0.0991** | **0.1713** | **2.8000e-004** | | **3.7000e-004** | **3.7000e-004** | | **3.7000e-004** | **3.7000e-004** | **0.0000** | **23.8729** | **23.8729** | **1.8500e-003** | **0.0000** | **23.9191** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5500e-003 | 1.1100e-003 | 0.0115 | 4.0000e-005 | 3.6900e-003 | 2.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 3.2364 | 3.2364 | 8.0000e-005 | 0.0000 | 3.2384 |
| **Total** | **1.5500e-003** | **1.1100e-003** | **0.0115** | **4.0000e-005** | **3.6900e-003** | **2.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **3.2364** | **3.2364** | **8.0000e-005** | **0.0000** | **3.2384** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 9.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2000e-003 | 8.4000e-003 | 0.0100 | 2.0000e-005 | | 5.2000e-004 | 5.2000e-004 | | 5.2000e-004 | 5.2000e-004 | 0.0000 | 1.4043 | 1.4043 | 1.0000e-004 | 0.0000 | 1.4067 |
| **Total** | **0.0103** | **8.4000e-003** | **0.0100** | **2.0000e-005** | | **5.2000e-004** | **5.2000e-004** | | **5.2000e-004** | **5.2000e-004** | **0.0000** | **1.4043** | **1.4043** | **1.0000e-004** | **0.0000** | **1.4067** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 8.0000e-005 | 6.0000e-005 | 6.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1837 | 0.1837 | 0.0000 | 0.0000 | 0.1838 |
| **Total** | **8.0000e-005** | **6.0000e-005** | **6.2000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **2.2000e-004** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **0.1837** | **0.1837** | **0.0000** | **0.0000** | **0.1838** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 9.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.0000e-004 | 5.8300e-003 | 0.0101 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 1.4043 | 1.4043 | 1.0000e-004 | 0.0000 | 1.4067 |
| **Total** | **9.4300e-003** | **5.8300e-003** | **0.0101** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | | **2.0000e-005** | **2.0000e-005** | **0.0000** | **1.4043** | **1.4043** | **1.0000e-004** | **0.0000** | **1.4067** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 8.0000e-005 | 6.0000e-005 | 6.2000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1837 | 0.1837 | 0.0000 | 0.0000 | 0.1838 |
| **Total** | **8.0000e-005** | **6.0000e-005** | **6.2000e-004** | **0.0000** | **2.2000e-004** | **0.0000** | **2.2000e-004** | **6.0000e-005** | **0.0000** | **6.0000e-005** | **0.0000** | **0.1837** | **0.1837** | **0.0000** | **0.0000** | **0.1838** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0653 | 0.2967 | 0.6121 | 1.9500e-003 | 0.1616 | 1.8200e-003 | 0.1634 | 0.0434 | 1.7000e-003 | 0.0451 | 0.0000 | 179.5447 | 179.5447 | 7.5200e-003 | 0.0000 | 179.7326 |
| Unmitigated | 0.0656 | 0.2992 | 0.6199 | 1.9900e-003 | 0.1649 | 1.8500e-003 | 0.1667 | 0.0443 | 1.7300e-003 | 0.0460 | 0.0000 | 182.7859 | 182.7859 | 7.6100e-003 | 0.0000 | 182.9760 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 7.0070 | 7.0070 | 7.5000e-004 | 1.6000e-004 | 7.0723 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 35.0348 | 35.0348 | 3.7700e-003 | 7.8000e-004 | 35.3615 |
| NaturalGas Mitigated | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 86.8492 | 86.8492 | 1.6600e-003 | 1.5900e-003 | 87.3653 |
| NaturalGas Unmitigated | 8.7800e-003 | 0.0797 | 0.0664 | 4.8000e-004 | | 6.0600e-003 | 6.0600e-003 | | 6.0600e-003 | 6.0600e-003 | 0.0000 | 86.8492 | 86.8492 | 1.6600e-003 | 1.5900e-003 | 87.3653 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hotel | 1.07873e+006 | 5.8200e-003 | 0.0529 | 0.0444 | 3.2000e-004 | | 4.0200e-003 | 4.0200e-003 | | 4.0200e-003 | 4.0200e-003 | 0.0000 | 57.5650 | 57.5650 | 1.1000e-003 | 1.0600e-003 | 57.9071 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 519700 | 2.8000e-003 | 0.0255 | 0.0214 | 1.5000e-004 | | 1.9400e-003 | 1.9400e-003 | | 1.9400e-003 | 1.9400e-003 | 0.0000 | 27.7332 | 27.7332 | 5.3000e-004 | 5.1000e-004 | 27.8980 |
| Single Family Housing | 29065.1 | 1.6000e-004 | 1.3400e-003 | 5.7000e-004 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5510 | 1.5510 | 3.0000e-005 | 3.0000e-005 | 1.5602 |
| **Total** | | **8.7800e-003** | **0.0797** | **0.0664** | **4.8000e-004** | | **6.0700e-003** | **6.0700e-003** | | **6.0700e-003** | **6.0700e-003** | **0.0000** | **86.8492** | **86.8492** | **1.6600e-003** | **1.6000e-003** | **87.3653** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hotel | 1.07873e+006 | 5.8200e-003 | 0.0529 | 0.0444 | 3.2000e-004 | | 4.0200e-003 | 4.0200e-003 | | 4.0200e-003 | 4.0200e-003 | 0.0000 | 57.5650 | 57.5650 | 1.1000e-003 | 1.0600e-003 | 57.9071 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 519700 | 2.8000e-003 | 0.0255 | 0.0214 | 1.5000e-004 | | 1.9400e-003 | 1.9400e-003 | | 1.9400e-003 | 1.9400e-003 | 0.0000 | 27.7332 | 27.7332 | 5.3000e-004 | 5.1000e-004 | 27.8980 |
| Single Family Housing | 29065.1 | 1.6000e-004 | 1.3400e-003 | 5.7000e-004 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5510 | 1.5510 | 3.0000e-005 | 3.0000e-005 | 1.5602 |
| **Total** | | **8.7800e-003** | **0.0797** | **0.0664** | **4.8000e-004** | | **6.0700e-003** | **6.0700e-003** | | **6.0700e-003** | **6.0700e-003** | **0.0000** | **86.8492** | **86.8492** | **1.6600e-003** | **1.6000e-003** | **87.3653** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 185509 | 22.6772 | 2.4400e-003 | 5.0000e-004 | 22.8887 |
| Parking Lot | 11200 | 1.3691 | 1.5000e-004 | 3.0000e-005 | 1.3819 |
| Quality Restaurant | 81800 | 9.9995 | 1.0800e-003 | 2.2000e-004 | 10.0927 |
| Single Family Housing | 8090.57 | 0.9890 | 1.1000e-004 | 2.0000e-005 | 0.9982 |
| **Total** | | **35.0348** | **3.7800e-003** | **7.7000e-004** | **35.3615** |

### 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Hotel | 37101.8 | 4.5354 | 4.9000e-004 | 1.0000e-004 | 4.5777 |
| Parking Lot | 2240 | 0.2738 | 3.0000e-005 | 1.0000e-005 | 0.2764 |
| Quality Restaurant | 16360 | 1.9999 | 2.2000e-004 | 4.0000e-005 | 2.0186 |
| Single Family Housing | 1618.11 | 0.1978 | 2.0000e-005 | 0.0000 | 0.1997 |
| **Total** | | **7.0070** | **7.6000e-004** | **1.5000e-004** | **7.0723** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.1334 | 1.7000e-004 | 8.5000e-003 | 0.0000 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 0.0990 | 0.0990 | 2.0000e-005 | 0.0000 | 0.1000 |
| Unmitigated | 0.1393 | 2.2000e-004 | 0.0170 | 2.0000e-005 | | 1.2800e-003 | 1.2800e-003 | | 1.2800e-003 | 1.2800e-003 | 0.1271 | 0.0454 | 0.1725 | 2.6000e-004 | 1.0000e-005 | 0.1811 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0164 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1167 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 5.8900e-003 | 1.3000e-004 | 8.5700e-003 | 2.0000e-005 | | 1.2400e-003 | 1.2400e-003 | | 1.2400e-003 | 1.2400e-003 | 0.1271 | 0.0312 | 0.1583 | 2.4000e-004 | 1.0000e-005 | 0.1665 |
| Landscaping | 3.2000e-004 | 1.0000e-004 | 8.4700e-003 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0141 | 0.0141 | 2.0000e-005 | 0.0000 | 0.0146 |
| **Total** | **0.1393** | **2.3000e-004** | **0.0170** | **2.0000e-005** | | **1.2800e-003** | **1.2800e-003** | | **1.2800e-003** | **1.2800e-003** | **0.1271** | **0.0454** | **0.1725** | **2.6000e-004** | **1.0000e-005** | **0.1811** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0164 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1167 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 1.0000e-005 | 7.0000e-005 | 3.0000e-005 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 0.0849 | 0.0849 | 0.0000 | 0.0000 | 0.0854 |
| Landscaping | 3.2000e-004 | 1.0000e-004 | 8.4700e-003 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0141 | 0.0141 | 2.0000e-005 | 0.0000 | 0.0146 |
| **Total** | **0.1334** | **1.7000e-004** | **8.5000e-003** | **0.0000** | | **5.0000e-005** | **5.0000e-005** | | **5.0000e-005** | **5.0000e-005** | **0.0000** | **0.0990** | **0.0990** | **2.0000e-005** | **0.0000** | **0.1000** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 1.4505 | 0.0461 | 1.1100e-003 | 2.9325 |
| Unmitigated | 1.6257 | 0.0518 | 1.2400e-003 | 3.2908 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 0.761003 / 0.0845559 | 0.7810 | 0.0249 | 6.0000e-004 | 1.5804 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0.758834 / 0.0484362 | 0.7634 | 0.0248 | 6.0000e-004 | 1.5604 |
| Single Family Housing | 0.065154 / 0.0410754 | 0.0813 | 2.1300e-003 | 5.0000e-005 | 0.1499 |
| **Total** | | **1.6257** | **0.0518** | **1.2500e-003** | **3.2908** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Hotel | 0.677293 / 0.079398 | 0.6968 | 0.0221 | 5.3000e-004 | 1.4084 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 0.675363 / 0.0454816 | 0.6804 | 0.0221 | 5.3000e-004 | 1.3898 |
| Single Family Housing | 0.0579871 / 0.0385698 | 0.0733 | 1.9000e-003 | 5.0000e-005 | 0.1343 |
| **Total** | | **1.4505** | **0.0461** | **1.1100e-003** | **2.9325** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 4.0537 | 0.2396 | 0.0000 | 10.0429 |
| Unmitigated | 4.0537 | 0.2396 | 0.0000 | 10.0429 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 16.43 | 3.3351 | 0.1971 | 0.0000 | 8.2627 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 2.28 | 0.4628 | 0.0274 | 0.0000 | 1.1466 |
| Single Family Housing | 1.26 | 0.2558 | 0.0151 | 0.0000 | 0.6337 |
| **Total** | | **4.0537** | **0.2396** | **0.0000** | **10.0430** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Hotel | 16.43 | 3.3351 | 0.1971 | 0.0000 | 8.2627 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 2.28 | 0.4628 | 0.0274 | 0.0000 | 1.1466 |
| Single Family Housing | 1.26 | 0.2558 | 0.0151 | 0.0000 | 0.6337 |
| **Total** | | **4.0537** | **0.2396** | **0.0000** | **10.0430** |

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Mitigated

**Bay Area AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Construction Off-road Equipment Mitigation - Construction Mitigation

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 7.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1634 | 65.4781 | 24.2185 | 0.1394 | 8.9604 | 1.4019 | 10.3623 | 4.0478 | 1.2944 | 5.3423 | 0.0000 | 14,597.1954 | 14,597.1954 | 1.5124 | 0.0000 | 14,635.0044 |
| 2021 | 3.9065 | 20.0487 | 19.3733 | 0.0350 | 0.3141 | 1.0565 | 1.3706 | 0.0849 | 0.9989 | 1.0838 | 0.0000 | 3,361.3584 | 3,361.3584 | 0.6542 | 0.0000 | 3,377.7134 |
| **Maximum** | **4.1634** | **65.4781** | **24.2185** | **0.1394** | **8.9604** | **1.4019** | **10.3623** | **4.0478** | **1.2944** | **5.3423** | **0.0000** | **14,597.1954** | **14,597.1954** | **1.5124** | **0.0000** | **14,635.0044** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 2.3893 | 49.4249 | 27.1561 | 0.1394 | 8.9604 | 0.1769 | 9.1373 | 4.0478 | 0.1713 | 4.2191 | 0.0000 | 14,597.1954 | 14,597.1954 | 1.5124 | 0.0000 | 14,635.0044 |
| 2021 | 2.3746 | 13.0618 | 20.6868 | 0.0350 | 0.3141 | 0.0924 | 0.4065 | 0.0849 | 0.0921 | 0.1770 | 0.0000 | 3,361.3584 | 3,361.3584 | 0.6542 | 0.0000 | 3,377.7134 |
| **Maximum** | **2.3893** | **49.4249** | **27.1561** | **0.1394** | **8.9604** | **0.1769** | **9.1373** | **4.0478** | **0.1713** | **4.2191** | **0.0000** | **14,597.1954** | **14,597.1954** | **1.5124** | **0.0000** | **14,635.0044** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **40.97** | **26.94** | **-9.75** | **0.00** | **0.00** | **89.05** | **18.66** | **0.00** | **88.51** | **31.59** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.4198 | 1.6064 | 3.4267 | 0.0116 | 0.9412 | 0.0101 | 0.9514 | 0.2518 | 9.4900e-003 | 0.2613 | | 1,170.4971 | 1,170.4971 | 0.0456 | | 1,171.6381 |
| **Total** | **2.2371** | **2.0641** | **5.2249** | **0.0167** | **0.9412** | **0.2334** | **1.1746** | **0.2518** | **0.2327** | **0.4846** | **20.3783** | **1,701.4212** | **1,721.7995** | **0.0811** | **0.0111** | **1,727.1214** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.4179 | 1.5936 | 3.3786 | 0.0114 | 0.9224 | 9.9700e-003 | 0.9324 | 0.2468 | 9.3300e-003 | 0.2561 | | 1,149.6975 | 1,149.6975 | 0.0451 | | 1,150.8242 |
| **Total** | **1.2004** | **2.0445** | **3.8420** | **0.0141** | **0.9224** | **0.0448** | **0.9672** | **0.2468** | **0.0441** | **0.2909** | **0.0000** | **1,691.2451** | **1,691.2451** | **0.0557** | **9.9300e-003** | **1,695.5941** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 46.34 | 0.95 | 26.47 | 15.80 | 2.00 | 80.83 | 17.66 | 2.00 | 81.05 | 39.96 | 100.00 | 0.60 | 1.77 | 31.38 | 10.22 | 1.83 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 3 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.21**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Grading - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4549 | 0.0000 | 6.4549 | 3.3623 | 0.0000 | 3.3623 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4549** | **1.2734** | **7.7284** | **3.3623** | **1.1716** | **4.5339** | | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1252 | 39.0606 | 7.7631 | 0.1085 | 2.3822 | 0.1277 | 2.5099 | 0.6528 | 0.1222 | 0.7750 | | 11,601.5938 | 11,601.5938 | 0.5804 | | 11,616.1031 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0316 | 0.4025 | 1.2400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 123.1165 | 123.1165 | 2.9700e-003 | | 123.1907 |
| **Total** | **1.1774** | **39.0922** | **8.1655** | **0.1097** | **2.5055** | **0.1285** | **2.6339** | **0.6855** | **0.1229** | **0.8084** | | **11,724.7103** | **11,724.7103** | **0.5833** | | **11,739.2938** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4549 | 0.0000 | 6.4549 | 3.3623 | 0.0000 | 3.3623 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5200 | 10.3327 | 18.9906 | 0.0297 | | 0.0484 | 0.0484 | | 0.0484 | 0.0484 | 0.0000 | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **0.5200** | **10.3327** | **18.9906** | **0.0297** | **6.4549** | **0.0484** | **6.5034** | **3.3623** | **0.0484** | **3.4108** | **0.0000** | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1252 | 39.0606 | 7.7631 | 0.1085 | 2.3822 | 0.1277 | 2.5099 | 0.6528 | 0.1222 | 0.7750 | | 11,601.5938 | 11,601.5938 | 0.5804 | | 11,616.1031 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0316 | 0.4025 | 1.2400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 123.1165 | 123.1165 | 2.9700e-003 | | 123.1907 |
| **Total** | **1.1774** | **39.0922** | **8.1655** | **0.1097** | **2.5055** | **0.1285** | **2.6339** | **0.6855** | **0.1229** | **0.8084** | | **11,724.7103** | **11,724.7103** | **0.5833** | | **11,739.2938** |

## 3.3 Paving - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0695 | 0.0421 | 0.5366 | 1.6500e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 164.1553 | 164.1553 | 3.9600e-003 | | 164.2542 |
| **Total** | **0.0695** | **0.0421** | **0.5366** | **1.6500e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **164.1553** | **164.1553** | **3.9600e-003** | | **164.2542** |

## 3.3 Paving - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.2913 | 7.8490 | 13.5323 | 0.0189 | | 0.0293 | 0.0293 | | 0.0293 | 0.0293 | 0.0000 | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.4628** | **7.8490** | **13.5323** | **0.0189** | | **0.0293** | **0.0293** | | **0.0293** | **0.0293** | **0.0000** | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0695 | 0.0421 | 0.5366 | 1.6500e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 164.1553 | 164.1553 | 3.9600e-003 | | 164.2542 |
| **Total** | **0.0695** | **0.0421** | **0.5366** | **1.6500e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **164.1553** | **164.1553** | **3.9600e-003** | | **164.2542** |

## 3.4 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0379 | 1.1396 | 0.2718 | 2.7500e-003 | 0.0677 | 5.5900e-003 | 0.0733 | 0.0195 | 5.3400e-003 | 0.0248 | | 291.7081 | 291.7081 | 0.0144 | | 292.0672 |
| Worker | 0.0869 | 0.0526 | 0.6708 | 2.0600e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 205.1941 | 205.1941 | 4.9400e-003 | | 205.3178 |
| **Total** | **0.1248** | **1.1922** | **0.9426** | **4.8100e-003** | **0.2731** | **6.9200e-003** | **0.2800** | **0.0740** | **6.5700e-003** | **0.0805** | | **496.9022** | **496.9022** | **0.0193** | | **497.3849** |

## 3.4 Building Construction - 2020

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5335 | 10.9122 | 17.8738 | 0.0269 | | 0.0846 | 0.0846 | | 0.0846 | 0.0846 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **0.5335** | **10.9122** | **17.8738** | **0.0269** | | **0.0846** | **0.0846** | | **0.0846** | **0.0846** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0379 | 1.1396 | 0.2718 | 2.7500e-003 | 0.0677 | 5.5900e-003 | 0.0733 | 0.0195 | 5.3400e-003 | 0.0248 | | 291.7081 | 291.7081 | 0.0144 | | 292.0672 |
| Worker | 0.0869 | 0.0526 | 0.6708 | 2.0600e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 205.1941 | 205.1941 | 4.9400e-003 | | 205.3178 |
| **Total** | **0.1248** | **1.1922** | **0.9426** | **4.8100e-003** | **0.2731** | **6.9200e-003** | **0.2800** | **0.0740** | **6.5700e-003** | **0.0805** | | **496.9022** | **496.9022** | **0.0193** | | **497.3849** |

## 3.4 Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0310 | 1.0334 | 0.2437 | 2.7300e-003 | 0.0677 | 2.2400e-003 | 0.0699 | 0.0195 | 2.1400e-003 | 0.0216 | | 288.9585 | 288.9585 | 0.0136 | | 289.2976 |
| Worker | 0.0804 | 0.0470 | 0.6141 | 1.9900e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 197.9899 | 197.9899 | 4.4300e-003 | | 198.1005 |
| **Total** | **0.1114** | **1.0804** | **0.8578** | **4.7200e-003** | **0.2731** | **3.5300e-003** | **0.2766** | **0.0740** | **3.3300e-003** | **0.0773** | | **486.9484** | **486.9484** | **0.0180** | | **487.3981** |

## 3.4 Building Construction - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5335 | 10.9122 | 17.8738 | 0.0269 | | 0.0846 | 0.0846 | | 0.0846 | 0.0846 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **0.5335** | **10.9122** | **17.8738** | **0.0269** | | **0.0846** | **0.0846** | | **0.0846** | **0.0846** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0310 | 1.0334 | 0.2437 | 2.7300e-003 | 0.0677 | 2.2400e-003 | 0.0699 | 0.0195 | 2.1400e-003 | 0.0216 | | 288.9585 | 288.9585 | 0.0136 | | 289.2976 |
| Worker | 0.0804 | 0.0470 | 0.6141 | 1.9900e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 197.9899 | 197.9899 | 4.4300e-003 | | 198.1005 |
| **Total** | **0.1114** | **1.0804** | **0.8578** | **4.7200e-003** | **0.2731** | **3.5300e-003** | **0.2766** | **0.0740** | **3.3300e-003** | **0.0773** | | **486.9484** | **486.9484** | **0.0180** | | **487.3981** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0174 | 0.0105 | 0.1342 | 4.1000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 41.0388 | 41.0388 | 9.9000e-004 | | 41.0636 |
| **Total** | **0.0174** | **0.0105** | **0.1342** | **4.1000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **41.0388** | **41.0388** | **9.9000e-004** | | **41.0636** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0545 | 1.0598 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.7137** | **1.0598** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0174 | 0.0105 | 0.1342 | 4.1000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 41.0388 | 41.0388 | 9.9000e-004 | | 41.0636 |
| **Total** | **0.0174** | **0.0105** | **0.1342** | **4.1000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **41.0388** | **41.0388** | **9.9000e-004** | | **41.0636** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0161 | 9.4000e-003 | 0.1228 | 4.0000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 39.5980 | 39.5980 | 8.9000e-004 | | 39.6201 |
| **Total** | **0.0161** | **9.4000e-003** | **0.1228** | **4.0000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **39.5980** | **39.5980** | **8.9000e-004** | | **39.6201** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0545 | 1.0598 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.7137** | **1.0598** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0161 | 9.4000e-003 | 0.1228 | 4.0000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 39.5980 | 39.5980 | 8.9000e-004 | | 39.6201 |
| **Total** | **0.0161** | **9.4000e-003** | **0.1228** | **4.0000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **39.5980** | **39.5980** | **8.9000e-004** | | **39.6201** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.4179 | 1.5936 | 3.3786 | 0.0114 | 0.9224 | 9.9700e-003 | 0.9324 | 0.2468 | 9.3300e-003 | 0.2561 | | 1,149.6975 | 1,149.6975 | 0.0451 | | 1,150.8242 |
| Unmitigated | 0.4198 | 1.6064 | 3.4267 | 0.0116 | 0.9412 | 0.0101 | 0.9514 | 0.2518 | 9.4900e-003 | 0.2613 | | 1,170.4971 | 1,170.4971 | 0.0456 | | 1,171.6381 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| NaturalGas Unmitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2955.42 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1423.84 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 79.6304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

### 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2.95542 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1.42384 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 0.0796304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Unmitigated | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0363 | 0.0200 | 1.3403 | 2.5200e-003 | | 0.1895 | 0.1895 | | 0.1895 | 0.1895 | 20.3783 | 6.1765 | 26.5548 | 0.0252 | 1.4400e-003 | 27.6133 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **1.7692** | **0.0210** | **1.4344** | **2.5300e-003** | | **0.1900** | **0.1900** | | **0.1900** | **0.1900** | **20.3783** | **6.3496** | **26.7280** | **0.0254** | **1.4400e-003** | **27.7916** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.5400e-003 | 0.0132 | 5.6000e-003 | 8.0000e-005 | | 1.0600e-003 | 1.0600e-003 | | 1.0600e-003 | 1.0600e-003 | 0.0000 | 16.8000 | 16.8000 | 3.2000e-004 | 3.1000e-004 | 16.8998 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **0.7344** | **0.0142** | **0.0997** | **9.0000e-005** | | **1.5600e-003** | **1.5600e-003** | | **1.5600e-003** | **1.5600e-003** | **0.0000** | **16.9732** | **16.9732** | **5.3000e-004** | **3.1000e-004** | **17.0782** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Mitigated

**Bay Area AQMD Air District, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Parking Lot | 80.00 | Space | 0.72 | 32,000.00 | 0 |
| Hotel | 30.00 | Room | 3.21 | 24,345.00 | 0 |
| Quality Restaurant | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |
| Single Family Housing | 1.00 | Dwelling Unit | 0.00 | 2,500.00 | 3 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 64 |
| **Climate Zone** | 4 | | | **Operational Year** | 2022 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 269.5 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - RPS calculator

Land Use - site plan and applicant

Construction Phase - applicant

Grading - applicant

Vehicle Trips - TIS

Energy Use -

Construction Off-road Equipment Mitigation - Construction Mitigation

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 7.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Interim |
| tblConstructionPhase | NumDays | 18.00 | 198.00 |
| tblConstructionPhase | NumDays | 230.00 | 198.00 |
| tblConstructionPhase | NumDays | 8.00 | 11.00 |
| tblConstructionPhase | NumDays | 18.00 | 11.00 |
| tblGrading | AcresOfGrading | 5.50 | 3.21 |
| tblGrading | MaterialExported | 0.00 | 12,000.00 |
| tblLandUse | LandUseSquareFeet | 43,560.00 | 24,345.00 |
| tblLandUse | LandUseSquareFeet | 1,800.00 | 2,500.00 |
| tblLandUse | LotAcreage | 1.00 | 3.21 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblLandUse | LotAcreage | 0.32 | 0.00 |
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 269.5 |
| tblVehicleTrips | ST_TR | 8.19 | 3.35 |
| tblVehicleTrips | ST_TR | 94.36 | 78.00 |
| tblVehicleTrips | ST_TR | 9.91 | 9.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 5.95 | 3.35 |
| tblVehicleTrips | SU_TR | 72.16 | 78.00 |
| tblVehicleTrips | SU_TR | 8.62 | 9.00 |
| tblVehicleTrips | WD_TR | 8.17 | 3.35 |
| tblVehicleTrips | WD_TR | 89.95 | 78.00 |
| tblVehicleTrips | WD_TR | 9.52 | 9.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 4.1714 | 66.4441 | 24.7883 | 0.1375 | 8.9604 | 1.4041 | 10.3645 | 4.0478 | 1.2966 | 5.3444 | 0.0000 | 14,392.6255 | 14,392.6255 | 1.5413 | 0.0000 | 14,431.1590 |
| 2021 | 3.9140 | 20.0709 | 19.3623 | 0.0348 | 0.3141 | 1.0566 | 1.3707 | 0.0849 | 0.9990 | 1.0839 | 0.0000 | 3,335.3001 | 3,335.3001 | 0.6550 | 0.0000 | 3,351.6739 |
| **Maximum** | **4.1714** | **66.4441** | **24.7883** | **0.1375** | **8.9604** | **1.4041** | **10.3645** | **4.0478** | **1.2966** | **5.3444** | **0.0000** | **14,392.6255** | **14,392.6255** | **1.5413** | **0.0000** | **14,431.1590** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 2.3973 | 50.3909 | 27.7259 | 0.1375 | 8.9604 | 0.1791 | 9.1395 | 4.0478 | 0.1734 | 4.2213 | 0.0000 | 14,392.6255 | 14,392.6255 | 1.5413 | 0.0000 | 14,431.1590 |
| 2021 | 2.3822 | 13.0840 | 20.6757 | 0.0348 | 0.3141 | 0.0924 | 0.4066 | 0.0849 | 0.0922 | 0.1771 | 0.0000 | 3,335.3001 | 3,335.3001 | 0.6550 | 0.0000 | 3,351.6739 |
| **Maximum** | **2.3973** | **50.3909** | **27.7259** | **0.1375** | **8.9604** | **0.1791** | **9.1395** | **4.0478** | **0.1734** | **4.2213** | **0.0000** | **14,392.6255** | **14,392.6255** | **1.5413** | **0.0000** | **14,431.1590** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **40.89** | **26.63** | **-9.63** | **0.00** | **0.00** | **88.96** | **18.65** | **0.00** | **88.43** | **31.58** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.3568 | 1.6637 | 3.6248 | 0.0108 | 0.9412 | 0.0103 | 0.9515 | 0.2518 | 9.6000e-003 | 0.2614 | | 1,094.6774 | 1,094.6774 | 0.0478 | | 1,095.8715 |
| **Total** | **2.1740** | **2.1214** | **5.4229** | **0.0160** | **0.9412** | **0.2335** | **1.1747** | **0.2518** | **0.2328** | **0.4847** | **20.3783** | **1,625.6015** | **1,645.9798** | **0.0832** | **0.0111** | **1,651.3548** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Energy | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| Mobile | 0.3549 | 1.6496 | 3.5819 | 0.0106 | 0.9224 | 0.0101 | 0.9325 | 0.2468 | 9.4400e-003 | 0.2562 | | 1,075.1644 | 1,075.1644 | 0.0472 | | 1,076.3448 |
| **Total** | **1.1374** | **2.1005** | **4.0454** | **0.0133** | **0.9224** | **0.0449** | **0.9673** | **0.2468** | **0.0442** | **0.2910** | **0.0000** | **1,616.7119** | **1,616.7119** | **0.0578** | **9.9300e-003** | **1,621.1147** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 47.68 | 0.99 | 25.40 | 16.53 | 2.00 | 80.78 | 17.66 | 2.00 | 81.01 | 39.96 | 100.00 | 0.55 | 1.78 | 30.55 | 10.22 | 1.83 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading | Grading | 3/2/2020 | 3/16/2020 | 5 | 11 | |
| 2 | Paving | Paving | 3/17/2020 | 3/31/2020 | 5 | 11 | |
| 3 | Building Construction | Building Construction | 4/1/2020 | 1/1/2021 | 5 | 198 | |
| 4 | Architectural Coating | Architectural Coating | 4/15/2020 | 1/15/2021 | 5 | 198 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 3.21**

**Acres of Paving: 0.72**

**Residential Indoor: 5,063; Residential Outdoor: 1,688; Non-Residential Indoor: 40,268; Non-Residential Outdoor: 13,423; Striped Parking Area: 1,920 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Cement and Mortar Mixers | 2 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 6.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 6.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading | 6 | 15.00 | 0.00 | 1,500.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 25.00 | 10.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Grading - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4549 | 0.0000 | 6.4549 | 3.3623 | 0.0000 | 3.3623 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.4288 | 26.3859 | 16.0530 | 0.0297 | | 1.2734 | 1.2734 | | 1.1716 | 1.1716 | | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **2.4288** | **26.3859** | **16.0530** | **0.0297** | **6.4549** | **1.2734** | **7.7284** | **3.3623** | **1.1716** | **4.5339** | | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1560 | 40.0192 | 8.3573 | 0.1067 | 2.3822 | 0.1299 | 2.5121 | 0.6528 | 0.1243 | 0.7771 | | 11,406.7306 | 11,406.7306 | 0.6096 | | 11,421.9692 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0552 | 0.0390 | 0.3780 | 1.1400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 113.4098 | 113.4098 | 2.7700e-003 | | 113.4792 |
| **Total** | **1.2112** | **40.0582** | **8.7353** | **0.1078** | **2.5055** | **0.1307** | **2.6362** | **0.6855** | **0.1250** | **0.8105** | | **11,520.1404** | **11,520.1404** | **0.6123** | | **11,535.4484** |

## 3.2 Grading - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.4549 | 0.0000 | 6.4549 | 3.3623 | 0.0000 | 3.3623 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5200 | 10.3327 | 18.9906 | 0.0297 | | 0.0484 | 0.0484 | | 0.0484 | 0.0484 | 0.0000 | 2,872.4851 | 2,872.4851 | 0.9290 | | 2,895.7106 |
| **Total** | **0.5200** | **10.3327** | **18.9906** | **0.0297** | **6.4549** | **0.0484** | **6.5034** | **3.3623** | **0.0484** | **3.4108** | **0.0000** | **2,872.4851** | **2,872.4851** | **0.9290** | | **2,895.7106** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.1560 | 40.0192 | 8.3573 | 0.1067 | 2.3822 | 0.1299 | 2.5121 | 0.6528 | 0.1243 | 0.7771 | | 11,406.7306 | 11,406.7306 | 0.6096 | | 11,421.9692 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0552 | 0.0390 | 0.3780 | 1.1400e-003 | 0.1232 | 8.0000e-004 | 0.1240 | 0.0327 | 7.4000e-004 | 0.0334 | | 113.4098 | 113.4098 | 2.7700e-003 | | 113.4792 |
| **Total** | **1.2112** | **40.0582** | **8.7353** | **0.1078** | **2.5055** | **0.1307** | **2.6362** | **0.6855** | **0.1250** | **0.8105** | | **11,520.1404** | **11,520.1404** | **0.6123** | | **11,535.4484** |

## 3.3 Paving - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1837 | 11.8015 | 12.2823 | 0.0189 | | 0.6509 | 0.6509 | | 0.6005 | 0.6005 | | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **1.3552** | **11.8015** | **12.2823** | **0.0189** | | **0.6509** | **0.6509** | | **0.6005** | **0.6005** | | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0735 | 0.0520 | 0.5040 | 1.5200e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 151.2131 | 151.2131 | 3.7000e-003 | | 151.3055 |
| **Total** | **0.0735** | **0.0520** | **0.5040** | **1.5200e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **151.2131** | **151.2131** | **3.7000e-003** | | **151.3055** |

## 3.3 Paving - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.2913 | 7.8490 | 13.5323 | 0.0189 | | 0.0293 | 0.0293 | | 0.0293 | 0.0293 | 0.0000 | 1,804.7070 | 1,804.7070 | 0.5670 | | 1,818.8830 |
| Paving | 0.1715 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.4628** | **7.8490** | **13.5323** | **0.0189** | | **0.0293** | **0.0293** | | **0.0293** | **0.0293** | **0.0000** | **1,804.7070** | **1,804.7070** | **0.5670** | | **1,818.8830** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0735 | 0.0520 | 0.5040 | 1.5200e-003 | 0.1643 | 1.0600e-003 | 0.1654 | 0.0436 | 9.8000e-004 | 0.0446 | | 151.2131 | 151.2131 | 3.7000e-003 | | 151.3055 |
| **Total** | **0.0735** | **0.0520** | **0.5040** | **1.5200e-003** | **0.1643** | **1.0600e-003** | **0.1654** | **0.0436** | **9.8000e-004** | **0.0446** | | **151.2131** | **151.2131** | **3.7000e-003** | | **151.3055** |

## 3.4 Building Construction - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0399 | 1.1524 | 0.3110 | 2.6900e-003 | 0.0677 | 5.6800e-003 | 0.0734 | 0.0195 | 5.4300e-003 | 0.0249 | | 284.3272 | 284.3272 | 0.0155 | | 284.7157 |
| Worker | 0.0919 | 0.0650 | 0.6300 | 1.9000e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 189.0164 | 189.0164 | 4.6200e-003 | | 189.1319 |
| **Total** | **0.1318** | **1.2174** | **0.9410** | **4.5900e-003** | **0.2731** | **7.0100e-003** | **0.2801** | **0.0740** | **6.6600e-003** | **0.0806** | | **473.3436** | **473.3436** | **0.0202** | | **473.8476** |

## 3.4 Building Construction - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5335 | 10.9122 | 17.8738 | 0.0269 | | 0.0846 | 0.0846 | | 0.0846 | 0.0846 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **0.5335** | **10.9122** | **17.8738** | **0.0269** | | **0.0846** | **0.0846** | | **0.0846** | **0.0846** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0399 | 1.1524 | 0.3110 | 2.6900e-003 | 0.0677 | 5.6800e-003 | 0.0734 | 0.0195 | 5.4300e-003 | 0.0249 | | 284.3272 | 284.3272 | 0.0155 | | 284.7157 |
| Worker | 0.0919 | 0.0650 | 0.6300 | 1.9000e-003 | 0.2054 | 1.3300e-003 | 0.2067 | 0.0545 | 1.2300e-003 | 0.0557 | | 189.0164 | 189.0164 | 4.6200e-003 | | 189.1319 |
| **Total** | **0.1318** | **1.2174** | **0.9410** | **4.5900e-003** | **0.2731** | **7.0100e-003** | **0.2801** | **0.0740** | **6.6600e-003** | **0.0806** | | **473.3436** | **473.3436** | **0.0202** | | **473.8476** |

## 3.4 Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0329 | 1.0423 | 0.2801 | 2.6600e-003 | 0.0677 | 2.3200e-003 | 0.0700 | 0.0195 | 2.2200e-003 | 0.0217 | | 281.6272 | 281.6272 | 0.0147 | | 281.9940 |
| Worker | 0.0852 | 0.0580 | 0.5745 | 1.8300e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 182.3842 | 182.3842 | 4.1300e-003 | | 182.4873 |
| **Total** | **0.1180** | **1.1003** | **0.8546** | **4.4900e-003** | **0.2731** | **3.6100e-003** | **0.2767** | **0.0740** | **3.4100e-003** | **0.0774** | | **464.0113** | **464.0113** | **0.0188** | | **464.4813** |

## 3.4 Building Construction - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.5335 | 10.9122 | 17.8738 | 0.0269 | | 0.0846 | 0.0846 | | 0.0846 | 0.0846 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **0.5335** | **10.9122** | **17.8738** | **0.0269** | | **0.0846** | **0.0846** | | **0.0846** | **0.0846** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0329 | 1.0423 | 0.2801 | 2.6600e-003 | 0.0677 | 2.3200e-003 | 0.0700 | 0.0195 | 2.2200e-003 | 0.0217 | | 281.6272 | 281.6272 | 0.0147 | | 281.9940 |
| Worker | 0.0852 | 0.0580 | 0.5745 | 1.8300e-003 | 0.2054 | 1.2900e-003 | 0.2067 | 0.0545 | 1.1900e-003 | 0.0557 | | 182.3842 | 182.3842 | 4.1300e-003 | | 182.4873 |
| **Total** | **0.1180** | **1.1003** | **0.8546** | **4.4900e-003** | **0.2731** | **3.6100e-003** | **0.2767** | **0.0740** | **3.4100e-003** | **0.0774** | | **464.0113** | **464.0113** | **0.0188** | | **464.4813** |

## 3.5 Architectural Coating - 2020

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.9014** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0184 | 0.0130 | 0.1260 | 3.8000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 37.8033 | 37.8033 | 9.2000e-004 | | 37.8264 |
| **Total** | **0.0184** | **0.0130** | **0.1260** | **3.8000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **37.8033** | **37.8033** | **9.2000e-004** | | **37.8264** |

## 3.5 Architectural Coating - 2020

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0545 | 1.0598 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **1.7137** | **1.0598** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0184 | 0.0130 | 0.1260 | 3.8000e-004 | 0.0411 | 2.7000e-004 | 0.0413 | 0.0109 | 2.5000e-004 | 0.0111 | | 37.8033 | 37.8033 | 9.2000e-004 | | 37.8264 |
| **Total** | **0.0184** | **0.0130** | **0.1260** | **3.8000e-004** | **0.0411** | **2.7000e-004** | **0.0413** | **0.0109** | **2.5000e-004** | **0.0111** | | **37.8033** | **37.8033** | **9.2000e-004** | | **37.8264** |

## 3.5 Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.8781** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0170 | 0.0116 | 0.1149 | 3.7000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 36.4768 | 36.4768 | 8.3000e-004 | | 36.4975 |
| **Total** | **0.0170** | **0.0116** | **0.1149** | **3.7000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **36.4768** | **36.4768** | **8.3000e-004** | | **36.4975** |

### 3.5 Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 1.6592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0545 | 1.0598 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **1.7137** | **1.0598** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0170 | 0.0116 | 0.1149 | 3.7000e-004 | 0.0411 | 2.6000e-004 | 0.0413 | 0.0109 | 2.4000e-004 | 0.0111 | | 36.4768 | 36.4768 | 8.3000e-004 | | 36.4975 |
| **Total** | **0.0170** | **0.0116** | **0.1149** | **3.7000e-004** | **0.0411** | **2.6000e-004** | **0.0413** | **0.0109** | **2.4000e-004** | **0.0111** | | **36.4768** | **36.4768** | **8.3000e-004** | | **36.4975** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Provide Traffic Calming Measures

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.3549 | 1.6496 | 3.5819 | 0.0106 | 0.9224 | 0.0101 | 0.9325 | 0.2468 | 9.4400e-003 | 0.2562 | | 1,075.1644 | 1,075.1644 | 0.0472 | | 1,076.3448 |
| Unmitigated | 0.3568 | 1.6637 | 3.6248 | 0.0108 | 0.9412 | 0.0103 | 0.9515 | 0.2518 | 9.6000e-003 | 0.2614 | | 1,094.6774 | 1,094.6774 | 0.0478 | | 1,095.8715 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Hotel | 100.50 | 100.50 | 100.50 | 190,943 | 187,124 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 195.00 | 195.00 | 195.00 | 231,303 | 226,676 |
| Single Family Housing | 9.00 | 9.00 | 9.00 | 20,786 | 20,371 |
| Total | 304.50 | 304.50 | 304.50 | 443,032 | 434,171 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Single Family Housing | 10.80 | 4.80 | 5.70 | 31.00 | 15.00 | 54.00 | 86 | 11 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hotel | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Parking Lot | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Quality Restaurant | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |
| Single Family Housing | 0.576985 | 0.039376 | 0.193723 | 0.112069 | 0.016317 | 0.005358 | 0.017943 | 0.025814 | 0.002614 | 0.002274 | 0.005874 | 0.000887 | 0.000768 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |
| NaturalGas Unmitigated | 0.0481 | 0.4367 | 0.3638 | 2.6200e-003 | | 0.0332 | 0.0332 | | 0.0332 | 0.0332 | | 524.5744 | 524.5744 | 0.0101 | 9.6200e-003 | 527.6917 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2955.42 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1423.84 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 79.6304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

### 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Hotel | 2.95542 | 0.0319 | 0.2898 | 0.2434 | 1.7400e-003 | | 0.0220 | 0.0220 | | 0.0220 | 0.0220 | | 347.6960 | 347.6960 | 6.6600e-003 | 6.3700e-003 | 349.7622 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Quality Restaurant | 1.42384 | 0.0154 | 0.1396 | 0.1173 | 8.4000e-004 | | 0.0106 | 0.0106 | | 0.0106 | 0.0106 | | 167.5101 | 167.5101 | 3.2100e-003 | 3.0700e-003 | 168.5055 |
| Single Family Housing | 0.0796304 | 8.6000e-004 | 7.3400e-003 | 3.1200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | | 9.3683 | 9.3683 | 1.8000e-004 | 1.7000e-004 | 9.4240 |
| **Total** | | **0.0481** | **0.4367** | **0.3638** | **2.6300e-003** | | **0.0332** | **0.0332** | | **0.0332** | **0.0332** | | **524.5744** | **524.5744** | **0.0101** | **9.6100e-003** | **527.6917** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.7344 | 0.0142 | 0.0997 | 9.0000e-005 | | 1.5600e-003 | 1.5600e-003 | | 1.5600e-003 | 1.5600e-003 | 0.0000 | 16.9732 | 16.9732 | 5.3000e-004 | 3.1000e-004 | 17.0782 |
| Unmitigated | 1.7692 | 0.0210 | 1.4344 | 2.5300e-003 | | 0.1900 | 0.1900 | | 0.1900 | 0.1900 | 20.3783 | 6.3496 | 26.7280 | 0.0254 | 1.4400e-003 | 27.7916 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.0363 | 0.0200 | 1.3403 | 2.5200e-003 | | 0.1895 | 0.1895 | | 0.1895 | 0.1895 | 20.3783 | 6.1765 | 26.5548 | 0.0252 | 1.4400e-003 | 27.6133 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **1.7692** | **0.0210** | **1.4344** | **2.5300e-003** | | **0.1900** | **0.1900** | | **0.1900** | **0.1900** | **20.3783** | **6.3496** | **26.7280** | **0.0254** | **1.4400e-003** | **27.7916** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0900 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.6393 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.5400e-003 | 0.0132 | 5.6000e-003 | 8.0000e-005 | | 1.0600e-003 | 1.0600e-003 | | 1.0600e-003 | 1.0600e-003 | 0.0000 | 16.8000 | 16.8000 | 3.2000e-004 | 3.1000e-004 | 16.8998 |
| Landscaping | 3.5600e-003 | 1.0600e-003 | 0.0941 | 1.0000e-005 | | 5.0000e-004 | 5.0000e-004 | | 5.0000e-004 | 5.0000e-004 | | 0.1732 | 0.1732 | 2.1000e-004 | | 0.1784 |
| **Total** | **0.7344** | **0.0142** | **0.0997** | **9.0000e-005** | | **1.5600e-003** | **1.5600e-003** | | **1.5600e-003** | **1.5600e-003** | **0.0000** | **16.9732** | **16.9732** | **5.3000e-004** | **3.1000e-004** | **17.0782** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

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

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Wine Country Inn Mitigated

## Bay Area AQMD Air District, Mitigation Report

### Construction Mitigation Summary

| Phase | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Architectural Coating | 0.10 | 0.36 | 0.00 | 0.00 | 0.96 | 0.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | 0.71 | 0.41 | -0.06 | 0.00 | 0.92 | 0.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Grading | 0.53 | 0.24 | -0.12 | 0.00 | 0.87 | 0.87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving | 0.63 | 0.33 | -0.10 | 0.00 | 0.95 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### OFFROAD Equipment Mitigation

| Equipment Type | Fuel Type | Tier | Number Mitigated | Total Number of Equipment | DPF | Oxidation Catalyst |
|---|---|---|---|---|---|---|
| Air Compressors | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Cement and Mortar Mixers | Diesel | Tier 4 Interim | 2 | 2 | No Change | 0.00 |
| Cranes | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Excavators | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Forklifts | Diesel | Tier 4 Interim | 3 | 3 | No Change | 0.00 |
| Generator Sets | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Graders | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Pavers | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Paving Equipment | Diesel | Tier 4 Interim | 2 | 2 | No Change | 0.00 |
| Rollers | Diesel | Tier 4 Interim | 2 | 2 | No Change | 0.00 |
| Rubber Tired Dozers | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |
| Tractors/Loaders/Backhoes | Diesel | Tier 4 Interim | 7 | 7 | No Change | 0.00 |
| Welders | Diesel | Tier 4 Interim | 1 | 1 | No Change | 0.00 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unmitigated tons/yr | | | | | | Unmitigated mt/yr | | | | | |
| Air Compressors | 2.38500E-002 | 1.65840E-001 | 1.81230E-001 | 2.90000E-004 | 1.08900E-002 | 1.08900E-002 | 0.00000E+000 | 2.52772E+001 | 2.52772E+001 | 1.94000E-003 | 0.00000E+000 | 2.53258E+001 |
| Cement and Mortar Mixers | 4.80000E-004 | 3.04000E-003 | 2.54000E-003 | 1.00000E-005 | 1.20000E-004 | 1.20000E-004 | 0.00000E+000 | 3.78080E-001 | 3.78080E-001 | 4.00000E-005 | 0.00000E+000 | 3.79060E-001 |
| Cranes | 3.92600E-002 | 4.66800E-001 | 1.83190E-001 | 5.00000E-004 | 1.92400E-002 | 1.77000E-002 | 0.00000E+000 | 4.39124E+001 | 4.39124E+001 | 1.42000E-002 | 0.00000E+000 | 4.42675E+001 |
| Excavators | 1.35000E-003 | 1.32700E-002 | 1.79700E-002 | 3.00000E-005 | 6.40000E-004 | 5.90000E-004 | 0.00000E+000 | 2.49535E+000 | 2.49535E+000 | 8.10000E-004 | 0.00000E+000 | 2.51553E+000 |
| Forklifts | 4.27500E-002 | 3.85180E-001 | 3.50520E-001 | 4.50000E-004 | 2.86900E-002 | 2.63900E-002 | 0.00000E+000 | 3.98845E+001 | 3.98845E+001 | 1.29000E-002 | 0.00000E+000 | 4.02070E+001 |
| Generator Sets | 3.94900E-002 | 3.44230E-001 | 3.66840E-001 | 6.50000E-004 | 1.94100E-002 | 1.94100E-002 | 0.00000E+000 | 5.59555E+001 | 5.59555E+001 | 3.15000E-003 | 0.00000E+000 | 5.60343E+001 |
| Graders | 2.62000E-003 | 3.47900E-002 | 9.98000E-003 | 4.00000E-005 | 1.11000E-003 | 1.02000E-003 | 0.00000E+000 | 3.20686E+000 | 3.20686E+000 | 1.04000E-003 | 0.00000E+000 | 3.23278E+000 |
| Pavers | 1.44000E-003 | 1.54600E-002 | 1.59400E-002 | 3.00000E-005 | 7.50000E-004 | 6.90000E-004 | 0.00000E+000 | 2.27159E+000 | 2.27159E+000 | 7.30000E-004 | 0.00000E+000 | 2.28995E+000 |
| Paving Equipment | 1.71000E-003 | 1.76700E-002 | 2.09100E-002 | 3.00000E-005 | 8.80000E-004 | 8.10000E-004 | 0.00000E+000 | 2.95276E+000 | 2.95276E+000 | 9.50000E-004 | 0.00000E+000 | 2.97663E+000 |
| Rollers | 1.72000E-003 | 1.71700E-002 | 1.56200E-002 | 2.00000E-005 | 1.09000E-003 | 1.01000E-003 | 0.00000E+000 | 1.90150E+000 | 1.90150E+000 | 6.10000E-004 | 0.00000E+000 | 1.91688E+000 |
| Rubber Tired Dozers | 5.94000E-003 | 6.23300E-002 | 2.27200E-002 | 5.00000E-005 | 3.05000E-003 | 2.81000E-003 | 0.00000E+000 | 4.12804E+000 | 4.12804E+000 | 1.34000E-003 | 0.00000E+000 | 4.16142E+000 |
| Tractors/Loaders/ Backhoes | 5.90200E-002 | 5.93110E-001 | 6.42560E-001 | 8.80000E-004 | 3.75000E-002 | 3.45000E-002 | 0.00000E+000 | 7.69105E+001 | 7.69105E+001 | 2.48700E-002 | 0.00000E+000 | 7.75323E+001 |
| Welders | 3.38500E-002 | 1.55530E-001 | 1.74910E-001 | 2.50000E-004 | 8.60000E-003 | 8.60000E-003 | 0.00000E+000 | 1.86338E+001 | 1.86338E+001 | 2.75000E-003 | 0.00000E+000 | 1.87027E+001 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mitigated tons/yr | | | | | | Mitigated mt/yr | | | | | |
| Air Compressors | 5.39000E-003 | 1.04920E-001 | 1.81410E-001 | 2.90000E-004 | 3.90000E-004 | 3.90000E-004 | 0.00000E+000 | 2.52772E+001 | 2.52772E+001 | 1.94000E-003 | 0.00000E+000 | 2.53258E+001 |
| Cement and Mortar Mixers | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 1.00000E-005 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 3.78080E-001 | 3.78080E-001 | 4.00000E-005 | 0.00000E+000 | 3.79060E-001 |
| Cranes | 8.19000E-003 | 1.32030E-001 | 2.66100E-001 | 5.00000E-004 | 8.20000E-004 | 8.20000E-004 | 0.00000E+000 | 4.39123E+001 | 4.39123E+001 | 1.42000E-002 | 0.00000E+000 | 4.42674E+001 |
| Excavators | 3.50000E-004 | 1.25200E-002 | 2.15500E-002 | 3.00000E-005 | 5.00000E-005 | 5.00000E-005 | 0.00000E+000 | 2.49535E+000 | 2.49535E+000 | 8.10000E-004 | 0.00000E+000 | 2.51552E+000 |
| Forklifts | 1.02600E-002 | 1.99530E-001 | 3.44990E-001 | 4.50000E-004 | 7.50000E-004 | 7.50000E-004 | 0.00000E+000 | 3.98845E+001 | 3.98845E+001 | 1.29000E-002 | 0.00000E+000 | 4.02070E+001 |
| Generator Sets | 1.19400E-002 | 2.32260E-001 | 4.01580E-001 | 6.50000E-004 | 8.70000E-004 | 8.70000E-004 | 0.00000E+000 | 5.59555E+001 | 5.59555E+001 | 3.15000E-003 | 0.00000E+000 | 5.60342E+001 |
| Graders | 5.90000E-004 | 9.59000E-003 | 1.93400E-002 | 4.00000E-005 | 6.00000E-005 | 6.00000E-005 | 0.00000E+000 | 3.20685E+000 | 3.20685E+000 | 1.04000E-003 | 0.00000E+000 | 3.23278E+000 |
| Pavers | 3.20000E-004 | 1.13900E-002 | 1.96000E-002 | 3.00000E-005 | 4.00000E-005 | 4.00000E-005 | 0.00000E+000 | 2.27158E+000 | 2.27158E+000 | 7.30000E-004 | 0.00000E+000 | 2.28995E+000 |
| Paving Equipment | 4.10000E-004 | 1.48700E-002 | 2.55800E-002 | 3.00000E-005 | 6.00000E-005 | 6.00000E-005 | 0.00000E+000 | 2.95275E+000 | 2.95275E+000 | 9.50000E-004 | 0.00000E+000 | 2.97663E+000 |
| Rollers | 4.90000E-004 | 9.47000E-003 | 1.63700E-002 | 2.00000E-005 | 4.00000E-005 | 4.00000E-005 | 0.00000E+000 | 1.90150E+000 | 1.90150E+000 | 6.10000E-004 | 0.00000E+000 | 1.91688E+000 |
| Rubber Tired Dozers | 7.70000E-004 | 1.23600E-002 | 2.49200E-002 | 5.00000E-005 | 8.00000E-005 | 8.00000E-005 | 0.00000E+000 | 4.12803E+000 | 4.12803E+000 | 1.34000E-003 | 0.00000E+000 | 4.16141E+000 |
| Tractors/Loaders/Backhoes | 1.96300E-002 | 3.81830E-001 | 6.60170E-001 | 8.80000E-004 | 1.43000E-003 | 1.43000E-003 | 0.00000E+000 | 7.69104E+001 | 7.69104E+001 | 2.48700E-002 | 0.00000E+000 | 7.75323E+001 |
| Welders | 4.34000E-003 | 1.64450E-001 | 1.48190E-001 | 2.50000E-004 | 4.63000E-003 | 4.63000E-003 | 0.00000E+000 | 1.86338E+001 | 1.86338E+001 | 2.75000E-003 | 0.00000E+000 | 1.87026E+001 |

| Equipment Type | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Air Compressors | 7.74004E-001 | 3.67342E-001 | -9.93213E-004 | 0.00000E+000 | 9.64187E-001 | 9.64187E-001 | 0.00000E+000 | 1.18684E-006 | 1.18684E-006 | 0.00000E+000 | 0.00000E+000 | 1.18456E-006 |
| Cement and Mortar Mixers | 1.00000E+000 | 1.00000E+000 | 1.00000E+000 | 0.00000E+000 | 1.00000E+000 | 1.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Cranes | 7.91391E-001 | 7.17159E-001 | -4.52590E-001 | 0.00000E+000 | 9.57380E-001 | 9.53672E-001 | 0.00000E+000 | 1.13863E-006 | 1.13863E-006 | 0.00000E+000 | 0.00000E+000 | 1.12950E-006 |
| Excavators | 7.40741E-001 | 5.65185E-002 | -1.99221E-001 | 0.00000E+000 | 9.21875E-001 | 9.15254E-001 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 3.97531E-006 |
| Forklifts | 7.60000E-001 | 4.81982E-001 | 1.57766E-002 | 0.00000E+000 | 9.73858E-001 | 9.71580E-001 | 0.00000E+000 | 1.25362E-006 | 1.25362E-006 | 0.00000E+000 | 0.00000E+000 | 1.24356E-006 |
| Generator Sets | 6.97645E-001 | 3.25277E-001 | -9.47007E-002 | 0.00000E+000 | 9.55178E-001 | 9.55178E-001 | 0.00000E+000 | 1.25099E-006 | 1.25099E-006 | 0.00000E+000 | 0.00000E+000 | 1.24924E-006 |
| Graders | 7.74809E-001 | 7.24346E-001 | -9.37876E-001 | 0.00000E+000 | 9.45946E-001 | 9.41176E-001 | 0.00000E+000 | 3.11832E-006 | 3.11832E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Pavers | 7.77778E-001 | 2.63260E-001 | -2.29611E-001 | 0.00000E+000 | 9.46667E-001 | 9.42029E-001 | 0.00000E+000 | 4.40220E-006 | 4.40220E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Paving Equipment | 7.60234E-001 | 1.58461E-001 | -2.23338E-001 | 0.00000E+000 | 9.31818E-001 | 9.25926E-001 | 0.00000E+000 | 3.38666E-006 | 3.38666E-006 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Rollers | 7.15116E-001 | 4.48457E-001 | -4.80154E-002 | 0.00000E+000 | 9.63303E-001 | 9.60396E-001 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 | 0.00000E+000 |
| Rubber Tired Dozers | 8.70370E-001 | 8.01701E-001 | -9.68310E-002 | 0.00000E+000 | 9.73770E-001 | 9.71530E-001 | 0.00000E+000 | 2.42246E-006 | 2.42246E-006 | 0.00000E+000 | 0.00000E+000 | 2.40303E-006 |
| Tractors/Loaders/Backhoes | 6.67401E-001 | 3.56224E-001 | -2.74060E-002 | 0.00000E+000 | 9.61867E-001 | 9.58551E-001 | 0.00000E+000 | 1.17019E-006 | 1.17019E-006 | 0.00000E+000 | 0.00000E+000 | 1.16081E-006 |
| Welders | 8.71787E-001 | -5.73523E-002 | 1.52764E-001 | 0.00000E+000 | 4.61628E-001 | 4.61628E-001 | 0.00000E+000 | 1.07332E-006 | 1.07332E-006 | 0.00000E+000 | 0.00000E+000 | 1.06937E-006 |

## Fugitive Dust Mitigation

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

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

| | | Unmitigated | | Mitigated | | Percent Reduction | |
|---|---|---|---|---|---|---|---|
| Phase | Source | PM10 | PM2.5 | PM10 | PM2.5 | PM10 | PM2.5 |
| Architectural Coating | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Architectural Coating | Roads | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Building Construction | Roads | 0.03 | 0.01 | 0.03 | 0.01 | 0.00 | 0.00 |
| Grading | Fugitive Dust | 0.04 | 0.02 | 0.04 | 0.02 | 0.00 | 0.00 |
| Grading | Roads | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| Paving | Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving | Roads | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

**Operational Percent Reduction Summary**

| Category | ROG | NOx | CO | SO2 | Exhaust PM10 | Exhaust PM2.5 | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | | | | | | | | | | | | |
| Architectural Coating | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Electricity | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 80.00 | 80.00 | 79.89 | 80.52 | 80.00 |
| Hearth | 99.83 | 46.15 | 99.65 | 100.00 | 99.19 | 99.19 | 100.00 | -172.00 | 46.38 | 100.00 | 100.00 | 48.71 |
| Landscaping | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mobile | 0.52 | 0.83 | 1.25 | 2.01 | 1.62 | 1.73 | 0.00 | 1.77 | 1.77 | 1.18 | 0.00 | 1.77 |
| Natural Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Water Indoor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.00 | 10.68 | 10.78 | 10.99 | 11.20 | 10.89 |
| Water Outdoor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## Operational Mobile Mitigation

Project Setting: Low Density Suburban

| Mitigation | Category | Measure | % Reduction | Input Value 1 | Input Value 2 | Input Value 3 |
|---|---|---|---|---|---|---|
| No | Land Use | Increase Density | 0.00 | | | |
| No | Land Use | Increase Diversity | 0.14 | 0.38 | | |
| No | Land Use | Improve Walkability Design | 0.00 | | | |
| No | Land Use | Improve Destination Accessibility | 0.00 | | | |
| No | Land Use | Increase Transit Accessibility | 0.25 | | | |
| No | Land Use | Integrate Below Market Rate Housing | 0.00 | | | |
| | Land Use | Land Use SubTotal | 0.00 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Yes | Neighborhood Enhancements | Improve Pedestrian Network | 2.00 | Project Site and Connecting Off-Site | | |
| Yes | Neighborhood Enhancements | Provide Traffic Calming Measures | | 50.00 | | |
| No | Neighborhood Enhancements | Implement NEV Network | 0.00 | | | |
| | Neighborhood Enhancements | Neighborhood Enhancements Subtotal | 0.02 | | | |
| No | Parking Policy Pricing | Limit Parking Supply | 0.00 | | | |
| No | Parking Policy Pricing | Unbundle Parking Costs | 0.00 | | | |
| No | Parking Policy Pricing | On-street Market Pricing | 0.00 | | | |
| | Parking Policy Pricing | Parking Policy Pricing Subtotal | 0.00 | | | |
| No | Transit Improvements | Provide BRT System | 0.00 | | | |
| No | Transit Improvements | Expand Transit Network | 0.00 | | | |
| No | Transit Improvements | Increase Transit Frequency | 0.00 | | | |
| | Transit Improvements | Transit Improvements Subtotal | 0.00 | | | |
| | | Land Use and Site Enhancement Subtotal | 0.02 | | | |
| No | Commute | Implement Trip Reduction Program | | | | |
| No | Commute | Transit Subsidy | | | | |
| No | Commute | Implement Employee Parking "Cash Out" | 3.00 | | | |
| No | Commute | Workplace Parking Charge | | | | |
| No | Commute | Encourage Telecommuting and Alternative Work Schedules | 0.00 | | | |
| No | Commute | Market Commute Trip Reduction Option | 0.00 | | | |
| No | Commute | Employee Vanpool/Shuttle | 0.00 | | 2.00 | |
| No | Commute | Provide Ride Sharing Program | 5.00 | | | |
| | Commute | Commute Subtotal | 0.00 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| No | School Trip | Implement School Bus Program | 0.00 | | | |
| | | Total VMT Reduction | 0.02 | | | |

**Area Mitigation**

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

**Energy Mitigation Measures**

| Measure Implemented | Mitigation Measure | Input Value 1 | Input Value 2 |
|---|---|---|---|
| No | Exceed Title 24 | 0.00 | |
| No | Install High Efficiency Lighting | 0.00 | |
| Yes | On-site Renewable | 0.00 | 80.00 |

| Appliance Type | Land Use Subtype | % Improvement |
|---|---|---|
| ClothWasher | | 30.00 |
| DishWasher | | 15.00 |
| Fan | | 50.00 |
| Refrigerator | | 15.00 |

**Water Mitigation Measures**

| Measure Implemented | Mitigation Measure | Input Value 1 | Input Value 2 |
|---|---|---|---|
| No | Apply Water Conservation on Strategy | 0.00 | 0.00 |
| No | Use Reclaimed Water | 0.00 | 0.00 |
| No | Use Grey Water | 0.00 | |
| No | Install low-flow bathroom faucet | 32.00 | |
| No | Install low-flow Kitchen faucet | 18.00 | |
| Yes | Install low-flow Toilet | 20.00 | |
| Yes | Install low-flow Shower | 20.00 | |
| No | Turf Reduction | 0.00 | |
| Yes | Use Water Efficient Irrigation Systems | 6.10 | |
| No | Water Efficient Landscape | 0.00 | 0.00 |

**Solid Waste Mitigation**

| Mitigation Measures | Input Value |
|---|---|

| | |
|---|---|
| Institute Recycling and Composting Services<br>Percent Reduction in Waste Disposed | |

# APPENDIX C

## SUMMARY BIOLOGICAL REPORT

*Consulting Biologist For*
*The Environmental Consulting Field*

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Novato, CA 94949
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# DANIEL EDELSTEIN, ENVIRONMENTAL SCIENTIST & CONSULTING BIOLOGIST

January 8, 2019
Project #181011

Ms. Michelle Boss
2231 Hampton Road
Livermore, CA 94550

**SUBJECT:**
**Letter Summary Report* That Assesses Potential Plant, Wildlife & Wetland Resources At 19952 Hansen Rd., Livermore, CA 94550 (Site), APN: 099-0460-008**

**(* = based on my January 2, 2019 survey (Survey) at the Site)**

## I. INTRODUCTION AND SCOPE OF THIS REPORT:

**IA.** As an Environmental Scientist, Avian Biologist and Certified Wildlife Biologist Asc., I submit the following Letter Summary Report (Report) to provide you information related to the potential presence of plant, wildlife and wetland resource regulatory issues (Issues) related to the Site. Consider these Issues to be assessed here as "biological constraints" (Biological Constraints) that you I advise you to consider as they relate to development of the Site that must comply with local, state and federal regulatory measures. More specific, any development of the Site beyond its current status (see below for details) will require it be subject to review under a California state law: the California Environmental Quality Act (CEQA).

Given development of the Site will qualify as a valid project (Project) within CEQA, this Report will help assist your understanding of regulatory measures you are advised to comply with in relation to a Project, per the City of Livermore's Planning Division mandate to enforce Public Resources Code Section 21166. See Appendix D for a definition and explanation of this Section. It is an important advisory for you to review.

In total, note this Report features, below 1) narrative text; 2) photos of the Site (see Appendix A, below); 3) a table showing the list of wildlife I observed during my Survey at the Site (see Appendix B, below); Appendix C, below: a list of uncommon and rare plant and wildlife species in the region within which the Site occurs {This list is from a subscriber data query I conducted within the California Natural Diversity Database (CNDDB) on January 6, 2019.)}; and, lastly, Appendix D: a definition and explanation of Resources Code Section 21166.

**IB.** Note that this Report does not provide an overview/summary of any proposed project at the Site, as my understanding is that none currently exists.

**IC.** In sum, this Report addresses Management Action 3 and, in so doing, provides you diverse regulatory measures associated with potential "Biological Constraints" at the Site. Important advisories in relation to the Site's "Biological Constraints" appear in the "Conclusions and Recommendations" section, below.

**ID.** Key to the "Biological Constraints" during my Survey was assessment of a currently dry watercourse on the south side of the Site. Note my following assessment conclusion is supported by photos present in Appendix A, below: a) the watercourse should not be considered a wetland easement because it does not qualify for a wetland based on the fact none of the three conditions for a wetland — soil properties; vegetation species composition; and the presence of water — were present during the Survey nor do I believe water collects and pools within the lowland portion of this area on the Site's border.

One reason for the dry nature of the watercourse relates to the excellent drainage provided by infrastructure drains on the eastern edge of the Site. The drainage includes pipes that flow into a large water drain (see photos in Appendix A). In addition, connection of the watercourse toward the east onto another parcel on the east side of Arroyo Road supports my contention that no wetland conditions exist in this area. This parcel also possesses excellent drainage conditions so that no intermittent, ephemeral and/or perennial water conditions likely occur on the Site or adjacent to it at any month of a calendar year.

In summary, among potential "Biological Constraints" I assessed, I do not believe a wetland resource/wetland presence occurs on the south side of the Site. More specific:
The photos in Appendix A are meant to serve as pictorial proof along with my narrative here that the Site hosts no jurisdictional or other wetland areas subject to either local, state, or federal regulatory compliance measures.

Additional photos in Appendix A illuminate other information present in this Report. See below for more details, including the "Conclusions and Recommendations" section.

## II. SUMMARY OF HIGHLIGHTS & CONCLUSIONS IN THIS REPORT:

Below, I provide details of my following conclusion based on the Survey and pre-Survey research I conducted:

I do not believe Biological Constraint issues related to plant, wildlife and wetland resources/wetland easements exist at the Site. As a result, I do not forsee the need for the City of Livermore's Planning Department to ensure enforcement occurs for any current regulatory compliance measures related to local, state, and federal regulatory measure related to wetland resources and biological resources — nor do I believe future, related wetland and biological resource regulatory measures will arise if and when the Site is developed beyond its current habitat status.

As mentioned, see the attached photos, especially ones related to the lowland area on the Site that you mentioned as a potential wetland resource/wetland easement area. I am confident these photos provide evidence for my contention in this Report: the Site does not host wetland resources and no regulatory compliance measures should be applied in terms of you need a wetland-related permit from state and/or federal agencies.

## III. METHOD & RESULTS OF SURVEY AT THE SITE:

To ensure I successfully precisely evaluated potential Biological Constraints at the Site, my recent Survey was conducted from 8:00 am – noon on the Site. It included conducting walking the entire Site and, in addition, portions bordering it so I could evaluate the potential presence of wetland resources/wetland easements. See below for more details. See Appendix C for the results of my Survey in terms of observed bird and other wildlife species.

Before visiting the Site, I conducted research to ensure I knew if the Site could potentially host rare plant and wildlife species. This research included conducting an online query of the Site via a rare plant and wildlife database called the California Natural Diversity Database (CNDDB). See attached file — "APP. D - CNDDB QUERY - 19952 Hansen Rd., Livermore, CA 94550 – 1-6-19.pdf")

This file is a list of the rare plant and wildlife species that occur in the region within which the Site exists, according to the a United States Geological Survey (USGS) 7.5' quadrangle regional map within which the Site exists. This map is titled Altamont.

In this regard, note that my CNDDB query within the Altamont map did not yield previous reported observations of either rare, special status plant or wildlife species on the Site. In addition, based on the habitat quality of the Site, I do not believe it or nearby parcels within 500 feet of it currently or during the spring/summer will likely host any rare plant and/or breeding rare, special-status breeding wildlife species that require protection under CEQA and National Environmental Policy Act (NEPA) regulatory measures.

Below, I highlight wildlife species from my CNDDB query that are present in the Livermore region, but have no or low potential for occurrence on the Site (see Appendix C)* — the majority of which are rare, listed wildlife species that do not typically occur within one or miles from the Site. Note that none of the wildlife species present below were seen during my Survey.

(* = "Listed" species are designated as either state or federally threatened or endangered species based on the judgment of biologists at the California Department of Fish and Wildlife (CDFW) and the U.S. Department of Fish and Wildlife (USFWS), respectively.)

The primary reason the Site is devoid of the species noted below is because suitable roosting, foraging, and nesting habitat is absent at the Site, which is dominated by disturbed, ruderal non-native grassland habitat. This kind of habitat offers low foraging value to the wildlife species appearing below, with the other Site's vegetation — vineyards — also offering less than attractive natural habitat as an attractant for the species mentioned below.

In sum, based on the Site's unsuitable natural habit conditions, none of the following wildlife species are currently present on the Site or within 500 feet of it — nor would I expect them to occur on the Site or nearby it in the future:

American Badger (*Taxidea taxus*)
Pallid Bat (*Antrozous pallida*)
Burrowing Owl (*Athene cunicularia*)
Cooper's Hawk (*Accipiter cooperi*)
Tricolored Blackbird (*Agelaius tricolor*)
Swainson's Hawk (*Buteo swainsoni*)
Loggerhead Shrike (*Lanius ludovicianus*)
White-tailed Kite (*Elanus leucurus*) (non-breeding on Site)
Grasshopper Sparrow (*Ammodramus savannarum*)
Western Spadefoot (Toad) (*Spea hammondii*)
Foothill Yellow-legged Frog (*Rana boylii*)
Western Pond Turtle (*Emys marmorata*)

As for the Site's plant species, during my Survey I determined that the existing flora species on the Site are likely all common plant species. In other words, no rare and/or listed plant species were detected during my Survey.

I would expect the disturbed, ruderal composition of the plant species on the site will also not yield any rare, listed plant species when they bloom during the upcoming botanical blooming season — typically February through June, annually.

This conclusion is not surprising, given upland, ruderal habitat and non-native grassland habitat like the Site's are common in the Livermore area and throughout the region. It is only within non-disturbed, more "wild" habitat where native, uncommon to rare species may potentially exist.

## IV. CONCLUSIONS AND RECOMMENDATIONS:

1. As mentioned above, I do not believe Biological Constraint issues related to plant, wildlife and wetland resources/wetland easements exist at the Site. As a result, I do not forsee the need for the City of Livermore's Planning Department to ensure enforcement occurs for any current regulatory compliance measures related to local, state, and federal regulatory measure related to wetland resources and biological resources — nor do I believe future, related wetland and biological resource regulatory measures will arise if and when the Site is developed beyond its current habitat status.

2. As for if and when any soil grading, earth displacement/transfer, or removal of vegetation occurs on the site, note that if these activities occur on any date from February 1 – August 31, 2019, then a nesting bird survey should be conducted by a qualified Avian Biologist. These activties may collectively be titled "pre-construction" activities at the Site or

"construction activities" when soil grading, earth displacement/transfer, removal of vegetation (or all three of these activities) occur at the Site.

In turn, the required nesting bird survey that initiates as the result of pre-construction activities happening on the Site during the February 1 – August 30th date window will ensure compliance with two state of California nesting bird regulations (governed by the CDFW) and one federal law (the Migratory Bird Treaty Act) governed by the USFWS — both of which serve as regulatory measures to protect common and rare nesting bird species during the breeding season (February 1 – August 31, 2019).

Note the aforementioned nesting bird survey is required even after an upcoming Initial Study is completed and submitted to the City of Livermore's Planning Department.

In the event an Avian Biologist's pre-construction nesting bird survey results in the discovery of an active songbird species nest within 50 feet of the construction area on the Site or within 250 feet of an active raptor species nest on the Site, then the Avian Biologist should employ measures to prevent people and construction equipment from encroaching no more than 50 feet from an active songbird species' nest and no more than 250 feet from an active raptor species' nest.

To accomplish this protection, temporary plastic fencing or colored plastic tape should be used to prevent people/machinery from encroaching within the metric limits noted immediately above.

3. Note that the above recommendation in #3 of this section is based on regulations contained within CDFW codes[1], which state that any activity that would cause take of a bird, nest, or reduction or failure of reproductive success (i.e. direct loss of nest, disturbance resulting in nest abandonment, disturbance resulting in increased mortality of chicks) would be a violation of the CDFW's codes, such as:

**3503:** Unlawful Destruction of nest or eggs. It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulations made pursuant hereto.

**3503.5:** Birds-of-prey or their eggs. It is unlawful to take, possess, or destroy any bird in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulations made pursuant hereto.

**3511:** Identifies fully protected bird species.
In addition, most bird species are afforded protection under the previously mentioned federal MBTA {Section 3513 of CDFW code, via nexus with the US Fish and Wildlife Service (USFWS)}.

[1] See: https://www.dfg.ca.gov/wildlife/nongame/regcode.html

The MBTA is a federal law applicable to protecting native songbird and raptor species potentially nesting during the annual breeding season (February 1 – August 31) on the Site[2]. It states that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The Act maintains that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not.

In order to avoid violation of these codes, the aforementioned qualified Avian Biologist (with appropriate education and background) should confirm that no active nest is within or adjacent to the project site before the area is disturbed (during breeding season).

**CDFG Code 3513** upholds the MBTA by prohibiting any take or possession of birds that are designated by the MBTA as migratory nongame birds except as allowed by federal rules and regulations promulgated pursuant to the MBTA. In addition, there are CDFG Codes (3503, 3503.5, 3511, and 3800) that further protect nesting birds and their parts, including passerine birds, raptors, and state "fully protected" birds.

In summary, given the above information, I trust this Report has provided you guidance to ensure you are aware of the Site's Biological Constraints (i.e., the aforementioned discussion noted above in relation to absence of wetland resources/wetland easement) and listed plant and wildlife species. As a result, as noted above, I believe any initial development will require minimal actions to ensure compliance with local, State of California and federal regulatory measures.

Sincerely, Daniel Edelstein

*Daniel Edelstein*

Consulting Environmental Scientist & Certified Wildlife Biologist Asc.

danieledelstein@att.net
warblerwatch.com

[2] See: http://www.fws.gov/laws/lawsdigest/migtrea.html

# APPENDIX A

# PHOTOS OF THE SITE

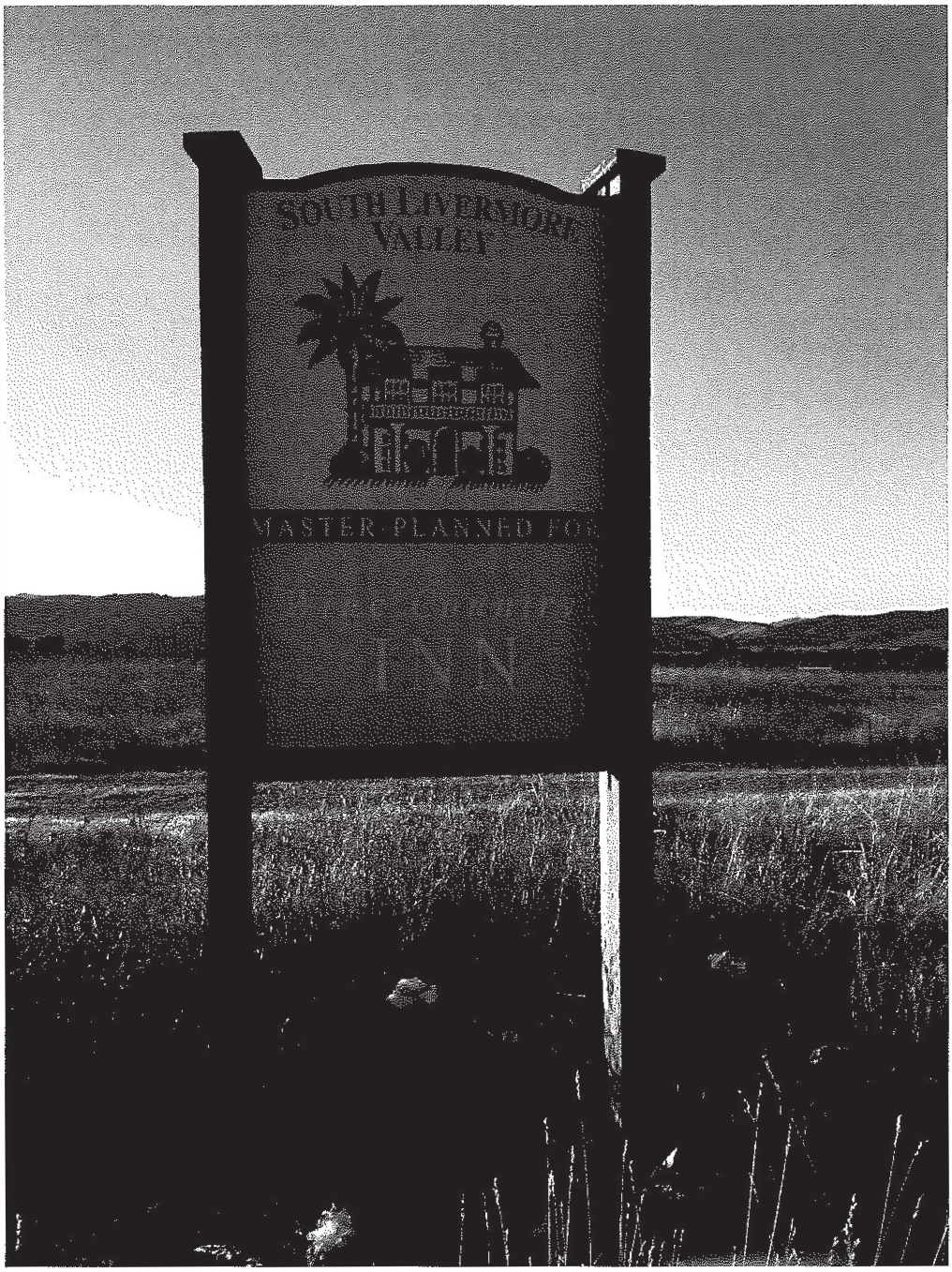


**Photo 1** – Looking southwest, the sign identifies the Site at 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008

Daniel Edelstein · Environmental Scientist/Wildlife Biologist · 12 Kingfisher Court · Novato, CA 94949 · danieledelstein@att.net · 415-382-1827 · WarblerWatch.com

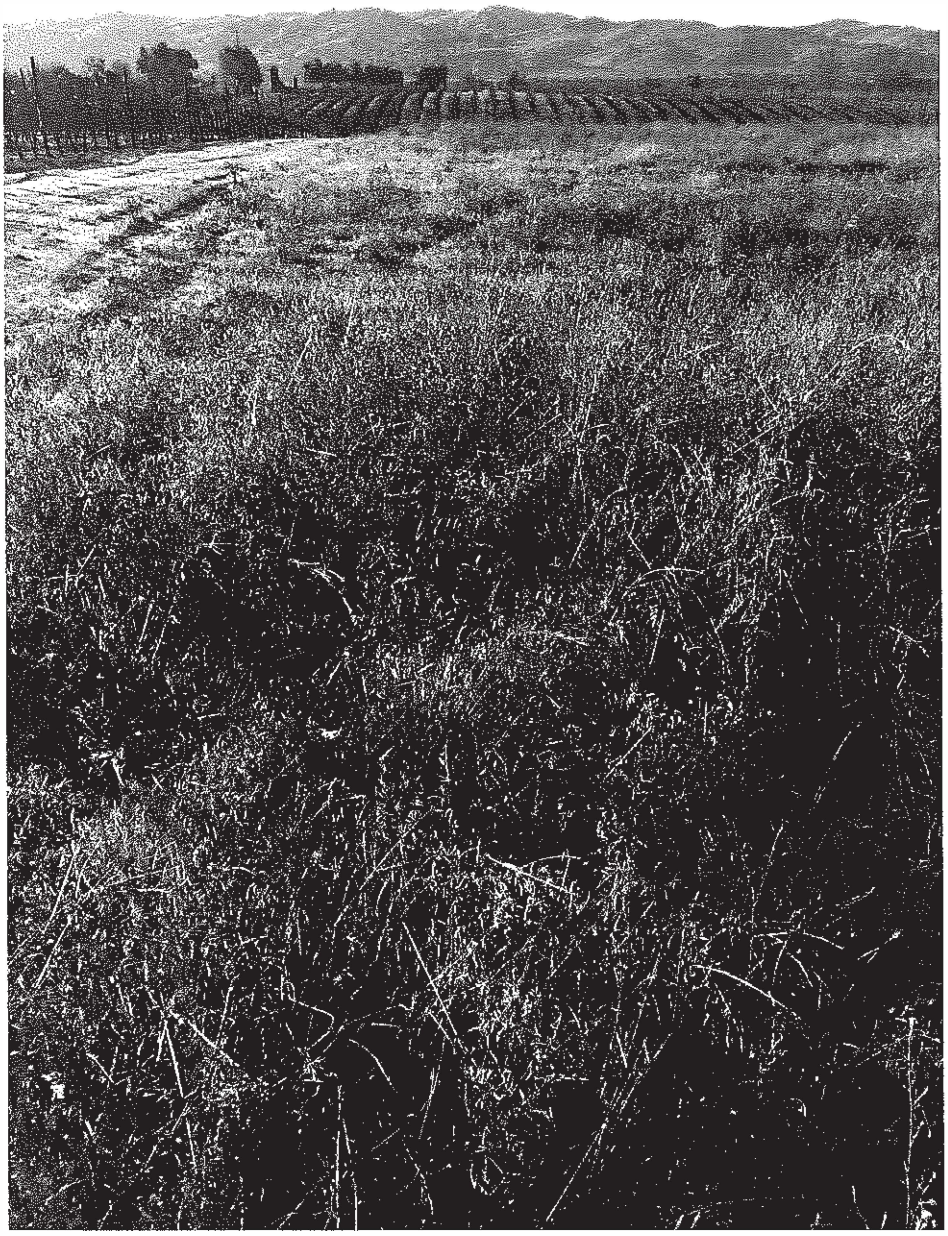

**Photo 2** – Looking south, the primary vegetational habitat on the Site — non-native grassland (along with ruderal/non-native wildflowers/forbs) appears in the foreground/center with vineyard in the background at 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008.

Daniel Edelstein · Environmental Scientist/Wildlife Biologist · 12 Kingfisher Court · Novato, CA 94949 · danieledelstein@att.net · 415-382-1827 · WarblerWatch.com

**Photo 3** – Looking east from the eastern edge of the Site, the dry watercourse noted in the above narrative is shown. Cobble and rocks line areas where temporary water flow could potentially occur during high rain events. The excellent drainage of water is evident with the presence of the pipe (center) with another one in the foreground partially hidden the perspective orientation of this view. In total, based on the successful design of the cobble and rocks, any standing water creating a temporary to permanent wetland is not present on the south side of the Site. No wetland exists on the Site or adjacent to it at 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008.

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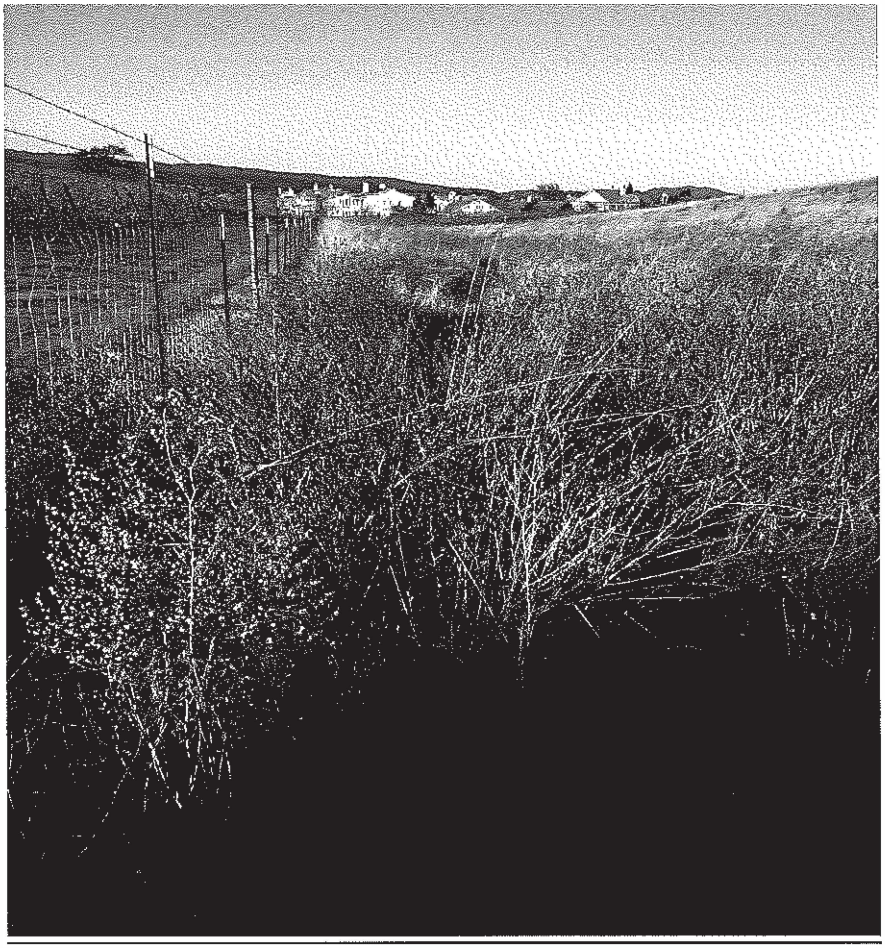

**Photo 4** – Looking west from the eastern edge of the Site, the dry watercourse noted in the above narrative is shown. It is dry in this photo and the composition of the non-native plant species (foreground and background adjacent to the site) are all common, non-wetland plant species. Based on the narrative, above, these plant species are evidence (along with the absence of soil indicators and the absence of water in this area) that no wetland presence exists on the Site or adjacent to it at 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008.

---

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---

**Photo 5** – Looking west from Hansen Road (center of photo) on the Site's north side, developed parcels adjacent to the Site are shown. One point of this photo is to note the developed scenario that already exists at the Site (at 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008) and in all directions from the Site's four boundaries.

---

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---

# APPENDIX B

## List of Wildlife Species Detected On The Site During My Survey

**APPENDIX B—** List of Wildlife Species Detected On A January 2, 2019 Survey Conducted By Environmental Scientist/Wildlife Biologist Daniel Edelstein[3] [4] At 19952 Hansen Rd., Livermore, CA 94550, APN: 099-0460-008

| **Bird Species** | |
|---|---|
| **Common Name** | ***Scientific Name*** |
| Mourning Dove# | *Zenaida macroura* |
| Anna's Hummingbird (FO) | *Calypte anna* |
| American Crow# | *Corvus brachyrhynchos* |
| Common Raven (FO) | *Corvus corax* |
| Turkey Vulture (FO) | *Cathartes aura* |
| **Mammal Species** | |
| Raccoon | *Procyon lotor* |

**Key:**

**# = Foraging on the site only; not breeding**

**FO = Flyover** (i.e., a brief, transient sighting of a bird species that was seen moving through the Site, but the species did not land upon the ground or upon shrub tree limbs within the Site)

[3] Avian Biologist and, in addition, a Certified Wildlife Biologist Associate, via accreditation from The Wildlife Society (Go to: http://wildlife.org/learn/professional-development-certification/cwbawb-directory/)
[4] To see his resume, go to: https://warblerwatch.files.wordpress.com/2017/03/edelstein-ceqa-nepa-consulting-wildlife-biologist-resume.pdf

# APPENDIX C

## List of Uncommon To Rare Plant and Wildlife Species In The Region Within Which The Site Occurs*

(* = per 1/6/19 query of the California Natural Diversity Database, 7.5' US Geological Survey (USGS) "Altamont" quadrangle map)

**APPENDIX C** — California Natural Diversity Database (CNDDB) Query For The Altamont 7.5' USGS Quadrangle Within Which The Site Occurs 19952 Hansen Rd., Livermore, CA 94550 (Site), APN: 099-0460-008. Result of query appears below as uncommon to rare plant and wildlife species in the region near the Site

(CNNDB query conducted on January 6, 2019 with the result appearing on the next page.)

## Selected Elements by Common Name

**California Department of Fish and Wildlife**

**California Natural Diversity Database**

**Query Criteria:** Quad IS (Altamont (3712166))

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| **alkali milk-vetch**<br>*Astragalus tener var. tener* | PDFAB0F8R1 | None | None | G2T1 | S1 | 1B.2 |
| **American badger**<br>*Taxidea taxus* | AMAJF04010 | None | None | G5 | S3 | SSC |
| **big tarplant**<br>*Blepharizonia plumosa* | PDAST1C011 | None | None | G1G2 | S1S2 | 1B.1 |
| **big-scale balsamroot**<br>*Balsamorhiza macrolepis* | PDAST11061 | None | None | G2 | S2 | 1B.2 |
| **brittlescale**<br>*Atriplex depressa* | PDCHE042L0 | None | None | G2 | S2 | 1B.2 |
| **burrowing owl**<br>*Athene cunicularia* | ABNSB10010 | None | None | G4 | S3 | SSC |
| **California alkali grass**<br>*Puccinellia simplex* | PMPOA53110 | None | None | G3 | S2 | 1B.2 |
| **California red-legged frog**<br>*Rana draytonii* | AAABH01022 | Threatened | None | G2G3 | S2S3 | SSC |
| **California tiger salamander**<br>*Ambystoma californiense* | AAAAA01180 | Threatened | Threatened | G2G3 | S2S3 | WL |
| **caper-fruited tropidocarpum**<br>*Tropidocarpum capparideum* | PDBRA2R010 | None | None | G1 | S1 | 1B.1 |
| **Congdon's tarplant**<br>*Centromadia parryi ssp. congdonii* | PDAST4R0P1 | None | None | G3T2 | S2 | 1B.1 |
| **Cooper's hawk**<br>*Accipiter cooperii* | ABNKC12040 | None | None | G5 | S4 | WL |
| **curved-foot hygrotus diving beetle**<br>*Hygrotus curvipes* | IICOL38030 | None | None | G1 | S1 | |
| **ferruginous hawk**<br>*Buteo regalis* | ABNKC19120 | None | None | G4 | S3S4 | WL |
| **foothill yellow-legged frog**<br>*Rana boylii* | AAABH01050 | None | Candidate Threatened | G3 | S3 | SSC |
| **grasshopper sparrow**<br>*Ammodramus savannarum* | ABPBXA0020 | None | None | G5 | S3 | SSC |
| **hairless popcornflower**<br>*Plagiobothrys glaber* | PDBOR0V0B0 | None | None | GH | SH | 1A |
| **heartscale**<br>*Atriplex cordulata var. cordulata* | PDCHE040B0 | None | None | G3T2 | S2 | 1B.2 |
| **hispid salty bird's-beak**<br>*Chloropyron molle ssp. hispidum* | PDSCR0J0D1 | None | None | G2T1 | S1 | 1B.1 |
| **hoary bat**<br>*Lasiurus cinereus* | AMACC05030 | None | None | G5 | S4 | |

# APPENDIX D

## Definition and Explanation of Public Resources Code Section 21166

**APPENDIX D** — California Definition and Explanation of Public Resources Code Section 21166:

An action or proceeding to attack, review, set aside, void, or annul the following acts or decisions of a public agency on the grounds of noncompliance with this division shall be commenced as follows:

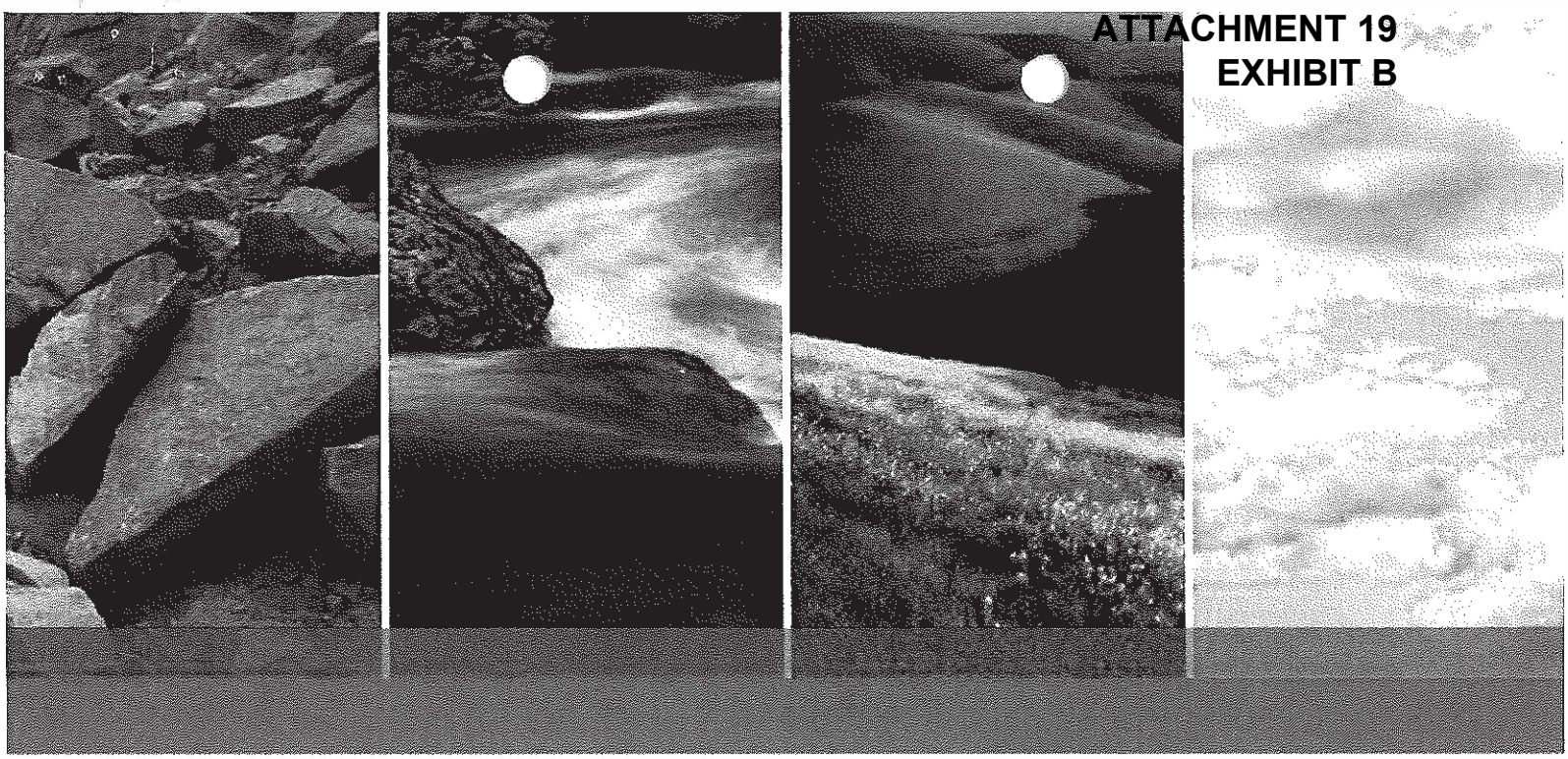
(a) An action or proceeding alleging that a public agency is carrying out or has approved a project that may have a significant effect on the environment without having determined whether the project may have a significant effect on the environment shall be commenced within 180 days from the date of the public agency's decision to carry out or approve the project, or, if a project is undertaken without a formal decision by the public agency, within 180 days from the date of commencement of the project.

(b) An action or proceeding alleging that a public agency has improperly determined whether a project may have a significant effect on the environment shall be commenced within 30 days from the date of the filing of the notice required by subdivision (a) of Section 21108 or subdivision (a) of Section 21152.

(c) An action or proceeding alleging that an environmental impact report does not comply with this division shall be commenced within 30 days from the date of the filing of the notice required by subdivision (a) of Section 21108 or subdivision (a) of Section 21152 by the lead agency.

# APPENDIX D

## GEOTECHNICAL EXPLORATION



# WINE COUNTRY INN
LIVERMORE, CALIFORNIA

## GEOTECHNICAL EXPLORATION

SUBMITTED TO
Ms. Michelle Boss
LWCI, LLC
2231 Hampton Road
Livermore, CA 94550

PREPARED BY
ENGEO Incorporated

March 29, 2019
Revised April 15, 2019

PROJECT NO.
15909.000.000

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Expect Excellence

ENGEO
Expect Excellence

GEOTECHNICAL
ENVIRONMENTAL
WATER RESOURCES
CONSTRUCTION SERVICES

Project No.
**15909.000.000**

March 29, 2019
Revised April 15, 2019

Ms. Michelle Boss
LWCI, LLC
2231 Hampton Road
Livermore, CA 94550

Subject: Wine Country Inn
Livermore, California

GEOTECHNICAL EXPLORATION

Dear Ms. Boss:

We are pleased to present this geotechnical report for the Wine Country Inn project as outlined in our proposal dated February 22, 2019, and authorized on March 1, 2019. We characterized the subsurface conditions at the subject site to provide the enclosed geotechnical recommendations for design.

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 design geotechnical engineering firm to 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

Taylor Strack, PE

REGISTERED PROFESSIONAL ENGINEER
TAYLOR JEFF STRACK
No. 87513
CIVIL
STATE OF CALIFORNIA

Steve Harris, GE

REGISTERED PROFESSIONAL ENGINEER
STEVE HARRIS
No. 2804
GEOTECHNICAL
STATE OF CALIFORNIA

ts/jf/cjn

# TABLE OF CONTENTS

LETTER OF TRANSMITTAL

1.0 INTRODUCTION ..... 1
1.1 PURPOSE AND SCOPE ..... 1
1.2 PROJECT LOCATION AND DESCRIPTION ..... 1

2.0 FINDINGS ..... 2
2.1 SITE BACKGROUND ..... 2
2.2 FIELD EXPLORATION ..... 2
2.3 GEOLOGY AND SEISMICITY ..... 3
2.3.1 Geology ..... 3
2.3.2 Seismicity ..... 3
2.4 SURFACE CONDITIONS ..... 3
2.5 SUBSURFACE CONDITIONS ..... 3
2.6 GROUNDWATER CONDITIONS ..... 4
2.7 LABORATORY TESTING ..... 4

3.0 CONCLUSIONS ..... 4
3.1 UNDOCUMENTED FILL ..... 4
3.2 EXPANSIVE SOIL ..... 4
3.3 SEISMIC HAZARDS ..... 5
3.3.1 Ground Rupture ..... 5
3.3.2 Ground Shaking ..... 5
3.3.3 Liquefaction ..... 5
3.3.4 Ground Lurching ..... 6
3.3.5 Flooding ..... 6
3.4 2016 CBC SEISMIC DESIGN PARAMETERS ..... 6

4.0 CONSTRUCTION MONITORING ..... 6

5.0 EARTHWORK RECOMMENDATIONS ..... 7
5.1 UNDOCUMENTED FILL ..... 7
5.2 EXPANSIVE SOIL MITIGATION (FOR CONVENTIOANL FOUNDATIONS) ..... 7
5.3 GENERAL SITE CLEARING ..... 7
5.4 OVER-OPTIMUM SOIL MOISTURE CONDITIONS ..... 8
5.5 ACCEPTABLE FILL ..... 8
5.6 FILL COMPACTION ..... 8
5.6.1 Grading in Structural Areas ..... 8
5.6.2 Underground Utility Backfill ..... 9
5.6.3 Lime-Treated Subgrade Soil ..... 9
5.7 SITE DRAINAGE ..... 10
5.8 LANDSCAPING CONSIDERATION ..... 10

6.0 FOUNDATION RECOMMENDATIONS ..... 12
6.1 POST-TENSIONED MAT FOUNDATIONS ..... 12
6.2 CONVENTIONAL FOOTINGS WITH SLAB-ON-GRADE ..... 13
6.2.1 Settlement ..... 13
6.2.2 Waterstop ..... 13
6.2.3 Reinforcement ..... 14
6.2.4 Foundation Lateral Resistance ..... 14

## TABLE OF CONTENTS (Continued)

7.0 SLABS-ON-GRADE ..... 14
7.1 INTERIOR CONCRETE FLOOR SLABS ..... 14
7.1.1 Minimum Design Section ..... 14
7.1.2 Slab Moisture Vapor Reduction ..... 14
7.2 EXTERIOR FLATWORK ..... 15
8.0 SOUNDWALLS AND RETAINING WALLS ..... 15
8.1 LATERAL SOIL PRESSURES ..... 15
8.2 RETAINING WALL DRAINAGE ..... 16
8.3 BACKFILL ..... 16
8.4 FOUNDATIONS ..... 16
9.0 PAVEMENT DESIGN ..... 17
9.1 FLEXIBLE PAVEMENTS ..... 17
9.2 SUBGRADE AND AGGREGATE BASE COMPACTION ..... 18
9.3 CUT-OFF CURBS ..... 18
10.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS ..... 18
SELECTED REFERENCES
FIGURES
APPENDIX A – Exploration Logs
APPENDIX B – Laboratory Test Data

# 1.0 INTRODUCTION

## 1.1 PURPOSE AND SCOPE

We prepared this geotechnical report to provide geotechnical recommendations for the design of the Wine Country Inn project located in Livermore, California.

Our scope of services included the following:

1. Reviewing relevant background information, including available literature and geologic maps.
2. Performing subsurface investigation to observe the current conditions at the site. Our exploration includes advancing five borings up to 25 feet deep.
3. Performing laboratory testing on discrete samples representative of site conditions.
4. Evaluating geotechnical conditions and performing geotechnical engineering analysis of the collected data.
5. Preparing this geotechnical report to present the findings and conclusions of the above, and to provide geotechnical recommendations for the project.

In preparation for our report, we received the following:

1. Aerial Topo prepared by CBG dated October 30, 2018.
2. Architectural site plan prepared by SDG Architects Inc. dated January 12, 2019.
3. Overall Site Plan prepared by CBG dated April 3, 2019.

We prepared this report for the exclusive use of LWCI, LLC 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 AND DESCRIPTION

The subject project is located southwest of the intersection of Hansen Road and Arroyo Road in Livermore, California. Based on our review of the provided plan, the proposed development will include construction of a 30-unit inn and restaurant. Improvements will also include a courtyard, parking areas and access roadways. Structural loads are yet to be determined; we assume that structural loads will be representative for this type of construction.

# 2.0 FINDINGS

## 2.1 SITE BACKGROUND

We reviewed historical imagery dating back to 1958. Based on our review, we believe historical site use consisted of agricultural purposes as shown in Exhibit 2.1-1 below. In addition, in year 2002, during grading activities of the adjacent roadway, some soil stockpiling can be observed at the subject site as shown on Exhibit 2.1-2 below.

**EXHIBIT 2.1-1: Historical Aerials Year 1958**

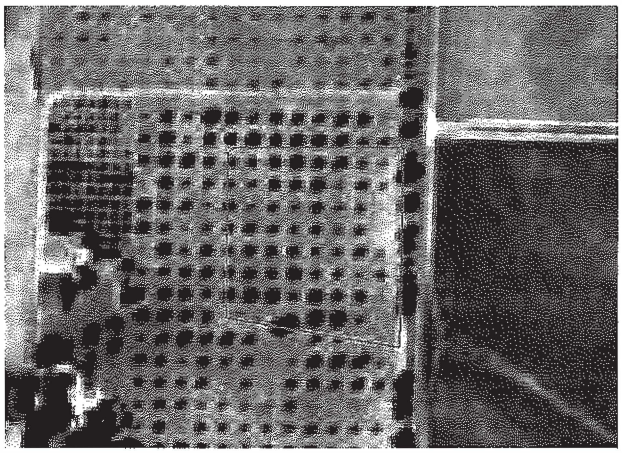
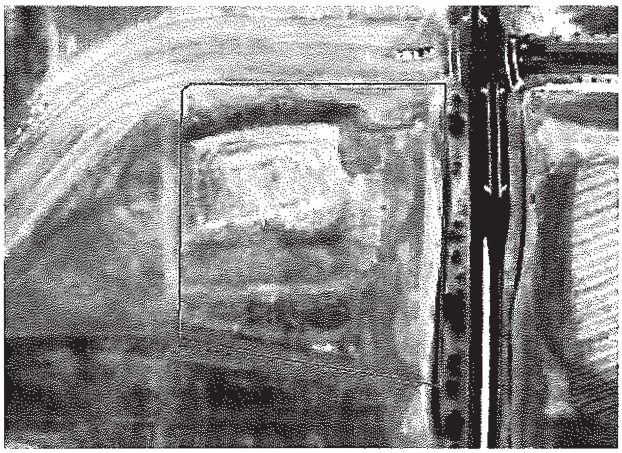


**EXHIBIT 2.1-2: Historical Aerials Year 2002**



No additional information regarding previous site use was provided at the time of the proposal.

## 2.2 FIELD EXPLORATION

Our field exploration included drilling five exploratory borings performed on March 13 and March 14, 2019. Approximate boring locations are shown on our Site Plan, Figure 2, which were estimated using site features, and pacing and should be considered accurate only to the degree implied by the method used.

An ENGEO representative observed the drilling and logged the subsurface conditions at each location. We retained the services of a subcontractor with a truck-mounted drill rig and crew to advance the borings using 4-inch-diameter solid-flight auger methods. We advanced the borings to a maximum depth of approximately 25 feet below existing grade.

We retrieved disturbed soil samples at various intervals in the borings using either a 2½-inch-inside-diameter (I.D.) Modified California Sampler fitted with 6-inch-long liners or a 2-inch-outside-diameter (O.D.) Standard Penetration Test (SPT) split-spoon sampler. We drove the samplers with a 140-pound hammer falling a distance of 30 inches using a rope-and-cathead mechanism. The penetration of the samples into the soil materials was field recorded as the number of blows needed to drive the sampler 18 inches in 6-inch increments. Unless otherwise indicated, the blows per foot recorded on the boring log represent the accumulated number of blows to drive the last 1 foot of penetration; we have not converted the blow counts using any correction factors. When sampler driving was difficult, penetration was recorded only as inches penetrated for 50 hammer blows.

We used the field logs to develop the report logs in Appendix A. The logs depict subsurface conditions at the exploration locations for the date of exploration; however, subsurface conditions may vary with time.

## 2.3 GEOLOGY AND SEISMICITY

### 2.3.1 Geology

We present the following discussion of geology based on our field reconnaissance, subsurface exploration, and review of the CGS Geologic Map of the San Francisco-San Jose Quadrangle (Wagner, Bortugno, and McJunkin 1991).

Based on our review of the referenced geologic map shown on Figure 3, the subject site is mapped within the (Qo) older alluvium generally consisting of interbedded clay, silt, sand, and gravel.

### 2.3.2 Seismicity

The site is located in an area of moderate seismicity. No known active faults cross the site and the property is not located within an Alquist-Priolo Earthquake Fault Zone; however, large (greater than Moment Magnitude 7) earthquakes have historically occurred in the Bay Area to the west and along the margins of the Central Valley and many earthquakes of low magnitude occur every year. We conducted a review of the 2008 National Seismic Hazard Maps to evaluate nearby faults and the maximum moment magnitude earthquake produced. The two nearest active faults are the Greenville Fault, located approximately 6 miles northeast, and the Mount Diablo Thrust, located 6½ miles north.

Other active faults capable of producing significant shaking at the site include the Calaveras fault 7 miles southwest, the Hayward fault 12 miles west of site, and the San Andreas Fault 31 miles southwest. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site.

## 2.4 SURFACE CONDITIONS

We observed site topography to be relatively flat to moderately sloped on the southern and western perimeters of the site. Based on our review of the provided topo, we understand site elevations vary from approximately elevation 520 to 550 feet (2K City BM Datum). We observed surface grasses, existing vineyard to the east, west, and Hansen Road to the north. Please refer to the Site Plan, Figure 2, for more information on site features.

## 2.5 SUBSURFACE CONDITIONS

We encountered approximately 2 to 5 ½ feet of undocumented fill at the surface of the site. We then encountered hard lean clay with varying amounts of gravel to the total depth explored. Laboratory results show the lean clay to fat clays within the near surface undocumented fill have a Plasticity Index (PI) of approximately 10 to 43, indicating low to high expansion potential.

Consult the Site Plan and exploration logs for specific subsurface conditions at each location. We include our exploration logs in Appendix A. The logs contain the soil type, color, consistency, and visual classification in general accordance with the Unified Soil Classification System. The logs graphically depict the subsurface conditions encountered at the time of the exploration.

### 2.6 GROUNDWATER CONDITIONS

We did not observe static or perched groundwater in any of our 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.

### 2.7 LABORATORY TESTING

We performed laboratory tests on selected soil samples to evaluate their engineering properties. For this project, we performed moisture content, dry density, unconfined compression, sieve analysis, and Atterberg Limits Testing. Moisture contents and dry densities are recorded on the boring logs in Appendix A; other laboratory data is included in Appendix B.

## 3.0 CONCLUSIONS

From a geotechnical engineering viewpoint, the site is suitable for the proposed development provided the geotechnical recommendations in this report are properly incorporated into the design plans and specifications. The primary geotechnical concerns that could affect development on the site are undocumented fills and expansive soil. We summarize our conclusions below.

### 3.1 UNDOCUMENTED FILL

As discussed in Section 2.0, we encountered 2 to 5½ feet of undocumented fill in our geotechnical explorations. In general, undocumented fill generally consisted of medium stiff to very stiff lean clay to fat clay with varying amounts of gravel. Non-engineered fill can undergo excessive settlement, especially under new fill or building loads. We provide undocumented fill recommendations in Section 5.0.

### 3.2 EXPANSIVE SOIL

We observed potentially expansive lean clay near the surface of the site. Our laboratory testing indicates that this soil exhibits low to high shrink/swell potential with variations in moisture content. Expansive soil changes in volume with changes in moisture. It 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 soil 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.

Successful performance of structures on expansive soil 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 re-moisturize clayey soil without excavation, moisture conditioning, and re-compaction.

For conventional foundations (slab-on grade and deepened footings) to reduce the potential for damage to the planned building, we recommend that the upper 18 inches of the building pad extend at least 10 feet laterally beyond building areas (except for landscape areas) be underlain by non-expansive fill. Due to the nature of the site, selective grading to mitigate expansive soil may not be a practical alternative and imported fill may be recommended. In lieu of importing

non-expansive fill, it may be cost effective to lime treat the upper 18 inches of the building pad to reduce the expansion potential of the onsite soil. We recommend that other structural elements, such as pavements and flatwork be designed for high expansive soil conditions.

We provide specific grading recommendations for compaction of clay soil at the site. The purpose of these recommendations is to reduce the swell potential of the clay by compacting the soil at a high moisture content and controlling the amount of compaction. Expansive soil mitigation recommendations are presented in Section 5.0 of this report.

## 3.3 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 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, landslides, tsunamis, flooding or seiches is low to negligible at the site.

### 3.3.1 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, ground rupture is unlikely at the subject property.

### 3.3.2 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 2016 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).

### 3.3.3 Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. The soil typically considered most susceptible to liquefaction is clean, loose, saturated, uniformly graded fine sand below the groundwater table. Empirical evidence indicates that loose silty sand is also potentially liquefiable. We did not encountered groundwater and or loose sands in our boring explorations. As such, we believe the potential for liquefaction at the subject site is negligible.

### 3.3.4 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, but based on the site location, the offset is likely minor.

### 3.3.5 Flooding

The Civil Engineer should review pertinent maps and 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.

## 3.4 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 Table 3.4-1 below, which include design spectral response acceleration parameters based on the mapped Risk Targeted Maximum Considered Earthquake (MCER) spectral response acceleration parameters.

**TABLE 3.4-1: 2016 CBC Seismic Design Parameters, Latitude:** 37.646880 **Longitude:** -121.769025

| PARAMETER | VALUE |
|---|---|
| Site Class | D |
| Mapped $MCE_R$ Spectral Response Acceleration at Short Periods, $S_S$ (g) | 1.50 |
| Mapped $MCE_R$ Spectral Response Acceleration at 1-second Period, $S_1$ (g) | 0.60 |
| Site Coefficient, $F_A$ | 1.0 |
| Site Coefficient, $F_V$ | 1.50 |
| $MCE_R$ Spectral Response Acceleration at Short Periods, $S_{MS}$ (g) | 1.50 |
| $MCE_R$ Spectral Response Acceleration at 1-second Period, $S_{M1}$ (g) | 0.90 |
| Design Spectral Response Acceleration at Short Periods, $S_{DS}$ (g) | 1.00 |
| Design Spectral Response Acceleration at 1-second Period, $S_{D1}$ (g) | 0.60 |
| $MCE_G$ Peak Ground Acceleration adjusted for Site Class effects, $PGA_M$ (g) | 0.50 |
| Long period transition-period, $T_L$ | 8 sec |

# 4.0 CONSTRUCTION MONITORING

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 design geotechnical engineering firm to:

1. Review the final grading and foundation plans and specifications prior to construction to evaluate whether our recommendations have been implemented, and to provide additional or modified recommendations, as needed. This also allows us to check if any changes have occurred in the nature, design, or location of the proposed improvements and provides the opportunity to prepare a written response with updated recommendations.

2. Perform construction monitoring to check the validity of the assumptions we made to prepare this report. Earthwork operations should be performed under the observation of our representative to check that the site is properly prepared, the selected fill materials are satisfactory, and that placement and compaction of the fills has been performed in accordance with our recommendations and the project specifications. Sufficient notification to us prior to earthwork is important.

If we are not retained to perform the services described above, then we are not responsible for any party's interpretation of our report (and subsequent addenda, letters, and verbal discussions).

# 5.0 EARTHWORK RECOMMENDATIONS

The relative compaction and optimum moisture content of soil and aggregate base referred to in this report are based on the most recent ASTM D1557 test method. Compacted soil is not acceptable if it is unstable. It should exhibit only minimal flexing or pumping, as observed by our field representative.

As used in this report, the term "moisture condition" refers to adjusting the moisture content of the soil by either drying if too wet or adding water if too dry.

We define "structural areas" as any area sensitive to settlement of compacted soil. These areas include, but are not limited to building pads, sidewalks, pavement areas, and retaining walls.

## 5.1 UNDOCUMENTED FILL

As discussed in Section 2.0 and 3.0, undocumented fill was encountered across the site. We recommend undocumented fills be removed and placed back as an engineered fill.

## 5.2 EXPANSIVE SOIL MITIGATION (FOR CONVENTIONAL FOUNDATIONS)

To reduce the risk of structural damage associated with the variably expansive soil conditions for conventional foundations (slab-on grade and footings), we recommend constructing the upper 18 inches of the building pad with non-expansive fill. As an alternative to importing non-expansive fill for grading the building pad, it may be cost effective to lime treat the upper 18 inches of the finished building pad and extending 10 feet laterally beyond.

## 5.3 GENERAL SITE CLEARING

Areas to be developed should be cleared of surface and subsurface deleterious materials, including buried utility and associated roots. Clean and backfill excavations extending below the planned finished site grades with suitable material compacted to the recommendations presented in Section 5.3. We should be retained to observe and test backfilling.

The surface vegetation should be cut as close to the surface as possible and removed from the site. The remaining vegetation should be thoroughly disked or mulched in to the upper 12 inches of the site soils until our field representative determines that the soil is adequately mixed.

## 5.4 OVER-OPTIMUM SOIL MOISTURE CONDITIONS

The contractor should anticipate encountering excessively over-optimum (wet) soil moisture conditions during winter or spring grading, or during or following periods of rain. Wet soil can make proper compaction difficult or impossible. Wet soil conditions can be mitigated by:

1. Frequent spreading and mixing during warm dry weather.
2. Mixing with drier materials.
3. Mixing with a lime or cement product; or
4. Stabilizing with aggregate, geotextile stabilization fabric, or both.

Options 3 and 4 should be evaluated by our field representative prior to implementation.

## 5.5 ACCEPTABLE FILL

With the exception of any organically contaminated materials, the site soils are suitable for use as engineered fill. The Geotechnical Engineer should be informed when import materials are planned for the site.

All import materials should be submitted and approved by us prior to delivery at the site, and should be free of organic material, debris, and fragments larger than 6 inches in greatest dimension. Import materials should have a Plasticity Index equal to or less than the native material.

## 5.6 FILL COMPACTION

### 5.6.1 Grading in Structural Areas

The contractor should perform subgrade compaction prior to fill placement, following cutting operations, and in areas left at grade as follows.

1. Scarify to a depth of at least 8 inches;

2. Moisture condition soil to at least 3 percentage points over the optimum moisture content; **and**

3. Compact the soil to a minimum of 90 percent relative compaction. Compact the upper 12 inches of finish pavement subgrade to at least 95 percent relative compaction prior to aggregate base placement.

After the subgrade has been compacted, the contractor should place and compact acceptable fill as follows:

1. Spread fill in loose lifts that do not exceed 12 inches;

2. Moisture condition lifts to at least 3 percentage points over the optimum moisture content; **and**

3. Compact fill to a minimum of 90 percent relative compaction; compact the upper 12 inches of fill in pavement areas to at least 95 percent relative compaction prior to aggregate base placement.

5.6.2 Underground Utility Backfill

Recommendations for fill compaction of underground utility backfill within structural areas are provided in this section. Jetting of backfill is not an acceptable means of compaction. Where utility trenches cross perimeter building foundations, backfill with native clay soil for pipe bedding and backfill for a distance of 3 feet on each side of the foundation. This will help prevent the normally granular bedding materials from acting as a conduit for water to enter beneath the building. As an alternative, a sand cement slurry (minimum 28-day compressive strength of 500 psi) may be used in place of native clay soil.

The contractor is responsible for conducting all trenching and shoring in accordance with CALOSHA requirements. Project consultants involved in utility design should specify pipe-bedding materials.

The contractor should place and compact trench backfill in accordance with Section 5.6.1.

5.6.3 Lime-Treated Subgrade Soil

We provide options for lime treating the parking areas and building pads later in this report. If those options are selected for the project, the following recommendations should be adhered to.

1. The lime mix should consist of a minimum of 4 percent lime. The lime mix should be approved by our representative. Prior to lime treating the subgrade soils, testing may be needed to determine the actual percentage of lime required.

2. The soil should be moisture conditioned to at least 3 percentage points above the optimum moisture content before mixing. The mixing should be performed in accordance with the current version of Caltrans Standard Specifications with the following exceptions:

   a. Following mixing, the treated soils should be allowed to hydrate fully at least 24 hours prior to compaction.

   b. Following hydration, the treated soil should be compacted to not less than 90 percent relative compaction at a moisture content at least 3 percentage points above the optimum to a non-yielding surface.

## 5.7 SLOPES

5.7.1 Gradients

Construct final slope gradients to 3:1 (horizontal:vertical) or flatter. If steeper slopes are desired, we should be allowed to review the proposed grading plan and provide reinforcement recommendations as necessary. The contractor is responsible to construct temporary construction slopes in accordance with CALOSHA requirements.

In addition, we understand structural loads may be imposed approximately 15 feet away from the slope hinge. Typical structural loads for single story structures approximately 15 feet from the top of the proposed 3:1 slopes will not affect the performance of the proposed slopes.

5.7.2 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.

Construct a minimum 20-foot-wide key inward from the toe of the new fill slope. Extend the key at least 2 feet below original grade into firm competent soil/rock, as evaluated by ENGEO. Slope the key bottom at least 2 percent downward toward the heel of the key. Deeper keys may be recommended by ENGEO based on actual conditions observed during construction.

Cut benches into original grade after the key has been nearly filled and compacted in accordance with Section 5.0. Construct benches into original slope grade as filling proceeds every 2 feet vertically, to remove loose native material. Deeper bench depths may be recommended by ENGEO depending on actual conditions observed during construction. Bench widths may vary depending on the original slope grade and actual bench depth. Keyway and bench subdrain alternatives are presented on Figure 5.

## 5.8 SITE DRAINAGE

The project Civil Engineer is responsible for designing surface drainage improvements. With regard to geotechnical engineering issues, we recommend that finish grades be sloped away from buildings and pavements to the maximum extent practical to reduce the potentially damaging effects of expansive soil. The latest California Building Code Section 1804.4 specifies minimum slopes of 5 percent away from foundations for pervious surfaces.

As a minimum, we recommend the following:

1. Discharge roof downspouts into closed conduits and direct away from foundations and pavements to appropriate drainage devices.

2. Do not allow water to pond near foundations, pavements, or exterior flatwork.

## 5.9 LANDSCAPING CONSIDERATION

As the near-surface soil is moderately expansive, we recommend greatly restricting the amount of surface water infiltration near structures, pavements, flatwork, and slabs on grade. This may be accomplished by:

- Selecting landscaping that requires little or no watering, especially within 3 feet of structures, slabs-on-grade, or pavements.

- Using low precipitation sprinkler heads.

- Regulating the amount of water distributed to lawn or planter areas by installing timers on the sprinkler system.

- Providing surface grades to drain rainfall or landscape watering to appropriate collection systems and away from structures, slabs-on-grade, or pavements.

- Preventing water from draining toward or ponding near building foundations, slabs-on-grade, or pavements.

- Avoiding open planting areas within 3 feet of the building perimeter.

We recommend that these items be incorporated into the landscaping plans.

## 5.10 STORMWATER BIORETENTION AREAS

If bioretention areas are implemented, we recommend that, when practical, they be planned a minimum of 5 feet away from structural site improvements, such as buildings, streets, retaining walls, and sidewalks/driveways. When this is not practical, bioretention areas located within 5 feet of structural site improvements can either:

1. Be constructed with structural side walls capable of withstanding the loads from the adjacent improvements, or

2. Incorporate filter material compacted to between 85 and 90 percent relative compaction (ASTM D1557, latest edition) and a waterproofing system designed to reduce the potential for moisture transmission into the subgrade soil beneath the adjacent improvement.

In addition, one of the following options should be followed.

1. We recommend that bioretention design incorporate a waterproofing system lining the bioswale excavation and a subdrain, or other storm drain system, to collect and convey water to an approved outlet. The waterproofing system should cover the bioretention area excavation in such a manner as to reduce the potential for moisture transmission beneath the adjacent improvements.

2. Alternatively, and with some risk of movement of adjacent improvements, if infiltration is desired, we recommend the perimeter of the bioretention areas be lined with an HDPE tree root barrier that extends at least 1 foot below the bottom of the bioretention areas/infiltration trenches.

Site improvements located adjacent to bioretention areas that are underlain by base rock, sand, or other imported granular materials, should be designed with a deepened edge that extends to the bottom of the imported material underlying the improvement.

Where adjacent site improvements include buildings greater than three stories, streets steeper than 3 percent, or design elements subject to lateral loads (such as from impact or traffic patterns), additional design considerations may be recommended. If the surface of the bioretention area is depressed, the slope gradient should follow the slope guidelines described in earlier section(s) of this document. In addition, although not recommended, if trees are to be planted within bioretention areas, HDPE Tree Boxes that extend below the bottom of the bioretention system should be installed to reduce potential impact to subdrain systems that may be part of the bioretention area design. For this condition, the waterproofing system should be connected to the HPDE Tree Box with a waterproof seal.

Given the nature of bioretention systems and possible proximity to improvements, we recommend ENGEO be retained to review design plans and provide testing and observation services during the installation of linings, compaction of the filter material, and connection of designed drains.

It should be noted that the contractor is responsible for conducting all excavation and shoring in a manner that does not cause damage to adjacent improvements during construction and future maintenance of the bioretention areas. As with any excavation adjacent to improvements, the contractor should reduce the exposure time such that the improvements are not detrimentally impacted.

# 6.0 FOUNDATION RECOMMENDATIONS

The proposed improvements can be supported on conventional foundations with continuous exterior footings with interior footings with a slab on grade underlain by 18 inches of nonexpansive material or Post Tensioned Mat Foundations.

Conventional foundations should be founded in competent native soil or compacted fill and slab on grades supported by at least 18 inches of non-expensive fill. To construct a non-expansive fill cap, the upper 18 inches of the building pad, extending 10 feet laterally beyond (excluding landscaping areas), should consist of imported low-expansive fill with a Plasticity Index less than 12. Alternatively, the upper 18 inches of the finished building pads and to 10 feet laterally beyond can be chemically treated with lime to reduce the expansive potential of site soils.

If chemical treatment is selected as an alternative to importing non-expansive fill for building pad construction, the type of chemical admixture (lime, quicklime, or cement) and percentage of chemical additive should be based on testing of actual foundation soil after mass grading is substantially completed. Based on our experience, on a preliminary basis, we estimate that chemical treatment with approximately 4 percent lime (by dry unit weight) may be appropriate to reduce the plasticity of the on-site soils. Chemical treatment should be performed by a specialty contractor experienced in this type of work. In addition, excavations performed in chemically treated soils, such as for utility trenches, should be stockpiled and protected for reuse in the upper backfill area to match the treated section.

## 6.1 POST-TENSIONED MAT FOUNDATIONS

The proposed structures can be supported on post-tensioned (PT) mat foundations bearing on prepared native soil or engineered fill.

The Structural Engineer should determine the actual PT mat thickness using the geotechnical recommendations in this report; we defer to the professional judgment of the Structural Engineer on the necessary mat thickness. ENGEO should be retained to review the PT mat foundation design.

PT mats may be designed for an average allowable bearing pressure of up to 1,000 pounds per square foot (psf) for dead-plus-live loads with maximum localized bearing pressures of 1,500 psf at column or wall loads.

**TABLE 6.1-1: Post-Tensioned Mat Design Recommendations**

| CONDITION | CENTER LIFT | EDGE LIFT |
|---|---|---|
| Edge Moisture Variation Distance, $e_m$ (feet) | **7.8** | **4.0** |
| Differential Soil Movement, $y_m$ (inches) | **0.5** | **1.3** |

The above values are based on the procedure presented by the Post-Tensioning Institute "Design of Post-Tensioned Slabs-on-Ground" Third Edition, including appropriate addenda (2004).

Underlay PT mats with a moisture reduction system as recommended in Section 7.1.2 below. In addition, moisture conditioning of the building foundation subgrade should be to a moisture content at least 4 percentage points above optimum immediately prior to foundation construction. The subgrade should not be allowed to dry prior to concrete placement. We also recommend that ENGEO be retained to observe the pre-pour moisture conditions to check that our report recommendations have been followed.

In addition, foundation design should incorporate the potential settlement recommendations provided in Section 6.2.1.

## 6.2 CONVENTIONAL FOOTINGS WITH SLAB-ON-GRADE

The proposed structures can also be founded on conventional footings with an interior slab-on-grade underlain by 18 inches of nonexpansive material. Footings should have the minimum dimensions as follows in the Table 6.2-1 below.

**TABLE 6.2-1: Minimum Footing Dimensions**

| FOOTING TYPE | *MINIMUM DEPTH (INCHES) | MINIMUM WIDTH (INCHES) |
|---|---|---|
| Continuous / Isolated | **24** | **18** |

The minimum footing depths shown above are taken from lowest adjacent pad grade. The cold joint between the exterior footing and slab-on-grade should be located at least 4 inches above adjacent exterior grade.

Foundations that meet the minimums listed above can be designed for a maximum allowable bearing pressure of 2,000 pounds per square foot (psf) for dead-plus-live loads.

The maximum allowable bearing pressure is a net value; the weight of the footing may be neglected for design purposes. Footings located adjacent to utility trenches should have their bearing surfaces below an imaginary 1:1 (horizontal:vertical) plane projected upward from the bottom edge of the trench to the footing.

### 6.2.1 Settlement

Structural loads were not provided at the time of this report. Based on typical loading we anticipate static total settlements to be less than approximately ½ inch with approximately ¼ inch of differential settlement across the structure. We should be allowed to review structural loads and plans and update settlements above as necessary.

### 6.2.2 Waterstop

If a two-pour system is used for footings and slab, the cold joint between the exterior footing and slab-on-grade should be located at least 4 inches above adjacent finish exterior grade. If this is not done, then we recommend the addition of a waterstop between the two pours to reduce moisture penetration through the cold joint and migration under the slab. Use of a monolithic pour would eliminate the need for the waterstop.

### 6.2.3 Reinforcement

The Structural Engineer should design footing reinforcement to support the intended structural loads without excessive settlement. Reinforce continuous footings with top and bottom steel to provide structural continuity and to permit spanning of local irregularities. At a minimum, design continuous footings to structurally span a clear distance of 5 feet.

### 6.2.4 Foundation Lateral Resistance

Lateral loads may be resisted by friction along the base and by passive pressure along the sides of foundations. The passive pressure is based on an equivalent fluid pressure in pounds per cubic foot (pcf). We recommend the following values for design; these values are not factored, so we recommend applying appropriate load or resistance factors based on the method of analysis and load combination:

- Passive Lateral Pressure: 300 pcf
- Coefficient of Friction: 0.30

We recommend half of the passive resistance be used if both passive pressure and friction are used in combination. The upper 1 foot of soil should be excluded from passive pressure computations unless it is confined by pavement or a concrete slab.

# 7.0 SLABS-ON-GRADE

## 7.1 INTERIOR CONCRETE FLOOR SLABS

### 7.1.1 Minimum Design Section

Provided the acceptable fill and building pad treatment recommendations are implemented, we recommend the following minimum design:

1. Provide a minimum concrete thickness of 5 inches.

2. Place minimum steel reinforcing of No. 3 rebar on 18-inch centers each way within the middle third of the slab to help control the width of shrinkage cracking that inherently occurs as concrete cures.

The structural Engineer should provide final design thickness and additional reinforcement, as necessary, for the intended structural loads.

### 7.1.2 Slab Moisture Vapor Reduction

When buildings are constructed with concrete slab-on-grade floors, water vapor from beneath the slab will migrate through the slab and into the building. This water vapor can be reduced but not stopped. Vapor transmission can negatively affect floor coverings and lead to increased moisture within a building. When water vapor migrating through the slab would be undesirable, we recommend the following to reduce, but not stop, water vapor transmission upward through the slab-on-grade.

1. Construct a moisture retarder system directly beneath the slab on-grade that consists of the following:

   a. Vapor retarder membrane sealed at all seams and pipe penetrations and connected to all footings. Vapor retarders shall conform to Class A vapor retarder in accordance with ASTM E 1745, latest edition, "Standard Specification for Plastic Water Vapor Retarders used in Contact with Soil or Granular Fill under Concrete Slabs." The vapor retarder should be **underlain by**

   b. 4 inches of clean crushed rock. Crushed rock should have 100 percent passing the ¾-inch sieve and less than 5 percent passing the No. 4 Sieve. The 4 inches of clean crushed rock can be included as part of the 18 inches of non-expansive material beneath the interior slab-on-grade.

2. Moist cure slabs for a minimum of 3 days or use other equivalent curing specified by the structural engineer.

The structural engineer should be consulted as to the use of a layer of clean sand or pea gravel (less than 5 percent passing the U.S. Standard No. 200 Sieve) placed on top of the vapor retarder membrane to assist in concrete curing.

### 7.2 EXTERIOR FLATWORK

Exterior flatwork includes items such as concrete sidewalks, steps, and outdoor courtyards exposed to foot traffic only. Provide a minimum section of 4 inches of concrete over 4 inches of aggregate base. The aggregate base should be compacted to at least 90 percent relative compaction Control and construction joints should be included in accordance with current Portland Cement Association Guidelines.

## 8.0 SOUNDWALLS AND RETAINING WALLS

### 8.1 LATERAL SOIL PRESSURES

For drained and restrained retaining walls, at-rest lateral earth pressures should be considered. Table 8.1-1 provides lateral earth pressures for retaining wall design with level backfill conditions.

**TABLE 8.1-1: Lateral Earth Pressures for Drained Retaining Walls with Level Backfill**

| ACTIVE PRESSURE (PCF) | AT-REST PRESSURE (PCF) |
|---|---|
| 50 | 70 |

Appropriate surcharge loads from buildings, hardscape, and vehicles should be incorporated when the surcharge loading is situated above a 1:1 (horizontal:vertical) line of projection extending up the rear base edge of the bottom of the footing. A uniform horizontal surcharge load of 50 percent of the vertical surcharge load should be assumed to act over the height of the wall.

The above lateral earth pressures assume level backfill conditions and sufficient drainage behind the walls to prevent any build-up of hydrostatic pressures from surface water infiltration and/or a rise in the groundwater level. If adequate drainage is not provided, we recommend that an additional equivalent fluid pressure of 40 pcf be added to the values recommended above for both restrained and unrestrained walls. Damp proofing of the walls should be included in areas where

wall moisture would be problematic. A drainage system should be constructed behind the wall, as recommended in Section 8.2 below, to reduce hydrostatic forces.

Passive pressures acting on foundations and keyways may be assumed as 300 pounds per cubic foot (pcf) provided that the area in front of the retaining wall is level for a distance of at least 10 feet or three times the depth of foundation and keyway, whichever is greater. The friction factor for sliding resistance may be assumed as 0.30. The upper 1 foot of soil should be excluded from passive pressure computations unless it is confined by pavement or a concrete slab.

## 8.2 RETAINING WALL DRAINAGE

Either graded rock drains or geo-synthetic drainage composites should be constructed behind the retaining walls to reduce hydrostatic lateral forces. For rock drain construction, we recommend two types of rock drain alternatives:

1. A minimum 12-inch-thick layer of Class 2 Permeable Filter Material (Caltrans Specification 68-2.02F) placed directly behind the wall, or

2. A minimum 12-inch-thick layer of washed, crushed rock with 100 percent passing the ¾-inch sieve and less than 5 percent passing the No. 4 sieve. Envelop rock in a minimum 6-ounce, nonwoven geotextile filter fabric.

For both types of rock drains:

1. Place the rock drain directly behind the walls of the structure.

2. Extend rock drains from the wall base to within 12 inches of the top of the wall.

3. Place a minimum of 4-inch-diameter perforated pipe (glued joints and end caps) at the base of the wall, inside the rock drain and fabric, with perforations placed down.

4. Place pipe at a gradient at least 1 percent to direct water away from the wall by gravity to a drainage facility.

We should review and approve geo-synthetic composite drainage systems prior to use. Retaining wall drainage for walls less than or equal to two feet are not required.

## 8.3 BACKFILL

Backfill behind retaining walls should be placed and compacted in accordance with Section 5. The contractor should use light compaction equipment within 5 feet of the wall face. If heavy compaction equipment is used, the walls should be temporarily braced to avoid excessive wall movement.

## 8.4 FOUNDATIONS

Retaining walls may be supported on continuous footings designed for an allowable bearing pressure of 2,000 psf embedded to a minimum depth of 24 inches.

# 9.0 PAVEMENT DESIGN

## 9.1 FLEXIBLE PAVEMENTS

Based on the predominance of highly plastic surficial clay soil across the site, it is our opinion that a Resistance Value (R-value) of 5 is applicable for design. We developed the following recommended pavement sections using Topic 633 of the Caltrans Highway Design Manual (including the asphalt factor of safety), presented in Table 9.1-1 below.

**TABLE 9.1-1: Recommended Asphalt Concrete Pavement Sections**

| TRAFFIC INDEX | ASPHALT CONCRETE (INCHES) | CLASS 2 AB (INCHES) |
|---|---|---|
| 4.0 | 3.0 | 8.0 |
| 5.0 | 3.0 | 10.0 |
| 5.5 | 3.5 | 11.0 |
| 6.0 | 3.5 | 13.0 |
| 6.5 | 4.0 | 14.0 |
| 7.0 | 4.0 | 15.5 |
| 8.0 | 5.0 | 17.5 |
| 9.0 | 5.5 | 20.5 |

Note: AB is aggregate base Class 2 material with minimum R = 78.

The civil engineer should determine the appropriate traffic indices based on the estimated traffic loads and frequencies.

## 9.2 RIGID PAVEMENTS

We developed the rigid Portland Cement Concrete Pavement (PCCP) section in accordance with the methods contained in the Thickness Design for Highway and Street Pavements Manual by the Portland Cement Association.

Table 9.2-1 below presents recommended PCCP and aggregate base (AB) thicknesses for allowable Average Daily Truck Traffic (ADTT) indices that correspond to R-values of 5 and the use of concrete with a minimum 28-day compressive strength of 3,500 psi (which equates to a Modulus of Rupture equal to approximately 550 psi).

**TABLE 9.2-1: Recommended Concrete Pavement Sections**

| ADTT | PCCP (INCHES) NO LIME TREATMENT OF SUBGRADE | CLASS 2 AB (INCHES) |
|---|---|---|
| 13 | 6½ | 6.0 |

Note: Sections are not based on the presence of a concrete shoulder or curb as well as the use of dowels.

Provide minimum control joint spacing in accordance with Portland Cement Association guidelines. The civil engineer should determine the appropriate traffic indices based on the estimated traffic loads and frequencies.

## 9.3 AGGREGATE ROADS

We developed aggregate road sections based on the California Department of Transportation methodology. As discussed above, we judged an R-value o 5 to be appropriate for aggregate pavement design.

**TABLE 9.3-1: Recommended Aggregate Sections**

| TRAFFIC INDEX | AGGREGATE BASE THICKNESS (INCHES) |
|---|---|
| 2 | 7 |
| 3 | 10 |
| 4 | 13 |

Pavement subgrade should be prepared in accordance with Section 5.0

## 9.4 CUT-OFF CURBS

Saturated pavement subgrade or aggregate base can cause premature failure or increased maintenance of asphalt concrete pavements. This condition often occurs where landscape areas directly abut and drain toward pavements. If desired to install pavement cutoff barriers, they should be considered where pavement areas lie downslope of any landscape areas that are to be sprinklered or irrigated, and should extend to a depth of at least 4 inches below the base rock layer. Cutoff barriers may consist of deepened concrete curbs or deep-root moisture barriers.

If reduced pavement life and greater than normal pavement maintenance are acceptable to the owner, then the cutoff barrier may be eliminated.

## 9.5 SUBGRADE AND AGGREGATE BASE COMPACTION

Finished subgrade and aggregate base should be compacted in accordance with Section 5.4. Aggregate Base should meet the requirements for ¾-inch maximum Class 2 AB in accordance with Section 26-1.02B of the latest Caltrans Standard Specifications.

## 9.6 CUT-OFF CURBS

Saturated pavement subgrade or aggregate base can cause premature failure or increased maintenance of asphalt concrete pavements. This condition often occurs where landscape areas directly abut and drain toward pavements. If desired to install pavement cutoff barriers, they should be considered where pavement areas lie downslope of any landscape areas that are to be sprinklered or irrigated, and should extend to a depth of at least 4 inches below the base rock layer. Cutoff barriers may consist of deepened concrete curbs or deep-root moisture barriers.

If reduced pavement life and greater than normal pavement maintenance are acceptable to the owner, then the cutoff barrier may be eliminated.

# 10.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report presents geotechnical recommendations for design of the improvements discussed in Section 1.0 for the Wine Country Inn project. 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 recommendations of this report to the appropriate organizations or people involved in design of the project, including but not limited to developers, owners, buyers, architects, engineers, and designers. The 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.

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.

This document must not be subject to unauthorized reuse, that is, reusing 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 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 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 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.

We determined the lines designating the interface between layers on the exploration logs using visual observations. The transition between the materials may be abrupt or gradual. The exploration logs contain information concerning samples recovered, indications of the presence of various materials such as clay, sand, silt, rock, existing fill, etc., and observations of groundwater encountered. The field logs also contain our interpretation of the subsurface conditions between sample locations. Therefore, the logs contain both factual and interpretative information. Our recommendations are based on the contents of the final logs, which represent our interpretation of the field logs.

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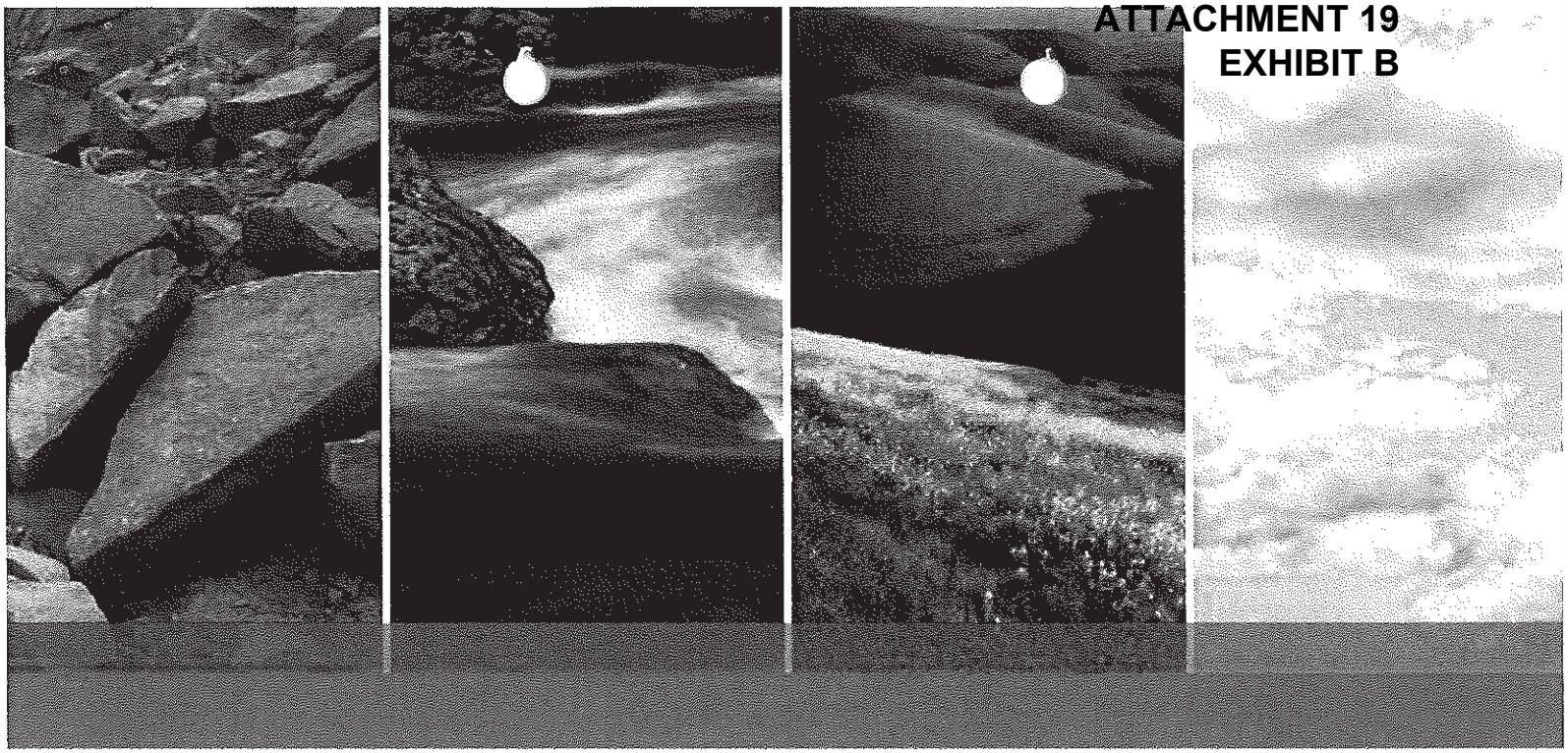

## FIGURES

FIGURE 1: Vicinity Map
FIGURE 2: Site Plan
FIGURE 3: Regional Geologic Map
FIGURE 4: Regional Faulting and Seismicity Map
FIGURE 5: Typical Keyway Section

BASEMAP SOURCE: ESRI MAPPING SERVICE

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VICINITY MAP
WINE COUNTRY INN
LIVERMORE, CALIFORNIA

| | | |
|---|---|---|
| PROJECT NO. : 15909.000.000 | | FIGURE NO. 1 |
| SCALE: AS SHOWN | | |
| DRAWN BY: QRL | CHECKED BY: SDH | |

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USER: QLIANG

ORIGINAL FIGURE PRINTED IN COL

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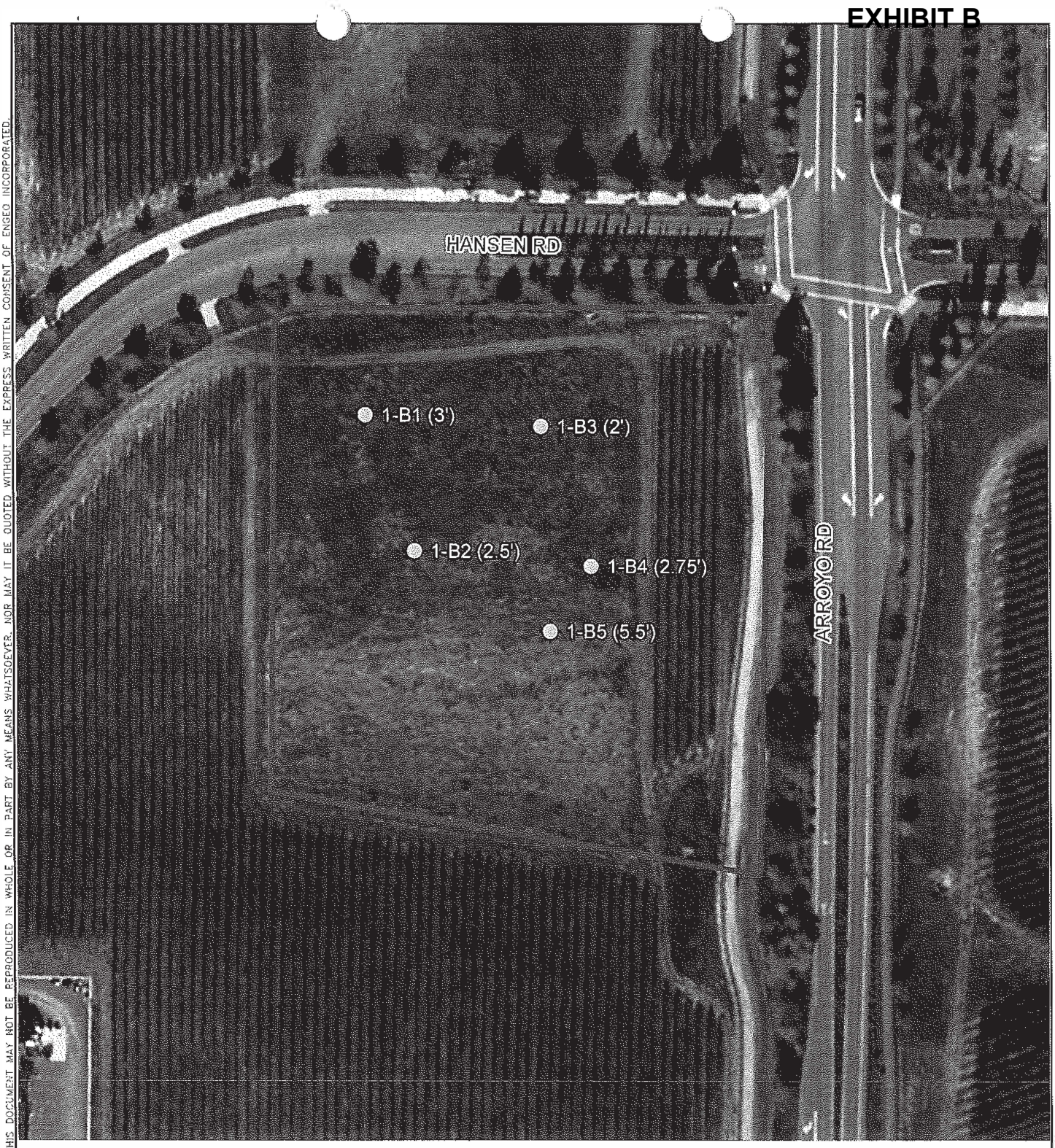


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N

0 50 100

FEET

## EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

PROJECT SITE

1-B5 BORING (ENGEO, 2019)

(5.5') UNDOCUMENTED FILL THICKNESS IN FEET

BASEMAP SOURCE: ESRI MAPPING SERVICE

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SITE PLAN
WINE COUNTRY INN
LIVERMORE, CALIFORNIA

PROJECT NO. : 15909.000.000
SCALE: AS SHOWN
DRAWN BY:QRL CHECKED BY:SDH

FIGURE NO. 2

PATH: G:\DRAFTING\DRAFTING2_DWG_13000 PLUS\15909\WINE COUNTRY INN.APRX
USER: QLIANG

ORIGINAL FIGURE PRINTED IN CO

## EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

| | | | |
|---|---|---|---|
| Q | ALLUVIUM | Msp | SAN PABLO GROUP |
| Qf | ALLUVIAL FAN DEPOSITS | Kp | PANOCHE FORMATION |
| Qt | TERRACE DEPOSITS | | |
| Qls | LANDSLIDE DEPOSITS | | |
| Qo | OLDER ALLUVIUM | | |

N

0 2,500 5,000

FEET

BASEMAP SOURCE: WAGNER 1991

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REGIONAL GEOLOGIC MAP
WINE COUNTRY INN
LIVERMORE, CALIFORNIA

| | | |
|---|---|---|
| PROJECT NO. : 15909.000.000 | | FIGURE NO. 3 |
| SCALE: AS SHOWN | | |
| DRAWN BY: QRL | CHECKED BY: SDH | |

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USER: QLIANG

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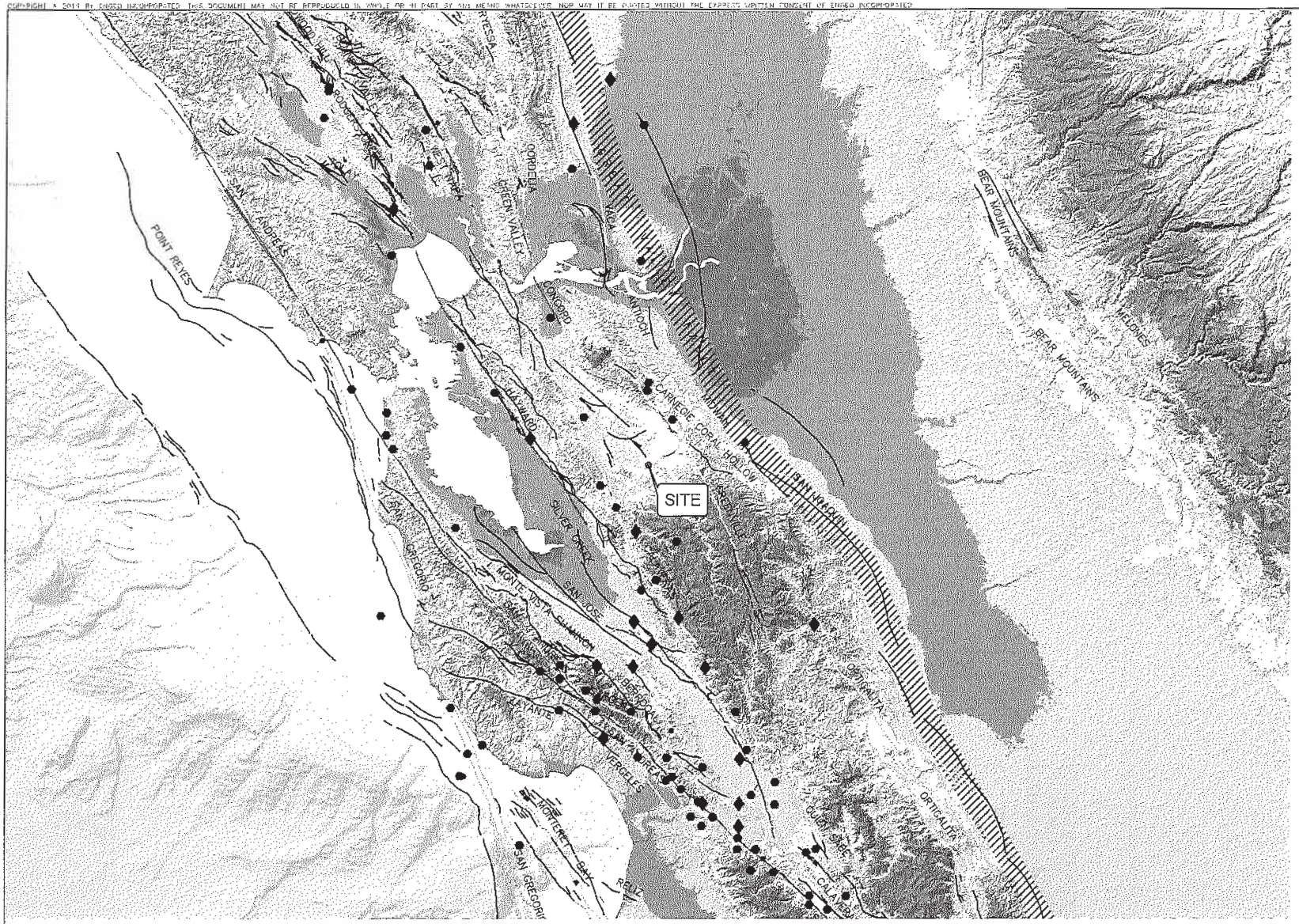


## EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

**EARTHQUAKE**

- MAGNITUDE 7+
- MAGNITUDE 6-7
- MAGNITUDE 5-6

**USGS QUATERNARY FAULTS**

- HISTORICAL
- LATEST QUATERNARY
- LATE QUATERNARY
- UNDIFFERENTIATED QUATERNARY
- HISTORIC BLIND THRUST FAULT ZONE

BASE MAP SOURCE
ESRI, GARMIN, GEBCO, NOAA NGDC, AND OTHER CONTRIBUTORS
COLOR HILLSHADE IMAGE BASED ON THE NATIONAL ELEVATION DATA SET (NED) AT 30 METER RESOLUTION
U.S.G.S. QUATERNARY FAULT DATABASE, 2018
U.S.G.S. HISTORIC EARTHQUAKE DATABASE (1800-PRESENT)

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REGIONAL FAULTING AND SEISMICITY
WINE COUNTRY INN
LIVERMORE, CALIFORNIA

| | |
|---|---|
| PROJECT NO. : 15909.000.000 | FIGURE NO. 4 |
| SCALE: AS SHOWN | |
| DRAWN BY: GRL | CHECKED BY: SDH |

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USER: GLHING

ORIGINAL FIGURE PRINTED IN COLOR

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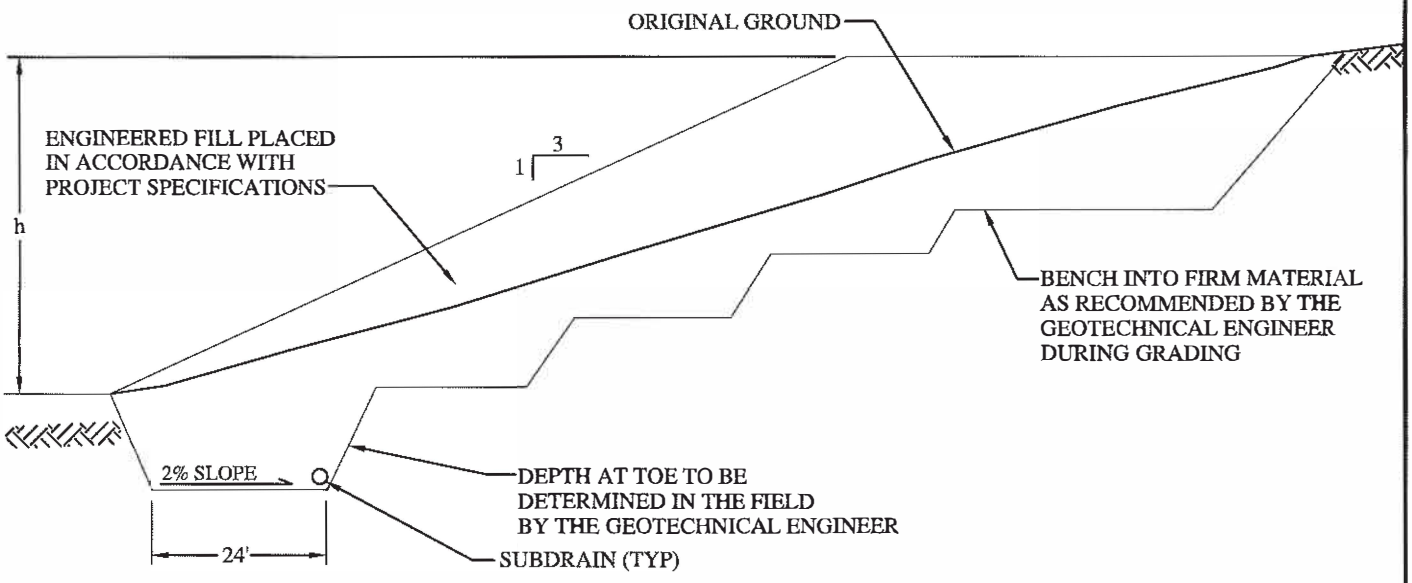


*FOR SLOPE HEIGHT AND MAXIMUM SLOPE GRADIENT REFER TO GRADED SLOPES SECTION OF THE TEXT*

NO SCALE

ENGEO INCORPORATED
EXCELLENT SERVICE SINCE 1971

ORIGINAL FIGURE PRINTED IN COLOR

TYPICAL KEYWAY SECTION
WINE COUNTRY INN
LIVERMORE, CALIFORNIA

| | |
|---|---|
| PROJECT NO.: 15909.000.000 | FIGURE NO. 5 |
| DATE: APRIL 2019 | |
| DRAWN BY: QRL | CHECKED BY: SDH |

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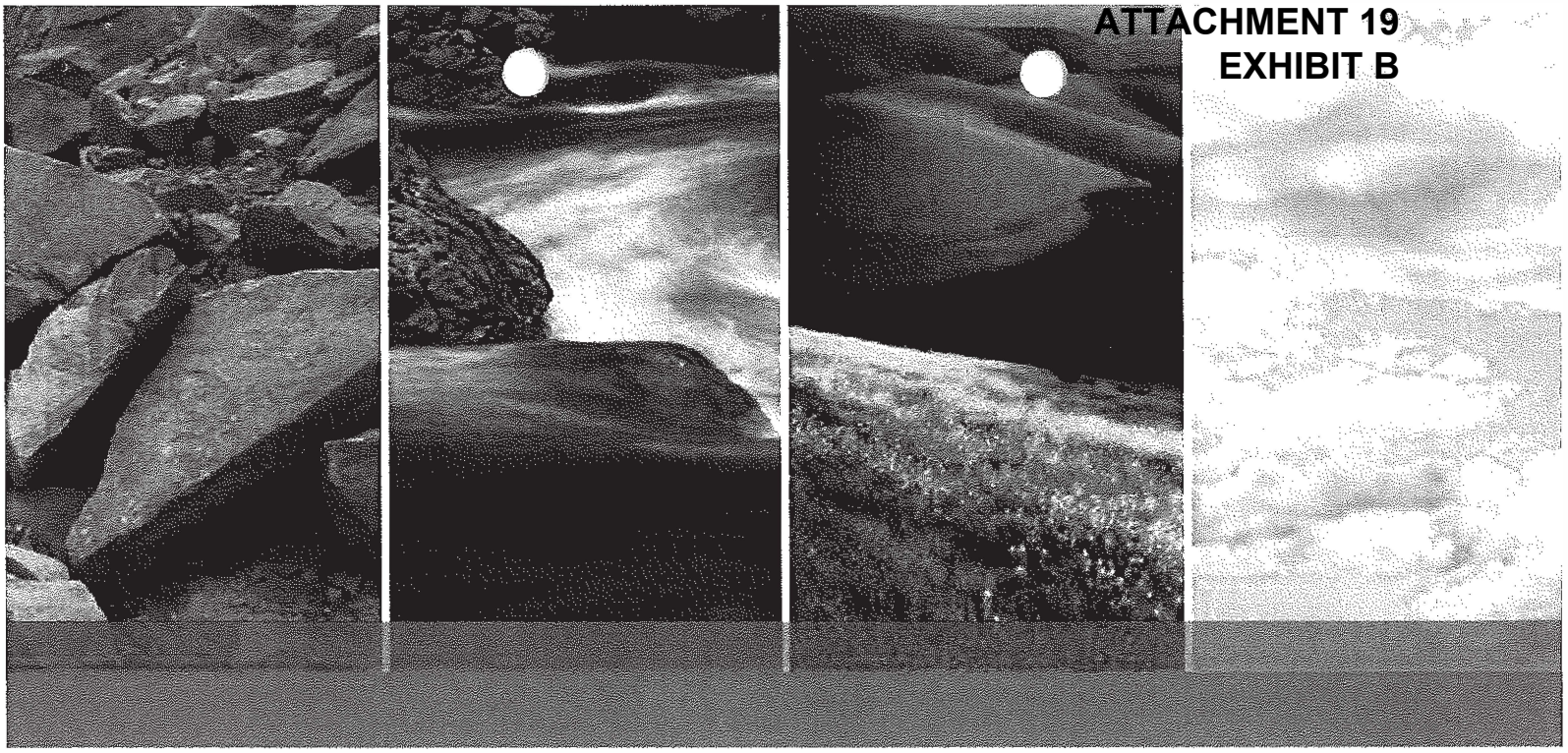

# APPENDIX A

BORING LOG KEY
EXPLORATION LOGS

# KEY TO BORING LOGS

| MAJOR TYPES | | | DESCRIPTION |
|---|---|---|---|
| COARSE-GRAINED SOILS MORE THAN HALF OF MAT'L LARGER THAN #200 SIEVE | GRAVELS MORE THAN HALF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE SIZE | CLEAN GRAVELS WITH LESS THAN 5% FINES | GW - Well graded gravels or gravel-sand mixtures<br>GP - Poorly graded gravels or gravel-sand mixtures |
| | | GRAVELS WITH OVER 12 % FINES | GM - Silty gravels, gravel-sand and silt mixtures<br>GC - Clayey gravels, gravel-sand and clay mixtures |
| | SANDS MORE THAN HALF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE SIZE | CLEAN SANDS WITH LESS THAN 5% FINES | SW - Well graded sands, or gravelly sand mixtures<br>SP - Poorly graded sands or gravelly sand mixtures |
| | | SANDS WITH OVER 12 % FINES | SM - Silty sand, sand-silt mixtures<br>SC - Clayey sand, sand-clay mixtures |
| FINE-GRAINED SOILS MORE THAN HALF OF MAT'L SMALLER THAN #200 SIEVE | SILTS AND CLAYS LIQUID LIMIT 50 % OR LESS | | ML - Inorganic silt with low to medium plasticity<br>CL - Inorganic clay with low to medium plasticity<br>OL - Low plasticity organic silts and clays |
| | SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50 % | | MH - Elastic silt with high plasticity<br>CH - Fat clay with high plasticity<br>OH - Highly plastic organic silts and clays |
| | HIGHLY ORGANIC SOILS | | PT - Peat and other highly organic soils |

For fine-grained soils with 15 to 29% retained on the #200 sieve, the words "with sand" or "with gravel" (whichever is predominant) are added to the group name.

For fine-grained soil with >30% retained on the #200 sieve, the words "sandy" or "gravelly" (whichever is predominant) are added to the group name.

## GRAIN SIZES

| U.S. STANDARD SERIES SIEVE SIZE | | | | CLEAR SQUARE SIEVE OPENINGS | | | |
|---|---|---|---|---|---|---|---|
| 200 | 40 | 10 | 4 | 3/4" | 3" | 12" | |
| SILTS AND CLAYS | SAND | | | GRAVEL | | COBBLES | BOULDERS |
| | FINE | MEDIUM | COARSE | FINE | COARSE | | |

### RELATIVE DENSITY

| SANDS AND GRAVELS | BLOWS/FOOT (S.P.T.) |
|---|---|
| VERY LOOSE | 0-4 |
| LOOSE | 4-10 |
| MEDIUM DENSE | 10-30 |
| DENSE | 30-50 |
| VERY DENSE | OVER 50 |

### CONSISTENCY

| SILTS AND CLAYS | STRENGTH* |
|---|---|
| VERY SOFT | 0-1/4 |
| SOFT | 1/4-1/2 |
| MEDIUM STIFF | 1/2-1 |
| STIFF | 1-2 |
| VERY STIFF | 2-4 |
| HARD | OVER 4 |

### SAMPLER SYMBOLS

- Modified California (3" O.D.) sampler
- California (2.5" O.D.) sampler
- S.P.T. - Split spoon sampler
- Shelby Tube
- Dames and Moore Piston
- Continuous Core
- Bag Samples
- Grab Samples
- NR No Recovery

### MOISTURE CONDITION

| | |
|---|---|
| DRY | Dusty, dry to touch |
| MOIST | Damp but no visible water |
| WET | Visible freewater |

### LINE TYPES

- ——— Solid - Layer Break
- – – – – – Dashed - Gradational or approximate layer break

### GROUND-WATER SYMBOLS

- ▽ Groundwater level during drilling
- ▼ Stabilized groundwater level

(S.P.T.) Number of blows of 140 lb. hammer falling 30" to drive a 2-inch O.D. (1-3/8 inch I.D.) sampler

* Unconfined compressive strength in tons/sq. ft., asterisk on log means determined by pocket penetrometer

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# LOG OF BORING 1-B1

LATITUDE: LONGITUDE:

Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/14/2019
HOLE DEPTH: Approx. 5½ ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 539 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LEAN CLAY (CL), brown to dark brown, very stiff to hard, moist to wet, contains <5% fine-grained sand, contains fine gravels, contains rootlets in upper 6 inches [UNDOCUMENTED FILL] | | | 27 | | | | | | | 3* |
| | 535 | | LEAN CLAY (CL), dark reddish brown, hard, moist, contains <5% fine-grained sand, contains fine gravels,[NATIVE] | | | 50/6" | | | | | | | |
| 5 | | | Grades to brown | | | 50/3" 50/3" | | | | | | | >4.5* |
| | | | Bottom of boring at approximately 5.5 feet. No groundwater encountered. | | | | | | | | | | |

LOG - GEOTECHNICAL W/ELEV. 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19

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# LOG OF BORING 1-B2

LATITUDE: LONGITUDE:

Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/13/2019
HOLE DEPTH: Approx. 25½ ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 540 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LEAN CLAY (CL), strong brown to reddish brown, stiff, moist, contains <5% fine-grained sand, contains fine gravels, contains rootlets in upper 6 inches [UNDOCUMENTED FILL] | | | 24 | 23 | 13 | 10 | | | | |
| | | | LEAN CLAY (CL), reddish brown, hard, moist, contains <5% fine-grained sand, contains fine to coarse gravels, [NATIVE] | | | 50/6" | | | | | 7 | | |
| 5 | 535 | | Grades to dry to moist, no gravels | | | 50/3"<br>50/3" | | | | | | | >4.5* |
| 10 | 530 | | Grades to brown, <10% fine- to medium-grained sand, fine gravels, contains manganese oxide | | | 50/6" | | | | | 12 | | >4.5* |
| 15 | 525 | | Grades to <5% fine-grained sand, contains manganese oxide | | | 50 | | | | | 13 | | |
| 20 | 520 | | Grades to <10% fine- to coarse-grained sand, contains fine gravels | | | 50/4" | | | | | | | |
| 25 | 515 | | | | | | | | | | | | |

LOG - GEOTECHNICAL W/ELEV. 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19

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# LOG OF BORING 1-B2

LATITUDE: LONGITUDE:

Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/13/2019
HOLE DEPTH: Approx. 25½ ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 540 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Grades to dark brown, <15% fine- grained sand | | | 50/6" | | | | | 10 | | |
| | | | Bottom of boring at approximately 25.5 feet. No groundwater encountered. | | | | | | | | | | |

LOG - GEOTECHNICAL W/ELEV: 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19

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# LOG OF BORING 1-B3

LATITUDE: LONGITUDE:

Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/14/2019
HOLE DEPTH: Approx. 21 ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 542 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LEAN CLAY (CL), strong brown to reddish brown, medium stiff, moist, contains <10% fine-grained sand, contains fine gravels, contains rootlets in upper 12 inches [UNDOCUMENTED FILL] | | | 14 | | | | | | | 3.0* |
| | 540 | | GRAVELLY LEAN CLAY (CL), reddish brown, very stiff, moist, contains <5% fine-grained sand, contains 30-35% fine gravels, [UNDOCUMENTED FILL] | | | 50/3" | | | | | | | 4.0* |
| | | | LEAN CLAY (CL), reddish brown, hard, moist, contains <5% fine-grained sand, contains gravels [NATIVE] | | | | | | | | | | |
| 5 | | | | | | 50/2" | | | | | | | |
| | 535 | | | | | | | | | | | | |
| 10 | | | GRAVELLY LEAN CLAY (CL), brown, hard, moist, contains <5% fine-grained sand, contains 30-35% fine to coarse gravels | | | | | | | | | | |
| | | | LEAN CLAY (CL), brown, hard, moist, contains 5-10% fine- to coarse-grained sand, contains fine gravels, contains manganese oxide | | | 42 | | | | | 13 | 119 | 2.85 |
| | 530 | | | | | | | | | | | | |
| 15 | | | Grades to yellowish brown | | | 50/6" | | | | | | | >4.5* |
| | 525 | | | | | | | | | | | | |
| 20 | | | | | | 50/6" | | | | | | | >4.5* |
| | | | Bottom of boring at approximately 21 feet. No groundwater encountered. | | | | | | | | | | |

LOG - GEOTECHNICAL W/ELEV. 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19

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# LOG OF BORING 1-B4

LATITUDE: LONGITUDE:

Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/14/2019
HOLE DEPTH: Approx. 5¾ ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 544 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | LEAN CLAY (CL), strong brown to reddish brown, very stiff, moist, contains <5% fine-grained sand, contains fine gravels, contains rootlets in upper 12 inches [UNDOCUMENTED FILL] | | | 12 | | | | | | | 1.5* |
| | | | | | | 50/6" | | | | | | | |
| | 540 | | LEAN CLAY strong brown, hard, dry to moist, contains 5-10% fine- to coarse-grained sand, contains fine gravels, [NATIVE] | | | | | | | | | | |
| 5 | | | | | | 50/4"<br>50/6" | | | | | | | >4.5* |
| | | | Bottom of boring at approximately 5.8 feet. No groundwater encountered. | | | | | | | | | | |

LOG - GEOTECHNICAL W/ELEV. 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19

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# LOG OF BORING 1-B5

LATITUDE: LONGITUDE:

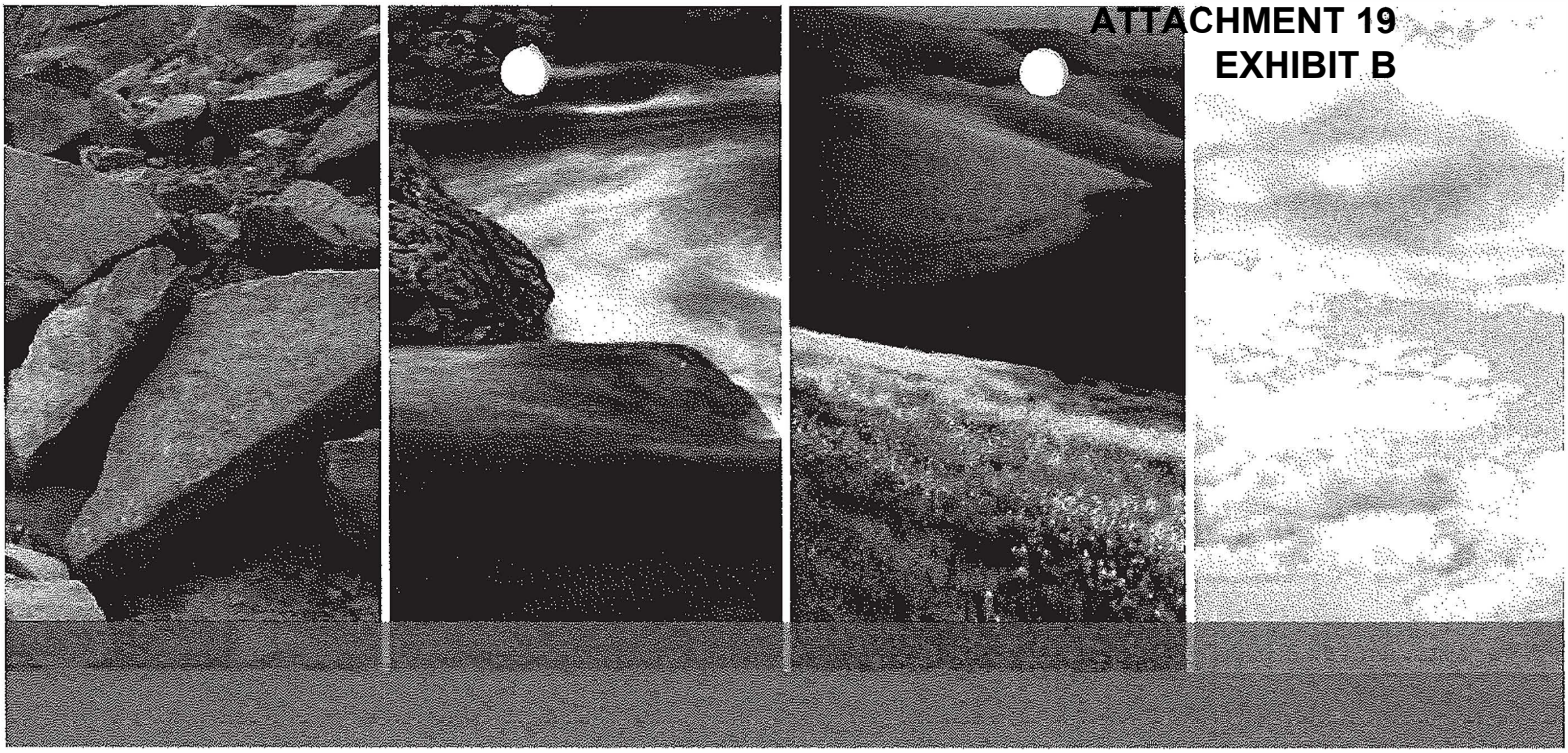
Geotechnical Exploration
Wine Country Inn
Livermore, CA
15909.000.000

DATE DRILLED: 3/13/2019
HOLE DEPTH: Approx. 20½ ft.
HOLE DIAMETER: 4.0 in.
SURF ELEV (WGS84): Approx. 541 ft.

LOGGED / REVIEWED BY: J. Sedore / T. Strack
DRILLING CONTRACTOR: West Coast Exploration
DRILLING METHOD: Solid Flight Auger
HAMMER TYPE: 140 lb. Rope and Cathead

| Depth in Feet | Elevation in Feet | Sample Type | DESCRIPTION | Log Symbol | Water Level | Blow Count/Foot | Atterberg Limits: Liquid Limit | Atterberg Limits: Plastic Limit | Atterberg Limits: Plasticity Index | Fines Content (% passing #200 sieve) | Moisture Content (% dry weight) | Dry Unit Weight (pcf) | Unconfined Strength (tsf) *field approx |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 540 | | LEAN CLAY (CL), strong brown, stiff to hard, moist, medium plasticity, contains <5% fine-grained sand, contains gravels, contains rootlets in upper 6 inches [UNDOCUMENTED FILL] | | | 24 | | | | | | | |
| | | | SANDY FAT CLAY (CH), brown with reddish brown, very stiff to hard, 30 to 40% fine- to coarse-grained sand, [UNDOCUMENTED FILL] | | | 29 | 58 | 15 | 43 | | | | |
| 5 | 535 | | LEAN CLAY (CL), brown, hard, moist, medium plasticity, contains <5% fine- to medium-grained sand [NATIVE] | | | 50/6" | | | | | | | >4.5* |
| | | | | | | 50/6" | | | | | | | |
| 10 | 530 | | Contains manganese oxide | | | 58 | | | | | | | >4.5* |
| 15 | 525 | | Grades to brown mottled with reddish brown, 10-15% fine- to coarse-grained sand, contains fine to coarse gravels | | | 50/6" | | | | | | | >4.5* |
| 20 | | | | | | 50/6" | | | | | | | >4.5* |
| | | | Bottom of boring at approximately 20.5 feet. No groundwater encountered. | | | | | | | | | | |

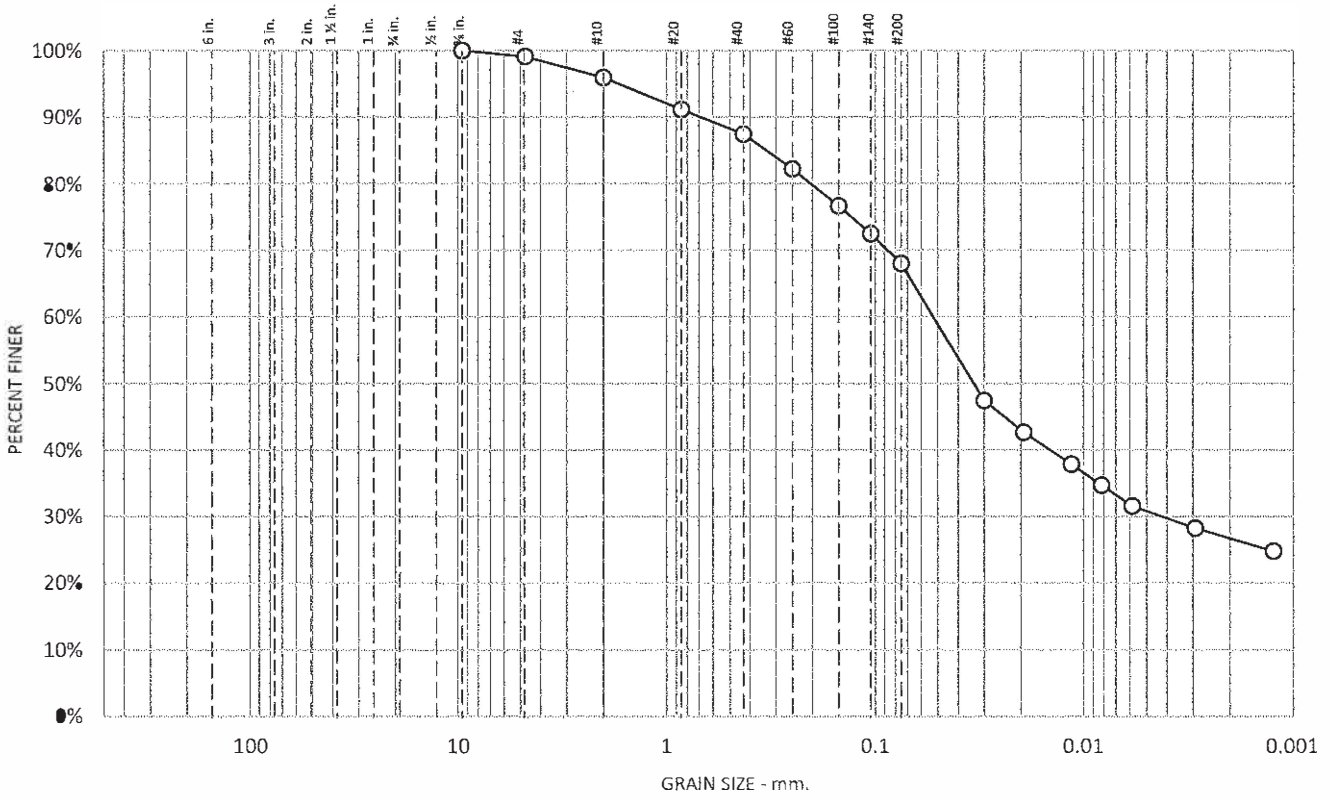
LOG - GEOTECHNICAL W/ELEV. 1-B1 TO 1-B5.GPJ ENGEO INC.GDT 3/29/19



# APPENDIX B

## LABORATORY TEST DATA

# Particle Size Distribution Report




| % +75mm | % Gravel | | % Sand | | | % Fines | |
|---|---|---|---|---|---|---|---|
| | Coarse | Fine | Coarse | Medium | Fine | Silt | Clay |
| | | 0.9 | 3.2 | 8.5 | 19.4 | 41.3 | 26.7 |

| SIEVE SIZE | PERCENT FINER | SPEC.* PERCENT | PASS? (X=NO) |
|---|---|---|---|
| ⅜ in. | 100.0 | | |
| #4 | 99.1 | | |
| #10 | 95.9 | | |
| #20 | 91.2 | | |
| #40 | 87.4 | | |
| #60 | 82.2 | | |
| #100 | 76.6 | | |
| #140 | 72.5 | | |
| #200 | 68.0 | | |
| 0.0300 mm. | 47.4 | | |
| 0.0194 mm. | 42.7 | | |
| 0.0114 mm. | 37.9 | | |
| 0.0082 mm. | 34.7 | | |
| 0.0059 mm. | 31.6 | | |
| 0.0029 mm. | 28.3 | | |
| 0.0012 mm. | 24.8 | | |

* (no specification provided)

**Soil Description**

See exploration logs

**Atterberg Limits**

PL = 15 LL = 58 PI = 43

**Coefficients**

$D_{90}$ = 0.6876 mm $D_{85}$ = 0.3340 mm $D_{60}$ = 0.0526 mm
$D_{50}$ = 0.0337 mm $D_{30}$ = 0.0042 mm $D_{15}$ =
$D_{10}$ = $C_u$ = $C_c$ =

**Classification**

USCS = CH

**Remarks**

GS: ASTM D422 ASTM D422
Silt/clay division of 0.002mm used
PI: ASTM D4318, Wet Method
USCS: ASTM D2487

**Sample Number:** 1-B5 @ 3.5

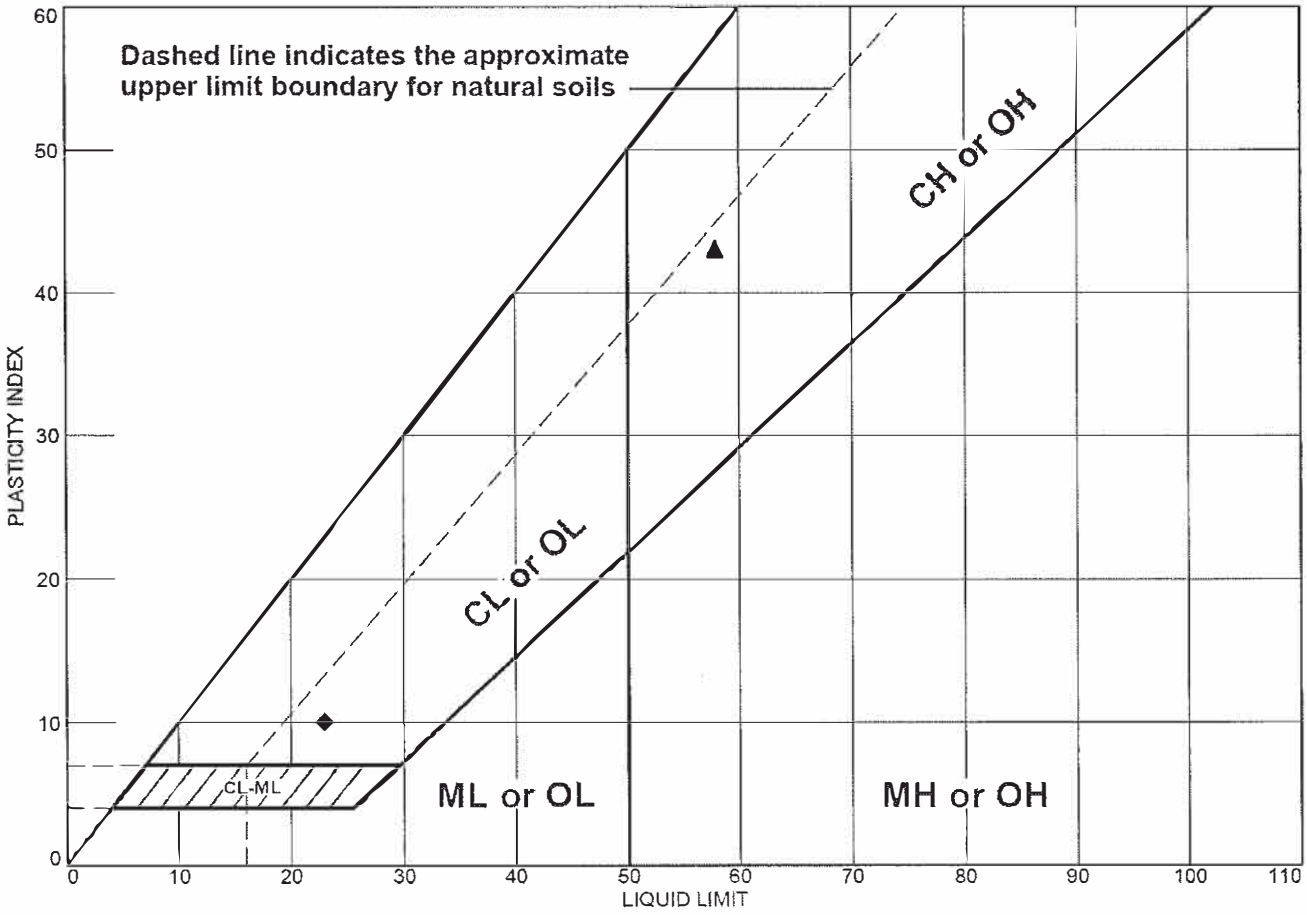
**Client:** LWCI, LLC **Project Number:** 15909.000.000
**Project:** Livermore Wine Country Inn **Date:** 3/28/2019
**Project location:** Livermore, CA

ENGEO Expect Excellence

**Tested By:** D. Bryant **Checked By:** M. Quasem

**Test Location:** 3420 Fostoria Way Ste. E, Danville, CA 94526

# LIQUID AND PLASTIC LIMITS TEST REPORT




| | MATERIAL DESCRIPTION | LL | PL | PI | %<#40 | %<#200 | USCS |
|---|---|---|---|---|---|---|---|
| ▲ | See exploration logs | 58 | 15 | 43 | | | |
| ◆ | See exploration logs | 23 | 13 | 10 | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

**Project No.:** 15909.000.000 **Date:** 3/28/2019

**Project Name:** Livermore Wine Country

**Project location:** Livermore, California

**Client:** LWCI, LLC

▲ **Sample Number:** 1-B5 @ 3.5 **Depth:** 3.5 ft

◆ **Sample Number:** 1-B2 @ 1.5 **Depth:** 1.5 ft

**Remarks:**

▲ PI: ASTM D4318, Wet Method

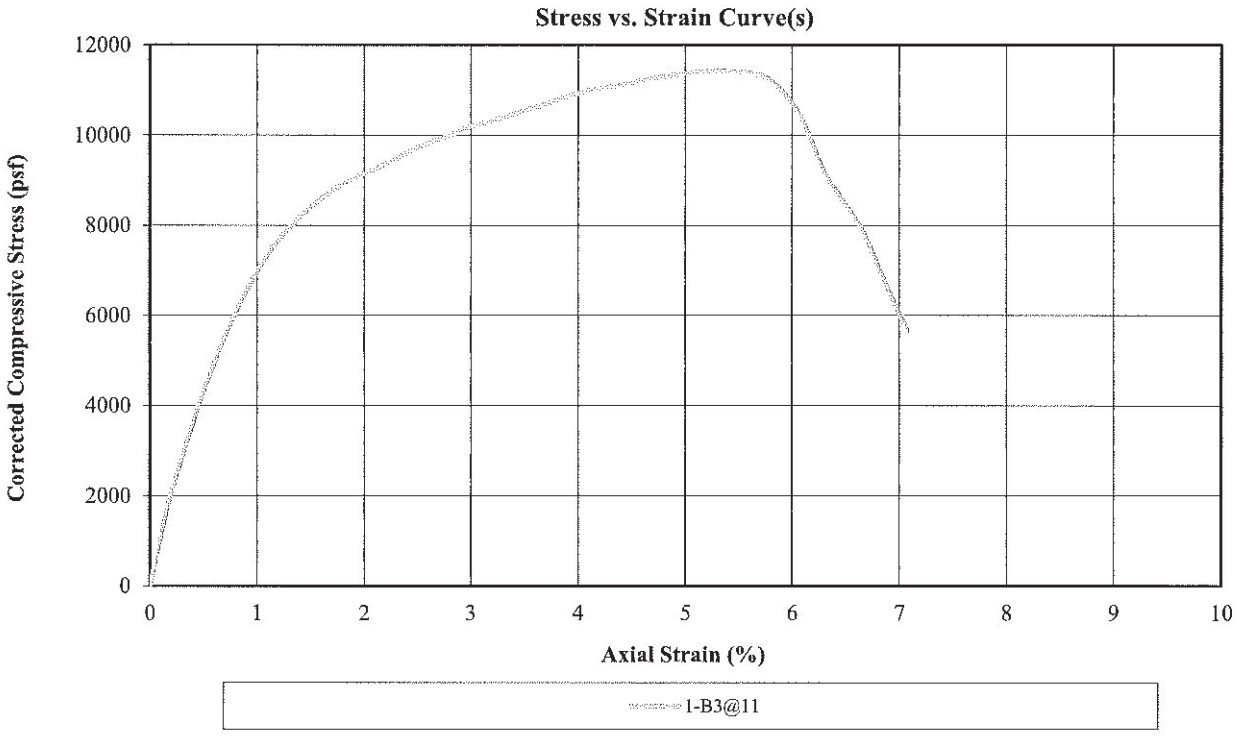
◆ PI: ASTM D4318, Wet Method

ENGEO
Expect Excellence

Tested By: W.Miller Checked By: D. Seibold

Test Location: 3420 Fostoria Way Ste. E, Danville, CA 94526

# UNCONFINED COMPRESSION TEST REPORT
## (ASTM D2166)




| | SPECIMEN |
|---|---|
| **BEFORE TEST** | **1-B3@11** |
| **Moisture Content (%)** | 13.4 |
| **Dry Density (pcf)** | 119.4 |
| **Saturation (%)** | 91.9 |
| **Void Ratio** | 0.39 |
| **Diameter (in)** | 2.419 |
| **Height (in)** | 5.55 |
| **Height-To-Diameter Ratio** | 2.30 |
| **TEST DATA** | |
| **Unconfined Compressive Strength (psf)** | 11416 |
| **Undrained Shear Strength (psf)** | 5708 |
| **Strain Rate (in./min.)** | 0.05 |
| **Specific Gravity (Assumed)** | 2.650 |
| **Strain at Failure (%)** | 5.37 |
| **Liquid Limit** | - |
| **Plastic Limit** | - |
| **Test Remarks** | |

| SPECIMEN | DESCRIPTION |
|---|---|
| 1-B3@11 | See exploration logs |

**PROJECT NAME:** Livermore Wine Country Inn
**PROJECT NO:** 15909.000.000 P:Gex
**CLIENT:** LWCI, LLC
**LOCATION:** Livermore, CA
**PHASE NO:** GEX

**Test Date:** 03/26/19
**Tested By:** D Bryant
**Reviewed By:** M Quasem

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**ATTACHMENT 20**
**RESOLUTION**

**IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA**

**A RESOLUTION APPROVING SPECIFIC PLAN AMENDMENT (SPPA) 23-001, SITE PLAN DESIGN REVIEW (SPDR) 23-001, AND CONDITIONAL USE PERMIT (CUP) 23-002 SUBJECT TO THE CONDITIONS OF APPROVAL FOR THE LIVERMORE WINE COUNTRY INN**

The City of Livermore ("City") initiated application for Specific Plan Amendment (SPPA) 23-001 and the Developer submitted an application for Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn ("Project").

At a duly noticed public hearing on May 2, 2023, the Planning Commission considered the Project and staff recommendation, heard public testimony, made the necessary findings and adopted Planning Commission Resolution No. 18-23, attached hereto as Exhibit A, containing the Planning Commission's actions and/or recommendations thereon.

On May 22, 2023, the City Council held a duly noticed public hearing to consider the Project, Planning Commission and staff recommendations, all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the City Council reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The City Council's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore has considered the Record Evidence and adopted a resolution adopting an Addendum to the 1997 South Livermore Valley Specific Plan (State Clearinghouse No. 1996052025) Environmental Impact Report.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore has considered the findings made in Planning Commission Resolution No.18-23, attached hereto as Exhibit A, and the City Council hereby adopts the same findings by this reference and incorporates them as their own findings as part of this resolution. Based upon the City Council's own independent review of the Record Evidence and considerations, the City Council hereby approves Specific Plan Amendment (SPPA) 23-001, attached hereto as Exhibit B, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002, subject to the attached Conditions of Approval, attached hereto as Exhibit C for the Livermore Wine Country Inn.

**BE IT FURTHER RESOLVED** that the City Council of the City of Livermore directs the Planning Manager to file a Notice of Determination with the Alameda County Clerk.

The documents that constitute the record of proceedings upon which this decision is based can be found in the City Clerk's Office, 1052 S. Livermore Avenue, in Livermore California.

On motion of Council Member _____, seconded by Council Member _____, the foregoing resolution was passed and adopted on May 22, 2023, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

ATTEST:

_____
Marie Weber
City Clerk

APPROVED AS TO FORM:

*/s/ Kimberly D. Cilley*
Kimberly D. Cilley
Senior Assistant City Attorney

Exhibit A – Planning Commission Resolution No. 18-23
Exhibit B – Specific Plan Text Amendments
Exhibit C – Conditions of Approval

# IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE STATE OF CALIFORNIA

## A RESOLUTION RECOMMENDING APPROVAL OF SPECIFIC PLAN AMENDMENT (SPPA) 23-001, SITE PLAN DESIGN REVIEW (SPDR) 23-001, AND CONDITIONAL USE PERMIT (CUP) 23-001 FOR THE LIVERMORE WINE COUNTRY INN

The City initiated an application for Specific Plan Amendment (SPPA) 23-001 to consider an amendment to the South Livermore Valley Specific Plan (Specific Plan) to allow for a 50-foot setback area from Hansen Road for Specific Plan commercial sites 5D1 and 5D2. Developer submitted an application for Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the development of an approximately 3.2-acre vacant parcel with an approximately 29,345 square-foot, two-story building for a 30-room Wine Country Inn, a restaurant with 77 seats, and an approximately 2,300 square-foot caretaker's unit, 65 paved parking spaces, and associated on and off site improvements. The caretaker's unit is a conditionally permitted use. The proposed SPPA, SPDR and CUP are collectively "the Project."

On May 2, 2023, the Planning commission held a duly noticed public hearing to consider the Project and staff recommendations, all public comments and testimony, and findings.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public hearing, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

**BE IT FURTHER RESOLVED**, with respect to the Specific Plan Amendment application, that the Planning Commission of the City of Livermore finds based upon the information presented that:

1. The Specific Plan Amendment is consistent with the General Plan in compliance with Government Code Section 65454.

   Response: The subject parcel's General Plan land use designation is South Livermore Valley Specific Plan, Vineyard Commercial (SV-VC). Vineyard commercial sites are locations in the South Livermore Valley that are designated for limited wine country commercial uses that directly support the South Livermore Valley wine region. The General Plan also identifies appropriate uses for each vineyard commercial site, allowing for a 30-room Wine Country Inn with a 100-seat restaurant on the subject site. The proposed Specific Plan Amendment would

allow for development of a Wine Country Inn on site 5D2 and provide consistency between the Specific Plan and the underlying zoning standards. The Specific Plan Amendment includes an amendment to Policy 4-7 as well as amendments to other sections of the Specific Plan in order to be consistent with the amended Policy 4-7, collectively referred to as the "text amendment" attached hereto and incorporated herein by reference as Exhibit A. The text amendment supports the General Plan's Goals and Objectives of enhancing the South Livermore Valley as a unique wine-producing region and serving wine country visitors.

**BE IT FURTHER RESOLVED**, with respect to the Site Plan Design Review application, that the Planning Commission of the City of Livermore finds based upon the information presented that:

1. Be allowed within the subject zone.

   Response: Only uses permitted by the South Livermore Valley Specific Plan and PUDA 01-001 will be allowed for the project site. The 30-room wine country inn and 77-seat restaurant are permitted in the Planned Development-South Livermore Valley Specific Plan through the approved Planned Unit Development Amendment (PUDA) 01-001, which includes the land use zoning regulations for the subject site. The caretaker's residence is a conditionally permitted use under the South Livermore Valley Specific Plan and (PUDA) 01-001.

2. Be designed such that:

   a. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;
   b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent developments;
   c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and
   d. The project's site plan and design is consistent with the City's Design Standards and Guidelines.

   Response: An Addendum to the previously certified South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025) was prepared for the project, which found no significant impacts on public health, safety, or general welfare. The project conforms to the development standards of the South Livermore Valley Specific Plan, which ensures the orderly development of the subject site and the general area. The proposed building, parking lot, and related improvements are suitable for the 30-room wine country inn, 77-seat restaurant, and caretaker's unit. The architectural design conforms with the design standards set forth in the South Livermore Valley Specific Plan for commercial buildings and the City's Design Standards and Guidelines.

3. Be designed to include the following criteria, as applicable:

   a. Compliant with Chapter 9.07 of the Development Code (Site Plan and Design Review), Municipal Code Title 15 (Buildings and Construction), and any other applicable City regulations and policies;
   b. Efficient site layout and design;
   c. Compatible and appropriate scale to neighboring properties and developments.
   d. Efficient and safe public access (both pedestrian and vehicular) and parking;
   e. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;
   f. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;
   g. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;
   h. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;
   i. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;
   j. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;
   k. Appropriate exterior lighting which provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;
   l. Compatible in scale and aesthetic treatment of proposed structures with public areas;
   m. Appropriate open space and use of water efficient landscaping; and
   n. Consistent with the General Plan and any applicable Specific Plan.

   Response: The application complies with Chapter 9.07 of the Development Code as well as all applicable regulations and policies. The project will be required to conform to Municipal Code Title 15 when it is reviewed for a building permit. The site plan shows the building meets all setback standards. The site plan shows an efficient layout with the building on the west side of the site with the main parking area to the east, north, and northwest. The driveway accessing the site from Hansen Road provides efficient circulation and safe access for vehicles as well as emergency vehicles around the site. The amount of parking provided on site conforms to the parking standards listed in the South Livermore Valley Specific Plan.

   The proposed building is approximately 35-feet tall, two-story structure that is appropriate for the site and conforms to the maximum height allowed by the South Livermore Valley Specific Plan. The diverse and innovative architectural style of the building is appropriate for the agricultural setting of the site. It is compatible with other architectural styles found in South Livermore, yet distinct enough to avoid monotonous repetition. The architectural style of the building features a boral-

boosted tile roof, decorative precast stone at the courtyard entrance, and a Barcelona beige stucco finish. Sable colored enhancing shutters surround the windows and decorative metal railings run along the second floor of the building. The roof has small decorative tower elements that add visual articulation to the main building form. Details such as wood doors, a decorative chimney cap, and wood porch columns contribute to the character of the building.

A photometric lighting plan was provided that shows adequate lighting levels in the parking lot and pedestrian areas and no light spilling beyond the subject site to constitute a hazard or nuisance to adjacent properties. The project will be in conformance with the Water Efficient Landscape Ordinance. As explained in the Planning Commission staff report, the application is consistent with the General Plan, the South Livermore Valley Specific Plan, and PUDA01-001.

**BE IT FURTHER RESOLVED**, with respect to the Conditional Use Permit application, that the Planning Commission of the City of Livermore finds based upon the information presented that:

1. The proposed use is consistent with the General Plan and any applicable Specific Plan.

   Response: The Land Use Element of the General Plan section F establishes Geographical Subareas and Corresponding Land Uses for the South Livermore Valley (General Plan, 3-84). Allowed development in Subarea 5 (project subarea) of the South Livermore Valley, allows for a 30-room inn and large restaurant on three-acres (General Plan 3-88). Additionally, policy LU-19.1, P7 states, "Urban development in the South Livermore Valley shall not be approved unless, at a minimum, the project protects and promotes viticulture or other cultivated agriculture through the following means: . . . (g) Development includes at least one major draw or attraction that would increase recognition of the South Livermore Valley as a premium wine-producing region. Examples of appropriate attractions include a wine related institute, research center or conference center, wine museum, cultural arts center or a resort hotel (General Plan, 3-80). The proposed project is consistent with this General Plan policy to promote viticulture, attract visitors to the South Livermore Valley by providing a resort hotel attraction, and is an allowed use in Subarea 5 of the South Livermore Valley.

   The General Plan land use designation for the project site is South Livermore Valley Specific Plan, Subarea 5—Wine Country Commercial. More detailed land use information regarding this General Plan designation is set forth in the South Livermore Valley Specific Plan.

   The Specific Plan identifies 16 sites designated for wine country commercial uses in the Vineyard Commercial Area, which is defined as; "This designation provides for development of small-scale commercial uses that promote the area's image as a wine region, and directly serve wine-country visitors. The intent is not to accommodate commercial uses whose primary purpose is to provide local

services, or that would compete with businesses in Downtown Livermore. The designation is intended to accommodate a very limited range of commercial uses including wineries, inns, restaurants, and small-scale wine country-related retail and services." (SLVSP, p.4-9).

The subject parcel, identified as Site 5D2 in the Specific Plan, is designated for a Wine Country Inn and Restaurant. The Specific Plan provides a more detailed description as follows: "In the area immediately south of the Arroyo Road entry to the subarea, a 3-acre site is designated for a wine country inn and restaurant. The inn is assumed to have up to 30 guest rooms and the restaurant would have up to 100 seats. Access to the two commercial sites along Arroyo Road will be from the main subarea entry road, rather than from Arroyo Road." (SLVSP, p. 4-35). The purpose of the project would be to provide lodging and dining options that directly support the viability of the South Livermore Valley and provide necessary services to visitors to the wine country.

The caretaker's residence of the project is a conditionally permitted ancillary use that requires a conditional use permit (SLVSP, Policy 4-5, p.4-4). The project proposes an architecturally integrated two-story, approximately 2,300 square foot, three-bedroom, and two-bathroom caretaker's residence. Having the caretaker's unit on-site would allow visitors to communicate directly with management and would permit more immediate resolution contact with neighbors if the need arises. The primary focus of the site is the inn and restaurant that help support the viability of the wine country. A caretaker's unit is consistent with the Specific Plan and PUDA 01-001 as a conditionally permitted accessory use supporting the commercial uses. Considering the general definition of an inn and the zoning regulations for the site, having a caretaker's residence as a conditional use on the project site is consistent with the South Livermore Valley Specific Plan and PUDA01-001.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of the Development Code and the Municipal Code.

   Response: The general zoning classification for the site is Planned Development-South Livermore Valley Specific Plan (PD-SLVSP). The PD-SLVSP district also allows additional uses through the approval of a Planned Development Permit (LDC, Section 2.04.060.B). More specific zoning regulations for the site are established in Planned Unit Development Amendment (PUDA) 01-001.

   The Inn and restaurant components of the project are clearly permitted commercial uses in PUDA 01-001. PUDA 01-001 lists one caretaker's unit as a conditionally permitted ancillary use. Based on the broader zoning regulation of PD-SLVSP and (PUDA) 01-001, which permits one caretaker's unit subject to a conditional use permit, and the supporting language in the South Livermore Valley Specific Plan, the caretaker's unit would be allowed as an accessory use to the primary commercial uses on site.

Based on the analysis of the project, it is found to comply with all other applicable provisions of the Development Code and Municipal Code.

3. The design, location, size and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

   Response: The project site is bound on two sides by existing vineyards. The vineyard to the east is covered by an agricultural conservation easement. The vineyard to the south and west is part of Las Positas Vineyards and is also part of a conservation easement. The project site is bound by Hansen Road to the north and Arroyo Road to the east. An undeveloped site designated for a wine country commercial center is located on the other side of Hansen Road to the north of the subject site. The nearest residential use is approximately 230 feet from the project site to the west measured from property line to property line. An existing vineyard provides a buffer between the subject development and the residential neighborhood to the west.

   The approval of the Conditional Use Permit includes operational and site planning conditions to ensure the proposed caretaker's residence is architecturally compatible with the proposed inn. The Conditional Use Permit prohibits renting of the caretaker's residence to guests or as a short-term rental and requires two parking spaces. As described in the staff report, these conditions will reduce the impacts of the caretaker's residence on site.

4. The subject site is:
   a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities.
   b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

   Response: The project site is approximately three acres in area, which is an adequate size to accommodate the 29,345-square foot building and the required amount of parking. The project conforms to all setback standards. The site will be accessed from Hansen Road, which provides adequate emergency vehicle access to the site. The development has access to existing public utilities located in the adjacent rights-of-way.

   The local streets, including Arroyo Road and Hansen Road, have been designed to handle the vehicle trips generated by the full build-out of the Specific Plan, including the development of a 30-room inn and restaurant with up to 100-seats on the project site. Arroyo Road and Hansen Road are classified as collector streets. According to the Circulation Element of the General Plan, collector streets are medium capacity streets with volumes ranging from 5,000 to 20,000 vehicles per day, which is sufficient to carry the anticipated cumulative traffic volume for the project and existing and planned developments in the vicinity, as analyzed in the Initial Study for the project and the South Livermore Valley Specific Plan Environmental Impact

Report.

5. The site's suitability ensures that the type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

   Response: An Addendum to the previously certified 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025) was prepared for the proposed project. The Addendum indicates that no subsequent or supplemental EIR is required, under the provisions of the California Environmental Quality Act (CEQA) given that substantial project and circumstantial changes have not occurred, and no new information of substantial importance exists. The subject parcel, identified as Site 5D2 in the Specific Plan, is designated for a Wine Country Inn and Restaurant. The purpose of the project would be to provide lodging and dining options that directly support the viability of the South Livermore Valley and provide necessary services to visitors to the wine country.

6. The applicant agrees to comply with any and all of the conditions imposed by the review authority in the approval of the Conditional Use Permit or Zoning Use Permit.

   Response: The applicant has reviewed the staff-recommended conditions and generally agrees with them. The applicant will agree in writing to comply with the final conditions imposed by the Planning Commission.

7. That any other findings prerequisite to approval of a Conditional Use Permit or Zoning Use Permit states elsewhere in the Development Code can be made.

   Response: There are no other findings stated elsewhere in the Development Code prerequisite for the approval of this Conditional Use Permit.

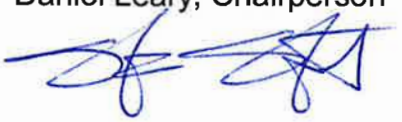
**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Livermore has considered the findings set forth above and adopts these findings as part of this resolution. Based upon the Planning Commission's independent review of the Record Evidence and considerations, the Planning Commission recommends that the City Council approve Specific Plan Amendment (SPPA) 23-001 attached hereto as Exhibit A, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 subject to the Conditions of Approval attached hereto as Exhibit B for the Livermore Wine Country Inn project.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

On the motion by Commissioner Anderson, seconded by Commissioner Kronzak, the foregoing Resolution was passed and adopted at the Planning Commission meeting of May 2, 2023, by the following vote:

AYES: ANDERSON, DUNBAR, FINTSCHENKO, KRONZAK, LEARY.
NOES: NONE.
ABSENT: NONE.

Daniel Leary, Chairperson



by Steve Stewart, Planning Manager
Secretary to the Planning Commission

EXHIBIT A – South Livermore Valley Specific Plan Text Amendments
EXHIBIT B – Conditions of Approval

a single commercial use has been identified, but for others, alternative uses are designated. The following new commercial uses will be permitted subject to conditional use permits or other project-specific review:

- Subarea #1: None

- Subarea #2: Site 2A1(2,2 ac.) Commercial Uses: A small winery or a bed and breakfast; and a small tasting room or small restaurant; and

  Site 2A2 (8 ac.) a medium winery or bed and breakfast, and a tasting room or small restaurant on eight acres. Existing farm support operations are allowed to continue on 6.4 acres adjacent to site 2A2.

- Subarea #3: A small winery or a bed-and-breakfast; and,
  A tasting room or small restaurant.

- Subarea #4: An olive mill and a wine tasting room;
  Two small wineries; and,
  A small restaurant or a small winery.

- Subarea #5: A Wine Country retail center;
  Three small wineries;
  A Wine Country inn;
  A large restaurant; and
  A bed-and-breakfast or two residential units.

- Subarea #6: A medium-size winery on 12 acres.

- Subarea #7: A medium sized winery; or
  A wine country inn;
  A large restaurant;
  A winery; and
  A boutique winery on each 20-acre parcel.

*Policy 4-5:* *Only those commercial uses identified in this Plan will be permitted. All commercial development applications will be subject to a site plan approval and/or a Planned Unit Development Permit. Additional accessory activities that support the listed uses (such as one caretaker's unit) may be permitted with the approval of a conditional use permit.*

*Policy 4-6:* *Commercial uses will maintain a small, pedestrian scale, and will not exceed an FAR of 0.25.*

*Policy 4-7:* *Building setbacks for commercial uses shall be 100 feet from ~~road frontages~~ the property line, except for commercial site #3A which shall be 25 feet and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback area from Hansen Road for commercial sites #5D1 and #5D2 may include parking, landscaping, and a trash enclosure.*

*Policy 4-8:* *The design of commercial facilities shall be consistent with the rural, wine country character of the area.*

*Policy 4-9:* *Chapter 12 of the Specific Plan includes design standards and guidelines to guide the City's evaluation of applications for commercial uses within the South Livermore Valley. Commercial development within the Specific Plan area shall be consistent with the Specific Plan standards and guidelines adopted by the City.*

## *5.4.4 SUBAREA ACCESS AND CIRCULATION*

Each of the seven subareas will take access from existing or planned roads. This section describes the key access and internal circulation associated with each subarea. Preceding the subarea by subarea discussion are a number of general policies that relate to the circulation systems in all of the subareas.

*Policy 5-9:* *Developers in all subareas shall coordinate and cooperate in the design and implementation of the subarea street systems since some properties will be dependent upon circulation improvements on other properties to obtain access to their own parcels. A model development agreement shall be prepared prior to annexation which commits all participating landowners to dedicate road rights-of-way as needed to accommodate Specific Plan development.*

*Policy 5-10:* *Access to commercial areas generally shall be kept separate from access roads to residential areas. Access to commercial sites shall take access directly from roadways external to the subareas, except in subarea #5 where sites 5D1 and 5D2 still take access from Hansen Road.*

*Policy 5-11:* *All road rights-of-way and street improvements within the subareas will be dedicated to the City of Livermore as public streets.*

*Policy 5-12:* *In order to accommodate the difference in street standards, and to emphasize the connection of the Specific Plan development to the rural countryside, subarea streets generally connect to existing rural County roads, rather than connecting into existing suburban street systems.*

*Policy 5-13:* *Each residential development shall ensure that there is safe pedestrian and bicycle route between the development and the schools that serve the area.*

**Subarea #1**

As shown in Figure 5.9, Subarea #1 will take access from South Vasco Road at three locations. The northernmost roadway will be located opposite and just south of Shaheen Industrial Park. The roadway will be a divided entry drive. The middle roadway will be located opposite the primary Subarea #2 collector, forming a four-way intersection with South Vasco Road. It will also be designed as a divided entry road. The southernmost entry will be located at the location of the existing driveway to Parcel 1E. It will be designed as an undivided entry road. An emergency vehicular access (EVA) route will connect the northern and middle residential development areas of Subarea #1 to provide adequate fire department access. No EVA is proposed for the southern development area.

*Policy 5-14:* *Developers for Subareas #1 and #2 (particularly of Parcel 1C and 2C) shall coordinate the design of their entry roads to ensure a safe and consistent alignment with each other and with South Vasco Road. South Vasco Road will be widened at the four-way intersection with the entries to Subareas #1 and #2 to provide for left-turn lanes and right-turn/deceleration lanes into the subareas.*

*Policy 5-15:* *To ensure safe traffic movements, a minimum off-set of 300 feet shall be maintained between the northernmost entrances into Subareas #1 and #2.*

*Policy 5-16:* *An emergency vehicle access (EVA) route shall be constructed between the northern and middle development areas in Subarea #1. Subarea developers shall coordinate with the Livermore-Pleasanton Fire Department to ensure that EVA design is in conformance with Department standards.*

## *12.2.7 SITE 4C - SMALL WINERY*
## *SITE 5C1 — SMALL WINERY*
## *SITE 5D1 - COMMERCIAL CENTER*
## *SITE 5D2 - WINE COUNTRY INN AND RESTAURANT*

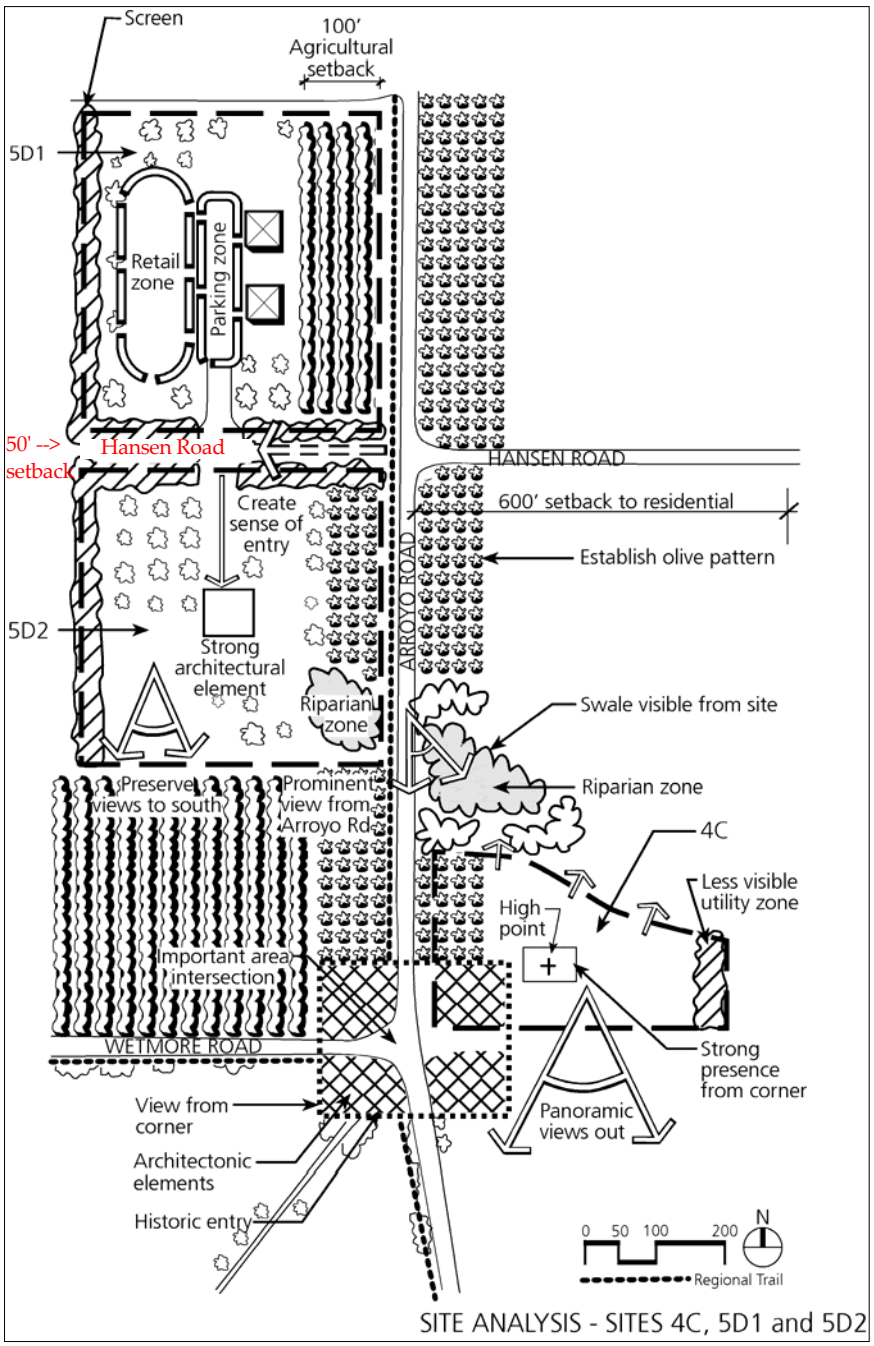
**Analysis - All Sites**

1. *Required setback (agricultural buffer): 100 feet from Arroyo Road. 50 feet setback from Hansen Road for sites 5D1 and 5D2.*

*Site 4C*

- **Preferred entry is from Arroyo Road.**
- **Residential uses are set back 600 feet from Arroyo Road.**
- **Emphasize riparian zone by using riparian planting.**
- **Maximize panoramic views to south and views over the swale to the north.**
- **Take advantage of elevated location for visual presence from Wetmore / Hansen intersection.**
- **Reinforce historic intersection by using entry signage which relates to Olivina Gate.**

1. *A 4-foot paved shoulder and a 5-foot packed, walkable apron is required along the Arroyo Road frontage.*
2. *Keep service and production uses at eastern edge.*




*Site 5C1*

- **Use strong architectural elements to create visual presence.**

- **Preserve views to the south.**

1. *Required setback (agricultural buffer): 350 feet from Wetmore Road.*

*Site 5D1*

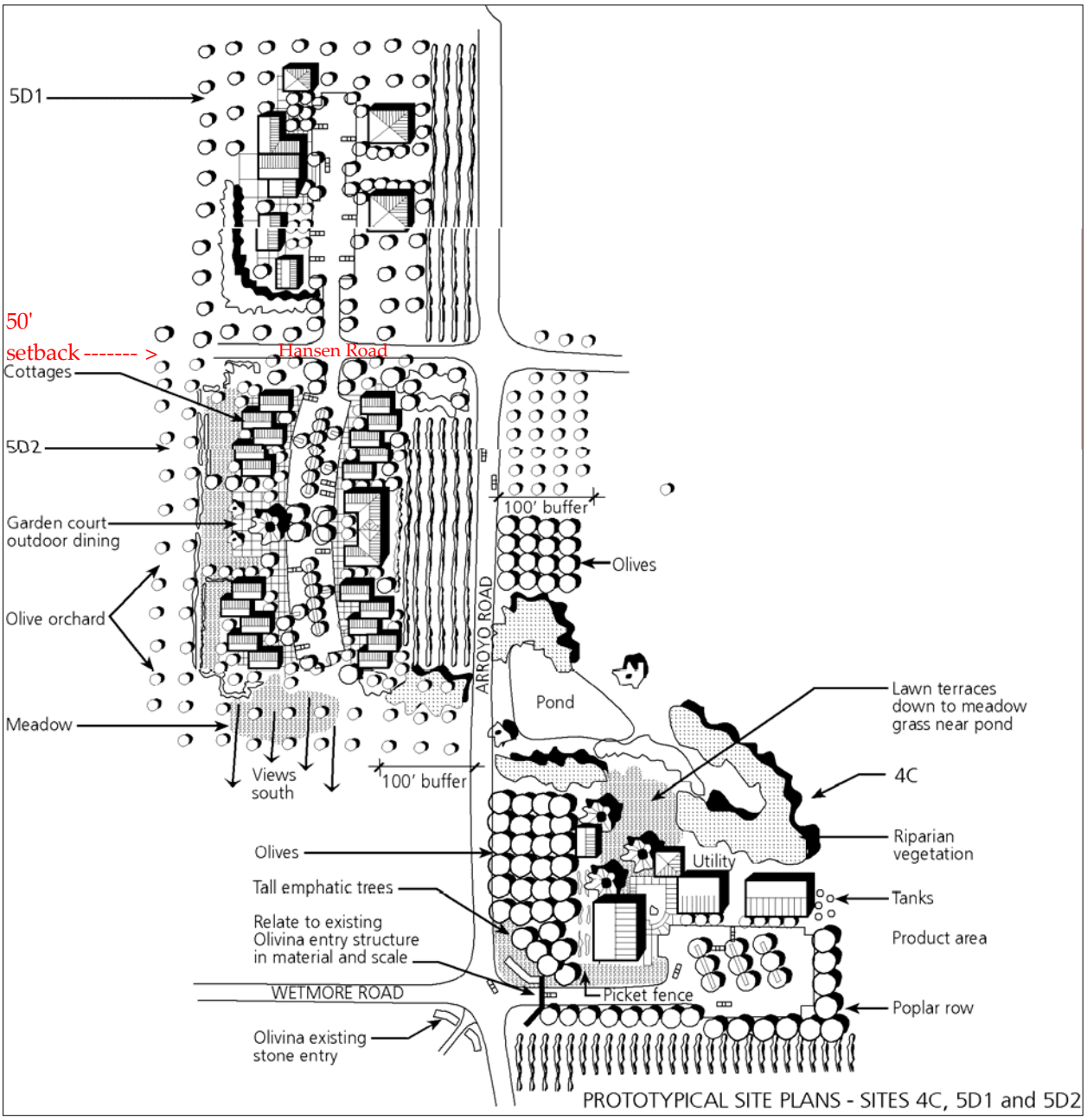
- **Vineyard planting along frontage will maintain visibility.**

1. *A 25 foot right-of-way for the Regional Trail Corridor will extend south from the existing trail along the frontage of the Ravenswood site, containing a 10-foot pedestrian/bicycle trail, a 3-foot planted area, and an 8-foot equestrian trail, as shown in South Livermore Valley Specific Plan Figure 5.18.*
2. *Rears of buildings shall be screened from residences to the west.*
3. *Entrance on Hansen Road.*

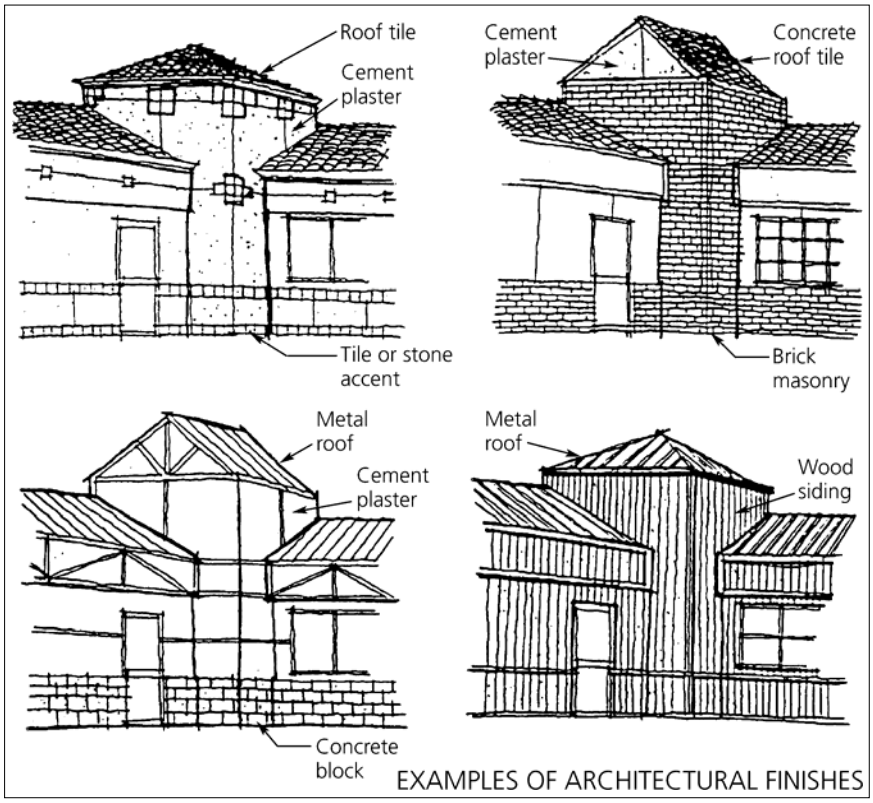
*Site 5D2*

- **Emphasize drainage pattern by riparian planting in southeast corner.**
- **Preserve views to south.**
- **Use strong architectural element to create visual presence.**
- **Vineyard** or orchard **planting along frontage will maintain visibility.**

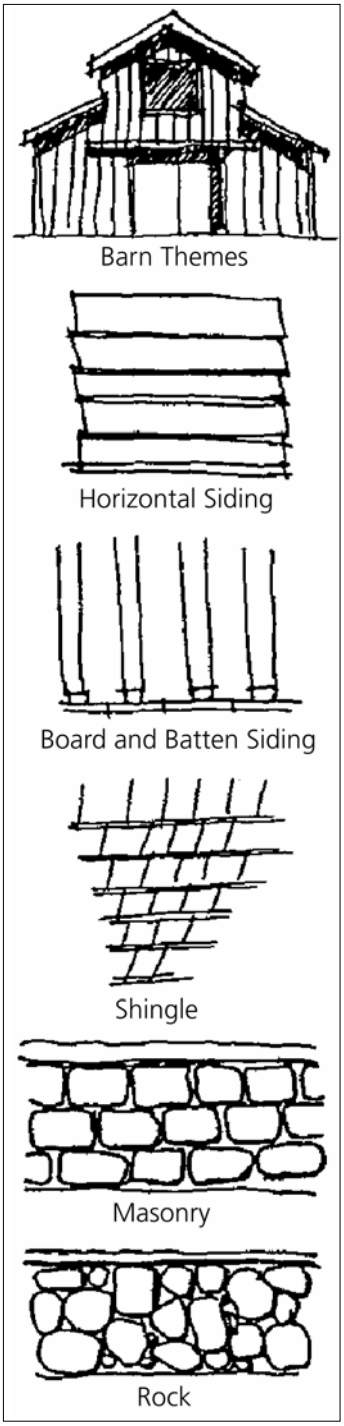
1. *A 25 foot right-of-way for the Regional Trail Corridor will extend south from the existing trail along the frontage of the Ravenswood site, containing a 10-foot pedestrian/bicycle trail, a 3-foot planted area, and an 8-foot equestrian trail, as shown in South Livermore Valley Specific Plan Figure 5.18. Screen service areas from residences to north and west.*
2. *Entrance on Hansen Road*
3. *Protect the Regional Trail Corridor on Arroyo Road*


5D1
50'
setback ------- >
Hansen Road
Cottages
5D2
Garden court
outdoor dining
Olive orchard
Meadow
Views
south
100' buffer
ARROYO ROAD
100' buffer
Olives
Pond
Lawn terraces
down to meadow
grass near pond
4C
Riparian
vegetation
Utility
Tanks
Product area
Olives
Tall emphatic trees
Relate to existing
Olivina entry structure
in material and scale
WETMORE ROAD
Picket fence
Poplar row
Olivina existing
stone entry
PROTOTYPICAL SITE PLANS - SITES 4C, 5D1 and 5D2

## 12.3.2 SITE LAYOUT



EXAMPLES OF ARCHITECTURAL FINISHES




*The site layout determines the way in which one experiences the site. It creates sequences and relationships, defines spaces and uses, and preserves or screens views. It requires thoughtful consideration.*

**Setbacks**

1. *A 100 foot planted building setback is required from all public roadways for every commercial site except site 3A2 (small restaurant or tasting room at the proposed Concannon-Wente intersection) and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road and may include parking, landscaping, and a trash enclosure.*
2. *Side and rear setbacks are stated in Section 12.2, Site Analysis and Site Specific Guidelines. Where no reference is made in that section, side and rear setbacks are 0 feet.*

**Entries**

- **The scale and character of each entry should reflect the business it represents.**
- **Continuation or repetition of entry elements into the site and at the structures is encouraged.**
- **The design plan for the entry should creatively blend planting, walls, signage, lighting and landmark elements into an understated composition that expresses a sense of welcome, entry, and identity. Landmark elements might include: low decorative walls, portals, or other memorable elements that draw the eye.**
- **Entries should to harmonize with the adjacent streetscape.**
- **Entries from the street should relate to automobile scale - entry elements should be large enough to create a sense of pass though for the automobile.**

1. *Entries shall be well defined and clearly visible from the street.*
2. *Materials used at entries shall be compatible and consistent with the architecture of the buildings on site.*

# CONDITIONS OF APPROVAL

**Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review 23-001 & Conditional Use Permit 23-002**

3459 Arroyo Road

Development of an approximately 3.2 acre vacant parcel with an approximately 29,345 square-foot, two-story building for a 30-room Wine Country Inn, a restaurant with 77 seats, and an approximately 2,300 square-foot caretaker's unit, 65 paved parking spaces, and associated on and off site improvements. The caretaker's unit is a conditionally permitted use.

## A. PROJECT AUTHORIZATION

1. The project shall be in conformance with all City ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

2. Approval is limited to the conformance of the land use and the Livermore Development Code (LDC) and South Livermore Valley Specific Plan (SLVSP) requirements. Use of the property shall be limited to those permitted by the SLVSP, PD-SLVSP (PUDA 01-001), and LDC as it exists now or may be amended in the future.

3. This approval is not an authorization to commence construction. Building construction, alterations, repairs, or occupancy shall not be permitted without prior approval of the Building Division through issuance of any required permits.

## B. PROJECT SPECIFIC CONDITIONS

Prior to the issuance of a Building Permit, the applicant shall demonstrate conformance to the following conditions to the satisfaction of the Planning Division. The applicant shall respond in writing to all conditions contained herein and in attachments to this document. Responses shall clearly describe how each condition will be met. When the response references construction drawings, the page number and detail reference, if applicable, shall be noted.

1. This Conditional Use Permit allows the use of the property for a caretaker’s residence.

a. Two parking spaces shall be provided for the caretaker's residence, apart from the required parking for the Inn.

b. The caretaker's residence shall not be rented by guests staying at the Inn or utilized as a short-term rental.

2. Outdoor events at the Inn (such as weddings, parties, or receptions) are prohibited.

3. Parking shall be contained on site. No-use related parking shall occur within the surrounding residential neighborhoods.

4. Indoor and outdoor dining shall be limited to 77 seats combined.

5. Add a no-left turn island on the driveway to discourage left-hand turns onto Hansen Road. Provide signage stating either no left turn or right-turn only.

6. Noise generated by the project shall be in conformance with the Noise Element of the General Plan.

7. No construction allowed between the following time periods:

   a. 6:00 p.m. Saturday to 7:00 a.m. Monday;
   b. 8:00 p.m. to 7:00 a.m. on Monday, Tuesday, Wednesday, and Thursday;
   c. 8:00 p.m. Friday to 9:00 a.m. Saturday; and
   d. All City-observed holidays.

8. Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction, shall be replaced prior to issuance of a certificate of occupancy.

9. The area to the east and west of the access driveway is required to conform to the City Engineering standard for clear visibility at the driveway.

10. The development must include a minimum of 12 bicycle-parking stalls on site.

11. The project shall provide ten, 24" box *Plantanus Acerifolia (London plane)* trees to be planted along Hansen Road, east of the access driveway. Additionally, the project shall provide a mitigation plan at a one-to-two ratio for all trees that are being removed, for a minimum of twenty-two, 24" box trees. The project shall be required to provide on-site planting for any trees that are

being removed.

13. The trash enclosure shall be screened from public view along Hansen Road, with a minimum of three, 24" box *Platanus acerifolia* (London plane) trees and five small scale, 24" box trees that are consistent with the plant pallet listed in the South Livermore Valley Specific Plan.

14. Provide detailed planting and irrigation drawings for all modifications to existing City landscapes and irrigation systems.

15. Provide plans for installing sleeve(s) under the proposed driveway for irrigation mainline and wires.

16. Ensure all new landscape on-site is privately owned and maintained.

17. The proposed light poles and luminaires shall not exceed a height of 16 feet and the color and design of the light pole and luminaries shall be subject to review and approval by the Community Development Department.

18. The lighting plan shall provide sufficient illumination on the east side of the property to meet the City's lighting ordinance.

19. Prior to the issuance of a final Certificate of Occupancy, and upon installation of all light fixtures, staff shall inspect site lighting levels. If necessary, adjustments to lighting levels shall be made to ensure that there is no off-site glare that impacts the surrounding vineyard area and the residences to the northwest of the project site, consistent with City standards.

20. Prior to the issuance of a Building Permit, the applicant shall submit a Landscape Documentation Package to ensure consistency with the City's Water Efficient Landscape Ordinance.

21. Any signs associated with the project will require a separate application and approval.

22. Per Livermore Municipal Code section 12.51, if public art will be installed a site plan shall be submitted showing the location of the artwork, complete with landscaping, lighting and other appropriate accessories to complement and protect the artwork, along with the artist's concept and representation, such as a drawing, photograph, or maquette of the artwork. Indicate what medium or materials will be used and include maintenance plans for the artwork. As outlined in the Muni Code, Building permits shall not be issued until the Commission has approved the request to install public art, and the certificate of occupancy shall not be issued until the approved work of art has been installed and an agreement

has been recorded against the property to maintain the art for a minimum of thirty years. If an in-lieu contribution will be provided in place of artwork, the public art in-lieu contribution shall be paid at the time of issuance of each building permit.

23. During construction applicant is required to implement the following basic construction dust control measures:

    a. Water all active construction areas at least twice daily;
    b. Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;
    c. Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers; and
    d. Sweep streets daily with water sweepers, if visible soil material is carried onto adjacent public streets.

24. Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that all heavy-duty diesel-powered equipment (e.g., rubber-tired dozers, scrapers, cranes, etc.) to be used in the construction of the project (including owned, leased, and subcontractor vehicles) shall, at a minimum, meet U.S. Environmental Protection Agency standards for Tier 4 engines or equivalent. The plans shall be submitted to the Community Development Department for review and approval.

25. The applicant shall retain the services of a professional paleontologist to educate the construction crew that will be conducting grading and excavation at the project site. The education shall consist of an introduction to the geology of the project site and the kinds of fossils that may be encountered, as well as what to do in case of a discovery. Should any vertebrate fossils (e.g., teeth, bones), an unusually large or dense accumulation of intact invertebrates, or well-preserved plant material (e.g., leaves) be unearthed by the construction crew, then ground-disturbing activity shall be diverted to another part of the project site and the paleontologist shall be called on-site to assess the find and, if significant, recover the find in a timely matter. Finds determined significant by the paleontologist shall then be conserved and deposited with a recognized repository, such as the University of California Museum of Paleontology. The alternative mitigation would be to leave the significant finds in place, determine the extent of significant deposit, and avoid further disturbance of the significant deposit. Proof of the construction crew awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster.

26. Prior to issuance of grading permits, the project applicant shall complete an analysis of on-site soils to determine whether substantial concentrations of organochloride pesticides or other soil contaminants are present above the applicable direct exposure Environmental Screening Levels (ESLs) set by the Regional Water Quality Control Board. If contaminants are not detected above applicable ESLs, then further mitigation is not required. If contaminants are detected above the applicable ESLs, then the soils shall be remediated by off-hauling to a licensed landfill facility. Such remediation activities shall be performed by a licensed hazardous waste contractor (Class A) and contractor personnel that have completed 40-hour OSHA hazardous training. The results of soil sampling and analysis, as well as verification of proper remediation and disposal, shall be submitted to the Community Development Department for review and approval.

## GENERAL CONDITIONS OF APPROVAL

1. The location and planted screening of backflow preventers, fire service connections, and other ground utilities shall be shown on the landscape plan during Building Permit review.

2. All roof-mounted equipment, including HVAC units, production equipment, vents, microwave dishes, antennas, or similar devices shall be screened from public view by restricting the maximum height of such devices to that of the surrounding building parapet.

3. This Conditional Use Permit is not an authorization to commence construction. Building construction, alterations, repairs, sign erection, or occupancy shall not be permitted without prior approval of the Building Division through issuance of any required permits.

4. Development shall conform to the plans designated by the City as Exhibit B-1. Exhibit B-1 shall consist of the submitted plan amended by the applicant to reflect any changes indicated above in the Project Specific Conditions or required by the City in the approval process. The applicant shall submit any required amended plans to the Planning Division within 90 days of project approval.

5. The development impact fees and project processing fees due in connection with the permit shall be based upon the fees in effect at the time the fee is paid.

6. Minor amendments to the permit may be approved by the Planning Division, provided the permit is still in substantial conformance with the original approval.

**CITY OF LIVERMORE**
**ENGINEERING CONSIDERATIONS**

Date: April 21, 2023

LOCATION: **Hansen Rd** – **Livermore Valley Wine Country Inn**
DEVELOPER: **Michelle Boss – LWCI, LLC**
PLANNING REFERRAL #: **SPDR23-001** (CUP23-002)
Note: Specific conditions are shown in large type. *Standard conditions that apply to this project are shown in italic type.*

## 1. DEFINITIONS:

*For the purpose of this agreement, the following words shall have the meanings respectively ascribed to them by this section:*

| | |
|---|---|
| *Developer:* | *Person(s) or Corporation(s) that will obtain permits for construction* |
| *Improvement Plans:* | *Construction drawings for required public and private improvements* |
| *Services:* | *Utility lateral, or any portions of a conduit cable or duct, between a utility distribution line and the site it serves* |
| *Project:* | *The work to be performed by Developer* |

## 2. SITE PLAN APPROVAL

A. The project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

B. Approval or conditional approval of this SPDR shall not supersede these Engineering Considerations and any applicable City Standards nor limit the City's Engineer's ability to require workable designs on future grading and improvement plans based upon these Engineering considerations and the City's Standard engineering specifications and details.

## 3. SPECIFIC CONDITIONS:

The Developer shall comply with the following conditions:

A. The fire service and fire sprinklers shall be connected to the potable water system.

B. There are private easements on this site and it is the Developer's responsibility to not interfere with the use of these easements.

## 4. STORM WATER SITE DRAINAGE AND TREATMENT REQUIREMENTS:

A. General

*1. This site is subject to the National Pollutant Discharge Elimination System (NPDES) Program. Prior to the issuance of the initial grading or building permit, the Developer shall provide evidence that the site is covered by the statewide General Permit to Discharge Storm Water associated with construction activity. This requires confirmation that a Notice of Intent (NOI) and the applicable fee was sent to the State Water Resources Control Board. In addition, the grading plans need to state: "All grading shall be in accordance with the Storm Water Pollution Prevention Plan prepared by the Developer per the Notice of Intent on file with the State Water Resources Control Board".*

*2. Necessary interceptor ditches shall be concrete. Field inlets and storm drainage pipe may be necessary in conjunction with concrete interceptor ditches as secondary drainage releases. All interceptor ditches shall be privately maintained.*

B. Storm Drainage Requirements

*Per the City's Facilities Planning Guidelines (dated June 2005), the flows must have the following characteristics:*

*For a 10-year design discharge: a hydraulic grade line (HGL) is no higher than 1.25 feet below the top of curb elevation at any manhole or inlet.*

*For a 100-year design discharge: a HGL does not exceed the top of curb elevation. (This is required for item 3 above.)*

*For additional detail on these guidelines, the applicant should refer to the following resources: City of Livermore Storm Drain Master Plan & City of Livermore Facilities Planning Guidelines (both available at the Engineering counter at City Hall).*

C. Stormwater Drainage Maintenance Funding

*The cost to maintain all private storm drainage infrastructure installed with this project shall be funded by the Developer.*

D. Stormwater Treatment, Detention and Trash Capture Requirements

*1. The Developer shall treat the storm water runoff from this site prior to having the storm water enter the City's storm water distribution system. Stormwater Treatment, Low Impact Development, and Trash Capture, is required by the Regional Water Quality*

*Control Board. The Developer shall complete and or update the required Stormwater Quality Checklist. The Developer shall provide a storm water treatment plan with calculations indicating treatment that meets the latest requirements indicated in Section C.3 of the City's NPDES Permit with the Regional Water Quality Control Board. Approval of this plan and calculations by the City is required prior to the approval of the building permit.*

*2. If this project is greater than one acre, the Developer shall provide a Hydrograph Modification Plan (HMP) with calculations in accordance with the Alameda Countywide Cleanwater Program (ACCWP) Bay Area Hydrology Model (BAHM) guidelines. The software for the design of control measures to meet the Flow Duration Control is available to download from* www.bayareamodel.org. *For additional information you may contact Pamela Lung in the City's Engineering Department at (925-960-4538)*

*3. Prior to building permit approval, the applicant shall enter into a maintenance agreement with the City of Livermore for all storm water treatment devices deemed necessary on this site. If the stormwater treatment devices will be maintained by more than one property owner a cleanout will be necessary at the property lines to allow the property owners to maintain their portion of the private stormwater treatment system. If the stormwater treatment device will be maintained by a Business Association then the cleanouts or manholes at each of the property lines may not be needed. The stormdrain treatment devices shall be shown on an exhibit and included in the Operations and Maintenance Agreement. The Operations and Maintenance Agreement shall be recorded prior to occupancy.*

E. Stormwater Treatment Infrastructure Maintenance Funding

*The cost to maintain all storm water treatment, detention and low impact development infrastructure installed with this project shall be funded by the Developer.*

## 5. REQUIRED ON-SITE SOURCE CONTROL STORMWATER MEASURES:

The Regional Water Quality Control Board adopted Order R2-2022-0018 issuing the Alameda Countywide NPDES municipal storm water permit for the Alameda Countywide Clean Water Program. The 17 member agencies, including Livermore, are subject to this permit and all its requirements including the following:

*"The Permittees shall, as part of their continuous improvement process, submit enhanced new development and significant redevelopment Performance Standards that summarize source control requirements for such projects to limit pollutant generation, discharge, and runoff, to the maximum extent practicable…"*

In accordance with this requirement, the following source control measures are included as part of these Conditions of Approval shall be implemented as a part of this project.

A. Structural Control Measures

1. Illegal Dumping to Storm Drain Inlets and Waterways

   On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay" on a stainless steel marker. The stainless steel markers are available for purchase from the Water Resources Division. For ordering information, please call 925-960-8100. For projects with newly-developed, privately-maintained streets, agency staff will verify that storm drain inlets have been marked before the final sign-off on the project's building permit or encroachment permit.

2. Interior Floor Drains

   Approved interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to storm drain system. The applicant shall contact the Water Resources Division for specific connection and discharge requirements.

3. Parking Garages (Not Used)

4. Pesticide/Fertilizer Application and Irrigation

   a. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where possible, minimize the use of fertilizers and pesticides that can contribute to storm water pollution, and incorporate appropriate Bay-Friendly Landscaping principles.

   b. If a landscaping plan is required as part of a development project application, the plan shall meet the following conditions related to reduction of pesticide use on the project site:

      I. Where feasible, landscaping shall be designed and operated to treat storm water runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.

      II. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.

      III. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.

IV. Unless otherwise specified, proper maintenance of landscaping shall be the responsibility of the property owner.

V. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design. Some examples of IPM principles and techniques include the following:

i. Select plants that are well adapted to soil conditions at the site.
ii. Select plants that are well adapted to sun and shade conditions at the site. Consider future conditions when plants reach maturity. Consider seasonal changes and time of day.
iii. Provide irrigation appropriate to the water requirements of the selected plants.
iv. Select pest and disease resistant plants.
v. Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.
vi. Use "insectary" plants in the landscaping to attract and keep beneficial insects.

VI. Landscaping shall also comply with City of Livermore's "Water Efficient Landscape Ordinance". However, areas of a site used for bio-swales or other landscaped areas that function as a storm water treatment measure shall be exempt from the Water Efficient Landscaping requirements.

VII. An efficient irrigation system shall be installed in areas requiring irrigation. An example of an efficient irrigation system is one that includes a weather-based (automatic, self-adjusting) irrigation controller with a moisture and/or rain sensor shutoff, and in which sprinkler and spray heads are not permitted in areas less than 8 feet wide.

5. Pool, Spa, and Fountain Discharges

a. New or rebuilt swimming pools, hot tubs, spas and fountains must have a connection to the sanitary sewer to facilitate draining. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.

b. When draining is necessary, a hose or other temporary system shall be directed into a sanitary sewer cleanout, or vegetated areas that are large enough to accommodate the volume without allowing the discharged water to flow to the storm drain system or receiving water body.

6. Food Service Equipment Cleaning

a. Food service facilities (including grocery stores) shall have a sink or other container for cleaning floor mats, equipment, and hood filters, which is connected to a grease interceptor prior to discharging to the sanitary sewer system. The cleaning area shall be large enough to allow for the largest type of equipment that must be cleaned at the facility. The cleaning area shall be indoors or in a roofed area outdoors and must be plumbed to the sanitary sewer. The discharge of wastewater from these washing activities to the storm drain system is prohibited. Outdoor cleaning areas shall be designed to prevent storm water run-on from entering the sanitary sewer and to prevent wastewater runoff to the storm drain from washing activities. Signs shall be posted indicating that all food service equipment washing activities shall be conducted in this area.

b. An oil and grease interceptor with a minimum size of 750 gallons is required for all food service facilities (including restaurants and grocery stores). Facilities that do not have any cooking or any other grease generating processes may request an exemption from this requirement.

7. Refuse Areas

a. New or redevelopment projects shall provide a roofed and enclosed area for dumpsters, recycling containers, compactors, and food waste containers. The area shall be designed to prevent water run-on to the area, to prevent runoff from the refuse area and to properly contain litter and trash. Dumpster leakage from covered food/trash compactor enclosures shall drain to the sanitary sewer via connection to an approved oil and grease interceptor device.

b. Runoff from trash enclosures, recycling areas, and/or food compactor enclosures or similar facilities shall not discharge directly to the storm drain system. Trash enclosure areas shall be designed to avoid run-on to the trash enclosure area. In most cases, drains are not permitted within trash enclosure areas. A drain, however, must be provided for compactors. If a drain is required in or beneath dumpsters, compactors, and tallow bin areas, it shall be connected to a grease removal device prior to discharging to the sanitary sewer.

8. Outdoor Process Activities/Equipment Not Used
   a. Process activities shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent the "run-on" of storm water drainage, as well, as the runoff from the area with process activities.

   b. Process equipment areas shall drain to the sanitary sewer system. The applicant shall contact the Water Resources Division for specific connection and discharge requirements.

9. Outdoor Equipment/Materials Storage

a. All outdoor equipment and materials storage areas shall be covered and/or bermed, or shall be designed with Best Management Practices (BMP) that effectively minimize the potential runoff and contact of storm water to pollutants.

b. Storage areas containing non-hazardous liquids shall be covered by a roof and be contained by berms, dikes, liners, vaults or similar spill containment devices.

c. All on-site hazardous materials and wastes, as defined and/or regulated by the California Public Health Code must be used, managed, and stored in compliance with the applicable Livermore Pleasanton Fire Department's requirements and regulations.

10. Vehicle/Equipment and Commercial/Industrial Cleaning

a. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system. Auto dealerships, however, may rinse off vehicle exterior surfaces for appearance purposes, provided only a minimum volume of water is used without soap or other cleaning agents.
b. All facilities, which discharge wastewater generated from vehicle or equipment washing, must obtain a wastewater discharge permit from the City of Livermore's Water Resources Division prior to the commencement of the discharge.

11. Vehicle/Equipment Repair and Maintenance

a. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of storm water. Oil and other automotive fluid change service must always be performed indoors.

b. Secondary containment shall be provided for exterior work areas where hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.

12. Fuel Dispensing Areas (Not used)

13. Loading Docks

a. Loading docks shall be graded to minimize run-on to and runoff from the loading area. Roof downspouts shall be positioned to direct storm water away from the loading area. Storm water runoff from loading dock areas shall be connected to a post-construction storm water treatment measure(s) prior to discharge to the storm drain system.

b. Door skirts between the trailers and the building shall be installed to prevent exposure of loading activities to rain, unless one of the following conditions applies:

the loading dock is covered, or the applicant demonstrates that rainfall will not result in an exposure of storm water to pollutants.

14. Fire Sprinkler Test Water

    Provisions shall be made in the project design and construction to allow for the discharge of fire sprinkler test water to an onsite vegetated area. If this is not feasible, provide for discharge to the sanitary sewer in accordance with current plumbing codes.

15. Miscellaneous Drain or Wash Water

    a. Boiler drain lines shall be connected to the sanitary sewer system and may not discharge to the storm drain system.

    b. For small air conditioning units, air conditioning condensate shall be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, condensation lines shall be connected to the sanitary sewer system, wherever feasible.

    c. Roof drains shall discharge and drain away from the building foundation to landscaped areas wherever feasible.

    d. Washing and/or steam cleaning activities must be performed at an appropriately equipped facility that drains to the sanitary sewer as specified in Section J. Any outdoor washing or pressure washing must be in compliance with the City's Stormwater Management Program requirements and managed in such a way that there is no discharge of soaps or other pollutants to the storm drain system. The applicant shall contact the Water Resources Division for specific discharge requirements.

16. Architectural Copper Installation

    Projects with architectural copper should, if possible, purchase copper materials that have been pre-patinated at the factor. Whether patination is done offsite or onsite, applicant should consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. If patination is done on-site, implement one or both of the following:

    a. Collect rinse water in a tank and pump to the sanitary sewer. Contact the City of Livermore Water Resources before discharging to the sanitary sewer.

    b. Collect the rinse water in a tank and haul off-site for proper disposal.

B. OPERATIONAL BMPS

This section details Best Management Practices (BMP) that private property owners and/or the occupants of private property must implement following the construction of projects. Ultimately, the responsibility for implementation of these BMPs rests with the property owners. The City of Livermore's Source Control Program routinely performs inspections of industrial and commercial sites to verify BMP implementation and effectiveness.

1. Paved Sidewalks and Parking Lots

   Sidewalks and parking lots shall be swept regularly to minimize the accumulation of litter and debris. Wash water resulting from the pressure washing of parking lots must be captured, pretreated (if necessary) to meet local discharge limits, and discharged to the sanitary sewer. Wash water resulting from the pressure washing of sidewalks may be allowed to drain to the storm drain system provided that (a) no soap or other cleaning agents are used, and (b) all debris are trapped and collected to prevent entry into the storm drain system. Under no circumstances shall wash water containing any soap or other cleaning agents be discharged to the storm drain system.

2. Private Streets, Utilities and Common Areas (Not Used)

3. Vehicle/Equipment Repair and Maintenance

   a. No person shall dispose of; or permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials, or rinse water from parts cleaning operations into storm drains.

   b. No vehicle fluid removal shall be performed outside a building, or on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.

   c. No person shall leave unattended drip parts or other open containers containing vehicle fluid, unless such containers are in use or in an area that cannot discharge to the storm drain.

4. Fueling Areas (Not used)

5. Loading Docks

   The property owner shall ensure that BMPs are implemented to prevent potential storm water pollution. These BMPs shall include, but are not limited to, a regular program of sweeping, litter control, and spill clean-up.

6. On-site Storm Drains

All on-site storm drains must be inspected and, if necessary, cleaned at least once a year immediately prior to the rainy season.

7. Architectural Copper Cleaning, Treating or Washing

   When cleaning, treating or washing architectural copper features, implement one or both of the following:

   a. Collect rinse water in a tank and pump to the sanitary sewer. Contact the City of Livermore Water Resources before discharging to the sanitary sewer.

   b. Collect the rinse water in a tank and haul off-site for proper disposal.

## 6. STREETS:

Hansen Road is a rural collector street in the South Livermore Valley Specific Plan. In order to accommodate the transportation needs for this project the applicant shall provide the following modifications on Hansen Road:

1. The Developer shall modify the existing median to provide a left-turn pocket for vehicles traveling westbound on Hansen Road to enter the site. Developer shall replace median improvements affected by construction to match exiting. This includes median curb, landscaping, and irrigation. The modified median shall incorporate a 60' taper and 50' of storage.

2. The driveway on existing onto Hansen Road shall be redesigned as a right-turn only driveway to prevent patrons from turning left onto Hansen Road when exiting the property.

## 7. STANDARD CONDITIONS:

*A. The Developer shall field verify the locations of all existing utility systems (water, sewer, drainage, electric, gas, etc.) that are necessary for this project.*

*B. The Developer shall extend necessary utilities to this site so that this project can be connected to them.*

*C. Submit plans of all existing and proposed public improvements, sanitary sewer and water services, and on-site storm drainage, for review and approval prior to building permit issuance.*

*D. Construct underground utility services (electric, phone, etc.) to the site. These services are typically from the utility mains that are located along a site's street frontage(s). The Developer shall note this work on the approved site plans.*

*E. Construct functional systems for on-site and off-site storm drainage, sanitary sewerage, and water.*

*F. Intercept and dispose of existing drainage upgrade from the site by an approved storm drainage system to avoid off-site ponding or the concentration of the natural run-off along the periphery of the site. Complete sufficient off-site investigation to insure that the plans clearly delineate existing conditions.*

*G. Avoid conflict with flood hazard areas per the City Code.*

*H. Install a two-way cleanout behind the curb on all 4-inch sewer laterals. Install a one-way cleanout on all 6-inch laterals to provide for cleaning the laterals from the cleanout to the sewer main.*

*I. Install fire hydrants per Fire Marshal's recommendation.*

*J. through M Not Used*

*N. A separate water meter(s) shall be provided for the irrigation of the landscaping.*

*O. Contact the California Water Service Company (the provider of water to this part of the City) at (925) 447-4900 regarding water service requirements, requests, or questions. Water service installations and removals shall be coordinated with both the California Water Service Company and the City's public works inspector. All water system designs, including water service laterals, shall be approved by Cal Water prior to building permit approval.*

*P. The fire service backflow preventer(s) shall be effectively screened from the public right-of-way while at the same time preserving ease of maintenance access to the backflow preventer(s). Screening shall be as specified on City Standard Detail W-10A, B and C. The fire service backflow preventer(s) shall meet the performance standards of the backflow preventer shown in City Standard Detail W-10A, B and C. The fire service(s) shall be located so that the fire service backflow preventer(s) can be screened without blocking sight distance at driveways and intersections.*

*Q. Provide adequate sight distance at all driveways and intersections. Monument signs and landscaping at driveways shall be located so that they don't restrict the sight distance of exiting drivers. Landscaping and mounding in the sight distance area along the street shall be kept to a maximum height of 2.5 feet above the top of street curb. Tree branches in the area shall be trimmed to be a minimum of 8 feet above the top of the street curb.*

*R. All new driveways shall be street level driveways per City Detail ST-6. Driveway widths shall comply with Note 4 on City Detail ST-8.*

*S. Either avoid conflicts between proposed driveways and existing utility facilities, such as storm inlets, fire hydrants, streetlights and utility vaults, or relocate the existing utility facilities.*

*T. Not Used*

*U. The Hansen Road driveway appears to conflict with an existing storm water inlet. With the driveway in this location the inlet shall be modified by the Developer to only have a grate (The curb opening will be eliminated by the reduction in curb height for the driveway.). Because grates can easily become plugged with debris, the Developer shall install a second "overflow" inlet adjacent to the proposed driveway.*

*V. Utility cuts in the frontage street along Hansen Road for this project will require a (1-1/2" A.C. overlay) across the entire length of the affected street frontage to water seal the street surface, to restore the ride quality of the street surface, and to restore the appearance of the street surface.*

*W. Modify signing and striping as necessary.*

*X. and Y Not Used*

*Z. If the project is on a corner lot and the sidewalk does not already have a standard access ramp then the applicant shall construct a City standard access ramp.*

*AA. through CC. Not Used*

*DD. Show all necessary erosion control measures on the improvement plans. In addition, the following notes shall be included on the improvement plans:*

*1. Construction Operations - Dust shall be controlled. Wastewater generated during construction shall not be discharged to the storm drain system. This includes waste from painting, sawcutting, concrete work, etc. The contractor shall make arrangements to eliminate discharges to the storm drain system and, if necessary, provide an area for on-site washing activities during construction. Materials that could contaminate storm runoff shall be stored in areas that are designed to prevent exposure to rainfall and to not allow storm water to run onto the area.*

*2. Pavement Cleaning - Flushing of streets/parking lots to remove dirt and construction debris is prohibited unless proper sediment controls are used. Preferably, areas requiring cleaning should be swept.*

*EE. Prepare all public improvement plans in conformance with the latest edition of the following City of Livermore documents:*

1. *Standard Specifications and Details*
2. *Development Plan Check and Procedures Manual*

*FF. Submit for approval a cost estimate for the public improvements.*

*GG. Submit for approval a cost estimate for the public improvements. Prior to the issuance of a building permit for the site, the Developer shall provide cash or a check in the amount of the City approved cost estimate and a letter stating that the City of Livermore may put this money in a non-interest bearing trust account and may use this money at its discretion to correct safety problems if the Developer's contractor leaves unsafe conditions while performing the work, and that the City could also use this money at its discretion to restore off site or public areas to a satisfactory condition if the Developer were to abandon the project when it was partially completed. If unused this money will be returned to the Developer when the City has accepted the public improvements.*

*HH. Submit a certificate of insurance in the form and with the coverages required by the City.*

*II. Obtain an Encroachment Permit from the City's Permit Center at (925) 960-4440, prior to starting any public improvements. Construct all public improvements per City standard details and specifications.*

*JJ. The sewer connection fee will be based on the actual sewer use as determined by the Water Resources Division.*

*KK. Replace any broken or displaced curbs, gutters, sidewalks and driveways. The Engineering Division at (925) 960-4500 will mark the location of these defective facilities upon request by the Developer.*

*LL. Complete all public improvements prior to occupancy, except that the Developer may formally request to defer items that are not related to public safety. Any request to receive occupancy prior to the completion of all public improvements shall be submitted in writing to the City Engineer and shall include the reasons that justify the request, and the number of weeks after occupancy that are needed to complete the improvements. If the request is approved by the City Engineer, the Developer may submit a cash bond in the amount of 200% of the cost of the deferred improvements with a letter that states that if the Developer has not completed the improvements by the date established by the City Engineer, the Developer will forfeit the entire cash bond to the City. The Developer's letter shall also state that the Developer understands that the City will use the forfeited funds to complete the improvements, and that the Developer also understands that the City will retain any unspent portion of the funds for administrative expenses.*

*MM. Submit descriptions, plats and deed documents for all necessary right-of-way and easement dedications for review and approval. The City will only accept right-of-way and*

*easement dedications after the improvements required over said dedications have been completed by the Developer and approved by the City. The Developer shall not receive approval for occupancy until required dedications have been accepted.*

## 8. DEVELOPMENT FEES:

*A. Pay current development fee rates as adopted by the City Council. (They may be adjusted from time to time to reflect the cost of providing a facility.) The fees shall be those that are in effect on the date the City receives a complete application for a building permit. The City's "Development Fees" information sheet has the following fees that apply to this project:*

City Storm Drainage
County Storm Drainage – Building
County Storm Drainage - Public Improvements
Sanitary Sewer Connection
Encroachment Permit
Inspection for Public Improvements
Building Permit
Park Facilities Fee
City Water Connection
Alameda County Water Connection, Zone 7
Tax on Construction
Low Income Housing Impact (Commercial and Industrial)
Traffic Impact Fee
Improvement Plan Check Fee
Tri-Valley Transportation
Art in Public Places
General Plan Cost Recovery
Social and Human Services
School Impact Fees (contact the Livermore School District at (925) 606-3200.)

*B. Not Used*

## 9. INFORMATION FOR THE DEVELOPER:

There are City Municipal Code requirements regarding the quality of water that is discharged to the sanitary sewer and the storm drainage systems. The Developer should contact the City's Water Resources Division at (925) 960-8100.

JW:DES

S:\Development Projects\Planning Eng Conditions of Approval\SPDR\SPDR23 and SPDRM23\SPDR23-001 Wine Country Inn Engineering Considerations 2023.docx

**LIVERMORE PLEASANTON FIRE DEPARTMENT**

1. Emergency responder radio coverage is required in accordance with section 510 of the fire code.

2. An exterior hose valve is required at the south/east corridor exit.

3. Sprinklers are required for the proposed trash enclosure.

4. A sprinkler system is required in accordance with section 903 of the fire code with local ordinances.

5. Fire flow shall be in accordance with appendix B of the fire code with a 50 percent reduction for sprinklers.

6. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection in accordance with chapter 33 of the fire code.

7. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.

8. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.

9. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

10. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

11. HAZARDOUS MATERIALS: Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall

be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.

12. FIRE HYDRANTS: Fire hydrants shall be installed at spacing not greater than 300 feet in industrial and commercial developments. Fire hydrants shall be installed at spacing not greater than 400 feet in residential developments.

13. FIRE LANE MARKING: On-site access ways and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs. Signs shall be according to State standards and read "No Parking – Fire Lane." The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Fire Department prior to building permit issuance.

14. FIRE VEHICLE ACCESS ROADS: Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 45 feet and outside turning radius of 55 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an

emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces.

15. FIRE VEHICLE TURNAROUNDS: Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

16. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.

17. COMMERCIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.

a. Emergency vehicle access shall be provided to the site, including areas where construction is occurring. If Public Works Improvements are

part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval to the Fire Department.

b. If permanent access or site paving is not provided, the carrying capacity of the emergency vehicle access shall be 70,000 pounds under all weather conditions.

c. Site staging area(s) shall be provided for materials and equipment. All staging areas shall be outside of the emergency vehicle access route shown on the approved plans.

d. Where on-site fire hydrant(s) are required, they shall be installed, flushed and all valves open prior to any construction above the foundation or slab. This includes concrete tilt-up and masonry buildings.

e. On-site fire hydrant(s) shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.

f. Where a project is phased as part of the development, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.

g. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

18. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

Link to South Livermore Valley Specific (SLVSP) Environmental Impact Report (EIR)

https://www.livermoreca.gov/departments/community-development/planning/environmental-documents

South Livermore Valley Specific Plan

https://www.livermoreca.gov/departments/community-development/planning/specific-plans/south-livermore-valley-specific-plan-slvsp

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 10.1**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Marianna Marysheva, City Manager

**SUBJECT:** Supplemental materials received prior to the meeting.

## RECOMMENDED ACTION

## SUMMARY

These materials were posted online and made available to the public at the same time that they were distributed to the City Council.

| | |
|---|---|
| 6.1 | Hearing to consider a request for Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003 for 172 for-sale condominium units at the northeast corner of North Canyons Parkway and Triad Place.<br><br>Material: PowerPoint Presentation |
| 6.2 | Hearing to consider rescission of Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP)19-006 for the Wine Country Inn; an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); Specific Plan Amendment (SPPA) 23-001 to amend the South Livermore Valley Specific Plan (Specific Plan) to clarify a 50-foot setback area from Hansen Road; Site Plan Design Review 23-001 and Conditional Use Permit 23-002 for the development of commercial site 5D2 (Wine Country Inn) at the southwest corner of Arroyo Road and Hansen Road.<br><br>Material: Public Comment Received and PowerPoint Presentation |
| 8.0 | Council Committee Reports and Matters Initiated by City Manager, City Attorney, Staff, and Council Members<br><br>Material: Council Reports |

## DISCUSSION

## ATTACHMENTS

## 1. Supplemental Materials

Prepared by: Debbie Elam
Acting Assistant City Clerk

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

**Isabel Neighborhood Specific Plan - Triad East Condominiums**

Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22-005 and Site Plan Design Review (SPDR) 22-003

City Council

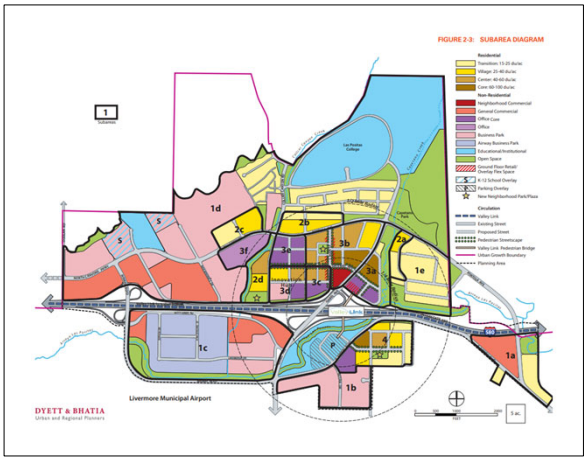
May 22, 2023

Jake Potter, Associate Planner

LIVERMORE CALIFORNIA

1

## Background



LIVERMORE CALIFORNIA

2

## Site Context and Existing Conditions

LIVERMORE

3

## Site Plan, Compatibility, and Landscape

LIVERMORE

4

## Architectural Design

LIVERMORE

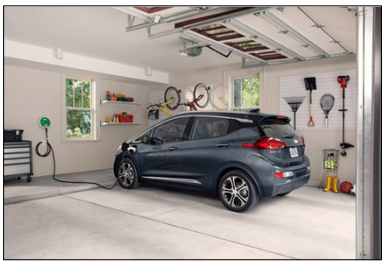
5

## Housing and Affordability

LIVERMORE

6

## Sustainability



LIVERMORE

7

## Recommendation

The Planning Commission and staff recommend the City Council:

1. Adopt a Resolution finding that the project is exempt under the California Environmental Quality Act, in accordance with California Government Code Section 65457 and CEQA Guidelines Section 15182 (c), Projects Pursuant to a Specific Plan, and California Public Resources Code Section 21083.3 and as a separate and independent basis, CEQA Guidelines Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning; and

2. Adopt a Resolution approving Vesting Tentative Tract Map (VTTM) 8657 – Subdivision (SUB) 22- 005 and Site Plan Design Review (SPDR) 22-003, subject to the attached Conditions of Approval.

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8

**From:** Adele O"Brien
**To:** City Clerk; John Marchand; Brittni Kiick; Barrientos, Ben; Evan Branning; Robert Carling
**Subject:** Comments Related to the Proposed Amendment to The South Livermore Valley Plan
**Date:** Sunday, May 21, 2023 8:35:22 PM
**Attachments:** Comments Related to the Proposed Amendment to The South Livermore Valley Plan.pdf

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Please see the attached comments related to the amendment of the South Livermore Valley Plan.

Thank you,
Adele O'Brien

Comments Related to the Proposed Amendment to The South Livermore Valley Plan

I feel betrayed by our Mayor, our City Council and our Planning Commission. They just don't care what the tax-paying citizens of the South Livermore Valley think. We have been berated and virtually told to "suck it up" because we knew in advance that a Wine country Inn was part of the Plan.

I get that the wine industry and the business community are anxious for the Wine Country Inn to happen, but the city planners and the City Council members were so anxious to have that site built out that they just allowed Michelle Boss to do whatever she wanted. The plans that Michelle has submitted today are virtually the same plans that she walked in with. She has not compromised at all. Had the city required her to adhere to the South Livermore Valley Plan at the outset, we would not be in this situation now.

The South Livermore Valley Plan does not include a 2400 square foot residence with private swimming pool. The Plan does not include a 50-foot setback on Hansen Drive. Parking has been planned for the 30 rooms and the restaurants. What about parking for the events to be held in the conference room? What about parking for the restaurant cooks and wait staff, for the cleaning and grounds maintenance staff? Overflow parking will flow to our neighborhood streets where parking is already inadequate. Are you next going to approve unlimited parking on Hansen Drive and the neighboring residential streets?

A Wine Country Inn is a lovely idea. Can't we do it right?

Do Not approve the 50-foot setback. Make Michelle Boss conform to the South Livermore Valley Plan if she wants to move forward.

Adele O'Brien

Livermore resident for 46 years

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|---|---|
| **From:** | Cathy Brabec |
| **To:** | City Clerk |
| **Subject:** | NO on South Livermore Valley Specific Plan (SLVSP) Amendment |
| **Date:** | Friday, May 19, 2023 12:27:09 PM |

Please vote no on the proposed amendment to the SLVSP on May 22nd. I do live near this area and have always known that a hotel was planned for this proposed site. I personally am not opposed to a hotel and restaurant on the site, but have to question why the original plans for the hotel/restaurant/caretaker's cottage weren't designed to fit the requirements that have been known for many years in the SLVSP. Further, once the Court of Appeals correctly ruled that the previously set requirements were not open to the discretionary interpretation of the City Council, I think the developer should of made changes to her plans to fit the requirements instead of trying to get an amendment. Efforts by the developer to make her proposal fit the requirements may be better accepted by those that oppose it.
I have lived in Livermore for over 50 years. I love the growth and development we've had in our town, and believe facilities like this are needed to support the wine industry. Livermore's South Valley area's SLVSP was meant to protect the beauty of the area with set standards for development. Making this amendment to the plan will degrade the original intention of the SLVSP.
Please vote NO on amending the SLVSP on May 22nd.
Thank you,
Cathy Brabec
[redacted] Livermore, CA

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| **From:** | dennis elchesen |
| **To:** | John Marchand; Brittni Kiick; Barrientos, Ben; Evan Branning; Robert Carling; City Clerk |
| **Subject:** | Wine Country Inn design review 5/22/2023 |
| **Date:** | Sunday, May 21, 2023 6:39:02 PM |

**TO: Honorable Livermore City Council Members and Livermore City Clerk**
**FROM: Dennis Elchesen**
[redacted]
**Livermore, CA 94550**
**SUBJ: My comments re Wine Country Inn Design Review on 5/22/2023**
**DATE: May 21, 2023**

**I agree with those who oppose the amendment to the SLVSP and I ask that you reject it and invite the applicant to submit a design that fully conforms to the Specific Plan. I'm not going to repeat all the objections to the amendment that others have raised.**

**Instead, during your discussions after the public comments at the City Council Meeting on 5/22/23, I would like you to answer the following questions related to parking.**

**On and approaching Hansen Rd. there are three identical street signs that say:**

**"Parking Limited to Designated Turn-Outs" (please see the attached photo that I took on Hansen Rd.)**

**Question 1. Do those signs mean that parking is prohibited both on the shoulders of Hansen Rd. and on parts of the road that don't include a turn-out?**

**Question 2. Are motorists who do not park in the turn-outs on Hansen Rd. subject to parking citations or even towing?**

**In the agenda packet for this meeting there is Attachment 23, Exhibit C, entitled "Conditions of Approval". Then, in Section B, there are "Project Specific Conditions" listed. The third condition on that list says:**

**"Parking shall be contained on site. No use-related parking shall occur within the surrounding residential neighborhoods."**

**Question 3. Does this parking condition cover all activities, customers, and employees of the Inn and restaurant?**

**Question 4. May the owner of the Inn direct her employees to park off-site?**

**Question 5. May the Inn's customers or employees park on Site 5D1, across the street from the Inn?**

**Question 6. If the owner of the Inn violates these conditions, what are the consequences?**

**Please discuss and answer these questions at the meeting. Thank you!**

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| **From:** | Diane |
| **To:** | City Clerk |
| **Cc:** | John Marchand; Brittni Kiick; Barrientos, Ben; Evan Branning; wcarling@livermoreca.gov |
| **Subject:** | SLVSP Meeting RE: Wine Country Inn |
| **Date:** | Monday, May 22, 2023 10:48:43 AM |

Honorable Mayor and City Council,

We are writing to express our opposition to the proposed amendment to the South Livermore Valley Specific Plan (SLVSP) and the reapproval of the Livermore Wine Country Inn (Agenda Item 5.1 of the Planning Commission meeting on May 2, 2023). Now, the City of Livermore is proposing to amend the SLVSP to replace 100 feet of vineyard with a parking lot and a large trash dumpster. It is totally against the intent of the SLVSP to introduce new development within the agricultural setting, thereby reducing the visual impacts on the rural character of the Valley. The amendment change would reduce the 100 ft required vine plantings to 50 ft to allow for paved parking, a commercial-sized dumpster, and 20ft of the Inn as currently designed. The SLVSP was the product of many years of effort, yet the city proposes to make significant changes in a single meeting. The changes are being made because the developer has proposed a building that is too large given the restrictions of the SLVSP.

When we purchased our home in Los Olivos 19 years ago, we understood the two lots on Arroyo Road and Hansen were zoned for potential “Wine Country Inns” and were perfectly happy and excited about the prospect of having such a “Napa” wine country environment so close to home. We were **never** in any opposition as originally set forth in the SLVSP. However, the proposed plan Ms. Boss has presented to the Planning Commission and City Council is her only option to amend SLVSP 5D-2 for lack of finances. Ms. Boss should propose a new design review application. Because this is in direct opposition to the SLVSP and only serves to benefit Ms. Boss to either liquidate the property once her plans are approved, or, if she can find investors to complete her project which we all doubt very seriously can happen especially under the current financial condition of our economy today, is enough to deny this amendment to the SLVSP. We do not need another unfinished wine country project like LVC Winery on Hansen Road.

In addition, we never thought in any way that an entrance into any proposed Wine Country Inn would be on “Hansen Road”. This is a residential district with many families with young children and narrow roads once you turn left from Wetmore Road. We assumed the entrance to the Wine Country Inn would be from Arroyo Road like the entrance to Ravenswood. Our home is located on the corner of Hansen Road and Verdala and we have had 2 vehicle accidents occur, one prior to us moving in while the home was being built a car came down Hansen off Arroyo too fast and hit

the front lawn area of our home, the second when a car came down Hansen and hit our mailbox and knocked it down. We had our grandchildren in front of our house with a lemonade stand and were always concerned with traffic driving down too fast on Hansen and possibly losing control. Cars do tend to drive too fast coming off Arroyo onto Hansen. There are times when residents have their garbage cans out on the street on Hansen, you can barely get past them without hitting them, let alone avoid hitting a car approaching from the other side. This is a real safety concern for all of us with increased traffic on Hansen Road and the design and plans Ms. Boss has for the usage of the property contrary to its original intention of a small quaint Wine Country Inn.

Again, we are in NO WAY in opposition to Ms. Boss building her Wine Country Inn per the zoning requirements, but we do OBJECT to what appears to be a Wine Country "Hotel" with her 2,500 Sq. Ft. private residence which includes her private swimming pool. What it should be is a 1,100 Sq. Ft. caretaker's unit with no swimming pool. In addition, Ms. Boss has indicated she would also include a 30-room Inn with large restaurant, full bar, hair salon with day spa and gift shop. This design is totally overdeveloped for 5D-2. Ms. Boss is asking the City of Livermore to amend the long-standing SLVSP restrictions just to meet HER needs. Ms. Boss should amend her proposed plans to adapt to the long-standing SLVSP zoning requirements, not the other way around! Once a precedent is set where one individual can cause a long-standing zoning rule to be amended solely for their benefit, what will stop any future developer/individual for pursuing the same avenue and causing the deterioration and elimination of our beautiful and admired vineyards to be a thing of the past!

Please Vote NO on the amendment and the approval of the hotel based on the critical changes in the frontage and size of the development she is requesting in a well-developed residential community that will be forever harmed by this amendment if it goes forward.

Thank you.

Mark and Diane Rinetti

| | |
|---|---|
| **From:** | Betsy Johnston |
| **To:** | City Clerk; John Marchand; Brittni Kiick; Barrientos, Ben; Evan Branning; Robert Carling |
| **Subject:** | Written Comments For May 22nd Livermore City Council Meeting Re: Southwest corner of Hansen and Arroyo Roads (APN 099 046000800) |
| **Date:** | Tuesday, May 16, 2023 4:50:35 PM |

[You don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mayor Marchand, City Clerk and Livermore City Council Members,

We are not opposed to a Wine Country Inn that fits nicely within the SLVSP but this one is way too large for 5D2 and we have major concerns around the Applicant's true intentions. What are they?
1. The Applicant has had 5D2 (APN 099 046000800) and the Wine Country Inn plans for sale on Loopnet for a multi-million dollar sum but was unable to sell and pulled the listing during the Covid Pandemic. This tells us the Applicant was not serious about keeping the investment, nor committed and did not want to continue with the Project.
2. The Applicant has not kept 5D2 in good condition in its current state. How will the Applicant be able to maintain the 30 Room Inn, Restaurant, Caretaker Home, pool landscaping, parking, trash, water, PGE, property taxes, pay employees….etc?
3. The Applicant has not had the funds to build the Hotel and has been continually looking for investors. If approved the Applicant may still not have enough investors to build and maintain the Wine Country Inn. If approved, construction could start and we may end up having another cement slab of concrete to look at like we see down the street on Lagiss Drive or a partially built structure like the monstrosity at the North East corner of HWY 680 and Automall in Fremont where funds ran out, contractors quit and investors bailed. There should be a confirmation of funds that will be used to build and operate this investment so we will not be looking at a partially built "eyesore" or a completed Wine Country Inn that goes under due to lack of operating dollars.
5. The Applicant has been soliciting additional tenants for the Wine Country Inn not named and approved in her Application. Example: Hair Salon. This is not being above board with The City of Livermore nor those in the surrounding neighborhoods.
4. The applicant was to have started building within 3 years of buying 5D2. This has not happened and Alameda County Surplus Property has the right, but not obligation to buy it back for the $750,000 and sell it to someone else.
5. The Applicant was to have 100' setbacks from Hansen per the SLVSP and now the City is being asked to approve a 50% cut in the set back to 50' for both 5D1 and 5D2. If the Applicant had followed the rules and incorporated a 100' setback we would not be even meeting on this subject.
6. Why would the City approve the 50' setback as well as the Wine Country Inn Plans and CUP based on the above five points of uncertainty listed above? This is a no brainer.

Please vote against:
1) the Specific Plan Amendment (SPPA) 23-001
2) Site Plan Design Review (SPDR 23-01 and
3) Conditional Use Permit (CUP) 23-002
4) Planned Unit Development Amendment (PUDA) 01-001.

Thank you for your review of our comments.

Respectfully submitted,

Elizabeth and Ross Johnston
[redacted]
Livermore, CA 94550
[redacted]

| | |
|---|---|
| **From:** | Paul Mansfield |
| **To:** | City Clerk; John Marchand; Brittni Kiick; Barrientos, Ben; ebranning@livermoreca.gov; Robert Carling |
| **Subject:** | Please deny the amendment to the South Livermore Plan |
| **Date:** | Monday, May 22, 2023 11:58:10 AM |

To the honorable Mayor and honorable City Council Members for the City of Livermore:

I'm writing to oppose the amendment to Policy 4-7 of the South Livermore Plan.

The underlying absurdity of this entire discussion is the pretense that the hotel, as proposed, will be able to provide rooms for a price that people will be willing to pay, and still make a profit. It won't.

I predict that the developer of the property will get started, but never finish, or finish but never be profitable. The land will be scarred, and the area will be saddled with the visual remnants of someone's grandiose idea that never really took off. My hope is that the city uses every tool at its disposal to avoid needlessly tearing up the side of the hill.

One of those tools is already in place. It is called the South Livermore Plan, and it provides sound, legitimate written support for a denial of the proposed amendment.

The original policy has been in place for over 25 years, was authored by experts, and ensures that the beauty of South Livermore is preserved. You are now considering an exception, so that requirements of the South Livermore plan comply with a developer's architectural drawings.

With all due respect, this seems entirely backwards to me. And I think it's clear that passage of this amendment will weaken the City's position as it seeks to enact and enforce this and other policies in the future.

What continues to baffle me is this: Why is this developer's plan being offered special treatment?

The project is clearly overbuilt for the size of the lot— a fact that is underscored by the parking and setback exceptions that are being requested. The monolithic architectural presence of this project is completely out of step with the natural character of Sycamore Grove and contrary to the intent of the South Livermore Plan.

If the project is built as drawn, the South Livermore Plan will be undermined. A new tone will be set for future development decisions. The beauty of the area, and its appeal as a refuge for ALL Livermore residents will be greatly diminished.

From an economic perspective, even *if* the hotel project is a success, it will *not* be the savior of Livermore's wine businesses as some try to argue.

Even in the unlikely event that every room at the hotel buys a case of wine every day, the increase in Direct to Consumer (DtC) sales will be 11,000 cases (30 x 365), or 3.85 percent of Livermore's total DtC of 284,217. I've included my data from page 29 of the UC Davis study "Realizing the Heritage" below.

| Winery | Annual Cases | Avg bottle price | Percent direct to consumer | percent Direct to consumer as a decimal | Cases Direct to Consumer |
|---|---|---|---|---|---|
| Wente | 700000 | $27.00 | 20% | 0.2 | 140000 |
| Longevity | 2000 | $24.00 | 80% | 0.8 | 1600 |
| Concannon | 100000 | $10.00 | 10% | 0.1 | 10000 |
| Aguirre | 2000 | $24.00 | | 1 | 2000 |
| RubyHill | 25000 | $25.00 | 85% | 0.85 | 21250 |
| ElSol | 1800 | $20.00 | 95% | 0.95 | 1710 |
| StevenKent | 25000 | $50.00 | 75% | 0.75 | 18750 |
| TeslaVntrs | 1500 | $19.00 | 100% | 1 | 1500 |
| DarcieKent | 20000 | $30.00 | 60% | 0.6 | 12000 |
| RMolyneau | 1500 | $34.00 | 99% | 0.99 | 1485 |

| | | | | | |
|---|---|---|---|---|---|
| TenutaVrds | 14000 | $25.00 | 5% | 0.05 | 700 |
| Occasio | 1500 | $30.00 | 80% | 0.8 | 1200 |
| Murietta | 10000 | $45.00 | 50% | 0.5 | 5000 |
| CharlesR. | 1200 | $30.00 | 100% | 1 | 1200 |
| Nottingham | 6000 | $49.00 | 70% | 0.7 | 4200 |
| WoodFmly | 1200 | $39.00 | 95% | 0.95 | 1140 |
| McGrail | 5500 | $45.00 | 80% | 0.8 | 4400 |
| LeisureSt. | 1100 | $28.00 | 90% | 0.9 | 990 |
| 3Steves | 5300 | $35.00 | 99% | 0.99 | 5247 |
| Entropy | 1000 | $27.00 | 75% | 0.75 | 750 |
| Fenestra | 5000 | $20.00 | 75% | 0.75 | 3750 |
| CedarMtn. | 1000 | $28.00 | 20% | 0.2 | 200 |
| MitchellKatz | 4000 | $40.00 | 90% | 0.9 | 3600 |
| BishopsVyd | 1000 | $12.00 | | 1 | 1000 |
| Rios-Lovell | 4000 | $22.00 | 80% | 0.8 | 3200 |
| EagleRidge | 850 | $25.00 | 95% | 0.95 | 807.5 |
| CrookedVine | 4000 | $35.00 | 75% | 0.75 | 3000 |
| OmegaRd. | 800 | $30.00 | 95% | 0.95 | 760 |
| PageMill | 3500 | $27.00 | 80% | 0.8 | 2800 |
| Caddis | 500 | $39.00 | | 1 | 500 |
| BentCreek | 3400 | $29.00 | 97% | 0.97 | 3298 |
| Ehrenberg | 500 | $39.00 | | 1 | 500 |
| DanteRobere | 3000 | $30.00 | 100% | 1 | 3000 |
| IronPalm | 500 | $40.00 | | 1 | 500 |
| LasPositas | 3000 | $40.00 | 80% | 0.8 | 2400 |
| Enoteca | 5400 | $42.00 | | 1 | 5400 |
| WhiteCrane | 3000 | $45.00 | 80% | 0.8 | 2400 |
| Favalora | 400 | $28.00 | | 1 | 400 |
| CudaRidge | 2500 | $40.00 | 90% | 0.9 | 2250 |
| Arroyo | 200 | $28.00 | | 1 | 200 |
| Retzlaff | 2500 | $40.00 | 90% | 0.9 | 2250 |
| HLWVyd | 200 | $28.00 | | 1 | 200 |
| Garre | 2500 | $28.00 | | 1 | 2500 |
| Harris | 200 | $34.00 | | 1 | 200 |
| WhiteHouse | 2000 | $33.00 | 99% | 0.99 | 1980 |
| Beck | 100 | $28.00 | | 1 | 100 |
| BoaVentura | 2000 | $50.00 | 90% | 0.9 | 1800 |

| | | | | | |
|---|---|---|---|---|---|
| Embodied | 100 | $28.00 | | 1 | 100 |
| **TOTAL CASES** | **981,750** | | | **TOTAL DIRECT TO CONSUMER CASES** | **284,217.5** |

The reality is likely to be 5500 cases or less, …and even that meager windfall will be distributed unevenly; heavily skewed toward the single winery that is nearest, largest, and arguably, needs it the least.

Assuming there is any hope of economic viability for the hotel project in the first place, the City of Livermore should invite the developer to re-envision it. By paring back the large courtyard and caretaker's unit, the project could still feature 30 rooms and a restaurant, -- All while complying with the existing requirements of the South Livermore Plan.

Thank you for your time and for listening to my concerns. Please use the tool you already have.
Please deny the amendment to policy 4-7.

Sincerely,
Paul Mansfield
Livermore

| | |
|---|---|
| **From:** | PAUL SPERONI |
| **To:** | City Clerk |
| **Subject:** | The Wine Country Inn. Agenda Item 6.2 |
| **Date:** | Monday, May 22, 2023 11:26:29 AM |

Hello Council Members,

Our house is located at the conner of Hansen Lane and Churchill Downs Lane.
We have a business in Livermore for over 25 years.
We own properties in Livermore.

We were aware of the of the plan to build the Inn when we purchased our house.
The planers had it right with the original plan.
The setbacks kept the rural nature of the housing separate from the Inn.
Why not put the caretaker's unit on Hansen Road?

It is hard to understand the concessions being given to the developer. Seems unfair.

Paul & Michelle Speroni
[redacted]
Livermore, Calif. 94550

Dear Mayor Marchand and Council Members:

The proposed wine country inn violates Policy 4-7 of the South Livermore Valley Specific Plan that states: "*Building setbacks for commercial uses shall be 100 feet from road frontages, except for commercial site #3A which shall be 25 feet.* ***All setback areas shall be planted with vineyards or orchards.***" Although the applicant is asking to amend Policy 4-7 to allow for a 50-foot non-planted setback from Hansen Road, the Policy regardless will remain in full force with respect to Arroyo Road.

There is a conflict between the 100-foot setback from Arroyo Road and the proposed hotel. The Staff Report does not mention that the hotel proposed in 2018 had overflow parking located in the 100-foot agricultural setback from Arroyo Road. The overflow parking was one of the issues cited by the Friends of South Livermore that was in conflict with the SLVSP in its appeal to the City Council. The City Council subsequently prohibited the overflow parking in Condition B.24 – "The overflow parking shall be removed from the 100-foot agricultural buffer along Arroyo Road." (Attachment 1)

In the current proposal, there is no request for overflow parking. However, clearly the intent is to retain part of the 100-foot setback for overflow parking, with or without a Conditional Use Permit from the City of Livermore. The landscaping plan shown on p. 842 of the agenda packet (see Attachment 2) is essentially the same as in the original proposal: a large, flat area within the 100-foot setback with "Timber Wheel-stops", "**Removable** 5' metal fence" and "**Removable** Manufactured Benches" along with a water fountain. At any time, the applicant will be able to open the area to overflow parking, with or without approval from the City.

More important is the location of the grape vines in the agricultural buffer for Arroyo Road. In the Conditions for Approval (p. 685, p. 17 of the Staff Report), it is stated (item #6): "Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction, must be replaced prior to an issuance of a certificate of occupancy." (Attachment 3). The problem is the location of the vines is not specified. The landscaping plan shown on page 842 of the packet does not show six rows of vines but open space where the vines should be. The vines currently in place begin 30 feet from the trail and end 100 feet from the edge of Arroyo Road, in accordance with the SLVSP (Attachment 4). The vines in the drawing begin less than 5 feet from the trail and only 4 rows are shown, with an approximately 35-foot band with no plantings of any kind.

This also brings up the issue of the large (33-feet long X 29 feet wide) EVA turnout that extends into the agricultural buffer, also in violation of the SLVSP. This is another example where this project has been allowed to expand beyond the constraints imposed by the SLVSP.

In this case, there is no ambiguity about where the SLVSP intended the grape vines to be: the vines are in place where they were meant to be.

The current proposed plan violates the SLVSP policy for a 100-foot agricultural setback planted in vines or orchards. Please do not approve the amendment to the SLVSP and do not approve the proposed hotel.

Peter Young
Friends of South Livermore

In 2019, the City Council removed overflow parking from the Arroyo setback



new information was presented at the public hearing on January 13, 2020, to justify reversing the Planning Commission's approval of SPDR 19-004 and CUP 19-006.

**BE IT FURTHER RESOLVED** by the City Council that the decision of the Planning Commission is affirmed and that Appeal 19-001 is hereby denied for the reasons contained in Planning Commission Resolution No. 26-19, and as set forth in this resolution.

**BE IT FURTHER RESOLVED** that the City Council has duly considered and hereby adopts the findings contained in Planning Commission Resolution No. 26-19 as its own findings, and Site Plan Design Review 19-004 and Conditional Use Permit 19-006 are approved subject to the Conditions of Approval in Exhibit B to this resolution, which includes three additional Project Specific Conditions imposed by the City Council through the exercise of its authority set forth in Livermore Development Code section 9.15.030E.4.b to mitigate impacts from the project to protect the public convenience, health, interest, safety, and general welfare of the City:

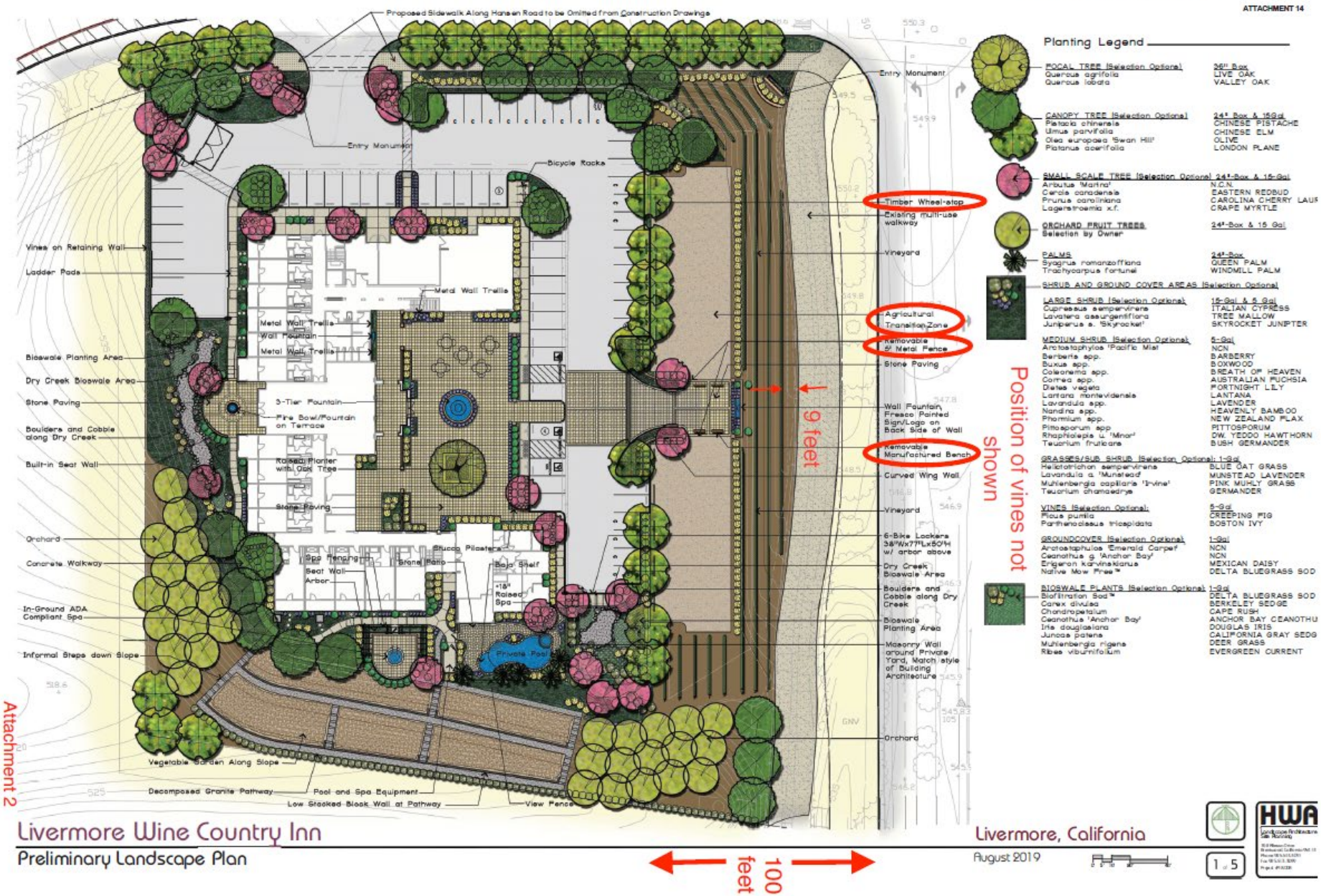
*Condition B.13* - The project shall provide ten, 24" box *Plantanus Acerifolia (London plane)* trees to be planted along Hansen Road, east of the access driveway. Additionally, the project shall provide a mitigation plan at a one-to-two ratio for all trees that are being removed, for a minimum of twenty-two, 24" box trees. The project shall be required to provide on-site planting for any trees that are being removed.

*Condition B.24* - The overflowing parking shall be removed from the 100-foot agricultural buffer along Arroyo Road.

*Condition B.25* - The maximum number of seats for the restaurant is 77 seats. An increase in the number of seats would require review and approval by the Planning Commission.

**BE IT FURTHER RESOLVED** by the City Council that an Environmental Impact Report (EIR) was adopted by the City Council for the South Livermore Valley Specific Plan (State Clearinghouse No. 96052025). The environmental analysis contained in the EIR was based on the development of a Wine Country Inn, assumed to occupy three acres, provide up to 30 rooms, and include a large restaurant with up to 100 seats on the project site. The project is within the scope of the EIR. There have not been any significant changes in conditions since the adoption of the EIR. An Initial Study and Mitigated Negative Declaration were prepared for the proposed project. The Mitigated Negative Declaration indicates that no significant adverse environmental impacts will result from the project subject to the mitigation monitoring and reporting program and Conditions of Approval. The City Council hereby directs the City Clerk to file a Notice of Determination of the City Council's certification of the environmental document with the Alameda County Clerk.

# ATTACHMENT 14




Attachment 2

**ATTACHMENT 1**

6. **Recommended Condition**: Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction shall be replaced prior to issuance of a certificate of occupancy.

A U-shaped internal drive aisle would provide access to drop-off areas, parking spaces, and provide internal circulation. The U-shaped drive aisle also provides for emergency vehicle access. A pedestrian path of travel adjacent to the driveway would connect with an internal pedestrian path to/from the building.

The caretaker's unit is located at the south end of the building. Usable outdoor porches are located on the east and west sides of the building. The building is designed and oriented in this manner to provide visitors with views of the hills along with the sunrise to the east and sunset toward the west. Existing vineyards between the subject site and the residences minimize visual prominence.

The trash enclosure is located to west of the project entrance along Hansen Road and will be architecturally compatible with the Inn. The enclosure will be surrounded and screened from public view with eleven trees and landscaping improvements. The proposed enclosure meets City standards and allows efficient access for Livermore Sanitation. While noise at the proposed trash enclosure may be generated due to garbage trucks during pickup times, the closest residence is approximately 230 feet from the enclosure. As a result, the landscaping and distance to the nearest receptor would help reduce noise during occasional garbage pick-up. Staff recommends the following condition for the trash enclosure to ensure appropriate screening:

7. **Recommended Condition:** The trash enclosure shall be screened from public view along Hansen Road, with a minimum of three, 24" box *Platanus acerifolia* (London plane) trees and five small scale, 24" box trees that are consistent with the plant palette listed in the South Livermore Valley Specific Plan.

Architecture and Landscape Design

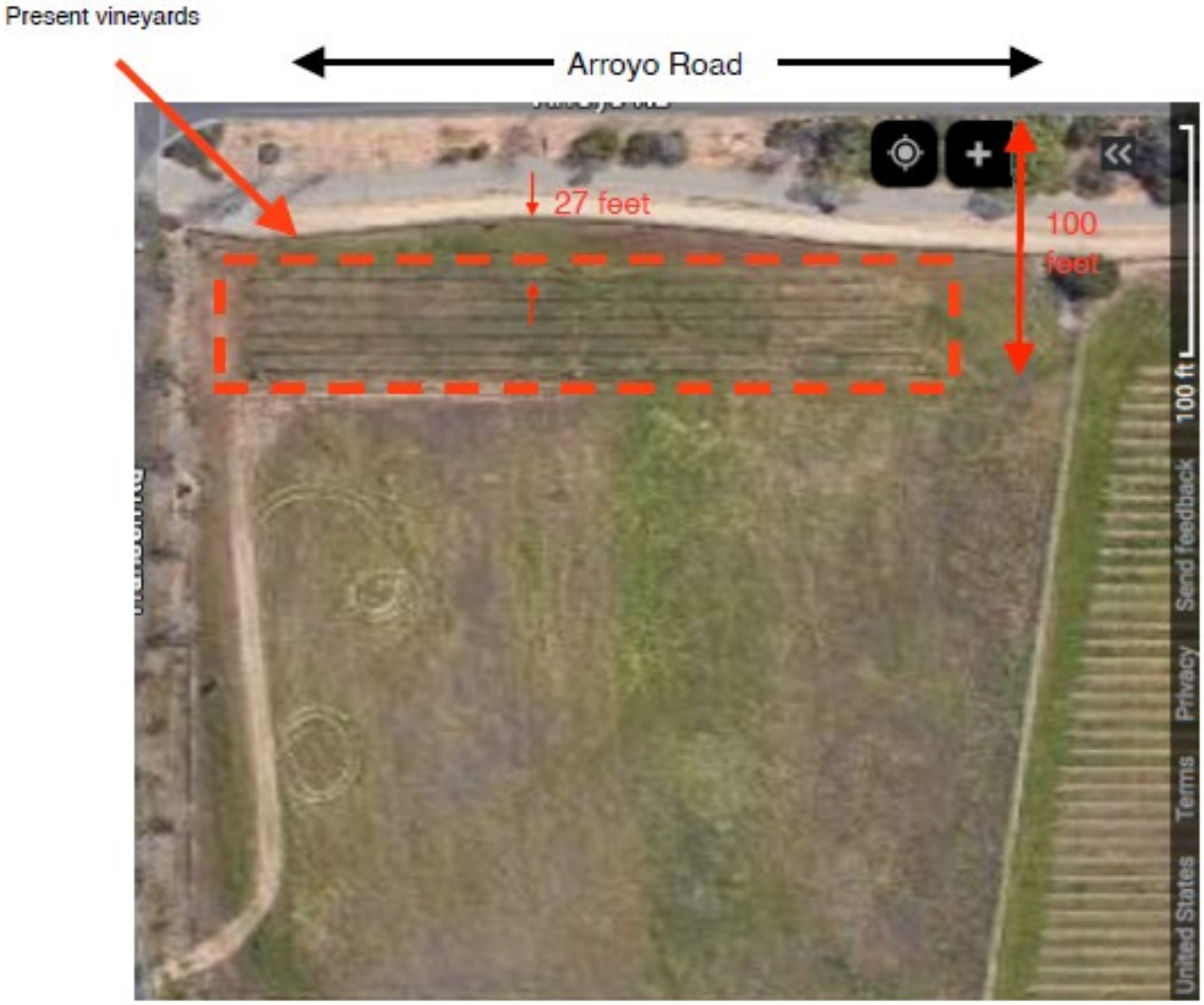
The project is consistent with the Specific Plan architectural standards and guidelines for commercial buildings. The project provides a Spanish/ Mediterranean architectural style. The Specific Plan states:

> "Diversity and innovation is encouraged within the framework of high quality design and construction standards…appropriate scale, simplicity in form, and integrity of details and materials are the characteristics that define the desired building styles for this area"[13].

The scale of the two-story building is appropriate for the site and conforms to the 35-feet maximum height allowed by the Specific Plan for the project site. The architectural style of the building features a boral-boosted tile roof, decorative precast stone at the courtyard

[13] SLVSP, p. 12-17

Current vines start farther away than as shown in the planting plan



| | |
|---|---|
| **From:** | Scooter |
| **To:** | City Clerk; John Marchand; Brittni Kiick; Barrientos, Ben; Evan Branning; Robert Carling |
| **Subject:** | Wine Country Inn |
| **Date:** | Wednesday, May 17, 2023 6:34:11 PM |

Hi,

Some of us in the Los Olivos neighborhood, adjacent to the proposed Wine Coutry Inn, support this project getting completed. It is consistent with the intent for the use of this parcel. The proposal seems to be built with the best of intentions. Looking forward to the City of Livermore doing what is necessary to allow this project to move forward.

Thanks,

Scott Hargraves

# Livermore Wine Country Inn

## Specific Plan Amendment (SPPA) 23-001
## Site Plan Design Review (SPDR) 23-001
## Conditional Use Permit (CUP) 23-002

*May 22, 2023*

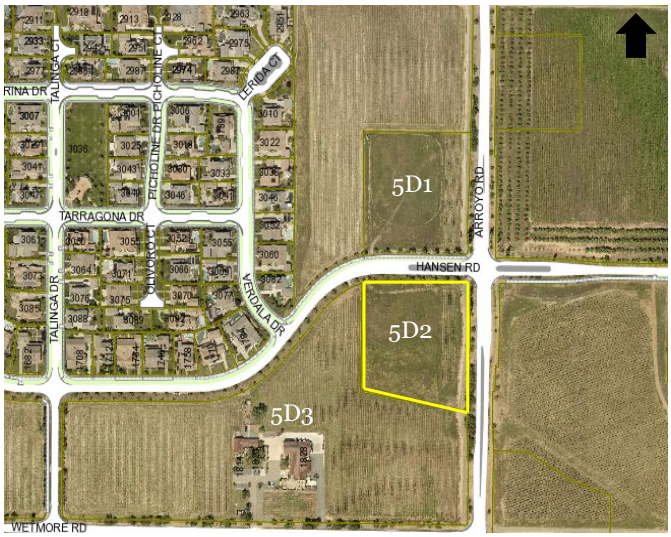
*Kam Purewal, Associate Planner*

LIVERMORE CALIFORNIA

1

2

## Corner of Hansen Road and Arroyo Road




**General Plan:** South Livermore Valley Specific Plan – Subarea 5 - Wine Country Commercial

**Zoning:** Planned Development – South Livermore Valley Specific Plan (Planned Unit Development Amendment 01-001)

**Surrounding Uses**:
North: Vacant/ Commercial Site 5D1

South: Commercial Winery

East & West: Agri. & SFR

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3

## Timeline

- September 2019 – City held a neighborhood meeting to review the project.
- November 2019 – Planning Commission approves the project.
- November 2019 – City receives an application appealing Planning Commission approval.
- January 2020 – Council denies appeal and affirms approval of project.
- February 2020 – Friends of So. Livermore ("FOSL") file lawsuit in Superior Court.
- January 2021 – Alameda County Superior Court rules in favor of the City.
- April 2021 – FOSL files an appeal with the Court of Appeal.
- December 2022 – Court of Appeal reverses lower court's decision.

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4

## Specific Plan Amendment

- **Existing Policy 4-7**: Building setbacks for commercial uses shall be 100 feet from road frontages, except for commercial site #3A which shall be 25 feet. All setback areas shall be planted with vineyards or orchards.

- **Proposed Policy 4-7:** *Building setbacks for commercial uses shall be 100 feet from ~~road frontages~~ the property line, except for commercial site #3A which shall be 25 feet, and commercial sites #5D1 and #5D2 which shall be 50 feet from Hansen Road. All setback areas shall be planted with vineyards or orchards, except the 50-foot setback area from Hansen Road for commercial sites #5D1 and #5D2 may include parking, landscaping, and a trash enclosure.*

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5

## Specific Plan Information

- The Specific Plan was adopted in **1997**. At that time, Hansen Road was a private road that ended at Arroyo Road and did not proceed west across Arroyo Road.
- **Hansen Road** - west of Arroyo Road - is depicted as **a future entry road** and did not exist when the Specific Plan was adopted.
- The City Council **approved** the PUD Zoning Standards in 2001 requiring a **50-foot setback** for commercial sites 5D1 and 5D2.
- The City has always interpreted a **50-foot setback** from **Hansen Road** and a **100-foot setback** from **Arroyo Road**.
- Vineyards on Arroyo Road **are required** to remain within the 100-foot agricultural setback.
- **Specific Plan Amendment is required** to **clarify** that a 50-foot setback applies to Hansen Road.

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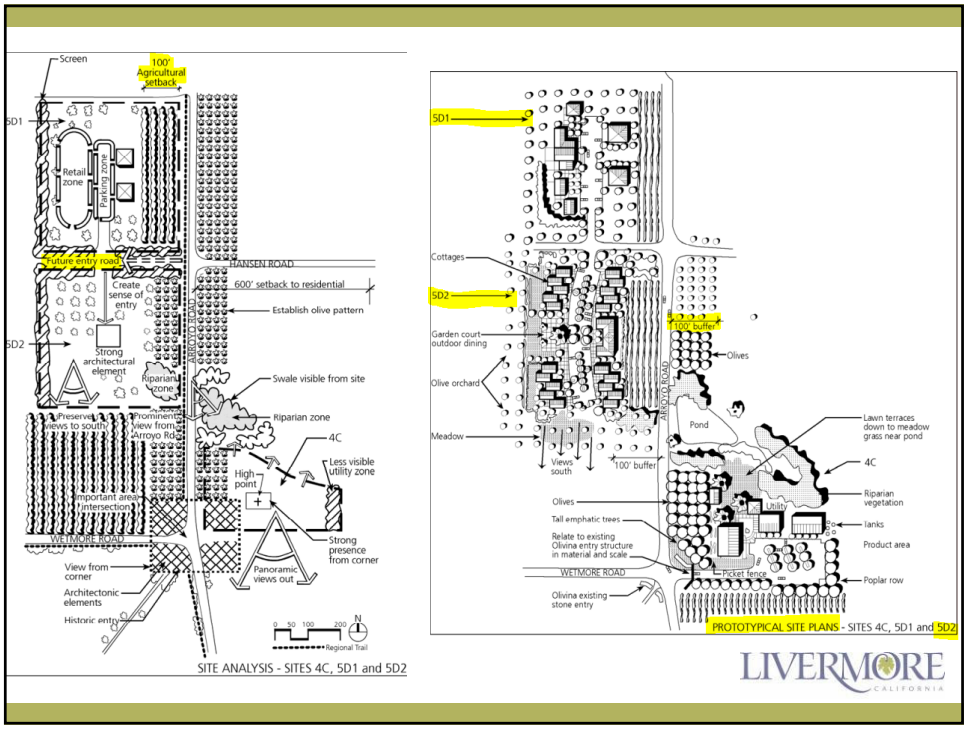
6


Screen
100' Agricultural setback
5D1
Retail zone
Parking zone
Future entry road
HANSEN ROAD
600' setback to residential
Establish olive pattern
Create sense of entry
5D2
Strong architectural element
ARROYO ROAD
Riparian zone
Swale visible from site
Preserve views to south
Prominent view from Arroyo Road
Riparian zone
4C
Less visible utility zone
High point
Important area intersection
WETMORE ROAD
Strong presence from corner
View from corner
Panoramic views out
Architectonic elements
Historic entry
0 50 100 200 N
Regional Trail
SITE ANALYSIS - SITES 4C, 5D1 and 5D2
5D1
Cottages
5D2
Garden court outdoor dining
Olive orchard
Meadow
100' buffer
Olives
ARROYO ROAD
Pond
Lawn terraces down to meadow grass near pond
4C
Views south
100' buffer
Riparian vegetation
Olives
Utility
Tanks
Tall emphatic trees
Relate to existing Olivina entry structure in material and scale
Product area
WETMORE ROAD
Picket fence
Poplar row
Olivina existing stone entry
PROTOTYPICAL SITE PLANS - SITES 4C, 5D1 and 5D2
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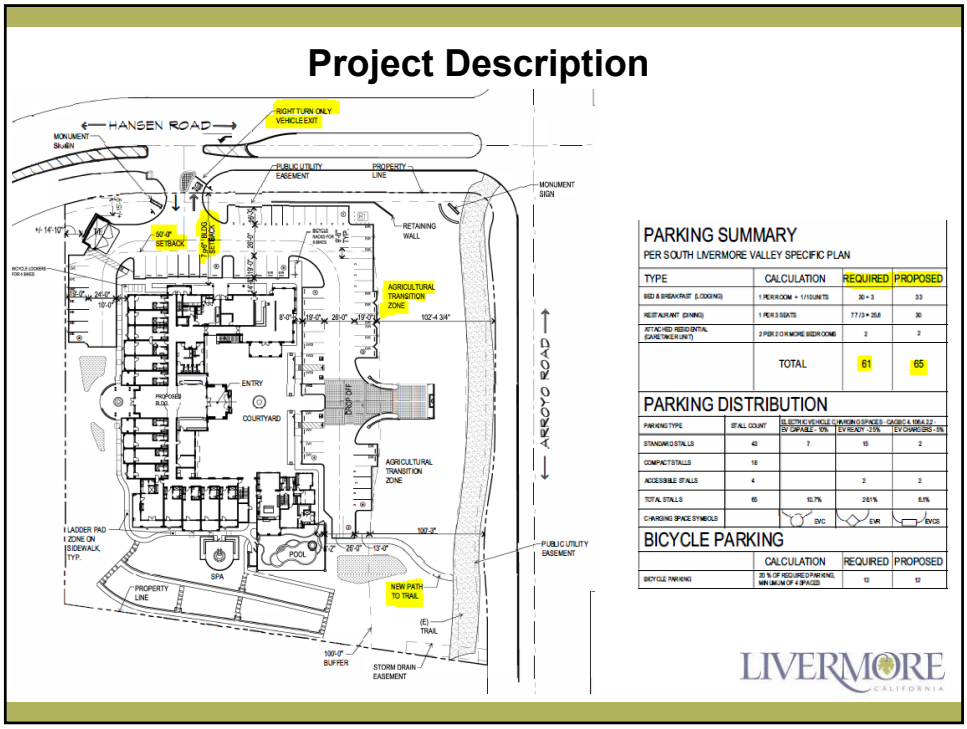
7


Project Description
HANSEN ROAD
RIGHT TURN ONLY VEHICLE EXIT
MONUMENT SIGN
PUBLIC UTILITY EASEMENT
PROPERTY LINE
MONUMENT SIGN
RETAINING WALL
50'-0" SETBACK
AGRICULTURAL TRANSITION ZONE
ENTRY
COURTYARD
DROP OFF
ARROYO ROAD
AGRICULTURAL TRANSITION ZONE
POOL
SPA
PROPERTY LINE
NEW PATH TO TRAIL
(E) TRAIL
PUBLIC UTILITY EASEMENT
100'-0" BUFFER
STORM DRAIN EASEMENT
PARKING SUMMARY
PER SOUTH LIVERMORE VALLEY SPECIFIC PLAN
TYPE | CALCULATION | REQUIRED | PROPOSED
BED & BREAKFAST (LODGING) | 1 PER ROOM + 1/10 UNITS | 30 + 3 | 33
RESTAURANT (DINING) | 1 PER 3 SEATS | 77 / 3 = 25.6 | 30
ATTACHED RESIDENTIAL (CARETAKER UNIT) | 2 PER 2 OR MORE BEDROOMS | 2 | 2
TOTAL | | 61 | 65
PARKING DISTRIBUTION
PARKING TYPE | STALL COUNT | ELECTRIC VEHICLE CHARGING SPACES - CALGBC 4.106.4.2.2 - EV CAPABLE - 10% | EV READY - 10% | EV CHARGERS - 5%
STANDARD STALLS | 43 | 7 | 15 | 2
COMPACT STALLS | 18
ACCESSIBLE STALLS | 4 | | 2 | 2
TOTAL STALLS | 65 | 10.7% | 26.1% | 6.5%
CHARGING SPACE SYMBOLS | | EVC | EVR | EVCS
BICYCLE PARKING
CALCULATION | REQUIRED | PROPOSED
BICYCLE PARKING | 25 % OF REQUIRED PARKING, MINIMUM OF 4 SPACES | 12 | 12
LIVERMORE
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8

## Architecture

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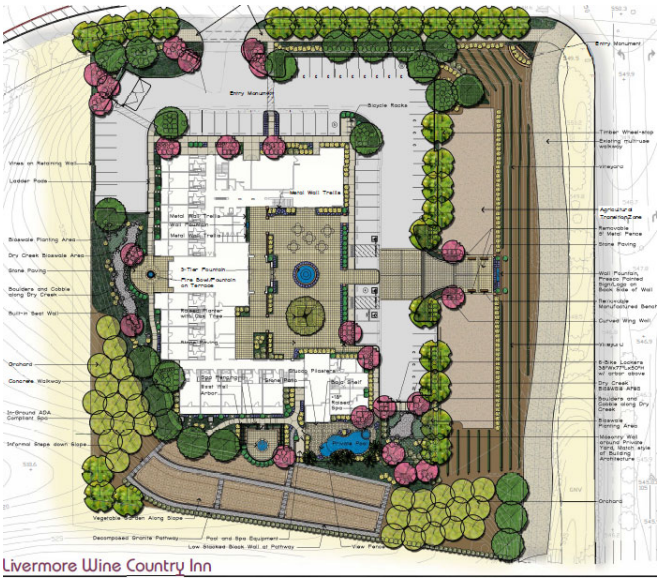
9

## Landscaping




10

## Site Access

*Policy 5-10:* *Access to commercial areas generally shall be kept separate from access roads to residential areas. Access to commercial sites shall take access directly from roadways external to the subareas, except in subarea #5 where sites 5D1 and 5D2 sill take access from the main east-west spine road.*

1. Pedestrian and traffic safety conflicts due to the higher speed limit on Arroyo Road as compared to Hansen Road.
2. A new left turn lane would have to be near the existing left turn lane from Arroyo Road onto Hansen Road, likely causing additional traffic conflicts.
3. There is a slope easement along Arroyo Road with a substantial difference in grade between Arroyo Road and the project site. Sight distance would be a concern for vehicles entering and leaving the site due to limited visibility for pedestrians using the existing trail system.
4. LARPD concluded that the entrance to the property should remain on Hansen Road to avoid impacting the regional trail.

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11

## Recommended Action

Planning Commission and staff recommend the City Council take two actions:

1. Adopt the attached Resolution and:

    a. Rescind Site Plan Design Review (SPDR) 19-004 and Conditional Use Permit (CUP) 19-006 for the Livermore Wine Country Inn;

2. Adopt the attached Resolutions and:

    a. Adopt an Addendum to the 1997 South Livermore Valley Specific Plan Environmental Impact Report (State Clearinghouse No. 1996052025); and

    b. Approve Specific Plan Amendment (SPPA) 23-001, Site Plan Design Review (SPDR) 23-001 and Conditional Use Permit (CUP) 23-002 for the Livermore Wine Country Inn

LIVERMORE CALIFORNIA

12

| Council Member | Date of Meeting or Event | Committee or Organization | Meeting or Event Type (ex. board meeting or ribbon cutting) | Summary of Meeting or Event |
|---|---|---|---|---|
| Mayor Marchand | 5/10/2023 | Alameda County Mayors Conference | Meeting and tour | Toured the Tesla Factory and heard a report on the Fremont education/industry pipeline |
| Mayor Marchand | 5/12/2023 | City of Livermore | Ribbon-cutting | Grand opening and tour of Avance community for developmentally disabled adults. |
| Mayor Marchand | 5/13/2023 | Living Arroyos | Community service | Creek clean-up at Robertson Park |
| Mayor Marchand | 5/14/2023 | Boy Scouts of America | Eagle Scout Court of Honor | Spoke and presented certificates to 6 Eagle Scouts |
| Mayor Marchand | 5/15/2023 | Tri-Valley Democratic Club | Community Forum | Spoke at a forum of Tri-Valley elected officials. |
| Mayor Marchand | 5/17/2023 | Innovation Tri-Valley | Seminar | Received an update on Valley Link |
| Mayor Marchand | 5/17/2023 | LAVWMA | Board meeting | Budget, operations update and took action to repair flood damage. |
| Mayor Marchand | 5/18/2023 | Livermore Police Citizens Police Academy Alumni Association | Volunteer Recognition event | Thanked LPD volunteers for their service. |
| Mayor Marchand | 5/19/2023 | Las Positas College | Graduation | Presented certificates to the Veterans First Graduates at LPC |
| Mayor Marchand | 5/22/2023 | Heritage Estates | Community outreach | Held a town Hall with the residents. |

| Council Member | Date of Meeting or Event | Committee or Organization | Meeting or Event Type (ex. board meeting or ribbon cutting) | Summary of Meeting or Event |
|---|---|---|---|---|
| Council Member Barrientos | 5/17/2023 | Valley Link Update | Lunch provided | An update on the Valley Link project |
| Council Member Barrientos | 5/17/2023 | EBCE | EBCE | Review of the 2023-2024 EBCE budget<br>Up date on State legislation |
| Council Member Barrientos | 5/22/2023 | Assigned to a subcommittee marketing and Accounting for EBCE | | An update from staff |

| Council Member | Date of Meeting or Event | Committee or Organization | Meeting or Event Type (ex. board meeting or ribbon cutting) | Summary of Meeting or Event |
|---|---|---|---|---|
| Council Member Branning | 5/11/2023 | League of California Cities | Virtual Meeting | Updates from Congress. |
| Council Member Branning | 5/18/2023 | Livermore Police Department | Volunteer Appreciation | |
| Council Member Branning | 5/20/2023 | LDI | Downtown Street Fest | |
| Council Member Branning | 5/22/2023 | LAVTA | Projects and Services Committee | Approval of public safety plan |
| Council Member Branning | 5/16/2023 | Livermore Valley Wine Community | Member Dinner | |

| Council Member | Date of Meeting or Event | Committee or Organization | Meeting or Event Type (ex. board meeting or ribbon cutting) |
|---|---|---|---|
| Council Member Carling | 5/11/2023 | StopWaste | board meeting |
| Council Member Carling | 5/12/2023 | City of Livermore | Avance grand opening |
| Council Member Carling | 5/15/2023 | City Council | City council special meeting |
| Council Member Carling | 5/17/2023 | LAVWMA | board meeting |
| Council Member Carling | 5/18/2023 | Livermore Police Department | LPD volunteer appreciation dinner |
| Council Member Carling | 5/19/2023 | Alameda Landfill Open Space Committee | board meeting |

LIVERMORE
CALIFORNIA

**CITY COUNCIL STAFF REPORT** **ITEM NO. 10.2**

**DATE:** May 22, 2023

**TO:** Honorable Mayor and City Council

**FROM:** Marianna Marysheva, City Manager

**SUBJECT:** Supplemental materials received at the meeting.

**RECOMMENDED ACTION**

**SUMMARY**

**DISCUSSION**

**ATTACHMENTS**

1. Items Received at the Meeting

Prepared by: Debbie Elam
Acting Assistant City Clerk

Approved by:

Marianna Marysheva
City Manager

Fiscal Review by:

Tina Olson
Administrative Services Director

May 22, 2023 Open Forum Livermore City Council Meeting

RE: Proposed Cell Phone Tower in Mocho Park Livermore CUP 22-004

Mayor Marchand and Members of the City Council,

I use the Arroyo Mocho trail which runs from Concannon Blvd. to Isabel Ave. in Livermore several times per week. I often stop at Robertson Park and Mocho Park which are located along the way.

I attended the April 18, 2023 Planning Commission meeting.

I am appalled that the Planning Commission has approved allowing AT&T to install a **seventy (70) foot tall cell phone tower** in the tiny Mocho Park which is bounded by the Arroyo Mocho, Mocho Street and Holmes Ave. The approved tower is one of those **ugly plastic wrapped "mono trees" with 20 foot diameter plastic branches (starting at 15 feet above ground) that is so obviously fake and obnoxious ~ 2.5 tons of plastic**.

This park is somewhere around 3 acres in surface area. The proposed tower is supposed to be disguised as a tree- but I estimate that this fake tree will be **at least twice as tall as any other tree in the Park** and would ruin the character of this lovely park. The proposed cell tower is an eyesore in my opinion and **this tiny City Park is no place for a project like this.**

According to City staff documents **the maximum height** for a cell tower structure in this part of the City, which is primarily comprised of single level structures, is not allowed to exceed **35 feet according to the City code**. The Planning Commission is also **allowing this project to be installed 145 feet from a residence where the Code requires 200 feet.**

During the meeting Commissioner Fintschenko repeatedly asked City staff why the Code has the 200 foot from a residence requirement. **Staff finally admitted that they do not know why this requirement is in place** and additionally that they had already allowed this variance to the Code for other installations of cell towers.

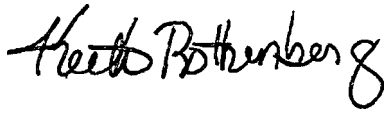
Commissioner Dunbar asked the City staff if they were **setting precedent** by approving the variances from the Code for this project. City staff replied that no, this was not setting precedent- which seems to me to be contradictory to the facts. **It appears that one bad decision justifies the next.**

When asked by the Commissioners about **any available master plan for cell tower installations,** City staff stated that they have a list of preferred sites but it **is unclear to me how these sites have been selected and it seems that there has not been any public input on any part of this selection process**.

**Is our City going to be filled with 70 foot or higher cell phone towers located too close to residences, with the Telecom industry sneaking them through one at a time?**

**Please reject this project**. Please send a clear message that **we need to maintain the character of our City and not allow projects like this that violate our codes and create visual blight**.

Sincerely,



Keith Rothenberg
23 Diamond Drive
Livermore, CA. 94550

Dear Mayor Marchand and Council Members:

The proposed wine country inn violates Policy 4-7 of the South Livermore Valley Specific Plan that states: "*Building setbacks for commercial uses shall be 100 feet from road frontages, except for commercial site #3A which shall be 25 feet.* ***All setback areas shall be planted with vineyards or orchards.***" Although the applicant is asking to amend Policy 4-7 to allow for a 50-foot non-planted setback from Hansen Road, the Policy regardless will remain in full force with respect to Arroyo Road.

There is a conflict between the 100-foot setback from Arroyo Road and the proposed hotel. The Staff Report does not mention that the hotel proposed in 2018 had overflow parking located in the 100-foot agricultural setback from Arroyo Road. The overflow parking was one of the issues cited by the Friends of South Livermore that was in conflict with the SLVSP in its appeal to the City Council. The City Council subsequently prohibited the overflow parking in Condition B.24 – "The overflow parking shall be removed from the 100-foot agricultural buffer along Arroyo Road." (Attachment 1)

In the current proposal, there is no request for overflow parking. However, clearly the intent is to retain part of the 100-foot setback for overflow parking, with or without a Conditional Use Permit from the City of Livermore. The landscaping plan shown on p. 842 of the agenda packet (see Attachment 2) is essentially the same as in the original proposal: a large, flat area within the 100-foot setback with "Timber Wheel-stops", "**Removable** 5' metal fence" and "**Removable** Manufactured Benches" along with a water fountain. At any time, the applicant will be able to open the area to overflow parking, with or without approval from the City.

More important is the location of the grape vines in the agricultural buffer for Arroyo Road. In the Conditions for Approval (p. 685, p. 17 of the Staff Report), it is stated (item #6): "Any vines in the 100-foot agricultural buffer along Arroyo Road that are removed during construction, must be replaced prior to an issuance of a certificate of occupancy." (Attachment 3). The problem is the location of the vines is not specified. The landscaping plan shown on page 842 of the packet does not show six rows of vines but open space where the vines should be. The vines currently in place begin 30 feet from the trail and end 100 feet from the edge of Arroyo Road, in accordance with the SLVSP (Attachment 4). The vines in the drawing begin less than 5 feet from the trail and only 4 rows are shown, with an approximately 35-foot band with no plantings of any kind.

This also brings up the issue of the large (33-feet long X 29 feet wide) EVA turnout that extends into the agricultural buffer, also in violation of the SLVSP. This is another example where this project has been allowed to expand beyond the constraints imposed by the SLVSP.

In this case, there is no ambiguity about where the SLVSP intended the grape vines to be: the vines are in place where they were meant to be.

The current proposed plan violates the SLVSP policy for a 100-foot agricultural setback planted in vines or orchards. Please do not approve the amendment to the SLVSP and do not approve the proposed hotel.

Peter Young
Friends of South Livermore

Hi,

I am Ann Young --Friends of South Livermore

And I am here to say I am against the building of this hotel on Hansen Rd. **unless modifications are made.** We all want a hotel on this site but this project isn't it! **We need to go back to the drawing board** as the editorial in the **Independent so aptly summed it up**-- Thank you Janet Arman trout!

**A.** The Planning Commission has rushed to check all the boxes and move this project through, **but there are many issues that need to be resolved.**

1) Changing the South Livermore Plan to accommodate builder

2) Changing the 100 ft setback to 50 ft. to accommodate the builder-. This is a real disaster as it affects the open space and rural atmosphere of the hills.

3) Refusing to move the hotel's entrance off Hansen to Arroyo Rd. **which could be done** with lane-changing lines as shown on busy roads in Dublin, San Ramon and Pleasanton and San Ramon on busy thoroughfares near 4 way stops

**B.** We have brought these issues to the city multiple times and been given the same **pat answer that** "the Livermore Wine Growers cannot survive unless this hotel is built as is".

**C. This is an over gross over simplification** "Downtown" Livermore is the real draw **for tourists.** Downtown has everything!!-- great food and wine, entertainment, music, and lots of parking. **+ It is all walkable with outdoor seating!** (Huge crowds of tourists last weekend Street Fest

**Who wants to drive out to Hansen on the edge of town when our Downtown is the place where everything is happening**

**Where is our downtown hotel?**

**BERNARD CABANNE** [redacted] 5/22/2023 4:50 PM

# Fwd: Livermore City Council Meeting May 22, 2023---item 6.2 Wine Country Hotel

May 22,2023
City Council Members
Re: Item 6.2 Wine Country Hotel

Dear City Council Members:

We are not opposed to the project—we are opposed to the project as currently designed.

We urge you to deny the proposed amendment to the South Livermore Valley Specific Plan (SLVSP). The SLVSP exists so there is consistency and uniformity in decision making. The SLVSP provides just and equitable standards for land use. In contrast, this amendment is contrary to the letter, spirit and intent of the SLVSP. The amendment is completely at odds with the aesthetic goals and the SLVSP' stated purpose " to provide a comprehensive land use program to guide **future** public and private actions".

Visual and scenic resources are critical to promoting South Livermore as a premier wine growing region. When driving through South Livermore, people expect to see vineyards and orchards. With this amendment, people will see a parking lot and a commercial sized dumpster. In addition, the new application removes 17 mature street trees at the entrance. Is this the desired image needed to promote South Livermore as a wine-producing area? (All quotations are from Court of Appeals ruling December 22,2023)

**Inconsistences between the amendment and the SLVSP**
1)By placing a parking lot and commercial sized dumpster in the 50 ft. setback on Hansen Road, the amendment is inconsistent with the broad policy statements and the vision of the SLVSP.
2))The required planted setback policy is the "**means** by which the SLVSP achieves its goals of preserving and enhancing the rural wine-country character and **image** of the area* , this amendment would seriously impede those goals.
3) "A 100 foot **PLANTED** setback is required from **ALL PUBLIC ROADWAYS** for every commercial site" bordering on public roads throughout the entire area governed by the SLVSP; "planted setbacks are fixed, universal, and apply to existing and future roads."
( 3A2 was exempted because its smaller setback existed before the adoption of the plan)
4) The SLVSP was designed to "preserve the area's unique rural, and scenic qualities", the amendment is in direct conflict with those goals.
5)"The location of setbacks, their **minimum** depths and the requirement that they be planted with an agricultural crop are fixed plan elements".

**6)This is not a commercial area**; it is a buffer zone between urban and open space in the South Livermore Plan.
7)"The SLVSP thoughtfully introduces **limited** commercial development within the agricultural setting, reducing the **visual impacts** on the rural character of the area"; the proposed amendment is in direct conflict with stated visual resources.

8 )Further, " The plan is designed **to preserve and expand viticultural acreage",** this amendment will reduce the very viticultural acreage the plan is suppose to protect.
9) Planting vines somewhere else in the county is not an acceptable solution.
10) Commercial uses not related to wine production and agriculture should be located downtown and in other commercial areas of the city; **not** at the hotel.

We are indeed committed to this plan. We helped fund this plan; the original homeowners in the neighboring developments paid an extra fee ranging from 10,000 to 25,000 dollars when we purchased our homes. In addition, home builders bought one acre of land dedicated for vineyard conservation for each home sold. The money generated from these fees was used as a financial incentive for landowners to secure part of their acreage in vineyards and orchards. This is a considerable neighborhood investment which indicates how much we value preserving and expanding the vineyards.

**Major Safety Concerns with the current design: The safety of the neighborhood is our number one priority.**

Hansen Road is a narrow, substandard sized residential street ( measuring 25 ft wide for two lanes of traffic at some spots), It was narrowly designed to enhance the rural character of the Plan. Some portions are too narrow to include sidewalks on both sides and bike lanes. The proposed entrance/exit for the hotel is located at a particularly narrow portion of Hansen Road because of a planted median divide.
As a result, the safety of pedestrians, families with strollers, young children on bikes, and cyclists cannot be assured with an entrance/exit on Hansen Road.
11). **The safer, more appropriate solution would be to move the entrance to Arroyo Road.**
12). The reasons the staff listed against moving the entrance are not verifiable with current drawings or proven with facts; staff lists unsubstantiated traffic assumptions (Staff report )
13). Safety should take priority over not wanting to slow traffic on Arroyo Road. (Staff report )
14) Breaks in the trail systems have been allowed at neighboring wineries and could work in front of the hotel as well.
15). The staff has never presented drawings showing how circulation would flow with entrances/exits for BOTH 5D2 and 5D1 on Hansen Road.
16). Why were the plans for a required sidewalk next to the hotel omitted in the new application?

**Project does not meet City Climate Action Goals: Project is inconsistent with Livermore 2022 CAP and Livermore Green Building Codes 2022**
17). Applicant is asking for an exception to the Electric Appliance Requirement. Why? This is yet another example of the applicant believing standards that apply to others do not apply to her. ( See other inconsistencies in Energy section below)

Please think **very** carefully about the long term consequences of **changing an entire plan** to appease one developer. This amounts to favoritism and preferential treatment. Why should an arbitrary exception be made for the applicant ?
18) Plans such as the SLVSP are created so there is consistency and uniformity in decision making. The Plan provides just and equitable standards for land use.
19) Once a plan is enacted and long-standing---in this case, 20 years,-–exceptions should NOT be made for an individual.

20) An amendment to the entire plan should only occur if there is a circumstance that benefits the entire plan area such as extending sewer lines to South Livermore when septic tanks were no longer adequate. These changes were not specific changes made for the benefit of one applicant.
21) This is a slippery slope, if an exception is made for Ms. Boss, others will ask for equal treatment.
22.) This amendment will set a precedent and the City will not have the moral authority to turn down other applicants.
23) There are many ways the applicant can modify her design including removing her private pool, her private family residence, the large courtyard, etc.
24) Don't change the plan---ask the applicant to change the configuration of the hotel.

**In addition to the amendment , you are also being asked to consider a new application and a EIR Addendum to the 1997 EIR.**
Please see below a list of concerns which need to be addressed before moving forward with the approval of the new application and the EIR addendum:

**The EIR addendum is insufficient because new information of substantial importance, was not known and could not have been known at the time the previous 1997 EIR/negative declaration was adopted and/or substantially more severe significant impacts exist than those that were previously analyzed.**

**I Aesthetics**
A) In lieu of a 100 ft vines planted setback on Hansen Road, the amendment reduces the setback to 50 ft with a parking lot, commercial sized dumpster and the removal of 17 mature street trees on Hansen Road at hotel exit/entrance. ( **Keeping street trees was a condition of the 2019 project approval**.)
B) The addendum EIR states that the visual impacts will be less than significant with a fence and possible shrubs. These landscape elements will not be sufficient to mitigate loss of significant visual resources to pedestrians, nearby residents, cyclists, drivers traveling along Hansen.
C) The SLVSP EIR discusses how a project might appear with a photo simulation. However, we now have a precise design of how the hotel will look and its prominence will dominate the entire area. As currently configured, it will significantly and adversely impact the stated visual resources and visual goals of the SLVSP "to preserve and enhance the rural wine-country character and **image** of the area*."
D) Moreover, the SLVSP was designed to "preserve the area's unique rural, and scenic qualities", the amendment is in direct conflict with those goals.
E) The matrix of dominant, co-dominant, etc. does not address that this hotel will be the only commercial building in an agricultural buffer zone; and without the required 100 ft. vines or orchard planted setbacks; the visual impacts will be significant and unavoidable.
F) Color and texture will not be sufficient to blend the two story hotel into the surrounding agricultural parcels and will degrade the scenic views without the required 100 ft vine planted setbacks.
G) New information about the significance of lighting of the night time sky has not been addressed in the Addendum EIR. Night time lighting could significantly impact the wildlife corridors as the site is adjacent to Sycamore Park Grove ( 470 acres of open space for wildlife) and near Holdener's Park. Hotel lighting especially in parking lot and hotel signage could significantly impact the flight path of many raptors -- hawks, falcons, kites, eagles (

Golden and Bald), vultures, and four species of owls--documented to nest and hunt in the area.

**II Air Quality**

A) The BAAQMD has adopted more rigid standards since the SLVSP EIR was adopted. ( Attachment 19 exhibit B) Further, the project site is located in a nonattainment area for federal PM2.5 and ambient air quality standards (AAQS).

B)**Changes to the vicinity/new information** Livermore has the worst air quality in the Bay Area both in summer ( smog) and winter. Livermore exceeded federal and state respirable particulate matter (PM 2.5) with a record number of 14.8 days in 2018. ( BAAQMD/Tri-Valley Air Quality Climate Alliance) Livermore experienced 46 Spare the Air Days in 2018, and 58 Spare the Air Days in 2020. (BAAQMD/TVAQCA) A record number of Spare the Air days were also recorded in 2021 and 2022.

**New information** shows particulate matter, especially PM2.5, coming from diesel trucks, gets deep in the lungs and even enters the bloodstream and organs. ( TVAQCA December 2021/ American Lung Association)

C) The consultant used an outdated software model California Emissions Estimator Model ( CalEEMod) version 2016.3.2 to analyze air quality data. An updated air quality computer program is necessary to adequately analyze recent air quality data.

D) Unsupported conclusions: Consultant fails to explain how a left turn pocket, low flow toilets and shower heads will reduce air emissions during construction. Yet these unrelated hotel design features were added into modeling. (Attachment 19 exhibit B) This further casts significant doubt on the validity of conclusions without newer modeling software.

E) The NOx emissions generated by the project during construction will exceed the applicable BAAQMD threshold of significance; t**his impact is significant and unavoidable**. Proposed mitigation measures in the SLVSP EIR are insufficient to render impacts less than significant.

F) Mitigations listed are merely best practices for construction sites in attainment air basins but would **not be sufficien**t for the **nonattainment** air basin in Livermore.

G) Fugitive dust issues are not addressed sufficiently; a disclosure notice given to some homeowners twenty years ago about dust from vineyard operations does not apply to fugitive dust that will be generated from the project's extensive grading ( excavating part of the site by ten feet for a flat pad),removing several feet of undocumented soil and adding replacement soil.

H) **Changes to the Vicinity/New Information.** The SLVSP EIR **did not analyze** the project's potential to expose sensitive receptors to TAC emissions.( Attachment 19 exhibit B) In this case, there are many children and the elderly living on Verdala and Hansen; some residents living as close as 25 ft. from project property line.

I) TAC exposure is underestimated due to DMP exposure from diesel generators and other diesel equipment that will be used on-site through out the two year construction period and due to idling trucks waiting to access and leave the property. **New information** shows particulate matter, especially PM2.5, coming from diesel trucks, gets deep in the lungs and even enters the bloodstream and organs) ( TVAQCA December 2021)

**J) Changes to the vicinity/ New information not included in 1997 EIR : Hospitalizations directly related to air pollutants in the Tri-Valley rose substantially in the last decade. Premature deaths due to air pollution rose from 2,600 in 1990 to 8300 in 2015; asthma emergency room visits rose from 1000 in 1990 to 3400 in 2015 (**TVAQCA**)** (Even before covid, one can see the trend of serious health impacts due to air pollutants is significantly higher. It is well known that air pollutants also increase lung and heart disease , **increase asthma especially in children**, and interfere with oxygen transport to the brain and other sensitive organs. Air pollutants specifically affect pregnant women, infants, children, the

elderly, and individuals with compromised immune systems. **Protecting the health and safety of the most vulnerable residents who live next to the project must be the number one priority during construction.** Some residents live 25 ft from property line.
K)Construction is projected to last 18-24 months, new air quality data clearly identifies the **health risks of exposure to DMP** is far greater than the addendum's limited discussion of cancer.
L) New information not included or analyzed in the SLVSP EIR:1)According to the TVAQCA, the biggest contributors to air pollution are diesel powered machinery that emit pollution even when not in use. (TVAQCA packet and website)
M) The SLVSP EIR states localized CO emissions on neighboring streets during construction would increase CO emissions (incomplete combustion of carbon containing fuels) but after project generated traffic would result in lower CO emissions. Reduced CO levels are estimated using outdated 2010 traffic projections.
N) Addendum EIR does not address the potential for significant odors from bioretention swales and storm retention ponds. (5D2 and 5D1).
O) Mitigation Measure III-1 is not sufficient to render new air quality impacts to a less than significant level, especially exceedances in NOx, PM2.5,PM10 and Green House Gas emissions.
**P) New Information — Significant Air pollutants could be reduced** with the use of electric construction equipment and electric generators during the construction phase of the project. (TVAQCA)

**III. Biological Resources**
A) **Changes to the vicinity/ changed circumstances :** Since the 1997 EIR, the Crotch bumblebee and Western Bumblebee now have the same legal protection afforded to an endangered or threatened species.(California Fish and Game Code sections 2074.2 and 2085, December 2022). The site is home to many wildflowers and the presence of the Western Bumblebee has been seen through out 5D2 and 5D1. New on-site biological surveys to detect their presence and new mitigations should be added to protect Crotch bumblebee and Western bumblebee.
B) Were surveys done in 2022 and 2023 to see if the site is a habitat corridor for the endangered San Joaquin kit fox which has been spotted in Livermore open space and agricultural areas?
C The discussion of the left turn pocket lane not disturbing special status plants or special status wildlife ignores the potential for significant, adverse impacts to special status plants and wildlife where the hotel and caretakers unit will be constructed.
D) Only one on-site biological survey was conducted in January 2019, outside of the botanical blooming season, so it be difficult to spot special species plants.
E) A dry watercourse was confirmed by the biologist. Did the Addendum consultants check to see if the watercourse is now wet and running in 2023 winter? Also have the two large seasonal wetlands in subarea 5 been surveyed recently? Were these areas surveyed this spring 2023 for potential water habitat and upland/movement habitat for California red-legged frog and the California tiger salamander?
F) The Addendum EIR incorrectly states that the project site is surrounded by an existing fence that limits wildlife migration through the site. The site has a short open wooden fence which enables wildlife to cross the site located between Holdener's Park and Sycamore Grove Park, both large open space parks with migratory wildlife corridors. The hotel and parking lot could impede wildlife corridors to habitat. Impacts to wildlife corridors established in Holdener's Park (hundreds of acres of open space) were not mentioned or analyzed in the 1997 EIR as the park did not exist at that time.

**IV. Energy**
A) The hotel application is in direct conflict of Livermore 2022 CAP goals and Livermore Green Building Codes 2022 for the following reasons: 1) hotel will not be required to use recycled water for landscaping, hardscape surfaces are not permeable, applicant plans on installing gas range in kitchen instead of required electric range.( See Green House Emissions below)

**V. GEOLOGY AND SOILS**
A) **Significant New information** since the SLVSP EIR. New earthquake fault lines have been documented near Greenville and Patterson Pass Road, a fault line independent and separate from the Hayward fault or Los Positas Fault.
B) How many earthquakes have been recorded by USGS along this newly documented fault line near the project?
C) Following California Building Code minimum standards is not sufficient mitigation; conclusion that ground rupture is unlikely needs further analysis given the intensity of numerous major and new fault lines in close proximity to the site.
D) The findings of the geotechnical firm ENGEO in the previous EIR did not adequately address the existence of several feet of undocumented soils at the site which could lead to liquefaction and ground lurching. Even replacing the undocumented soils with engineered fill on top of clay soils may not prevent uplifting, lateral spreading and landslides.
E) **The topography is not flat** and slopes considerably toward parcels below. Extensive grading will remove ten feet of soil from one corner of the site to construct a flat pad for the hotel; this will occur in addition to removal of several feet of undocumented soil.
F) **Significant new information/changes to the vicinity**; Twelve atmospheric rivers occurred in Livermore between December 2022 and March 2023 which lead to flooding and excessive run-off in arroyos, creeks and city streets. Ponding at the site and standing water in parcels below the site was visible. The SLVSP EIR did not analyze the increased potential for open faces, unstable soils and landslides before and after construction based on heavy rainfall patterns of 2019, 2022-2023.
G) Did any Addendum consultant walk the property during the 3 month period of December 26th thru March 31st, 2023 to see the extent of flooding?

**VI Greenhouse Gas Emissions**
A). **Significant new information/ changes to the vicinity** :The Altamont Landfill is the third highest Green House Gas (GHG) emitting landfill in the state; the landfill generates high methane emissions even with the operation of the Liquefied Natural Gas (LNG) plant. (Newly required State reporting) **The landfill was granted an extension to 2075.**
B). The Vasco landfill, which also generates significant GHG emissions, **was given an extension until 2051.**
C). The recently approved Jesse Ranch Road Biosolids (dried fecal matter) facility will produce significant amounts of methane and GHG emissions.
D). The GHG emissions of these existing facilities cannot be reduced for decades.
E) The BAAQMD new thresholds of significance of Climate Change impacts require that a new project be consistent with a local GHG reduction strategy—in this case the City of Livermore 2022 CAP.
F) The project is inconsistent with Strategy D-1 Improve water conservation and REUSE ( City of Livermore 2022 CAP)
The city is only requiring a water irrigation system for landscaping, not recycled water ( purple piping being required for the project 6.1 North Canyons Parkway/Triad Condominiums to be approved the same date) Why? The whole purpose of the recycled water plant on Jack

London was to ensure new commercial buildings would be required to use recycled water for landscaping. Why is an exemption being made? **The proposed project is not consistent with the major components of City of Livermore 2022 CAP.**
G) **The project is not consistent with Action F-1.5** that requires new hardscape to be permeable.
**H) Further, the project is not consistent with Strategy B-1 and Livermore's adopted 2022 Green Building Code Standards** which require all electric appliances in new commercial buildings. Written statements by Chef Rodney Worth included in the EIR Addendum do **NOT** show a need that **cannot** be achieved equivalently with an electric heating appliance.
I) **Significant new information since 1997 EIR**: The Independent Consumers Union highly recommends induction for energy-efficiency, speed and precision cooking, safety, absence of toxic fumes, absence of fossil fuels and funding from the Inflation Reduction Act. Here are quotes from Consumers Reports:
"By not having to heat that glass, induction elements are about 5 to 10 percent more energy-efficient than traditional electric heating elements. They're also able to heat pots more precisely because of their digital controls and to bring liquids to a boil faster. In fact, **high-power induction burners can boil a pot of water roughly 20 to 40 percent faster than the best gas and radiant electric ranges** and cooktops we've tested. And because the glass top stays relatively cool, induction appliances are generally considered safer than other types. Another safety bonus: Induction, like other electric appliances, won't produce toxic emissions like gas stovetops do. Induction ranges and cooktops are some of the best performers we test when compared with gas and electric models. This cool new technology comes at a slightly higher price than traditional ranges and cooktops. But because induction heats food faster, you're likely to use less energy and may save on your electric bill.
You may find induction options for as little as 5 percent more than a comparable electric appliance.. Keep in mind that the new Inflation Reduction Act allocates funding credits of up to $840 for new electric ranges and cooktops, including induction models. In our testing, electric ranges are far better than gas models at broiling, and induction models are no exception—all but one of the induction models in our ratings earn a rating of Good or better for broiling. The best models heat evenly and get roaring hot, which should mean nicely seared meats or beautifully baked ziti. Almost all your existing pots and pans are compatible with induction, with the exception of a few nonstick aluminum pieces. Magnetic stainless steel, cast iron, and pretty much all cookware made from multiple layers of metal is magnetic. All the cast-iron Dutch ovens, cast-iron and carbon steel frying pans, and stainless steel cookware sets and frying pans we test can be used with induction cooktops. The oven works exactly like one on any electric range, so you can use all the cookware and bakeware you have in your cabinets now." (Quotes from Consumer Union Reports)

J)Statement from the American Lung Association, September 2022
"After a comprehensive literature review, our research found that the household use of methane gas, wood, propane and heating oil impacts indoor air quality, health, and drives climate change through the emission of compounds such as carbon monoxide, nitrogen oxides, particulate matter, formaldehyde and others."A recent study published in the Journal of Environmental Science and Technology, found that at least 21 different types of VOCs classified as hazardous air pollutants can be emitted into your home via a gas stove .Jan 11, 2023
Natural gas cooking appliances, which are used by a third of U.S. households, can contribute to poor indoor air quality, especially when used without an exhaust hood.1)Gas stoves emit

nitrogen dioxide (NO) 2), carbon monoxide (CO), and 3)formaldehyde (HCHO), each of which can exacerbate various respiratory and other health ailments
K) The project as configured is not consistent with Livermore 2022 Cap and thereby will impede the City from reaching its adopted reduction target goals for 2030 and 2045.

**VII. Hazards and Hazardous Materials**
A) An analysis of onsite soils would be required to ensure that any existing soil contaminants are below screening levels.
B) An additional analysis should be required to check for containments including VOCs and PFAs **before** the undocumented fill on the site is removed and replaced.
**VIII. Hydrology and Water Quality**
A)**Changes to the vicinity.** The heavy rains of Winter 2022-23, including 12 back-to-back atmospheric rivers in a three month period, produced ponding on the project site, flooding of parcels lower than the site, and flooding on neighboring streets. The potential impacts of such intense atmospheric rivers on drainage systems and water quality was not adequately analyzed in the 1997 EIR. The predicted reoccurrence of such wet seasons could create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage system. The use of bioswales and storm retention ponds for the project needs to be further analyzed than water impacts considered in 1997 EIR.
**IX. Noise**
A. The Addendum incorrectly identifies the closest residences as 240 ft. from the project. The closest residence yard is 25 ft from the property line (Staff report)
B. Construction activities generate noise levels between 75 to 85 decibels at 50 ft.; these are significantly above the allowable City General Plan Noise Standards. Therefore, noise impacts are significant and unavoidable; **noise impacts during construction will be more severe than noise impacts evaluated in 1997 EIR**.
Noise impacts must be further analyzed due to the close proximity of many current residents.
C. Vibration impacts were calculated using 240 ft distance to homes and yards instead of 25ft. The currently proposed project could result in vibration impacts that are significantly higher than those that were previously analyzed in the SLVSP EIR.
X. **Transportation**
A)Traffic impacts need to analyzed more completely using Vehicle Miles Traveled models. The Addendum states that the hotel could actually reduce trips into the region by reducing VMT on Isabel or 580 because visitors would stay overnight at the hotel.
B)However, the Addendum does not discuss the number of extra car trips hotel guests would likely make to Del Valle Lake, Tesla Park, shopping, etc.
C)Traffic impacts to the immediate residential area need to be further analyzed using VMT models to see if further traffic mitigations in the adjacent neighborhood are necessary.
**XI. Wildfires**
A) **Changes in the vicinity.** During August 2020, a wildfire caused by thousands of dry lightening strikes erupted less than 1/4 mile from the hotel site. Livermore Pleasanton and Alameda County Firefighters were unable to extinguish it. The fire burned for weeks, killing numerous residents who were trapped on small roads and animals in nearby ranches. A one point, residents on Hansen Road were forced to evacuate and some residents were placed on voluntary evacuations. Later named the Santa Clara County Fire, it became one of the worst wildfires in California's history in terms of total burnt acreage and duration.
B) Wildfires in the adjacent areas are predicted to increase due to Climate Changes; and will significantly increase higher risks of wildfires in dry grasses in areas near the project. Given the recent history of wildfires in Livermore 2020 thru 2022, the impacts of increased fire risks,

in intensity and duration needs to be more thoroughly analyzed than what was considered in 1997 EIR.

**XII. Mandatory Findings of Significance**

a)The project could reduce or restrict the number and/or range of burrowing owls, habitat for California red-legged frogs, California tiger salamanders, Crotch and Western bumblebees, and special status plants. Changes to classifications of endangered species, special status plants and their habitat were not adequately addressed in SLVSP EIR due to changed circumstances and require further CEQA review.

b) The reduction of the planted setback on Hansen Road and the inclusion of a parking lot and commercial-sized dumpster will significantly and severely impact visual resources, scenic views and the aesthetics of the SLSLP. These new additions and reductions were not adequately addressed in the SLVSP EIR and require further CEQA review.

c) The proposed project would cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, excessive noise and vibrations, flooding or ponding (hydrology), transportation impacts, and wildfires, beyond those previously analyzed in the 1997 EIR/negative declaration. Therefore, further CEQA review is required.

**Inconsistencies between the SLVSP and the new hotel application**

A) The EVA turnaround and wooden benches extend into the required 100 ft vines planted setback on Arroyo Road.

**B Other Parking Concerns and Issues**

1.Traffic island to direct guests' right-turns on to Arroyo mentioned p. 247& 667; the island does not prevent left hand turns by vehicles exiting through the entrance lane or prevent vehicles from making a u-turn at the Hansen/Arroyo intersection. Require signage stating either no left turn or right-turn only.

**Conditions that need to be added**

2. Conditions prohibiting hotel parking and/or hotel employee parking on Hansen Road, Verdala, Talinga and on all adjacent neighborhood streets.

3. Signs in parking cutouts in front of homes stating parking reserved for residents only; violators will be towed.

4. Restrict wine bar hours to conform to tasting room hours of 11am to 5pm including weekends.

5 Seating for guests (p. 233) implies **additional bar &restaurant seating = additional parking.** No way to distinguish between hotel guests & diners who are not hotel guests.

At this juncture, we urge you to deny the proposed amendment, deny the new application and deny the addendum to the 1997 EIR until the hotel can be reconfigured to comply with the current SLVSP, and deficiencies and inconsistencies in the new application and addendum EIR can be rectified.

Sincerely,
Donna Cabanne
Friends of South Livermore

Mayor and Councilmembers:

May 22, 2023

I would like to provide some background on setback requirements in the South Livermore Valley Specific Plan (SLVSP). I personally participated in the creation and adoption of that plan.

It started in 1992 when Signature Properties planned to expand Ruby Hills to the east threatening vineyards. For many, Livermore is a special place. One of the things that make it special is the wineries and vineyards that have been part of its history for the past 150 years.

To temporarily protect the vineyards the City Council adopted the South Livermore Area Plan. Over the next four years Livermore's leader and staff together with environmental groups, landowners, wineries and other local communities developed the South Livermore Valley Specific Plan. Mayor Cathy Brown and councilmembers Ayn Wieskamp, Tom Reitter, Tom Vargas and I signed the ordinance adopting the SLVSP around Thanksgiving 1997.

As part of the plan, a requirement was put in place for a 100 foot setback and planted vines along major streets connecting the wineries. This was to preserve the attractive rural appearance of the area for future visitors. The side streets had their own requirements: two narrow lanes, limited on street parking, swales in place of gutters and sewers, special lighting and street signage. There was no intent to apply 100 foot setback or vine planting requirement to these side streets that would be built to serve the residential parts of the plan.

Uses such as the proposed Inn were part of the original SLVP plan. Expansion of tourist serving infrastructure is vital to the future financial viability of the vineyards and wine industry in the area.

The Planning Commission unanimous recommendation to clarify and uphold the intent of the original South Livermore Valley Specific Plan was correct. The City Council should now adopt the Planning Commission's recommendation to meet the goals of the plan. This will help ensure that SLVSP goals are met and vineyards, wineries and other agricultural uses will continue to succeed for the next 150 years.

Thank you, I am available to answer questions.

John Stein [redacted], Livermore, CA

Former Livermore Councilmember